



Inglewood Transit Connector Project

April 27, 2021





City of Inglewood History

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1938 – Hollywood Park Racetrack Opens



1967 – Jack Kent Cooke builds The Forum a Premier Sports (NBA Lakers, NHL Kings) and Concert Venue



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Source: LA Public Library

1999 – NBA’s Lakers and NHL’s Kings move to the New Staples Center – The Forum Closes



Source: AP Photo/Oscar W. Gabriel

2012 – Hollywood Park Racetrack Closes



Historic Transformative Investments

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2014 – Construction Begins on the Metro Crenshaw/LAX Line



2014 – Madison Square Garden Reopens The Forum; No. 1 Venue in California



2016 – LA Rams and LA Chargers Announce Move to City of Inglewood



2017 – LA Clippers Announce Move to City of Inglewood



Historic Transformative Investments

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Source: Hunter Kerhart Architectural Photography



2019 – Girl Scouts of Greater LA Relocates HQ from Marina Del Rey to Inglewood



2020 – NFL Network Relocates HQ from Culver City to Inglewood



Source: Hunter Kerhart Architectural Photography

2020 – SoFi Stadium Opens



2021 – LA Phil Youth Orchestra of Los Angeles (YOLA) Opens



New Residential Development and TOD Plans

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1. New TOD Plans will increase density around new Metro Crenshaw/LAX transit stations and future ITC Project



~221 Housing Units by Thomas Safran & Associates in Downtown Inglewood



Source: Hunter Kemari Architectural Photography

~2000 Housing Units at Hollywood Park



Source: Pulte Homes

~226 Luxury Condominium Homes by Pulte Homes at Grace Park



URBANIZE
LOS ANGELES

~101 Low-Income Housing Units at Fairview Heights Apartments



SoFi Stadium Job Creation Numbers

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SoFi Stadium Project created the following economic benefits to City of Inglewood residents:

Job Measure	Statistic
Local Hire Positions	1,210
Local Hire Hours	1,106,385
Inglewood Apprentice Positions	193
Inglewood Apprentice Hours	181,325
MBE/DBE Contracts	\$532 Million
Inglewood Wages	\$19 Million





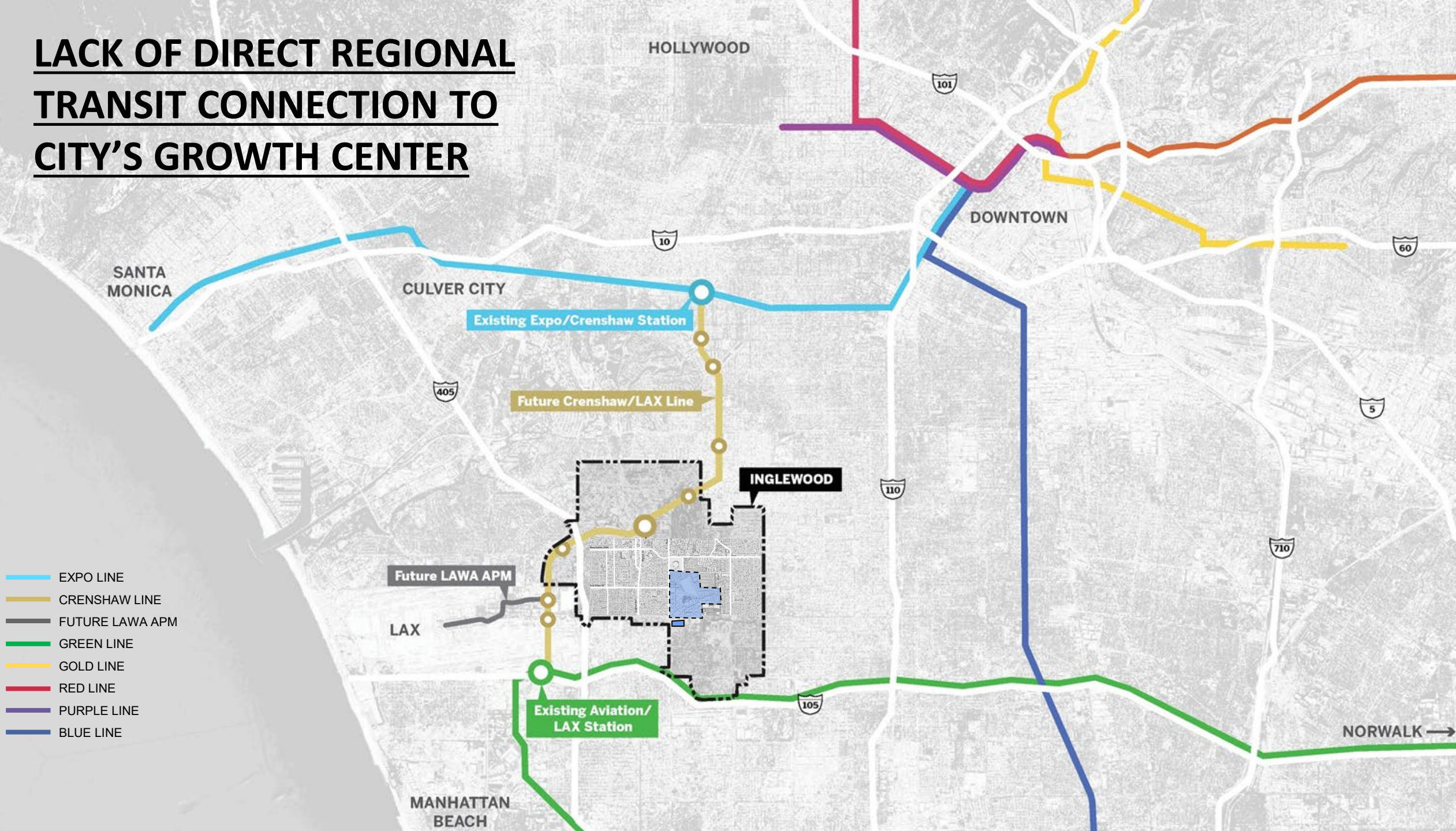
World-Class Sports, Entertainment and Employment Center



