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CRA File No. 9211
Council District: CD 9 AND 14
Contact Person: David Riccitiello
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Honorable Council of the City of Los Angeles
John Ferraro Council Chamber
200 N. Spring Street
Room 340, City Hall
Los Angeles, CA. 90012

COUNCIL TRANSMITTAL:

Transmitted herewith, is a Board Memorandum adopted by the Agency Board on June 3, 2010, for City Council review and approval in accordance with the "Community Redevelopment Agency Oversight Ordinance" entitled:

VARIOUS ACTIONS RELATED TO:

COOPERATION AGREEMENT TO PROVIDE UP TO \$900,000 IN BUNKER HILL AND CITY CENTER FUNDS TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY LEVERAGING \$348,000 IN FEDERAL TRANSIT ADMINISTRATION FUNDS FOR CEQA AND NEPA ENVIRONMENTAL PROCESSING AND A \$100,000 AMENDMENT TO A \$450,000 GRANT CONTRACT WITH LA STREETCAR INC, TO ASSIST WITH THE DEVELOPMENT OF A STREETCAR ASSESSMENT DISTRICT BUNKER HILL AND CITY CENTER REDEVELOPMENT PROJECT AREAS.

DOWNTOWN REGION (CD 9 AND 14)

RECOMMENDATION

That City Council approve(s) recommendation(s) on the attached Board Memorandum.

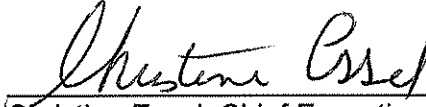
ENVIRONMENTAL REVIEW

The proposed actions are satutorily from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15262 of the CRA/LA CEQA Guidelines.



FISCAL IMPACT STATEMENT

There is no fiscal impact to the City's General Fund, as a result of this action.



Christine Essel, Chief Executive Officer

cc: Alan Alietti, Office of the City Clerk (Original & 3 Copies on 3-hole punch)
Lisa Johnson Smith, Office of the CAO
Ivania Sobalvarro, Office of the CLA
Steve Ongele, Office of the Mayor
Noreen Vincent, City Attorney's Office
Jan Perry, CD9
Jose Huizar, CD14

THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, CA

MEMORANDUM

DATE: JUNE 3, 2010 CT4200
BH4200

TO: CRA/LA BOARD OF COMMISSIONERS

FROM: CHRISTINE ESSEL, CHIEF EXECUTIVE OFFICER

RESPONSIBLE PARTIES: DAVID M. RICCIHELLO, REGIONAL ADMINISTRATOR
LILLIAN BURKENHEIM, PROJECT MANAGER
LEN BETZ, PROJECT MANAGER
CURT GIBBS, SENIOR RESOURCE DEVELOPMENT OFFICER

SUBJECT: COOPERATION AGREEMENT TO PROVIDE UP TO \$900,000 IN BUNKER HILL AND CITY CENTER FUNDS TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY LEVERAGING \$348,000 IN FEDERAL TRANSIT ADMINISTRATION FUNDS FOR CEQA AND NEPA ENVIRONMENTAL PROCESSING AND A \$100,000 AMENDMENT TO A \$450,000 GRANT CONTRACT WITH LA STREETCAR INC. TO ASSIST WITH THE DEVELOPMENT OF A STREETCAR ASSESSMENT DISTRICT BUNKER HILL AND CITY CENTER REDEVELOPMENT PROJECT AREAS DOWNTOWN REGION (CD 9 AND 14)

RECOMMENDATION

That CRA/LA Board of Commissioners, subject to City Council review and approval, authorize the Chief Executive Officer or designee, to:

- (1) Enter into a Cooperation Agreement with the Los Angeles County Metropolitan Transportation Authority (Metro) for Metro to prepare the required federal NEPA and state CEQA environmental documentation for the proposed Downtown Los Angeles Streetcar Project, and CRA/LA to provide \$700,000 of Bunker Hill and City Center funds leveraging \$348,000 in Federal Transit Administration funds in the amount of \$1,048,000 for the initial contract work order;
- (2) Authorize, the Chief Executive Officer or designee, to provide up to an additional \$200,000 using Bunker Hill and City Center funds as contingency funding for subsequent contract work orders required under the Cooperation Agreement as may be required to complete the federal NEPA and state CEQA process; and
- (3) Amend Contract Number 503246 with LA Streetcar, Inc. (LASI), a 501(c) (3) non-profit corporation, to increase the amount by \$100,000 using Bunker Hill and City Center funds from \$450,000 to \$550,000 to provide staff support and coordination services for the Metro environmental review process and to extend the contract term from March 21, 2011 to December 31, 2011.

