CRA/LA BUILDING COMMUNITIES

LASI LOS ANGELES STREETCAR INC

FEDERAL TRANSIT ADMINISTRATION (FTA)
EXEMPT DISCRETIONARY PROGRAM GRANTS (SECTION 5309)
FOR URBAN CIRCULATOR SYSTEMS

CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)
THE DOWNTOWN LOS ANGELES STREETCAR PROJECT

PREPARED FOR:

THE DEPARTMENT OF TRANSPORTATION (DOT)
FEDERAL TRANSIT ADMINISTRATION (FTA)
URBANCIRCULATOR@DOT.GOV

PREPARED BY:

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IN CONJUNCTION WITH:

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AND

THE COMMUNITY REDEVELOPMENT AGENCY
OF THE CITY OF LOS ANGELES DOWNTOWN REGION
354 SOUTH SPRING STREET, SUITE 500
LOS ANGELES, CA 90013

FEBRUARY 10, 2010

Full application (large 10MB file; 126 pages) with detailed sections, appendix documents, diagrams, maps, tables, letters and supporting materials available at:
http://tinyurl.com/LA-Streetcar-GrantApp

REQUEST

- The City of Los Angeles is seeking $24,999,999 in funding from the Urban Circulator Program to construct a 4.75 mile modern urban streetcar system in Downtown Los Angeles (Downtown L.A. Streetcar) that will link numerous mixed-use residential communities, business districts, and cultural/entertainment destinations.

- The project exemplifies the Livability Principles upon which the grant funding is to be based.

- Additionally, the success of an L.A. Streetcar will allow federal agencies to promote the benefits of urban circulators as creating sustainable, positive change in urban cores that is not only good for the small and medium-sized cities which have already embraced modern streetcar systems, but also for large cities, like and countless other communities across America – helping stimulate a change in transportation attitudes throughout the U.S.

PROJECT DESCRIPTION & JUSTIFICATION

- The L.A. Streetcar will provide an environmentally friendly, efficient, attractive, user-friendly way for residents, workers, and tourists alike to better connect to the abundant but disconnected public transit system available in the City's high-density urban core – connecting neighborhoods and helping people get to where they want and need to go without using a single occupancy vehicle.

- The L.A. Streetcar will catalyze economic development and generate the production of housing and affordable housing by linking together numerous high-density Downtown transit-oriented neighborhoods, business districts, and cultural/entertainment destinations while providing access to regional transit, healthcare providers, and food grocers which are vitally important ingredients in the creation of livable, accessible and sustainable urban neighborhoods.

- Of all the streetcar projects under development in the U.S., the L.A. Streetcar is best poised to demonstrate the joint interdisciplinary, sustainability, livability, and mobility objectives of HUD and DOT for their Urban Circulator Program, due in part to its high density of development, adopted redevelopment policies and programs which foster the development of high density housing, affordable housing, and economic development along transit lines, and its multiple neighborhoods served by abundant, but disconnected rail transit, which can be connected via the streetcar.

- The L.A. Streetcar will offer a vitally important "last ¼ mile" solution while encouraging pedestrian activity and walkability between transit stations and stops. That is, transit users need a comfortable and convenient way to bridge the last ¼ mile between their transit stop and actual destination. In doing so, the streetcar will provide an exceptional opportunity to reduce traffic congestion, Vehicle Miles of Travel (VMT) and carbon emissions, by offering a superior choice for reaching destinations over fighting traffic.

- An interdisciplinary public/private team has been assembled and has made significant progress towards the final designs and studies necessary to implement a streetcar project – which we believe give this project the highest possible mark for feasibility of construction within the timeframe outlined for this program.

PUBLIC-PRIVATE PARTNERSHIP – L.A. STREETCAR INC

- Los Angeles Streetcar Inc (LASI), a 501(c)(3) non-profit corporation, and coalition of property owners and civic leaders has been formed to design, implement, and operate the L.A. Streetcar in cooperation with a variety of public and municipal agencies, including the City of Los Angeles, the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and Los Angeles County Metropolitan Transportation Authority (METRO).

- These commitments have forged a truly innovative public-private partnership capable of combining resources to successfully carry out the implementation of an innovative transportation system.

- LASI is leading an experienced project and resource development team to secure environmental clearances, design and engineering approvals, and private sector funding through a Special Benefit District (SBD). These private sector funds will be leveraged with more than $10 million of local public sector commitments (the 20% match required by this grant has already been met and exceeded). LASI's team will also manage the project through construction and completion, in addition to ultimately operating the streetcar system.

PROGRESS THUS FAR

- Significant progress has been made to advance the L.A. Streetcar which is "on track" to meet timelines required by this grant program – including having completed a detailed feasibility/alternatives analysis, financial and management planning, and maintenance facility studies under the direction of the City of Los Angeles and CRA/LA.