Event	Date
Super Bowl LVI	2022
NCAA Championship	2023
WrestleMania	2023
Los Angeles Clippers	2024
FIFA World Cup	2026
Olympic Games	2028



LACK OF DIRECT REGIONAL TRANSIT CONNECTION TO CITY'S GROWTH CENTER

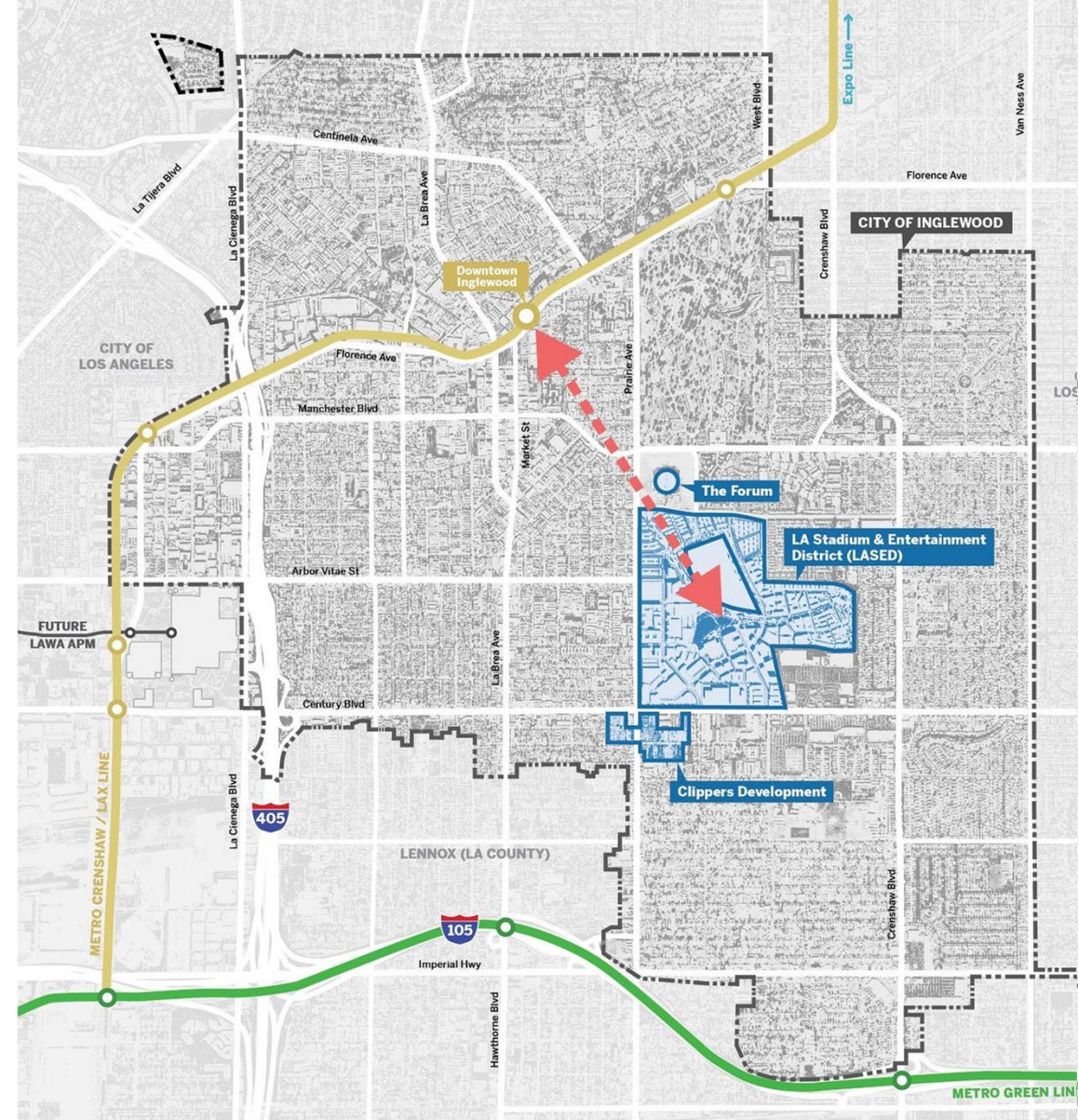




First / Last Mile Connection

Inglewood Transit Connector

1. By 2040, ITC Project area is projected to generate 3x the growth rate in population, 2x in households, and 8x as much employment than the County of Los Angeles
2. Must close first/last mile gap between Metro Crenshaw/LAX Line and the housing and employment centers, and sports and entertainment venues

