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**\* \* \* PRESS RELEASE \* \* \***

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## **Downtown L.A. Streetcar Environmental Review Certified by City Council**

*Final route selected and depot location identified*

**LOS ANGELES, CA (November 29, 2016)** –The Environment Impact Report (EIR) for the Downtown Los Angeles Streetcar was certified by the Los Angeles City Council Tuesday on a 12-0 unanimous vote, marking another milestone for the project that remains on target to open in 2020. Today’s action comes just three weeks after voters approved the Measure M sales tax that includes \$200 million to help complete the Downtown L.A. streetcar project’s funding plan.

Measure M provides \$120 billion in transit funding to hundreds of vital transportation projects for the Los Angeles region. The proposed Downtown Los Angeles Streetcar is a 3.8 mile fixed-rail modern streetcar system, serving Downtown Los Angeles along 1<sup>st</sup> Street, Broadway, 11<sup>th</sup> Street, Figueroa Street, 7<sup>th</sup> Street or 9<sup>th</sup> Street, and Hill Street.

“Today marks a very important milestone in bringing the beloved streetcar back to Downtown Los Angeles,” said, Councilman José Huizar, who has long championed the DTLA streetcar project through his Bringing Back Broadway initiative. “The Downtown Los Angeles Streetcar will be a vital transportation project linking our regional transit system with destinations throughout downtown.”

Among its actions Tuesday, the City Council certified the environmental findings and selected the 7<sup>th</sup> Street alignment without an extension to Grand Avenue as the final route to be built, while preserving the option to build an extension to Grand Avenue if funding becomes available. The City Council also selected a location at 2<sup>nd</sup> Street and Broadway as the preferred location for the maintenance & storage depot. Project EIRs analyze issues such as emissions and greenhouse gases, geology and soils, transportation and traffic, cultural resources, route options, etc.

Streetcar ridership is expected to be approximately 6,000 riders per day - more than 1,500 riders per mile. Passengers will be able to hop on a streetcar that will come by each streetcar station along the route approximately every 7 minutes during peak hours.

The DTLA Streetcar project currently has \$390 million in committed local funding: \$85 million in local capital funding via a voter-approved Community Facilities District (CFD) special tax; \$10 million from the Community Redevelopment Agency (CRA); \$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.

Estimated project capital costs are \$282 million in 2018 dollars. Combined, the CFD funds and the \$200 million funding through Measure M would essentially close the funding gap. Language was included in Measure M that allows the Metro Board to move up projects currently slated for future decades, like the streetcar, that are otherwise shovel ready and fully funded, provided doing so does not negatively impact projects scheduled earlier on the list.

Other funding possibilities remain beyond the Measure M funding. The DTLA Streetcar project is currently in Project Development with the Federal Transit Administration for a grant of up to \$100 million if necessary. The City is also pursuing public-private partnership options to complete the financial picture for the project.

Once final negotiations are complete regarding utility relocations, which will allow a 30% design cost estimate to be completed, the streetcar team is planning to move directly into final engineering and vehicle procurement.

Ernst & Young Financial Advisors has been retained to assist the City with the development of a public-private partnership plan.

#### **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 will celebrate its 9<sup>th</sup> 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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