SUMMARY

Authorization is requested for CRA/LA to enter into a Cooperation Agreement with Metro to prepare the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) documentation for the proposed Downtown Los Angeles Streetcar Project (the "Streetcar Project") and for CRA/LA to provide funding to Metro in the amount of \$700,000 leveraging federal funds in the amount of \$348,000 for an initial contract work order of \$1,048,000. The CRA/LA will pay for these services using \$700,000 in City Center and Bunker Hill Project Area funds which will leverage \$348,000 in Federal Transit Administration (FTA) appropriations to be encumbered by Metro. It is also requested that the CEO or designee be authorized to increase the initial work order under the Cooperation Agreement for up to \$200,000 using additional Bunker Hill and City Center (50/50) funds as may be required. The Metro Board on February 25, 2010 authorized its staff to prepare such Cooperation Agreement and authorized its execution. Metro in coordination with the FTA Los Angeles office will prepare the NEPA and CEQA environmental work for consideration by the City of Los Angeles, CRA/LA and/or other governmental agencies. Metro projects that the environmental process will be one year from when its environmental consultants begin their work.

Authorization is also requested to amend CRA/LA Contract Number 503246 with LASI to increase the amount of the contract by \$100,000, from \$450,000 to \$550,000 to provide staff support and coordination services for the Metro environmental process. Since the contract was executed on September 22, 2010, LASI and their consultants have been working with the property owners to develop alternative conceptual alignments for the environmental process and to prepare the required documentation for the establishment of a potential assessment district to fund approximately 50% of the estimated \$100 million development cost. The original amount of the contract was \$400,000, but was increased by \$50,000 under the CEO's authority to provide staff and consultant assistance in securing federal and state grants in support of the Streetcar Project. It is also requested that the current contract be extended from March 21, 2011 to December 31, 2011.

On December 16, 2009, the Los Angeles City Council authorized CRA/LA to prepare and for Los Angeles Department of Transportation ("LADOT") to submit an application to the FTA in February 2010 to seek \$25 million in construction funding under the Urban Circulator Systems discretionary grants component of the unallocated Discretionary New Starts/Small Starts Program funds. CRA/LA coordinated with LASI on the grant application and FTA expects to announce such funding awards by June 30, 2010. During the grant application process, LASI in consultation with Bringing Back Broadway stakeholders made the determination that Metro's participation in the environmental process would improve the quality of this and future applications for federal funding so as to better manage the environmental clearances of the Streetcar Project consistent with FTA guidelines. This request recognized Metro's expertise in developing rail projects and a history of working with FTA. The FTA grant application seeks funding for constructing the proposed downtown Los Angeles Streetcar project, which is a major component of the City's "Bringing Back Broadway" downtown revitalization initiative. It is anticipated that the Streetcar Project will continue to seek federal funding as additional grant opportunities become available.

Attachment A provides a history of the Streetcar Project. Attachment B shows the two alternative alignments (with variations) that are being brought into the environmental review process.

RE

July 16, 2009 and August 14, 2009 - CRA/LA and City Council, respectively, authorized the CEO or designee to enter into a contract with LASI in the amount of \$400,000.

SOURCE OF FUNDS

Bunker Hill Taxable Bond Proceeds, City Center Tax Increment, and FTA Alternatives Analysis/Environmental Appropriations

PROGRAM AND BUDGET IMPACT

The recommended actions are contingent and subject to approval by the City Council and the CRA/LA's subsequent ratification of the Proposed FY11 Work Program and Budget. If approved, the recommended actions would forward commit \$500,000 in FY11 Economic Development Opportunities in the Bunker Hill Project. This represents 8% of the \$5,963,500 projected to be available for Economic Development Opportunities in the Bunker Hill FY11 Budget; and would also forward commit \$500,000 in FY11 Economic Development Opportunities in the City Center Project. This represents 18% of the \$2,727,500 projected to be available for Economic Development Opportunities in the City Center FY11 Budget. Sufficient funds are available to make any legally-required State ERAF payments in FY11. There is no impact on the City's General Fund.