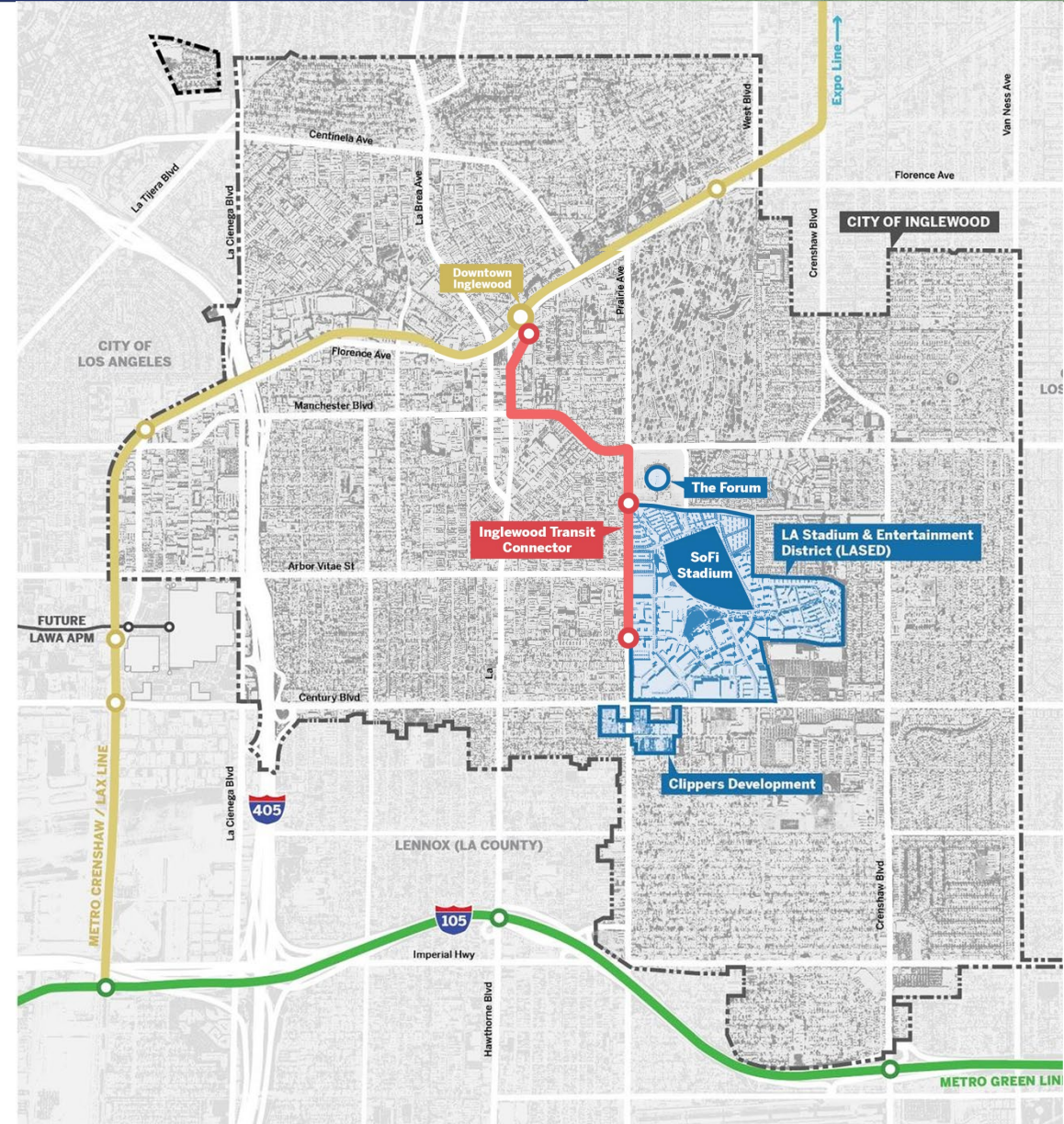




Inglewood Transit Connector Project

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1. Reduces future traffic congestion along major arterials on event and non-event days, and alleviates growing demand on limited existing roadway network
2. Increases transit ridership and reduces vehicle miles traveled and greenhouse gas emissions locally and throughout the region
3. Improves local air quality and throughout the South Coast air basin
4. Enhances the fan and user experience, and unlocks future growth opportunities





Inglewood Transit Connector (ITC) Project

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1. **1.6-mile elevated automated transit system with three stations connecting the Metro Crenshaw/LAX Line to:**
 - a. Downtown Inglewood/Market Street
 - b. The Forum
 - c. SoFi Stadium and Hollywood Park
 - d. Inglewood Basketball and Entertainment Center (IBEC)
2. **Project includes a maintenance and storage (MSF) facility along Manchester Boulevard and two traction power substations (TPSS)**
3. **Three new parking lots along the Project alignment route**





Connection to Metro Crenshaw/LAX Line

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Major Milestones Achieved to Date



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Key Dates	Major Milestones Achieved To Date
March 2020	South Bay Cities Council of Governments unanimously <u>approved transfer of \$234 million from Measure R funds</u>
April 2020	California State Transportation Agency <u>awarded \$95.2 million of Transit & Intercity Rail Capital Program (TIRCP) funds</u>
October 2020	<u>Completed procurement</u> of financial, civil, architectural and APM operating system advisory services