PROJECT AREA OVERVIEW

- Downtown Los Angeles is a regional, intermodal transportation hub, a focus of transit-oriented development (TOD) planning for the city, and the site of increasing urban renewal, including large commercial and residential redevelopment projects, development of affordable housing, and targeted economic development in the Region's strongest employment centers.

- Downtown's daytime population is approximately 550,000 including residents, tourists and workers, and the increasing Downtown residential population is approximately 42,578, up from 33,000 just 10 years ago. In addition to the large number of workers and tourists who access Downtown by public transit, many of Downtown's permanent residents are low-income earners, physically challenged, and/or do not own vehicles and are therefore dependent upon public transportation.

- There are over 22,158 dwelling units including 5,746 affordable rental units (including 1,793 units of senior housing); 42,578 residents; over 500,000 employees; 90,000,000 square feet of developed space (inclusive of all building types); 29 hotels with 5,831 rooms; and countless destinations within roughly a ¼ mile of the proposed alignment.

- Activities within this area include the historic Broadway retail corridor (an active retail center with more than a dozen beautiful, but underutilized historic theaters between a bevy of underutilized historic high rises from the early 20th century), L.A. Live (major sporting, dining and concert venues), the Downtown Ritz Carlton and Marriott Marquis hotels, numerous high-density Transit Oriented Development (TOD) projects, active job centers, the City's Convention Center, the City's Civic Center (City Hall, state, county and federal government offices and courthouses), the California Hospital Medical Center (Downtown's only hospital) and a growing number of commercial, cultural, social and entertainment destinations, as well the open air Grand Central produce market and Downtown's only full-service grocery store.

- The Broadway Corridor, which would serve as the spine for the alignment, is one of the busiest pedestrian and bus transit streets in the city, serving thousands of riders everyday – workers, residents, and tourists alike.

- The US 2000 Census Data shows that the Project Area is an ethnically diverse, low-income community. Median household income for this population of people is $8,855, with 58.1 % of individuals falling below the poverty level. Minorities make

up over 72% of residents with Latinos being the largest minority group at 26% of the community.

TRANSIT CONNECTIVITY

- The Project Area includes three intermodal transit facilities (7th St./Metro Center, Pershing Square and Civic Center) serving three rail lines (Red, Purple, Blue), in addition to multiple stops for both the Red and Blue Lines, and over 100 bus lines operated by LADOT, METRO and other municipal bus lines with Downtown connections (e.g., Foothill Transit, Culver City Bus, Santa Monica Bus, etc.) serving tens of thousands of riders per day.

- The L.A. Streetcar will feed and link to these transit modes, which then connect to Union Station, which serves 74,000 people per day, as the hub of the region's mass transit system – including the above-mentioned lines along with METRO's Orange and Gold lines, as well as Amtrak and Metrolink's regional commuter rail service. Union Station will soon be linked to the entire State of California via the forthcoming high-speed rail line.

- The proposed streetcar alignments would enjoy a future shared intermodal station at 2nd & Broadway with the planned METRO Regional Connector rail line that is projected to serve in excess of 10,000 riders per day as a regional subway light rail connector through Downtown, allowing seamless, transfer-free travel from one end of the region to the other.

ALIGNMENT & SYSTEM

- The proposed L.A. Streetcar routes were developed through a highly collaborative and interdisciplinary process that included numerous public workshops, charrettes, and stakeholder meetings which attracted hundreds of individual public input imprints.

- Stakeholders and community input has demonstrated a strong preference for the 4.75 mile couplet route begins which southbound on Broadway from 1st Street and moves westward via Pico Boulevard; north on Hope Street; westward on 11th Street; north on Figueroa Street; east on 9th Street; north on Hill Street; and then east on 1st Street to complete the couplet. The spur extension running into Bunker Hill via 1st and Hope Streets will provide significant connectivity to Downtown's major employment core. The final selection of a preferred alignment will be determined through the currently in-progress environmental review and Special Benefit District (SBD) balloting / bonding process in 2010.

- Best practices and preliminary engineering indicates the highest level of service correlates with a maximization of right-hand turns for the streetcar. Focusing on right-hand turns requires fewer roadway and infrastructure modifications than left-hand turns, and has the added benefit of producing fewer traffic impacts at intersections where turns take place.

