**LASI Supplemental Q&A from Livability Commitee**

1. *What is the planned impact on parking and passenger loading along S Broadway? We request that LASI present street configuration and elevation drawings that clarify passenger loading/unloading along each block of S Broadway from 2nd to 11th streets.*
   1. The streetcar project was designed to complement the full build-out of the original Broadway Streetscape Master Plan and the current configuration including the loading and parking zones created by the Broadway Streetscape “dress rehearsal” around 2013. The Streetcar tracks run in the current southbound lane of traffic and do not impact curb-side uses (parking or loading). Streetcar stops are located within sidewalk “bulb-outs” (1 per block and about the length of 3 parking spaces). According to the original design, the streetcar project impacts zero (0) parking spaces or loading zones, but the actual implementation of Broadway Streetscape has varied somewhat from the original Master Plan and the current streetcar design will need to be updated.
2. *How will the project impact infrastructure beneath S Broadway? We request that LASI present its plans to address legacy communication, power, and associated infrastructure beneath the S Broadway surface street from 1st to 11th street.*
   1. Gas, water, power, sewer, and telecommunications relocations are expected on Broadway and elsewhere along the alignment. What this means typically is that there would be work to construct a new utility line and/or vaults/access holes in a clear area in advance of streetcar track construction and the old utility would be abandoned or removed. Utilities are only moved if there is an access issue or physical conflict with the rails or if it is a parallel “wet” utility (water, sewer, or gas) under the tracks. Utility work will occur primarily in the street but also in some sidewalk areas. Most lines are being relocated approximately from the existing southbound traffic lane to the centermost northbound traffic lane. This can be an opportunity to upgrade and/or expand the capacity of existing utility infrastructure and all relocated utilities are installed to current standards.
   2. Additional utility mapping and local outreach will be performed before construction to verify conflicts and minimize the amount of unexpected work in the street.
   3. Also, potential impacts within sidewalk areas along Broadway will be minimized by eliminating the “overhead contact system” or wire and poles that power the streetcar. Instead, the streetcar may be powered by on-board batteries on Broadway and potentially other areas of downtown.
   4. The project is also using a special contracting method called “CM/GC” that fosters extensive communication and collaboration between the community, the designer, and the contractor early and often.

This is a table of currently anticipated utility relocations on Broadway:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Utility Relocations on Broadway | | |  |  |  |
| Block | Power | Water\* | Sewer | Telecom | Gas |
| 1st-2nd | x | x |  | x | x |
| 2nd-3rd | x | x |  | x | x |
| 3rd-4th | x | x |  | x | x |
| 4th-5th |  | x |  | x | x |
| 5th-6th | x | x |  | x | x |
| 6th-7th |  | x | x |  | x |
| 7th-8th | x | x | x |  | x |
| 8th-9th | x | x | x |  | x |
| 9th-Olympic | x | x |  |  | x |
| Olympic-11th | x | x | x |  |  |

\*Water line relocation on Broadway is due to full implementation of Broadway Streetscape project and not a conflict with streetcar.

1. *What is the 2022 total cost of the project? Is the project fully funded? Where are the sources of funding? We request that LASI present an outline of committed funding sources and amounts to date.*
   1. In “year of expenditure” dollars the project is currently estimated to cost about $370 million.
   2. Identified and committed funding sources include:
      1. Committed: $12 million in local grants and contributions (including former Community Redevelopment Agency [CRA/LA] grant, Transfer of Floor Area Rights [TFAR] community benefits payments, and private donations
      2. Committed: $85 million bond-capacity Mello-Roos Community Facilities District (CFD) Approved in 2012 by downtown voters
      3. Committed: Up to $200 million (in 2015$) in LA Metro Measure M, programed in years 2053-2057. We are discussing with Metro how to access these funds sooner.
      4. Planned: Up to $150 million Federal Transit Administration Small Starts Capital Investment Grant
      5. Committed: $295 million Measure R Local Return (for operations & maintenance)

*Background: In the June 16th presentation to the Livability Committee LASI reported that $742M has been secured for the project, of which $295M of funding from Measure R Local returns for operations. However, several Council files (11-0329-S7; 11-0329-S11, 11-0329-S12) reference an authorized a maximum funding amount of $85 million from Measure R, and a maximum annual of $7.6M from a special tax each year on taxable properties. Further, in its 2019 Funding Recommendation report, the FTA sited issues related to the financial assessment of the project. The community seeks clarity on the funding status of the street car project.*

* $85M refers to the bonding capacity of the Mello-Roos Community Facilities District and the special tax that will be collected to pay back the bond(s).
* FTA’s financial assessment reflects primarily that there is not yet a commitment in place to accelerate or access the Measure M dollars (the $200M in 2015$ programmed in 2053-2057) and because the financial plan is not complete/resolved the Mello-Roos CFD has not been activated/triggered.