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MOTION

TRANSPORTATION
BUDGET & FINANCE

The Downtown L.A. Streetcar is planned as a modern, fixed-rail streetcar system to link with regional transit using Broadway, 11th, Figueroa, 7th & Hill Streets to serve the Civic Center, 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, and onto Grand Avenue. The proposed route for the Downtown L.A. Streetcar will connect with 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 dozens of the areas most popular tourist destinations 7-days a week, 18-hours a day.

A Fehr & Peers study conducted during the Streetcar Alternatives Analysis process estimates the Downtown L.A. Streetcar will attract more than 6,000 riders per day. AECOM estimates the Downtown L.A. Streetcar will bring additive value to Los Angeles in the form of \$1.1 Billion in additional development, \$24.5 Million in additional annual tourism spending, \$47 Million in additional revenues to the City of Los Angeles over 25 years, and more than 9,000 jobs – above and beyond what will happen without a streetcar.

City Council has approved the formation of a Community Facilities District (CFD), to allow registered voters in the streetcar area to vote on a special property tax which will raise \$62.5-million of the project's \$125-million construction budget. Ballots for a not-to-exceed \$85M bond (which includes \$62.5M in streetcar capital, plus bond issuance costs, 2-years capitalized interest, reserve fund, etc.) will be mailed to registered voters in the Streetcar CFD area Nov. 13, 2012. Ballots will be counted by the City Clerk Dec. 3. The remainder of construction funding will be sought through the federal Small Starts process.

City Council has authorized LADOT on behalf of the City of Los Angeles and in cooperation with L.A. Streetcar Inc. and MTA to submit a Federal Small Starts application. During the formation of the CFD, City Council made a policy decision to develop a 30-year operational plan for the streetcar, to provide parity between an operations guarantee and the 30-year length of the CFD tax. In order to achieve this operational plan, funding mechanisms and options for operation of the streetcar system must be identified.

I THEREFORE MOVE: that City Council instruct the Department of Transportation, in coordination with the City Administrative Officer and the Chief Legislative Analyst to report back on funding mechanisms and options for a 30-year operational plan for the Downtown L.A. Streetcar system.

PRESENTED BY *José Huizar*
José Huizar
Councilmember, 14th District

SECONDED BY *Paul Roberson*



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ORIGINAL