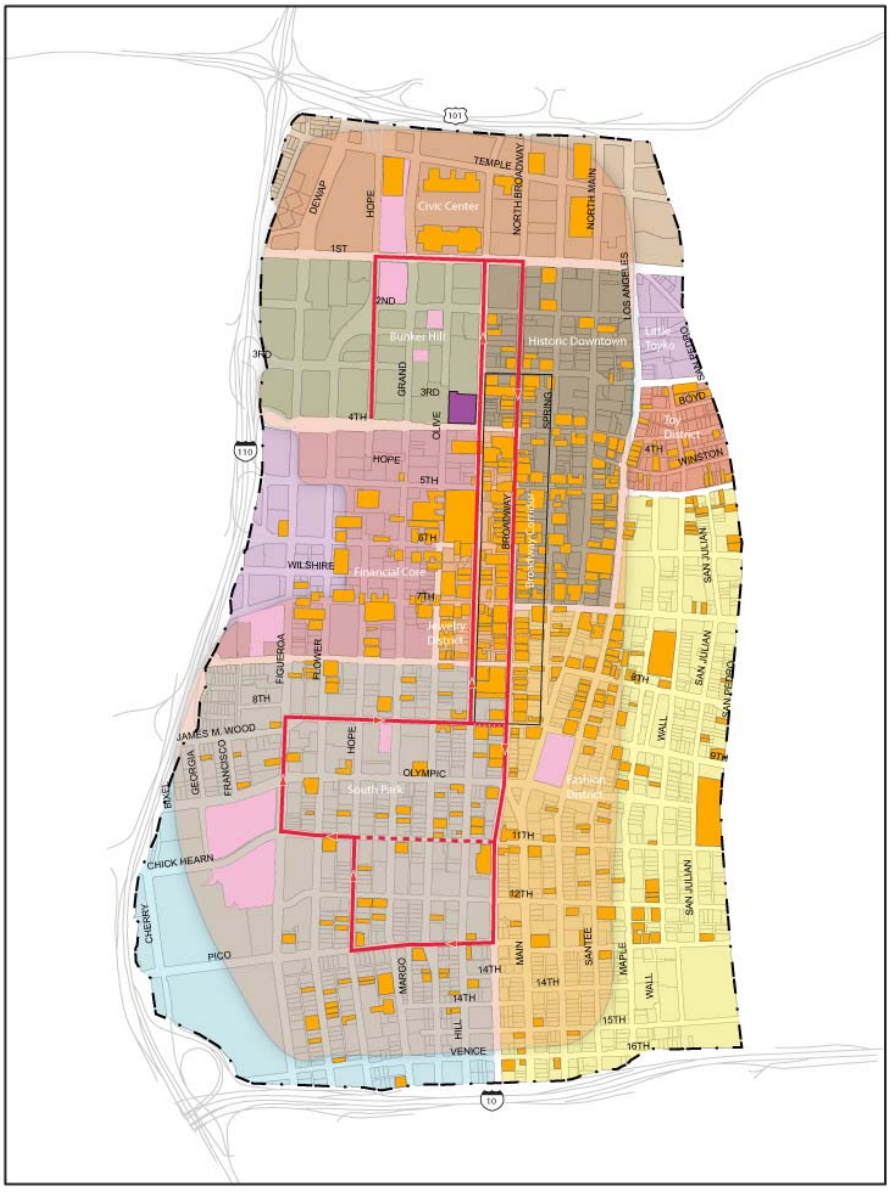
- his has driven a clockwise circulation loop pattern throughout Downtown with the streetcar functioning in couplets, rather than up and down the same streets, to encourage walking and a diffusion of the economic development “streetcar effect” throughout a greater portion of our urban core.

- Like most modern streetcars, the L.A. Streetcar will operate on an emissions-free, electric-catenary system with overhead wires powered by substations which convert commercial power to DC power, fed to traction motors on each streetcar wheelset.

- Vehicles will be multi-segment, articulated, low-floor (platform-level boarding), modern body vehicles, measuring 60 to 70 feet in length (subject to modification as necessary based on manufacturer selection and final engineering requirements).

- The fleet will be fully ADA accessible. A regenerative braking system will employ electric motors used during breaking of catenary streetcar systems to feed electricity back to the grid. A GPS system will integrate with real-time transit displays on station platforms and on the internet, so that riders know when the next streetcar will arrive.

- Streetcars will be air-conditioned, and designed to maximize visibility for the rider. Farebox ticket purchase kiosks will be available at all station stops, as well as on board the streetcar. It is desired to cross-integrate transit passes and transfers with METRO and LADOT, and provide credit card purchase in addition to cash and/or tokens.



Legend

- Project Area Boundary
- Locally Favored Couplet
- Under Study
- Emergency Bypass
- 1/4 Mile Pedestrian Catchment Area
- Buildings of Historical Significance
- Cultural Resources
- Streetcar Maintenance Parcel

L.A. Streetcar Locally Favored Alignment Option 1 (4.75 miles)
Project Concept Map

Prepared by Urban Place Consulting
Data Provided by CRA/LA
Data Provided by DLANC

SUSTAINABILITY

- Plagued with traffic problems and the worst air quality in the country, Los Angeles is more often equated with urban sprawl and asthma than a model of sustainability, but the City has taken great strides towards its goal of becoming the greenest big city in America and the L.A. Streetcar can help.

- By providing an alternative to vehicles which burn fossil fuels, and the use of single occupancy vehicles, the L.A. Streetcar will reduce carbon emission while encouraging pedestrian activity and more sustainable communities in Downtown Los Angeles.

