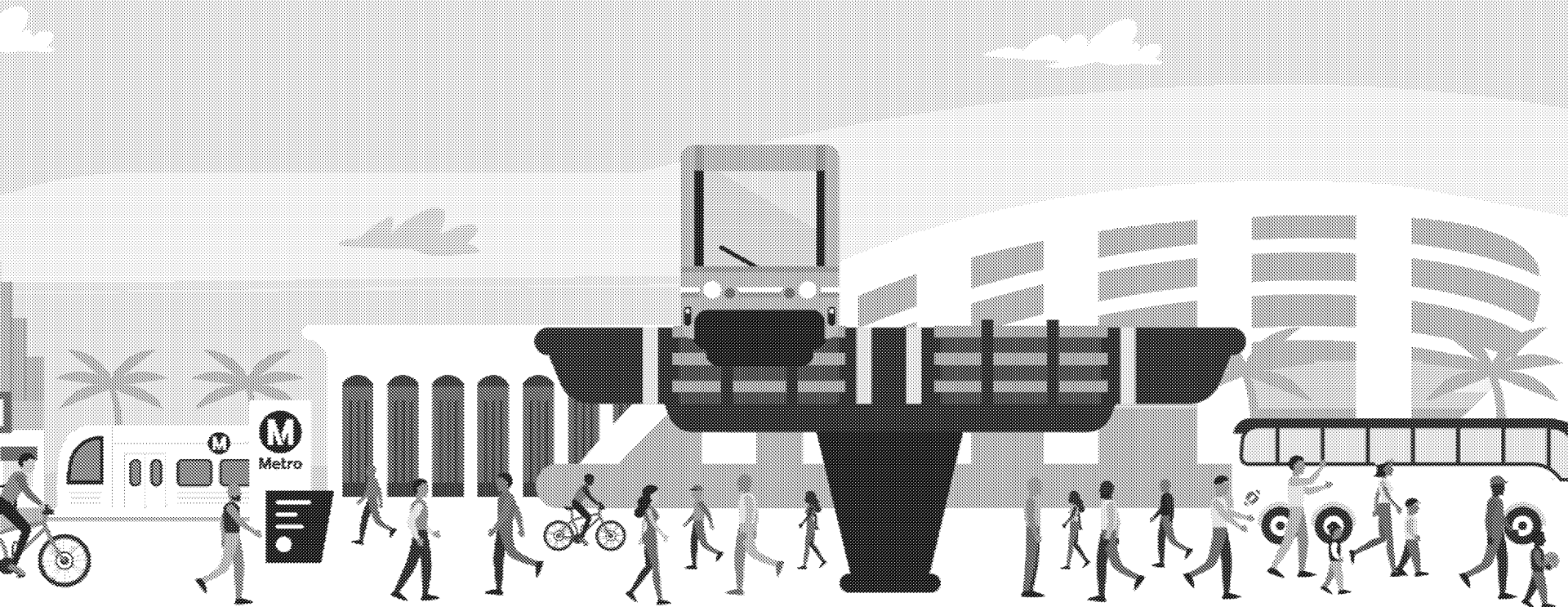


# Inglewood Transit Connector

August 22, 2018



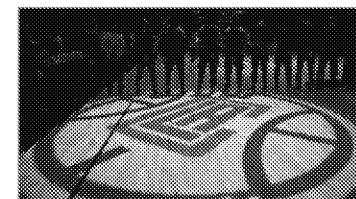
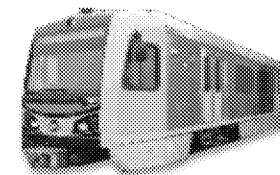
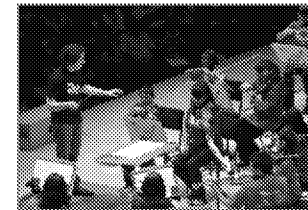
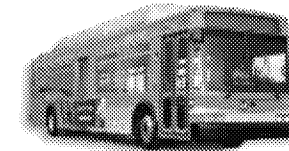