Undertaking actions to plan for and improve transit circulation systems is consistent with the goals of the Bunker Hill and City Center Redevelopment Projects. The \$348,000 of FTA Streetcar Project Alternative Analysis/Environmental funds were appropriated by Congress and are being encumbered by Metro through the formal FTA "TEAM" process to be used along with the CRA/LA funds.

ENVIRONMENTAL REVIEW

The proposed actions are statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15262 of the CRA/LA CEQA Guidelines.

BACKGROUND

With authorization by City Council on December 16, 2009, the LADOT in coordination with LASI and CRA/LA submitted an application for a \$25 million construction grant through the Federal Urban Circulator/Streetcar Program. FTA staff advised the City that detailed knowledge and experience with the FTA process is critical to meet the performance dates listed in the funding application. An additional requirement of the grant is that environmental review be completed during 2011 with a construction start beginning by the end of 2011. Based on this timeframe, it was determined that Metro could expedite the environmental review by preparing the environmental documentation for the City of Los Angeles, CRA/LA and/or other governmental agencies to consider in evaluating the proposed Streetcar Project. The recommended actions provide for CRA/LA to fund such work with Bunker Hill and City Center resources using \$700,000 of CRA/LA funds leveraging \$348,000 of FTA funds being encumbered by Metro for an amount of \$1,048,000 for an initial contract work order in accordance with the Cooperation Agreement with Metro. In addition, it is requested that authorization be delegated to the Chief Executive Officer or designee to increase the CRA/LA contribution by up to \$200,000 for

subsequent work orders as may be required to complete the CEQA and NEPA environmental process under the Cooperation Agreement.

The Cooperation Agreement provides for Metro to perform the following: (1) Coordinate meetings with FTA to assure an agreed upon NEPA and CEQA process, including an acceptable Alternatives Analysis; (2) Assist in procuring environmental consultant(s) under the previously approved consultant bench; (3) Commence environmental review; (4) Initiate discussions with the CPUC for preliminary review of "street running"; and (5) Complete draft environmental documentation and submit to the City of Los Angeles for review and approval.

On July 16, 2009 and August 14, 2009, CRA/LA and City Council, respectively provided authorization to enter into a grant contract with Community Partners (CP) on behalf of LASI (which under the terms of such contract is now solely "LASI"), in the amount of \$400,000 to provide leadership for the planning and creation of a Streetcar Assessment District ("District") for a Downtown Los Angeles streetcar. The proposed streetcar will be designed to serve the Historic Corridor, South Park, Financial District, Civic Center and Bunker Hill, connecting the Los Angeles Convention Center and LA Live and major planned and approved developments such as the Grand Avenue Project and Park Fifth. This planning and predevelopment process would be in coordination with the preparation of CEQA and NEPA environmental documentation resulting in the identification of a preferred alternative streetcar alignment. LASI is comprised of downtown Los Angeles stakeholders committed to bringing a modern streetcar to downtown Los Angeles and is an outgrowth of Bringing Back Broadway under the leadership of Councilmember Jose Huizar (CD14) and the support of Councilmember Jan Perry (CD 9).

The initial \$400,000 CRA - LASI contract provided for the following tasks to be completed over an 18 month period:

1. Revising current alignment maps to create a potential assessment area (6 months)
2. Analyzing a property ownership database and structuring proper tiers of owners related to their associated benefit for the preferred alternative alignments (4 months).
3. Valuation analysis of key parcels and the district as a whole to determine the increased benefits the streetcar project will provide, and then the education of property owners on such benefits (12 months).
4. Research and advice on the legal process to create the assessment district and subsequent work to put the assessment district in place (6 months).
5. Analysis and development of the District bond financing (3 months).
6. Community meetings (3), property owner outreach, education, and marketing costs, including coordination with CRA/LA, LADOT, BOE, and Metro (18 months).

Since the CRA/LA contract was executed with LASI on September 22, 2009, the Streetcar Project has used CRA/LA funds to advance several elements of the streetcar project. Critical to this overall effort was the retention of a Community Facilities District/ Special Benefit District financial advisor/engineer and a Public Relations/marketing firm to launch the streetcar's public outreach campaign. Combined, resources spent to date have been used to effectively generate local and regional support for the Streetcar Project. The additional \$100,000 will compensate LASI for their time required to work with Metro, FTA, and the City of Los Angeles to provide information and outreach as needed during the environmental documentation and public outreach process. The following is a status report on the work performed by LASI during over this first six month contract period.