- The L.A. Streetcar will offer riders the choice, freedom and opportunity to embrace a healthier, non-automobile dominated lifestyle. L.A. Streetcar will make it easier for travelers to connect to Metro's Red, Purple, and Blue lines as well as buses thus linking riders with major regional transit services while providing an attractive, predictable and user-friendly way to reach the places Downtown that people want and need to go without using a car.

- According to the FTA's report, "Transit and Reducing Greenhouse Gases," single occupancy vehicle use produces .96 pounds of CO2 emissions per Passenger Mile and buses which are reliant on fossil fuels produce about half that amount due to the number of people they carry per pound of emission. Streetcars run on electric power producing virtually no direct CO2 emissions or impacts. Moreover, combustion engine emissions have proven detrimental health effects for those that must breathe them on a daily basis.

- In addition to economic and social sustainability, the L.A. Streetcar intends to incorporate environmental sustainable design techniques, planning, construction, and operation of the project, making every effort to maintain, protect and enhance the environment.

- The planned system is an emission-free electric-catenary operation, with a regenerative braking system which will employ electric motors used during breaking to feed electricity back to the grid. This catenary system allows the L.A. Streetcar to achieve the intended project timeline.

- The L.A. Streetcar maintenance facility will achieve LEED certification as the project strives to implement the highest level of energy efficient equipment as financially and practically feasible.

- Our goal is to incorporate solar power and low-energy lighting, water recapture/recycling systems, regenerative power systems and other innovative "green" technologies to aid and enhance the operation of the facility to the greatest extent feasible.

- The L.A. Streetcar will catalyze sustainable development of housing, affordable housing and other redevelopment throughout the Project Area.

- The City of Los Angeles requires that all new buildings over 50,000 square feet in size to meet LEED building standards, part of a program to slash carbon emissions in the city by more than 80,000 tons by 2012. In exchange for requiring developers to meet the US Green Building Council's Energy and Design (LEED) standards, the City will work with builders to speed up approvals and to remove obstacles in the municipal code for elements of sustainable building design -- such as green rooftops, cisterns and permeable pavement. If a builder commits to pursuing LEED silver accreditation, the City will add expedited processing through the Planning and Public Works Departments.

ECONOMIC DEVELOPMENT

- The L.A Streetcar will develop a permanent and fixed circulation system that provides a strong market incentive for property owners to revitalize and redevelop their properties.

- Projects encompassing 35,292,467 square feet are already entitled approved or planned within a ¼ mile of the streetcar line.

- This roughly translates into 25,804 permanent jobs. An additional 24-million square feet of space, as projected by LA's Planning Department, can be built-out under current zoning ordinances in the project area.

- The level of pedestrian interaction that streetcar systems foster will put thousands of "eyes on the street" to challenge Downtown's stigma of being unsafe. What is more, the L.A. Streetcar will provide a high level of service and accessibility to numerous destinations throughout Downtown that will result in significant aggregate economic gains.

- Los Angeles suffered from urban flight in decades past and parts of Downtown have experienced resurgence in recent years, which the streetcar can continue to spur. Other areas within the project area have not yet begun to feel the positive impacts of revitalization and are in need of a catalytic transportation

project to incentivize private investment and land-uses that maximize developable space in one of our country's largest cities.

- The L.A. Streetcar will provide for hundreds of design, engineering, construction, and operational jobs that will provide a living wage – stimulus which will greatly assist in addressing the severe economic, housing and jobs crisis in Los Angeles.

- The Historic Broadway Theatre District (the spine of the streetcar alignment) is known as the birthplace of vaudeville and entertainment in Los Angeles and was once the entertainment capital of the United States.

- It has the highest concentration of historic theatres of any street in the country and is part of a National Register Historic District which has experienced significant decline. The upper floor office spaces in the historic high rise buildings have emptied out over past decades, with businesses migrating out of downtown or towards more modern facilities.

- Meanwhile, traffic congestion combined with parking prices drove busy families to outlying areas where they can shop, dine and see a movie, but park only once. More than a million square feet of commercial space in the upper floors of historic high rise buildings along Broadway is vacant or underutilized.

- This space is prime for redevelopment as creative, commercial and housing uses especially considering the trend in preference for historic live/work spaces in urban environments.

- Along Pico Boulevard, numerous surface parking lots present potential for commercial centers and residential complexes to support the ever-increasing number of urban residents looking to make their homes in the Downtown area.

- Tourism, sports and entertainment take center stage on the western end of Downtown as an integral part of daily life. The Los Angeles Convention Center is located next to the newly opened L.A. Live entertainment and sporting complex, including the Staples Center area, the home of the Los Angeles Lakers, Kings and Clippers, the Grammy Museum, the Downtown Ritz Carlton and Marriott Marquis hotels, Nokia Theatre and numerous other social and cultural destinations.

- This multi-venue destination needs to be better connected with the northern portions of Downtown, which hosts the Mark Taper Auditorium, Disney Concert

Hall, Dorothy Chandler Pavilion, the Museum of Contemporary Art, and the city's civic center City Hall and state, county and federal government offices and courthouses.