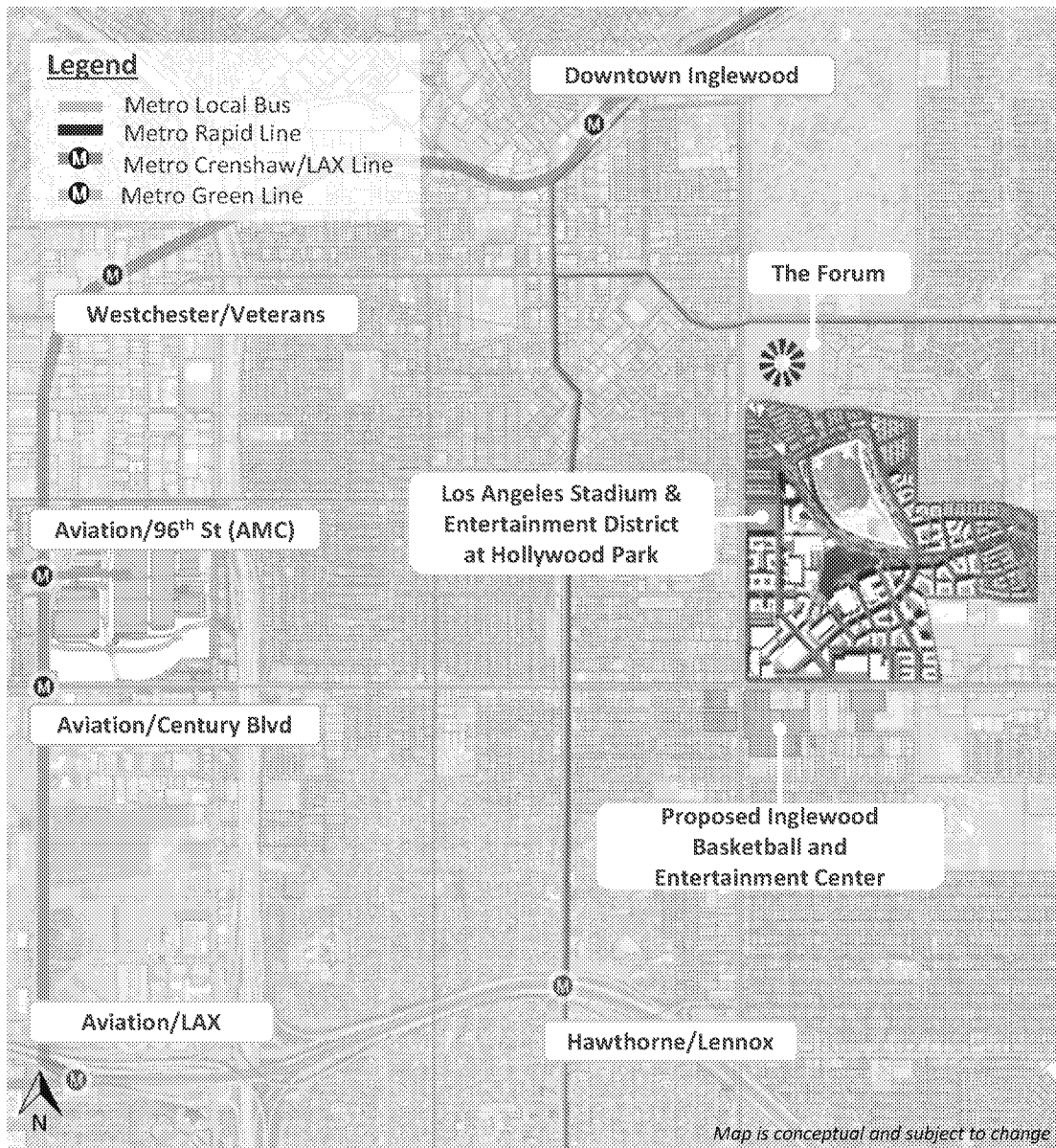
# Agenda



1. Purpose and Need for Inglewood Transit Connector
2. Preliminary ITC Alternative Analysis and Locally Preferred Alternative
3. Environmental Clearance Process
4. Project Stakeholder Outreach
5. Project Implementation and Delivery Strategy



