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**\* \* \* FOR IMMEDIATE RELEASE \* \* \***

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## **L.A. Streetcar Receives Significant Private Sector Interest**

*Two dozen official responses to City's Request for Information indicates strong private sector investment interest in bringing Streetcar back to L.A.- City Council will now consider formal Request for Proposals for unprecedented public-private partnership*

**LOS ANGELES, CA (January 7, 2015)** – Councilmember José Huizar announced today that the City received 24 responses from business firms from more than 19 cities, spanning four countries, to a Request for Information (RFI) regarding a potential public-private partnership to construct the Downtown Los Angeles Streetcar project. This tally includes one unsolicited proposal that arrived prior to the issuance of the official RFI and is an indication that there is significant interest in providing private sector investment in bringing the Streetcar back to Downtown Los Angeles.

“We knew there were possibilities in developing a public-private partnership for the L.A. Streetcar project, but two dozen firms responding at this early stage shows undeniably strong private sector interest in helping the City of Los Angeles achieve this regionally significant transportation project,” said Councilmember José Huizar, who champions the modern streetcar project through his Bringing Back Broadway initiative. “This overwhelming private-sector response tells us voters who supported the Streetcar were right - the Los Angeles Streetcar will be a game changer for Downtown and the entire region.”

The purpose of the RFI, which was released by the City in September, was to gather information and generate industry feedback from interested individuals, firms, teams, or organizations experienced in developing transportation and transit infrastructure projects. Potential partners gave feedback on designing, building, financing, operating and maintaining the Los Angeles Streetcar Project in partnership with the City through so called Design-Build-Finance-Operate-Maintain (DBFOM) or Design-Build-Operate-Maintain (DBOM) models.

### **Streetcar to add \$1.6 Billion in Economic Development, 26,000 Jobs, Millions in Revenue**

In October 2014, an economic analysis by international consulting firm AECOM projected the Downtown Los Angeles Streetcar project will lead to the creation of 26,000 new local jobs for residents throughout the Los Angeles region, \$1.6 billion in new development, and \$303 million in new tax revenue to the City, County and State over the 30 years following construction of the streetcar. These latest AECOM projections far exceed a 2011 AECOM study, suggesting that economic development opportunities around the streetcar are growing as the project moves forward.

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“The Los Angeles Streetcar will return its investment many times over with \$1.6 billion in development, the creation of tens of thousands of jobs for Angelenos throughout the region and hundreds of millions of dollars in tax revenue benefiting the City, County and State,” said Councilmember Huizar. “Downtown is more than its 50,000 residents and 500,000 workers. Downtown is the economic engine for our entire region, and the Streetcar’s benefits will have just as wide and important a reach. We welcome the private sector’s involvement in making it happen.”

### **With Millions Secured, Private-Sector Partnership Could Provide Needed Gap Funding**

The Streetcar project has \$367.5 million in committed local funding: \$62.5 million in local capital funding via the Community Facilities District (CFD), a special tax approved by downtown voters; \$10 million from the Community Redevelopment Agency (CRA) and \$1 million from the Measure R Local Return Fund for planning, environmental and pre-construction costs; and \$294 million in Measure R Local Return Funds to pay for operation of the system over 30 years.

It is anticipated that a portion of the capital costs will be funded by \$62.5 million from the CFD and up to \$75 million from an FTA Small Starts Grant (subject to approval by FTA). Estimated project capital costs are \$274 million in 2018 dollars. Therefore, a financial strategy – such as a public-private partnership – is intended to address the funding gap.

### **Respondents from more than 19 Cities, Spanning Four Countries**

Respondents to the RFI ranged from vehicle manufacturers, to transportation infrastructure firms, railway supply manufacturers to operations and maintenance experts, and business management investors to transit providers. Responses were received from more than 19 cities in four countries, including the United States.

The City’s next likely step will be to use the information gleaned from the RFI to craft a Request for Proposals (RFP) to solicit formal proposals for the public-private partnership. Once approved by the City Council, the RFP will be open to all interested parties, whether or not they responded to the RFI.

### **LIST OF L.A. STREETCAR RFI RESPONDENTS**

Alstom-Infrared-Walsh – New York, NY/Chicago, IL

Alternate Concepts, Inc. – Boston, MA

Balfour with Parsons Brinkerhoff – Newtown Square, PA

Bank of Montreal – Chicago, IL

Brookville – Brookville, PA

CAF USA – Washington DC

Edgemoor Infrastructure & Real Estate/John Laing Investments Ltd – Costa Mesa, CA

FCC – Madrid, Spain

Herzog - St. Joseph, MO / Rosslyn Heights, NY

Jacobs Engineering – Pasadena, CA

Keolis, Rockville, MD

Keiwit – Omaha, NE

Macquarie Capital - Los Angeles, CA

Meridian Infrastructure - North America - New York, NY

OHL Infrastructure - Rye, NY  
RDMT - New York, NY  
Serco - Reston, VA/San Diego, CA  
Stacey & Witbeck with Skanska - Sweden/New York, NY  
Siemens - Munich, Germany  
Plenary Group - Los Angeles, CA  
PFAL with BAE Urban Economics - San Francisco/worldwide  
Transportation Resource Associates - Philadelphia, PA  
Veolia - Chicago, IL / Los Angeles, CA  
William Blair - Chicago, IL/Los Angeles, CA

**About the Downtown L.A. Streetcar**

The proposed Downtown Los Angeles Streetcar is a 3.8 mile fixed-rail modern streetcar system, serving Downtown Los Angeles. The streetcar alignment will run along 1st Street, Broadway, 11<sup>th</sup> Street, Figueroa Street, 7<sup>th</sup> Street or 9<sup>th</sup> Street, and Hill Street with an optional spur on Grand Avenue if funding is available.

The project will serve the Civic Center, historic Broadway and the Historic Core, the Fashion District, South Park, L.A. Live and the Convention Center, the Financial District, and restaurant row through the Jewelry District.

The streetcar system will promote transit connectivity among the Metro Red Line, Purple Line, Blue Line, Expo Line, future Regional Connector, and dozens of local and regional bus lines to provide urban circulator service to many of the area's most popular business, entertainment and tourist destinations.

**Los Angeles Streetcar, Inc.**

Los Angeles Streetcar, Inc. (LASI), a non-profit established to lead the local fundraising and development efforts for the streetcar project, is a partner with the City through planning, environmental, engineering, and development processes and manages a portion of the project's available funds.

**Councilmember Huizar's Bringing Back Broadway Initiative**

Led by Los Angeles City Councilmember José Huizar, Bringing Back Broadway is an ambitious 10-year plan to revitalize the Historic Broadway corridor in downtown Los Angeles, a National Register Historic District. Goals are to provide economic development and business assistance; re-activate Broadway's historic vacant theaters, as well as more than one million square feet of vacant commercial space and increase parking and transit options, including bringing the beloved streetcar back to downtown Los Angeles.

Under the initiative, the area has already experienced a surge in new retail and restaurants, and is becoming a focal point for creative office and boutique hotel development with city policies aimed at creating flexibility for the reactivation of upper floor spaces.

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