- Bunker Hill to the north is a high-density, high-rise office and commercial center which will feature one of the most ambitious new development projects planned in Downtown L.A. – the $3 billion Grand Avenue Project. Better access to offices, government services, hotel rooms, and retail/restaurant activities will improve the Convention Center's attractiveness, increase its tourism and conference activity, create more jobs, and benefit Los Angeles's economy.

- Utilizing these cultural and entertainment destinations as the bookends for the streetcar route will help catalyze revitalization in the areas between them, providing a sustainable, permanent solution to challenges while providing a driver for economic development that is greatly needed in Downtown Los Angeles.

CREATING HOUSING AND CONNECTING NEIGHBORHOODS

- The City of Los Angeles is comprised of 120 individual neighborhoods, a dozen of which are Downtown. Right now, despite their relative proximity, Downtown neighborhoods lack proper connectivity and can seem to function as islands among themselves, not contributing to the overall sense of connectivity, community and livability necessary to sustain a thriving, multi-use Downtown.

- Providing pedestrian, transit and visual connections between these areas is critical to promoting sustainable urban living and a cohesive Downtown community – a successful whole as the sum of its parts.

- The creation of housing and affordable housing is also a main component in meeting those goals. According to the Los Angeles Housing Department, and affordable housing advocates at Livable Places, a surprisingly wide variety of families and individuals cannot afford market-rate housing – in fact about 30% of families cannot afford to rent a two-bedroom home.

- The City's Department of Building & Safety reports that 9 out of 10 of the homes built in 2006 (12,691 of 14,000 Units) were only affordable to people earning above $135,000/year. Despite Downtown's diverse population, only 5% of new housing is affordable to low-income people, many of whom are low-wage Downtown workers.

- According to the L.A. Department of City Planning, detailed analysis has demonstrated high rates of housing cost burden in the city (58% of renters and

47% of owners pay over 30% of their income for housing), low home ownership rate (40% compared to 68% nationwide), and loss of existing low-rent housing (including subsidized housing as well as rent-stabilized units).

- In the past, many families in Los Angeles were successful in moving up into middle class lifestyles because home prices were within reach of factory workers, teachers and other working people. Today's high home prices have made it impossible for most residents to buy a home, and many families struggle to afford the rent on a modest apartment. If Los Angeles is to continue to be a prosperous and desirable place to live, we need to provide more affordable homes and ensure that the promise of a better life is within reach for everyone in the city. A goal for Downtown is to create compact, mixed-use neighborhoods that combine homes and apartments with stores, offices and schools —within walking distance.

- The key achieving this is building neighborhoods at higher densities. Fifty nine buildings with affordable housing options are within a 6 block radius with 5,746 units located within a 6 block walking distance of the proposed streetcar route, more housing for multiple income levels is anticipated, and needed.

- Downtown is a focal point for the creation of low income and affordable housing including its historic high-rise nature, which fosters the development of higher density, as well as its long-standing economic hardship, which qualifies the area for Empowerment Zone, Enterprise Zone and Community Block Grant assistance, in addition to the redevelopment planning provided by the CRA/LA – all of which can provide assistance in the development of high density, mixed-use neighborhoods that offer a diverse range of housing options for citizens of various income levels.

- The City of Los Angeles' Adaptive Reuse Ordinance incentivizes the reactivation of vacant and underutilized commercial space in the Downtown area with live/work units, allowing underutilized commercial space in Downtown to be converted to more affordable housing uses. The Central City Community Plan, which the streetcar route is located in, seeks to locate new housing in a manner that reduces vehicular trips and makes it accessible to services and facilities, while encouraging mixed use buildings in commercial zones within Transit Oriented Districts.

- As rail lines are added to the City's transportation system, areas around station stops have the potential to become unique mixed-use neighborhoods that appeal

to individuals and families who see transit as an asset. The City has adopted "Transit-Oriented District" plans, which increase density, reduce parking requirements, and establish design and development standards to create inviting, mixed-use urban neighborhoods.

- Of course mixed-use urban neighborhoods are not built around commercial uses and housing alone. Easy access for residents to health and human services using systems like the L.A. Streetcar is essential. California Hospital Medical Center, one of the largest hospitals in the region, and the only hospital located directly Downtown, has recently undergone many rehabilitation efforts.

- While the hospital has benefited from recent development activity in Downtown, it has always struggled to attract core Downtown residents, due in part to its remote location on the southern end of Downtown. The L.A. Streetcar will run just a few blocks from the main buildings of the greater campus, along Pico Boulevard, a corridor which is ripe for redevelopment and will allow easy access to the hospital's care facilities and associated medical offices.

- Access to fresh, healthy food is as important as access to healthcare. Downtown's only full-service grocery store is directly accessible from the proposed streetcar lines, as is a large open-air fresh fruit, produce and meat market, Grand Central.