PR/Marketing. The streetcar PR/Marketing consultant developed and implemented an outdoor advertising campaign focusing on street advertisements. This campaign developed a branding element entitled "See What Happens When Downtown Connects" to illustrate how the streetcar system will connect a number of major Downtown destinations together, while also illustrating the circulation potential of a streetcar system throughout Downtown's numerous neighborhoods. As a pairing to these advertisements, the PR/Marketing consultant revamped the streetcar project's website. This included a rebranding effort across all social media and internet platforms, resulting in a significantly increased web presence. The PR/Marketing consultant further created marketing and creative materials (i.e. distribution material) for the project. This material has been of critical importance to convey how the streetcar system will impact property owners, businesses, residents, and other stakeholders along the potential routes.

Community Facilities District / Special Benefit District Financial Advisor/Engineer. The Streetcar Project's assessment engineer/analyst has developed a highly detailed and accurate parcel database of Downtown Los Angeles. The database has been developed to accommodate a variety of factors to illustrate how project costs can be equitably distributed between a variety of funding sources. Developing the database required the retention of legal counsel with specific expertise in land-secured bond financing to adequately assess how potential funding sources interact with existing City of Los Angeles and State of California legal requirements.

Federal and State Funding. The streetcar project retained a consultant with significant experience developing and funding streetcar systems to provide strategic input on matters related to alternative funding sources. This work culminated in a \$25 million exempt grant application that was submitted to the Federal Department of Transportation on February 10, 2010. In addition to this grant application, CRA/LA funding was used to retain a grant writer for a California Department of Transportation Planning Grant to study how streetscapes along the streetcar route can be revitalized to better accommodate increased pedestrian traffic, streetcar stops, and other street improvements. Results of both grant opportunities will be released in the summer of 2010.

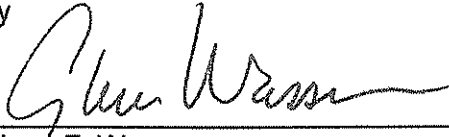
In April 2009, the Los Angeles City Council as part of its approval for the submittal of City of Los Angeles 2009 Metro Call for Projects grant applications, formally added the Streetcar Project as an amendment to the official City of Los Angeles sub-regional project list previously provided to Metro for the pending Long Range Transportation Plan. When Metro adopted the Long Range Transportation Plan for Los Angeles County, it included the Downtown Los Angeles Streetcar Project in the strategic unfunded section (as an official project, but not funded with County of Los Angeles voter approved transportation sales taxes from Measure R).

As evidenced in Portland, Oregon and Seattle, Washington, a private, non-profit, third-party entity like LASI provides a place for the private-public partnership among the local business community, the private property owners, and local government leaders, which is a vital component of the successful implementation and operation of the system. LASI is governed by stakeholders, which provides an effective way to market the streetcar and build support for creating the local special assessment district that will partially fund the system. Cooperation between LASI and CRA/LA is intended to stimulate the development of the downtown Los Angeles streetcar system and encourage new development, rehabilitation, and adaptive re-use of existing structures along and near the streetcar corridors, as evidenced by the experience of

other cities that have constructed modern fixed-rail streetcar systems.

Christine Essel
Chief Executive Officer

By



Glenn F. Wasserman
Chief Operating Officer

Attachment A: History of the Downtown LA Streetcar Project
Attachment B: Alternative Streetcar Alignments

There is no conflict of interest known to me, which exists with regard any CRA/LA officer or employee concerning these actions.

ATTACHMENT A

History of the Downtown Los Angeles Streetcar Project

In January 1995, CRA/LA released its South Park Development Strategies and Design Guidelines, that was a joint effort of the South Park Task Force and The South Park Stakeholders Group, which was a long-term vision for the South Park area. A key long-term strategy of that vision was a fixed-rail "Heritage Trolley to serve Downtown Los Angeles by connecting South Park and the Convention Center, with Chinatown and Olvera Street, the Civic Center, the Historic Core, Pershing Square and the retail and jewelry districts. This proposal also included a maintenance facility or "car barn" that would also serve as a trolley transportation museum. The trolley itself would have been constructed with new or rehabilitated historic equipment, such it would be reminiscent of the "Red Car" transit system which served the Los Angeles region during the early part of the 20th Century.