November 2020	<u>City and Metro executed Memorandum of Understanding (MOU)</u> agreeing to negotiate a Joint Exercise of Powers Agreement for establishment of the Authority to own, manage and oversee the design, construction, financing, operations and maintenance of the Project
December 2020	On December 23 <u>released the Draft Environmental Impact Report (EIR)</u>
February 2021	On February 23 City Council set public hearing to amend Ordinance to <u>authorize use of the Design-Build-Finance-Operate and Maintain (DBFOM) delivery model</u> ; public hearing held on April 6 and recommended approval
March 2021	<u>Request for Information (RFI) released to the industry on March 4</u> ; Industry Forum held on March 17 with over 300 attendees; 17 one-on-one meetings held between March 24-April 2 with international developer teams
	Inglewood City Council and Metro <u>approved execution of the Inglewood Transit Connector Authority Joint Exercise of Powers Agreement</u> on March 16 – March 25, 2021
	<u>Completed successful ballot measure digital survey</u> and on schedule for special election in August 2021 for Real Estate Transfer Tax and Transient Occupancy Tax
	<u>Received preliminary support from FTA Acting Administrator Nuria Fernandez</u> to pursue federal New Starts Capital Investment Grant (CIG) program funding



ITC Project Environmental Benefits

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Projected Annual Ridership:

Year	Condition	Annual Ridership	Total Annual Ridership
2026	Non-Event Day	1.0 million	<u>2.9 million</u>
	Event Day	1.9 million	
2045	Non-Event Day	1.4 million	<u>3.7 million</u>
	Events Day	2.3 million	