- The streetcar will provide access to Downtown's numerous farmers markets, including those hosted at Pershing Square and City Hall.

PROJECTED RIDERSHIP

- The 2006 Downtown L.A. Streetcar Feasibility Study estimated ridership at 600 to 700 daily boardings per mile, yet expert consultants have indicated this figure is likely closer to 1,000 daily boardings per mile.

- These 2006 estimates are considered low and are expected to be exceeded and will be further studied as the environmental review process moves forward. Los Angeles is already well-established as a transit popular destination. According to the LADOT latest cordon count of Downtown Los Angeles (May 2002), some 356,000 person trips – over 26% of the trips into and out of Downtown – were on public transit during a 16 hour period.

- During the peak commute period, 8 am to 9 pm, 32.3% (almost 23,000) arrive by transit. Some 30% of the transit commuters arrive by rail at Union Station.

- Internal circulation around Downtown is primarily on LADOT's DASH system, serving workers, civic center visitors, court jurors, and Downtown visitors. Over 2.4 million riders were carried annually by DASH over Los Angeles' roadways (LADOT Dash Ridership 2004-2005).

- The proposed L.A. Streetcar fills in a missing gap (south and west) of the Downtown DASH system and is expected to experience significant ridership from this as well.

- With tens of thousands of people per day already coming in, out and through Downtown, we anticipate a high level of crossover use among these riders, which should help us easily exceed 3,500 streetcar riders per day.

- Additionally, we expect that the streetcar service itself will help increase transit ridership across other modes, as has been the case in other cities once a streetcar system was introduced. Such increases in transit ridership across all modes in other streetcar cities has been analyzed as the result of two factors: 1) breaking the "transit barrier" for riders who are not accustomed to riding transit, and 2) improving the functionality of the transit system for passengers. The first factor is seen when choice riders (non-transit-dependent people who have access to an automobile) begin to use the transit system over their vehicles because of the attractiveness, predictability and / or ease of use of rail transit.

COMMUNITY COLLABORATION

- Bringing a modern streetcar to Downtown began with discussions that started more than a decade ago. Community input has been in the forefront of every decision made throughout the entire process.

- The proposed L.A. Streetcar routes were developed through a highly collaborative and interdisciplinary process that included numerous public workshops, charrettes, and stakeholder meetings which attracted hundreds of individual public input imprints this speaking to the broad level of support for the project. This is project that has been developed with the community, for the community.

- Many conceptual routes were identified within the Feasibility Study and served as the basis for additional route refinement. From the final publication of the Feasibility Study in 2006 until late 2009, additional community and stakeholder meetings were held to refine streetcar alignments based on mobility needs, public input, technical considerations, and financial feasibility.

- A L.A. Streetcar delegation traveled to Portland & Seattle in March 2008 to speak with leaders about how their streetcar systems were developed and to learn from their experience.

- The City's Bringing Back Broadway Initiative, Reconnecting America, and CRA/LA co-sponsored the Los Angeles National Streetcar Conference held May 2008 to discuss funding, planning and implementation and how a streetcar would affect Los Angeles.

- A streetcar design workshop was held in August 2008 at The New Los Angeles Theatre Center, where more than 120 people attended an all-day event. Discussion revolved around six options for how the streetcar could integrate with the Broadway streetscapes; how to best connect to other transit modes; how to make the best of use pedestrian paseos between adjacent streets; and options to construct a mixed-use maintenance facility.

- A workshop to discuss route options held in July 2009 to publicly display route alternatives and get feedback on the project's progress. More than 200 people submitted public comments and the response continues to be overwhelmingly positive.

- Comments at community meetings reinforced principles defined in the Feasibility Study to help develop the project. The streetcar team further refined the conceptual routes to meet both public preference and financial viability.

- Potential alignments achieve principles identified by both stakeholders and public agencies: (1) Develop strong circulation connectivity between the diverse, mixed-use commercial/residential neighborhoods of Downtown and the various modes of public transportation, including bus, light rail and subway; (2) Provide a high level of service to major employment centers, cultural and entertainment destinations, and the City's Convention Center; (3) Catalyze economic development within the City's urban core, thus revitalizing historic districts and stimulating both commercial and residential redevelopment throughout Downtown; (4) Have a simple design and be easy to understand; (5) Minimize negative community impacts; and (6) Respond to Community needs for frequent service and long span of service. This grant application identifies a "Locally Favored Option" and two route options that are being further considered during environmental and financial review, yet they all reflect public and stakeholder input.

SUPPORT

- There is strong support for the L.A. Streetcar project across all Downtown diverse demographics. This project could not have proceeded as it has without that consensus, nor would it have been successful if it tried.

- The project has earned letters of support from Downtown's diverse communities including residents, community and business leaders, property owners, and elected officials, all with two things in common – their love for Downtown L.A. and their support for the streetcar.

