



LOS ANGELES STREETCAR INC

Streetcar 101: Leadership and Funding

BOARD MEMBERS

Russ Brown	Executive Director of Historic Downtown BID
Tracey Chavira	Director of Government Affairs, Downtown Center BID
Mike Pfeiffer	Director of South Park BID
Kent Smith	Executive Director of Fashion District BID
Steve Needleman	Orpheum Theater / Anjac Buildings
David Gray	David Gray Architects / Judson Lofts
Michael Delijani	Los Angeles, Palace, State, and Tower Theaters
Pouria Abbassi	General Manager, Los Angeles Convention Center
Martha Saucedo	Vice President of Community Affairs, AEG/LA Live
Jim Atkins	Managing Director of Merlone Geier Partners / Condo Owner
Shiraz Tangri	Designee of Council District 14 / Partner, Alston+Bird

POLITICAL LEADERSHIP

Los Angeles Streetcar (LASI) has vocal advocates in City Hall, and has been actively championed by both Los Angeles City Councilmembers José Huizar and Jan Perry. LASI has received considerable support from the City of Los Angeles, LADOT, CRA/LA, the Bringing Back Broadway Initiative, civic organizations, and community stakeholders.

OPERATING COSTS AND SEED CAPITAL

LASI has wisely invested its initial seed capital of \$100,000 to secure \$10 million in CRA/LA funding in the 2009/2010 budget. This multi-million dollar award recognizes the significant potential of the streetcar to revitalize Downtown LA. These public funds, however, are dedicated to specific purposes – such as feasibility studies and community outreach – and are not eligible to pay for staffing and administrative expenses.

LASI is thus seeking private donations to fund our operational costs, and to sustain the project's forward momentum. The organization's goal is to raise an additional \$500,000 over the next 18 months to continue efficient operations and to match City funding.

FEDERAL AND PUBLIC FUNDING

LASI is pursuing numerous long-term public funding opportunities, including federal, state, and local sources. Through LA City Councilmembers, LASI has worked with Congressman Lucille Roybal-Allard – a big proponent of the Streetcar – to secure federal appropriations. So far, our efforts have secured \$98,000 to complete LASI's initial feasibility study, and an additional \$500,000

THIS DOCUMENT INCORPORATES MATERIAL FROM SEVERAL SOURCES INCLUDING RECONNECTING AMERICA.

LOS ANGELES STREETCAR INC | 550 S. HOPE STREET, SUITE 2300 | LOS ANGELES, CA 90071
(213) 618-9781 | WWW.LASTREETCAR.ORG | INFO@LASTREETCAR.ORG



LOS ANGELES STREETCAR INC

Streetcar 101: Leadership and Funding

is pending to fund the streetcar’s forthcoming environmental impact report/analysis.

Securing significant federal funding – such as stimulus dollars – is currently challenging due to the Federal Transportation Administration’s scoring rubric as well as the shovel readiness requirement. Recent legislative and agency directives will significantly increase LASI’s potential to secure federal funds, and when the change occurs, LASI will diligently pursue additional federal money.

SPECIAL BENEFIT DISTRICT

As was the case in Portland and Seattle, a proposal for a Special Benefit District is being studied. If LASI is able to secure property owner approval, a special benefit district will replace the expiring Metro Red Line Assessment District, which currently charges property owners an annual rate of \$0.37/sf. and will expire December 2009. Preliminary streetcar studies indicate a Special Benefit District assessment could range from \$0.15/sf. to \$0.25/sf. annually depending on public matching funds and the assessable area.

To refine this range, LASI has engaged financial consultants to complete a full and exhaustive review of benefit district options, and is diligently working to limit the burden on property owners. However, it should be noted that a higher assessment rate will get the project completed faster.

COST OF DESIGN AND CONSTRUCTION

The initial Downtown streetcar line will be a 3.0 to 3.5 mile loop and will cost about \$90 to \$100 million, or roughly \$30 to \$33 million per mile. These cost estimates were based on construction expenditures in other U.S. cities and adjusted to account for expected irregularities along potential streetcar lines. A big contingency cost that LASI has purposely budgeted for are utility issues; Downtown LA is crisscrossed with aging, abandoned, and unmarked utilities.