Projected Reduction of Annual Vehicle Miles Traveled:

Year	Condition	Total VMT Reduction
2026	Event and Non-Event Days	<u>30 million</u>
2045	Event and Non-Event Days	<u>37 million</u>
2076	Event and Non-Event Days	<u>67 million</u>





ITC Project Environmental Benefits



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Projected Annual GHG Emissions Reductions:

Year	Annual GHG Emissions (MTCO ₂ e)	
	2026	2045
Total GHG Emission Reductions (MTCO₂e)	58,540	58,509



Projected Lifetime GHG Emissions Reductions:

Year	GHG Emissions (MTCO ₂ e)
Total GHG Emission Reductions (MTCO₂e)	768,922
Fossil Fuel Use Reductions (gallons)	65,200,116
ROG Emission Reductions (pounds)	26,139
NOx Emission Reductions (pounds)	130,527
PM 2.5 Emission Reductions (pounds)	95,430
Diesel PM Emission Reductions (pounds)	162



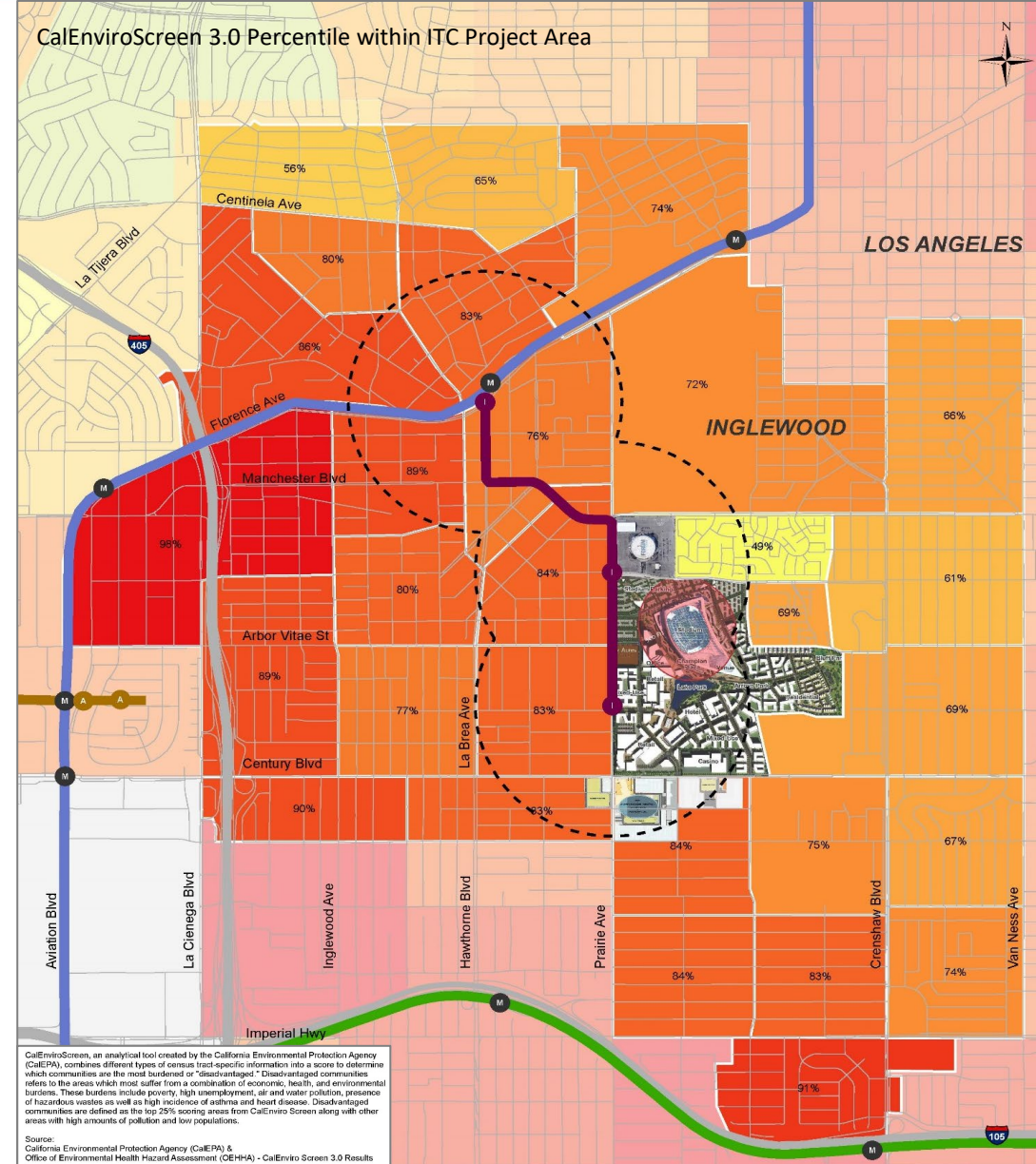


Improve Access to Priority Populations



1. Benefits to Priority Populations: Disadvantaged/Low-Income Communities

- a. Project is located within 3 census tract boundaries of multiple Priority Populations including Disadvantaged (SB 535) and Low-Income Communities (AB 1550), as defined by the California Air Resources Board (CARB)
- b. More than 90% of area surrounding the Project is designated as a Disadvantaged Community and Low-Income Community
- c. Disadvantaged and Low-Income Communities are low-income areas that are disproportionately burdened by and vulnerable to multiple sources of pollution





ITC Project Economic Benefits

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1. Job Creation Benefits

- a. ~500-700 construction workforce jobs, and ~150 full-time jobs for O&M
- b. Over ~11,000 indirect jobs supported by Project budget

2. The DBFOM Contractor will be required to comply with a project-specific Project Labor Agreement for the; City is in active discussion with building trades