Elected Officials

Congresswoman Lucille Roybal-Allard, U.S. House of Representatives
Senator Dianne Feinstein, United States Senator
Governor Arnold Schwarzenegger, State of California
Assemblymember John Perez
City of Los Angeles (applicant)

Organizations / Agencies

Southern California Association of Governments (SCAG)
Community Redevelopment Agency / Los Angeles
Los Angeles Conservancy
Historic Downtown L.A. Business Improvement District
Fashion District Business Improvement District
Downtown Los Angeles Neighborhood Council
LA Inc. The Los Angeles Convention and Visitors Bureau
Central City Association of Los Angeles
Los Angeles Area Chamber of Commerce
YWCA Greater Los Angeles
The American Institute of Architects/L.A.
Southern California's Transit Coalition
Fixing Angelinos Stuck in Traffic

Property Owners, Stakeholders, & Civic Leaders

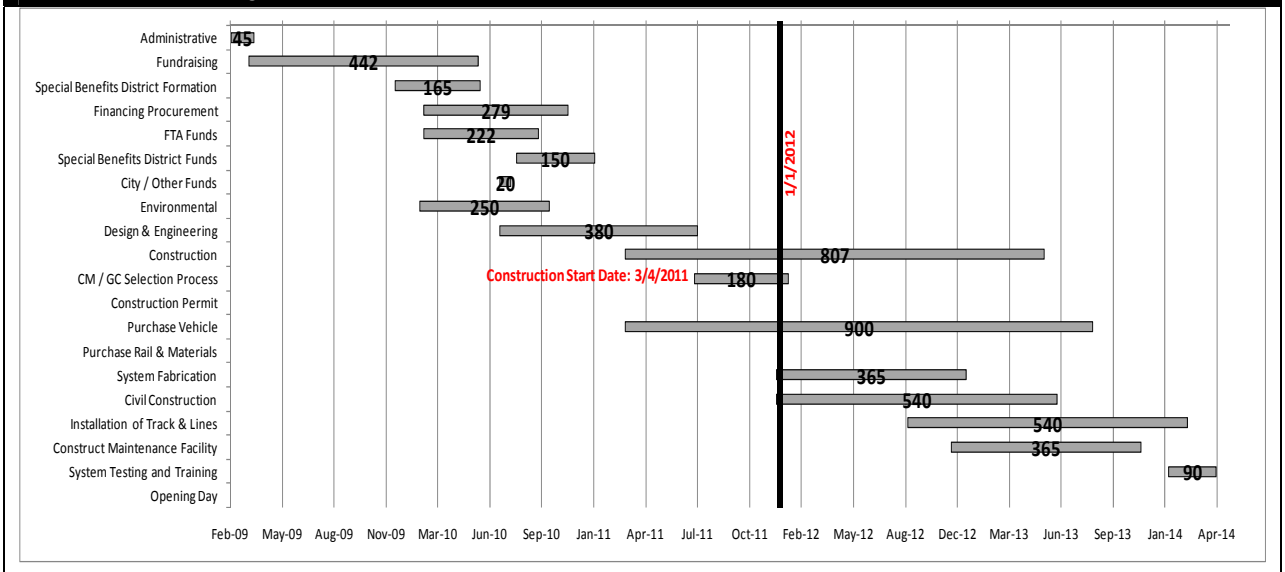
Ted Tanner, AEG/L.A. Live; Shahram Afshani, Liberty National Enterprises; Zuri Barnes, Broadway Exchange Building, LLC; Kate Bartolo, Kate Bartolo & Associates; Blair Besten, Besten Group-Keller Williams Larchmont; J. Russell Brown; Ben Cohan, Victory Capital Group; Warren Cooley, Valley Economic Development Center; Michael J. Crehan, PSOMAS; Ezatollah Delijani, Delson Investment Company; Mark Farzan, Broadway & Eight Investments, LLC; David Lawrence Gray, The Judson / David Lawrence Gray Architects; Eric Gutshall, I D S Real Estate Group; Tara J. Hamacher, National Preservation Partners; David Houk, Houk Development Company; Beatrice Hsu, Related California / Grand Avenue Project; Dianne W. Lee, Leo A Daly; Cardinal Roger M. Mahony, Cathedral Of our Lady of the Angels; Cedd Moses, 213 Ventures Inc; Tyler

P. Murphy, The Robin Group Investment Real State Services; Steve Needleman, The Orpheum Theatre / Anjac Fashion Buildings; Charisse Older, Morton's The Steakhouse; S. Chris Park, Wilshire Grand Hotel; Anne W. Peaks, The Yellin Company, LLC; Peklar A. Pilavjian, Los Angeles United Investment Company, LLC; Tricia D. Robbins, Transit Advocate; D. Rocky Rockefeller, Rockefeller Partners Architects; Ed Rosenthal, Grubb & Ellis Company; Barry Shy, SB Properties; Jose Luis Valenzuela, Latino Theater Company / LATC; Robert Voskanian, Million Dollar Theater Inc.