This was followed in October 1997 with an initial proposal for a "Red Car Park" by George Eslinger, former department head of the City of Los Angeles Bureau of Street Lighting. The project's original objective was to commemorate the Pacific Electric and Los Angeles railways established by Henry Huntington at the turn of the last century and operated for more than 60 years. The idea according to Dr. Kevin Starr, California State Librarian, was that: "The Red Cars were to Los Angeles what the trolleys are to San Francisco and the El is to Chicago: both a means of transportation and a signature institution, one that helped the city to grow and to take its present form."

As more than 200 presentations were made to Downtown and adjacent area organizations regarding the Red Car Park, growing interest was voiced regarding reestablishing historic trolley service. This led to the creation of a non-profit advisory board which endorsed a proposal for a historic trolley service commemorating the "Red" and "Yellow" car system to connect the many disparate business, residential, entertainment, sports, history, culture and government destinations within Downtown Los Angeles.

In 2001, CRA/LA assisted George Eslinger and his Red Car Advisory Group in moving the streetcar concept forward by funding the preparation of a conceptual historic "Red Car" streetcar system that would connect key destinations in Downtown Los Angeles with the support of a wide range of Downtown groups, decision-makers, property owners and elected officials. The goal at this time was to connect destinations within Downtown boundaries via a historic trolley to serve Downtown residents, employees and visitors. Under ideal conditions, a conceptual route would connect activity centers and destinations such as the Convention Center, Staples Center, the major hotels, Bunker Hill, the Walt Disney Concert Hall and the Music Center, the new Cathedral, the Civic Center, Chinatown, Union Station, El Pueblo, Little Tokyo, the Broadway Theaters Entertainment District and South Park.

This CRA/LA assistance in 2001 resulted in a \$100,000 federal appropriation secured in 2002 by Congressional representative Lucille Roybal-Allard for an initial Phase 1 Feasibility in which the Mayor's Office asked CRA/LA to coordinate with key stakeholders, obligate the funds, and undertake a competitive process for consultant assistance. Thus, the Downtown Los Angeles Streetcar Project began in 2005 with funding from the US Department of Housing and Urban Development as a federal Economic Development Initiative (EDI). This study, as approved by the CRA/LA Board of Commissioners and City Council, was completed by an IBI Group consultant team in coordination with the Red Car Advisory group under the leadership of the Central City Association and the Los Angeles Conservancy and in consultation with Downtown stakeholders, city staff and elected officials, and transit agency staff. In September 2006, CRA/LA publicly released the completed Phase 1 Red Car Trolley Feasibility Study for the re-

establishment of streetcar services in Downtown Los Angeles. The study determined that re-establishing streetcar service in Downtown Los Angeles was physically and economically feasible.

In January 2008, Councilmember José Huizar (CD 14) launched Bringing Back Broadway a major public – private effort to revitalize the Broadway Corridor from 2nd to Olympic with an emphasis on restoring the former glory of the historic movie palaces, creation of a streetscape master plan and implementation of such public improvements, development of a strategy for commercial adaptive reuse to establish economic activity on the upper floors, a strategy to address parking for the theaters, and to bring streetcar service back to Broadway with a modern system connecting the Convention Center/LA Live and Bunker Hill/Grand Avenue Project.

In May 2008, CRA/LA with assistance from Allyn Rifkin Associates and in partnership with Reconnecting America, Downtown Los Angeles Business Improvement Districts, and newly launched Bringing Back Broadway, staged a national all day streetcar workshop that attracted 250 people from those interested in the Downtown LA Streetcar Project and to learn more about the success stories in Portland and Seattle. Experts had a chance to discuss what worked and didn't work in other cities, and IBI Group had an opportunity to present its Phase 1 Feasibility Study to a national and Southern California audience.

In 2008, the original IBI \$100,000 contract was increased to \$180,000 to position the Streetcar Project to better compete for future funding opportunities for alternatives analysis, environmental documentation, and capital grants. The purpose of continuing the Feasibility Study was to provide private and public sector decision-makers with sufficient information and data to allow for informed decision-making on whether or not to move the feasibility work toward the next level of documentation to begin a formal "alternatives analysis" as detailed under Federal law. The additional work performed under the amendment to the IBI Group contract was done in coordination with CD14's Bringing Back Broadway Initiative in which a Transportation Committee was formed that folded in the prior Streetcar Advisory Group. The reconstituted Advisory Group represented a cross section of Downtown Los Angeles interests which led to the creation of LA Streetcar, Inc.