3. City is committed to ensuring meaningful participation by small, local and disadvantaged businesses

4. Further information including policies and networking session will be provided in the Supplemental RFI



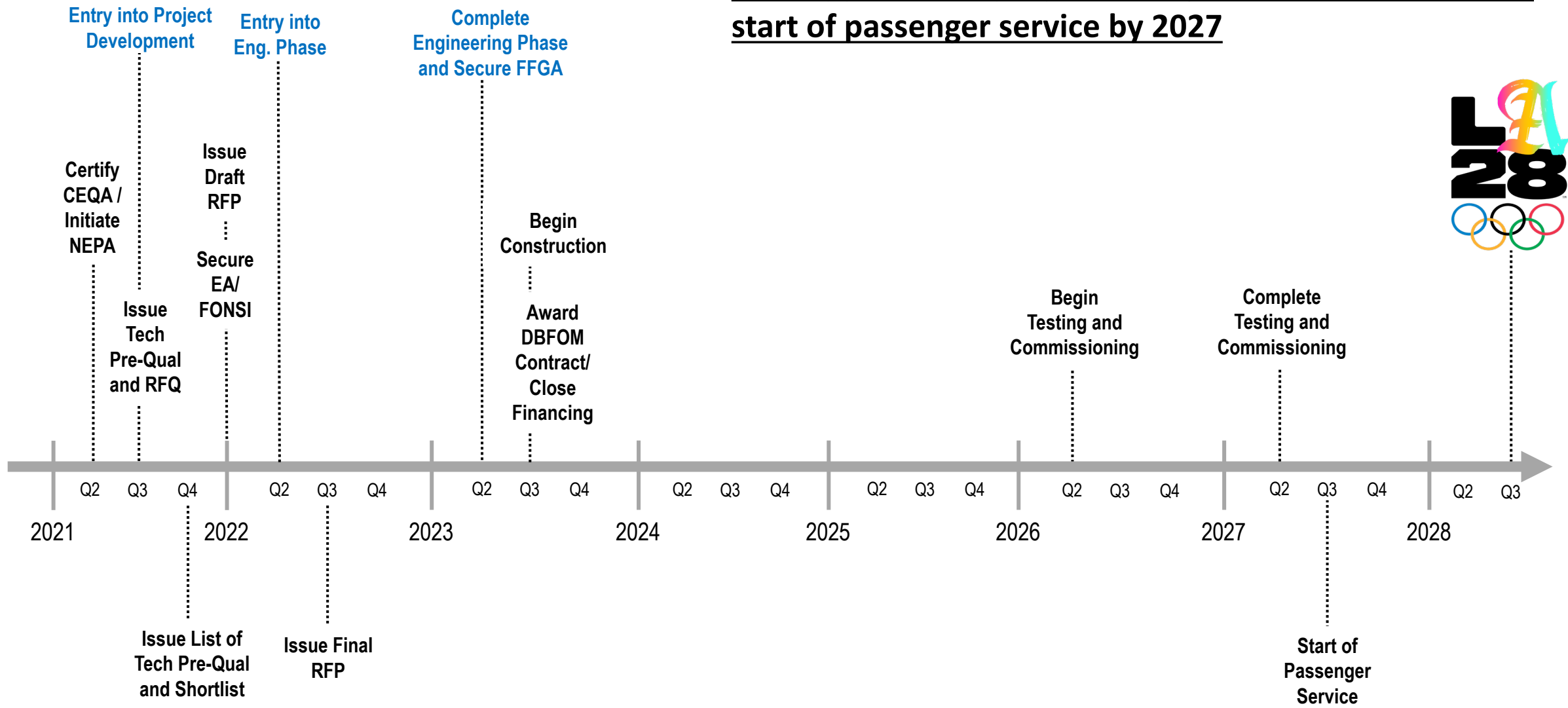


ITC Project Milestone Dates



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- FTA supportive of proposed Project schedule to achieve start of passenger service by 2027





Funding Secured to Date through State and Regional Partnerships



Estimated ITC Project Cost Estimates		The City has secured a total of <u>\$328,900,000</u>
Design and Construction Period		
Civil Infrastructure and Transit Technology Contractor Costs (based on the DBFOM delivery approach)	~\$675M	
Owner Costs, Contingencies and ROW Acquisition	~\$341M	
TOTAL	~\$1.016B	
Operating Period		
Contractor Annual O&M Costs	~\$15-17M	
Owner Costs and Contingencies	~\$3-5M	

1. To date, the City has secured a total of \$328,900,000, or roughly 1/3 of the overall Project costs
 - a. \$95,200,000 from the California State Transportation Agency’s (CalSTA) Transit and Intercity Rail Capital Program
 - b. \$233,700,000 in County Measure R funds, showing strong support from the region and State to deliver this Project



Metro



**SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS**



Caltrans



City is Actively Pursuing Additional Revenue Sources



1. City pursuing additional capital from the Federal Transit Administration’s (FTA) New Starts Capital Investment Grant (CIG) Program; grant will reduce amount to be financed through DBFOM contract
2. The City will be committing Project and City generated revenue sources to repay the DBFOM developer for capital and operating costs, and pursuing additional funds as listed below.

Project Generated	Federal Funds	State Grants	City Sources	Ballot Measure Taxes