SCHEDULE

- The L.A. Streetcar will begin construction within eighteen months of receipt of the Urban Circulator grant. The L.A. Streetcar project has initiated environmental analysis, and anticipates completion of environmental documentation and beginning of the approval process in late 2010. The formal SBD voting process will conclude in August 2010, with the issuance of bonds following in early 2011. In sum, the L.A. Streetcar project is on-track to be well under construction by 2012.

L.A. Streetcar Project Schedule



BUDGET

- Capital costs for construction and vehicle acquisition of the L.A. Streetcar are estimated at $106 million.

- The Project's operating costs are expected to be approximately $4 million annually. 77.6%, of the overall project costs funded by non-federal sources including but not limited to a Special Benefit District (SBD) (including bonds) and Tax Increment revenue.

- This level of locally leveraged funding represents Downtown Los Angeles' financial, political, and civic support for the streetcar system. In addition, the L.A. Streetcar project has received funds via federal appropriations (Roybal-Allard, 34th District) for the feasibility study (completed) and environmental review (to be completed in 2010-11)

L.A. Streetcar Capital Costs/ Line Item Budget

			Option 1 - 4.75		Option 2 - 3.85		Option 3 - 3.35	
Item	**Unit**	**Unit Cost 2009**	**Quantity**	**Cost**	**Quantity**	**Cost**	**Quantity**	**Cost**
Construction Direct Costs								
Track (per 1 trk mi in 1 trk limits)	Track Mile	$ 2,000,000.00	4.75	$ 9,500,000.00	3.85	$ 7,700,000.00	3.35	$ 6,700,000.00
Special Track work	Lump Sum			$ 600,000.00		$ 500,000.00		$ 450,000.00
Civil and Street improvements	Per Mile	$ 1,250,000.00	4.75	$ 5,937,500.00	3.85	$ 4,812,500.00	3.35	$ 4,187,500.00
Utility Modifications	Per Mile	$ 1,000,000.00	4.75	$ 4,750,000.00	3.85	$ 3,850,000.00	3.35	$ 3,350,000.00
Stations/Pedestrian amenities	Each	$ 100,000.00	18	$ 1,800,000.00	15	$ 1,500,000.00	12	$ 1,200,000.00
OCS/Traction Power	Per Mile	$ 1,100,000.00	4.75	$ 5,225,000.00	3.85	$ 4,235,000.00	3.35	$ 3,685,000.00
Traction Power Substations	Each	$ 1,100,000.00	4	$ 4,400,000.00	3	$ 3,300,000.00	3	$ 3,300,000.00
Comm./Rail Signal	Per Mile	$ 250,000.00	4.75	$ 1,187,500.00	3.85	$ 962,500.00	3.35	$ 837,500.00
Traffic Signal Modifications	Per Mile	$ 500,000.00	4.75	$ 2,375,000.00	3.85	$ 1,925,000.00	3.35	$ 1,675,000.00
Traffic Control	Lump Sum			$ 1,200,000.00		$ 1,000,000.00		$ 900,000.00
Maintenance/Repair Facility	Lump Sum	$ 4,500,000.00		$ 4,500,000.00		$ 4,500,000.00		$ 4,500,000.00
Direct Construction Subtotal				**$ 41,475,000.00**		**$ 34,285,000.00**		**$ 30,785,000.00**
Indirect Construction Direct Costs								
Contractor General Conditions		15%		$ 6,221,250.00		$ 5,142,750.00		$ 4,617,750.00
Contractor Fee		6%		$ 2,488,500.00		$ 2,057,100.00		$ 1,847,100.00
Indirect Construction Subtotal				**$ 50,184,750.00**		**$ 41,484,850.00**		**$ 37,249,850.00**
Design/Engineering/Management Costs								
Engineering		10%		$ 5,018,475.00		$ 4,148,485.00		$ 3,724,985.00
Project/Construction Management		10%		$ 5,018,475.00		$ 4,148,485.00		$ 3,724,985.00
Design/Engineering/Management Subtotal				**$ 10,036,950.00**		**$ 8,296,970.00**		**$ 7,449,970.00**
Construction & Engineering Subtotal				**$ 60,221,700.00**		**$ 49,781,820.00**		**$ 44,699,820.00**
Contingency		25%		$ 15,055,425.00		$ 12,445,455.00		$ 11,174,955.00
Vehicles		$ 4,000,000.00	6.00	$ 24,000,000.00	5.00	$ 20,000,000.00	4.00	$ 16,000,000.00
Alternatives Analysis/Environmental				$1,500,000		$1,250,000		$1,000,000
Land Acquisition -Maintenance Facility		$ 6,000,000.00		$ 6,000,000.00		$ 6,000,000.00		$ 6,000,000.00
Grand Totals				**$ 106,777,125.00**		**$ 89,477,275.00**		**$ 78,874,775.00**
		Cost Variance		$ 17,299,850.00		$ 10,602,500.00		$ -
		Total Cost Variance		**$ 27,902,350.00**				