The additional work performed under the IBI contract amendment provided for a workshop to engage the Downtown community on how a Streetcar could work on Broadway relative to running along the curb or in the center of the street. The contract included the preparation of a document that included conceptual deployments and station configurations on Broadway and a summary of the discussion among the 120 participants for this workshop that occurred in August 2008. The contract also provided for analytical work on the identification and assessment of potential locations for a maintenance and repair facility and further work on the funding of capital and operational costs along with analyzing the potential of a Streetcar Benefit Assessment District which would be approved by Downtown property owners for approximately 30 to 50% of the total capital costs and a portion of the annual operating costs.

This supplemental phase of the work was coordinated with the Bringing Back Broadway Initiative, including significant participation from LADOT and City of LA Planning Department. As a result of the Streetcar Project being fully embraced by the Bringing Back Broadway Transportation Committee, the Bringing Back Broadway Trustees authorized stakeholders to begin the process of creating a non-profit entity modeled after the success stories of Portland and Seattle. Thus, key property owners in coordination with CD 14, CD 9, the four Downtown Business Improvement Districts, the LA Conservancy, and the Central City Association created LA Streetcar, Inc. (LASI) in 2009 under the auspices of Community Partners (CP), an incubator for non-profit organizations, while awaiting formal IRS approval of its own 501 (c) 3 status. The purpose of LASI was to plan, design, construct and operate a streetcar system in Downtown L.A.

LASI received its own 501 c 3 status from the Internal Revenue Service (IRS) on December 22, 2009 and officially separated from CP on March 1, 2010. LASI is governed by a diverse Board, with one designated appointment each from Los Angeles City Council Districts 9 & 14, representative business improvement districts, residents and businesses as well as other special interest groups along the prospective alignments. The final composition of the LASI Board of Directors will reflect the preferred Streetcar alignment in conformance with their amended, approved Articles of Incorporation and By-Laws as submitted to the State of California and IRS.

The following individuals are currently serving on the LASI Board of Directors:

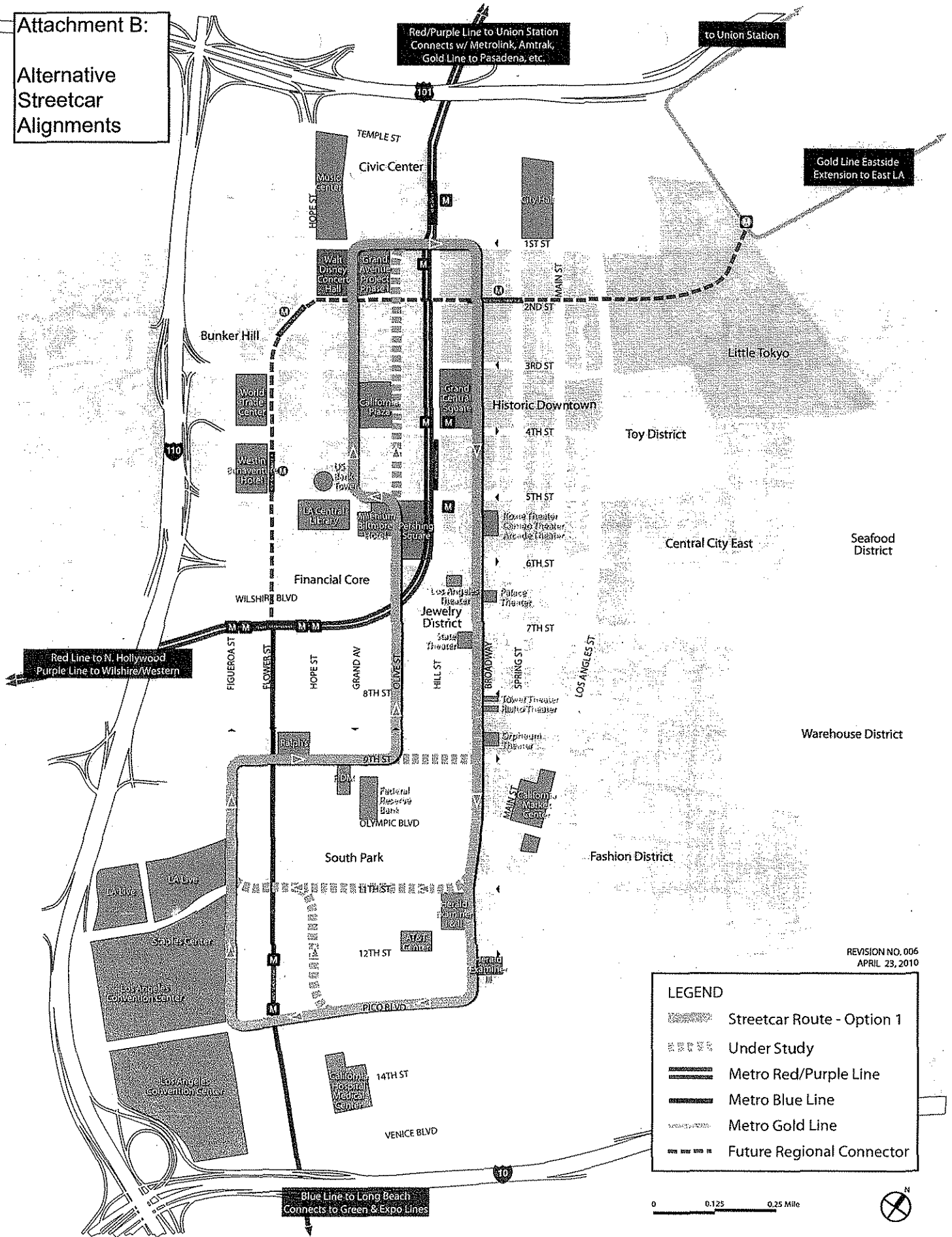
Russ Brown (Historic Downtown BID)
Tracey Chavira (Downtown Center BID and Central City Association)
Mike Pfeiffer (South Park BID),
Kent Smith (LA Fashion District BID),
Steve Needleman (Anjac Buildings),
Michael Delijani (Los Angeles, Palace, State and Tower Theatres)
Martha Saucedo (LA Live/Staples Center – AEG),
Jim Atkins (condo owner),
David Gray (David Gray Architects and Judson Lofts)
Ed Tan (Maguire Partners)
Eric Shomof (Pacific Investment Group/City Loft Square),
Shiraz Tangri, (Alston + Bird – designee of CD 14).
James Okazaki (designee of CD 9)
Stephen Roundtree, (President/CEO of Music Center).

In January, 2008, Congress provided a \$98,000 Federal Transit Administration (FTA) Alternatives Analysis appropriation for CRA/LA and the City of Los Angeles to begin working with FTA on a path that could result in future federal funding for the Downtown Streetcar Project as a federal Small Starts Project. With the identification of conceptual alignments resulting in a preferred alignment, the CEQA Initial Study level environmental assessment, as well as consideration of NEPA issues, all leading up to eventually producing the required Environmental Impact Report (EIR) and an Environmental Impact Statement (EIS) for federal funding. As part of federal re-authorization of federal transportation funding in 2009, Congressional representative, Lucille Roybal-Allard secured an additional \$250,000 for the Downtown Streetcar environmental process. Both federal appropriations will be used along with CRA/LA funds by Metro as per the terms of the Cooperation Agreement for the required environmental process. With the assistance provided for under the proposed LASI contract amendment, LASI will be available as needed to coordinate with Metro, CRA/LA and the City of Los Angeles on the completion of NEPA and CEQA as part of the formal FTA Alternatives Analysis and environmental process.

CRA/LA Board action of October 2, 2008, as approved by City Council on December 5, 2008, provided \$5 million of the City Center amended FY 2009 Budget to be allocated to the Downtown Streetcar Project along with a footnote that a future budget action would include \$5 million from the Bunker Hill Redevelopment Project.