<ul style="list-style-type: none"> • Farebox • Corporate sponsorship and advertising • Joint Development 	<ul style="list-style-type: none"> • FTA New Starts Capital CIG • Federal earmarks 	<ul style="list-style-type: none"> • State Low Carbon Fuel Savings Credit Program (CARB) • Transit Intercity Rail Capital Program (CalSTA) • Solutions for Congested Corridors (Caltrans) 	<ul style="list-style-type: none"> • Infrastructure impact fees • Enhanced infrastructure finance district (EIFD) • Conduit and fiber • Local business tax • Admissions Tax: IBEC at 2.5% • Existing property taxes and billboard advertising revenue 	<ul style="list-style-type: none"> • Special election for Real Estate Transfer Tax and Transient Occupancy Tax projected for August 31, 2021



Widespread Support for ITC Project



- *US Senator Dianne Feinstein*
- *US Congresswoman Maxine Waters*
- *State Senator Steven Bradford and former State Senator Holly Mitchell (now LA County Supervisor)*
- *State Assemblymember Sydney Kamlager-Dove and State Assemblymember Autumn Burke*
- *Los Angeles County Supervisors Janice Hahn, Hilda Solis and former Supervisor Mark Ridley-Thomas (now LA City Councilmember)*
- *City of Los Angeles, City Council Resolution; City of El Segundo, Mayor Drew Boyles; City of Carson, Mayor Pro Tem Cedric L. Hicks Sr.*
- *Los Angeles Rams and Chargers, Stadco Stadium*
- *Metro Chief Executive Officer, Phil Washington*
- *2028 Olympics Committee, Casey Wasserman*
- *Caltrans, Los Angeles Department of Transportation, Los Angeles World Airports, South Coast Air Quality Management District, South Bay Cities Council of Government, UCLA, SCAG*
- *LA/OC Building Trades, Southwest Regional Council of Carpenters, Coalition for Clean Air, MoveLA, Los Angeles Cleantech Incubator, and other labor groups, environmental groups, transit advocates, and City stakeholders including homeowner associations, block groups and local church organizations*



