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EIR for Downtown L.A. Streetcar Provides Clear Path Forward

Along with yesterday's announcement on \$200 million in funding through Metro transportation ballot initiative, Project's draft Environment Impact Report released today represents major step forward for the Streetcar's return to Downtown Los Angeles

LOS ANGELES, CA (June 24, 2016) – Two major milestones for the Downtown Los Angeles Streetcar this week signaled continued momentum for the project. Today, the [draft Environment Impact Report \(EIR\)](#) was released and available for review, and the Metro board voted yesterday to move forward with a November transportation ballot initiative that includes \$200 million for the DTLA Streetcar.

The project's environmental review draft is complete, and available for public comment until August 9, 2016. EIRs are mandated by the state and analyze potential impacts, such as emissions, traffic, route options, among others. The draft EIR studied the proposed Downtown Los Angeles Streetcar as a 3.8 mile fixed-rail modern streetcar system, serving Downtown Los Angeles along 1st Street, Broadway, 11th Street, Figueroa Street, 7th Street or 9th Street, and Hill Street. An optional spur on Grand Avenue is also considered in the draft EIR, to be built if funding is available.

"Momentum for returning the beloved Streetcar back to Downtown Los Angeles is building and this draft EIR and Metro's announcement for potential funding are welcome news," said Councilmember José Huizar, who is championing the streetcar. "We will continue to work diligently with Mayor Garcetti, Metro, the City, Los Angeles Streetcar, Inc., and all our partners, as we work toward a 2020 opening date for the Los Angeles Streetcar."

In its opening year, Streetcar ridership is expected to be nearly 6,000 riders per day. The streetcar will run from early morning to late evening, seven days a week, with peak-hour passenger pickups/drop-offs every seven minutes. During peak-hours, the Streetcar will run at a speed of at least 6 mph – eclipsing earlier estimates and in line with similar streetcar systems nationwide.

With 65 signalized intersections studied in the report, mitigation efforts are planned at a number of crossings to maximize streetcar speeds, increase roadway and pedestrian safety, and limit impacts on Downtown traffic.

The DTLA streetcar 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.

The ballot measure that the Metro Board of Directors approved Thursday would, if adopted by the voters, provide \$120 billion in transit funding for hundreds of vital transportation projects throughout the Los Angeles County region. While the Downtown Los Angeles Streetcar was identified in the Metro plan for \$200 million in Phase III funding, with allocation in 2053, Metro's initiative will allow projects that are otherwise fully funded to receive their allocated funds prior to the projection date in the report.

The most recent estimate for project capital costs for the Downtown Los Angeles Streetcar is \$282 million in 2018 dollars. The City Council directed the project team to aim for a \$250 million project cost goal, with cost estimates expected to decrease as the engineering process is expected to reach 30% by fall.

If approved by voters in November, Metro's ballot measure funding the Streetcar would essentially close the projects funding gap and allow the Streetcar to move immediately into final engineering and vehicle procurement.

The DTLA Streetcar project currently has \$367.5 million in committed local funding: \$62.5 million in local capital funding via a voter-approved Community Facilities District (CFD) special tax; \$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.

The DTLA Streetcar project is also currently in Project Development with the Federal Transit Administration for a grant of up to \$100 million, if necessary. And, the City is pursuing a public-private partnership to complete the financial picture for the streetcar. Ernst & Young has been retained to assist the City with the development of a plan that could go to bid later this year.

A public hearing on the draft EIR will be held on Tuesday July 12, 2016 at 6:30 p.m. at the LAPD Police Administration Building, Deaton Auditorium, 100 W. 1st St. in Downtown L.A.

The Environmental review will be completed by year's end.

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. More at <http://streetcar.la>

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, which celebrated its 8th anniversary in January, 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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