Attachment B:

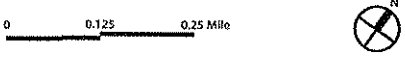
Alternative Streetcar Alignments



REVISION NO. 006
APRIL 23, 2010

LEGEND

- Streetcar Route - Option 1
- Under Study
- Metro Red/Purple Line
- Metro Blue Line
- Metro Gold Line
- Future Regional Connector



L.A. Streetcar Alignment Option 1

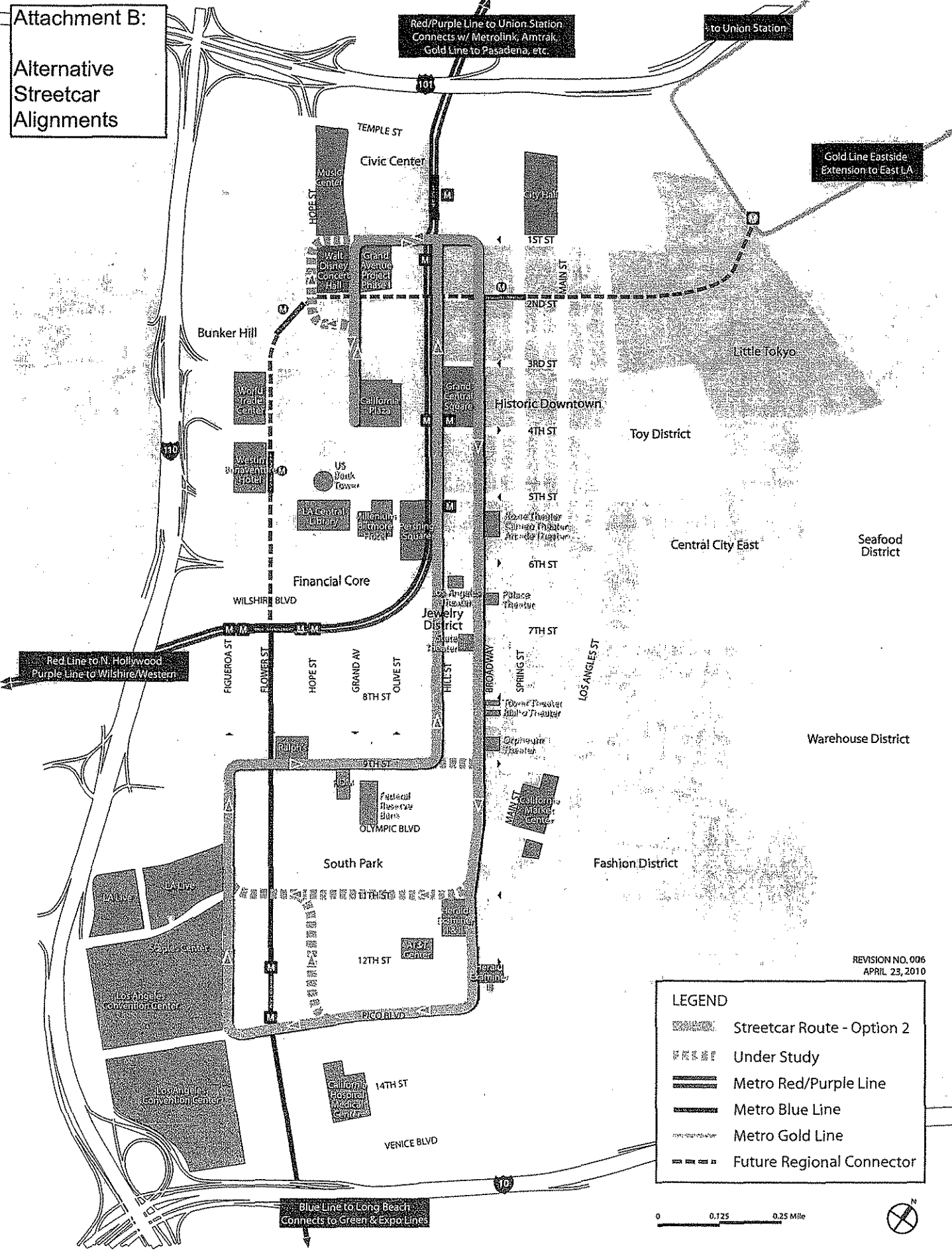
Attachment B:

Alternative Streetcar Alignments

Red/Purple Line to Union Station
Connects w/ Metrolink, Amtrak,
Gold Line to Pasadena, etc.

to Union Station

Gold Line Eastside
Extension to East LA



Red Line to N. Hollywood
Purple Line to Wilshire/Western

Blue Line to Long Beach
Connects to Green & Expo Lines

REVISION NO. 006
APRIL 23, 2010

LEGEND

- Streetcar Route - Option 2
- Under Study
- Metro Red/Purple Line
- Metro Blue Line
- Metro Gold Line
- Future Regional Connector

0 0.125 0.25 Mile