Next Steps Regarding Procurement Process





Procurement Coordination



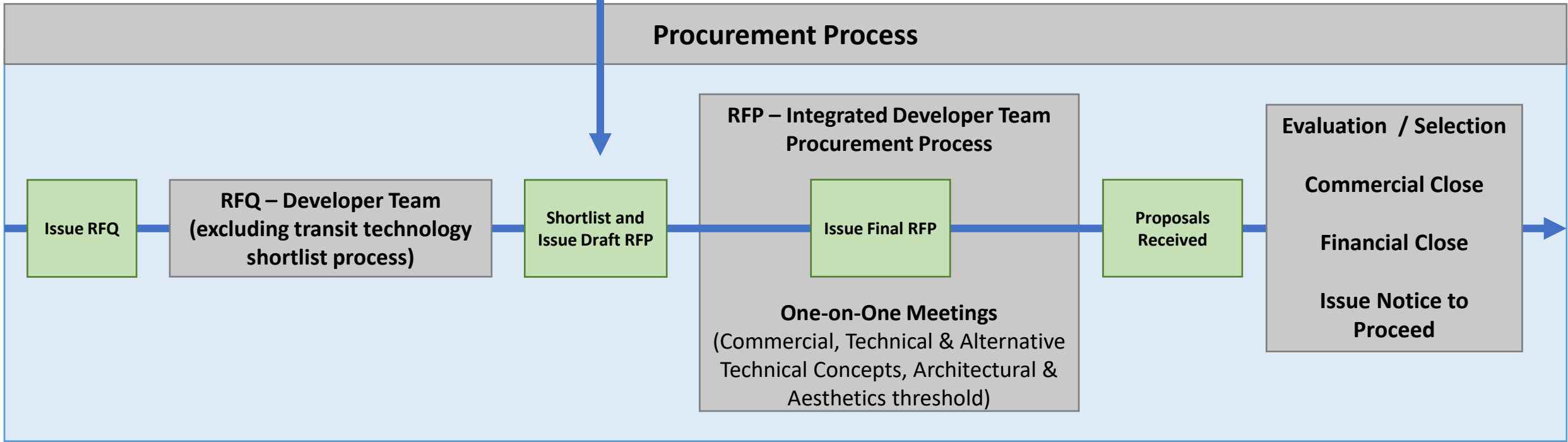
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Invitation to Prequalify Transit Technology Prequalification Process

Shortlisted developer teams and prequalified/Buy America-compliant transit technology suppliers self-select to form integrated teams

City is proposing a design-build-finance-operate-maintain (DBFOM) delivery model for Project

- Selected developer team will be responsible for design, construction, financing, manufacturing, installation, testing/commission, safety certification, operations and maintenance
- Utilizes an availability payment and performance structure





Responding to RFI Industry Feedback

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City currently engaging industry on the following key topics: cost-effective transit technology options; project schedule, delivery model, governance and ownership structure; city's consideration of federal funding; appropriate technical requirements; funding needs to cover capital and operating costs, and trade-offs among project characteristics, capabilities, and costs

City is planning to release quick turnaround questions for the industry focused on obtaining technology specific infrastructure/guideway requirements to optimize the alignment footprint, specifically:

1. Minimum single lane guideway width (inclusive of all equipment, emergency walkway, etc.)
2. Total minimum guideway width for two guideway lanes adjacent to each other (inclusive of all equipment, emergency walkway, etc.)
3. Minimum adjacent guideway lane separation in switch zones, and length of switch zone
4. Opportunities for open lightwells for the guideway sections in items 1, 2, and 3 above
5. A "typical" elevation of the guideway indicating items visitable at the edge condition (i.e. equipment cabinets, antennas, guardrails, etc.).



1-on-1 Meetings with 16 Teams

1. Globalvia
2. Fengate/Mitsubishi
3. Cintra/Ferrovial
4. Kiewit/AECOM
5. Fluor
6. Plenary/Parsons
7. Star America/Skanska
8. ACS/Dragados/Jacobs
9. Alstom/Bombardier
10. Doppelmayr
11. BYD/Itinera/Halmar
12. Hitachi
13. Woojin
14. SNC-Lavalin
15. John Laing
16. Schwager Davis

**Industry Forum was held on March 17
with over 300 attendees**

**Thank You – please sign up at
EnvisionInglewood.org for Project
updates**