# ITC Purpose & Need: Direct Connection to Rail

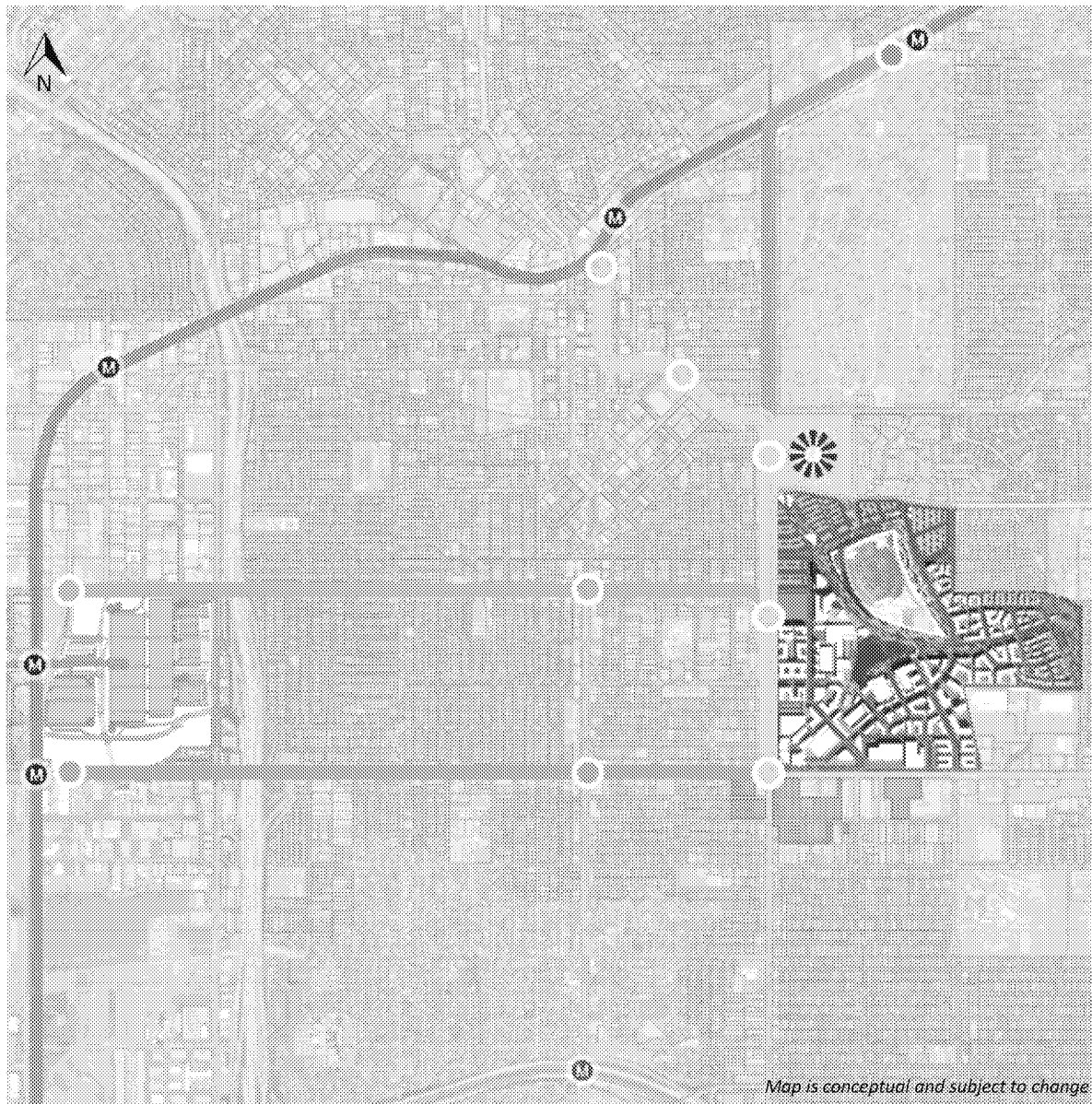


# ITC Purpose & Need: Facilitate City's World Class Transformation with Comprehensive Transportation Plan



- **Link Rail to Major Destinations, Make Robust Multi-Modal Connections and Complete Transit Network To Activity Centers**
- **Minimize Traffic Congestion, Provide Public Safety and Reduce Unwarranted Traffic through Residential Neighborhoods**
- **Enhance Active Transportation Corridors for Pedestrians, Bikes and other Modes**
- **Integrate State of the Art Technologies such as Intelligent Transportation System and other Smart app-driven technologies, as part of City's transportation plan**

# ITC Alignment Alternatives Studied



- A. Market/Manchester
- B. Fairview Heights
- C. Arbor Vitae
- D. Century Boulevard

## Legend

- Alt. A Market-Manchester
- Alt. B Fairview Heights
- Alt. C Arbor Vitae
- Alt. D Century Blvd
- Metro Crenshaw/LAX Line
- Metro Green Line

# Comparison Table of Alternative ITC Alignments



		Alternative A: Market - Manchester	Alternative B: Fairview Heights	Alternative C: Arbor Vitae	Alternative D: Century Blvd
Cost	Capital Cost (2018\$)	\$614.4 M	\$625.1 M	\$756.7 M	\$769.2 M
	Operation & Maintenance Cost (2018\$)	\$18.2 - \$19.5 M	\$18.2 - \$19.5 M	\$18.2 - \$19.5 M	\$18.2 - \$19.5 M
Ridership	Event - Annual Ridership	1,025,908	939,920	986,368	1,064,410
	Non-Event - Annual Ridership	1,552,212	954,906	1,060,687	1,868,737
	Annual Ridership	2,578,120	1,894,826	2,047,055	2,933,147
Approx. Length of the System (mi.)		1.8 miles	2.2 miles	3 miles	3.1 miles
Utility Conflicts/Ability to Resolve with Relocations		Minimal/Good	Minimal/Good (with potential impacts to Inglewood Cemetery due to narrow roadway)	Minimal/Good (with potential impacts to small businesses and residences due to narrow roadway)	Major/Limited (major utilities with impacts driving property acquisitions)
Potential Right-of-Way Impacts/Ability to Resolve (based on roadway width)		Minimal	Potential impact to Inglewood Cemetery	Potential impacts to small businesses and residences	Property acquisitions likely due to major utility relocations
Public Private Partnership Opportunities		High	High	High	High

# Proposed ITC Project: Market - Manchester



## Characteristics

- Elevated, Automated People Mover (APM) System
- Approx. 1.8 mile length
- 5 Stations

## Recommended for Future Study

- Promotes local economic development opportunities in Downtown Inglewood
- Enhances future transit oriented development opportunities
- Provides a direct connection between downtown Inglewood and major activity centers
- Minimal utility relocation conflicts that can be resolved with sufficient roadway width and project design



# Proposed ITC Project: Illustrative Renderings





# Proposed ITC Project: Illustrative Renderings



# ITC Project Elements: Automated People Mover (APM) System



**BART at Oakland International Airport**

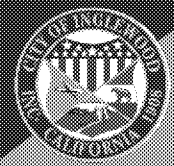


**Las Vegas Monorail**

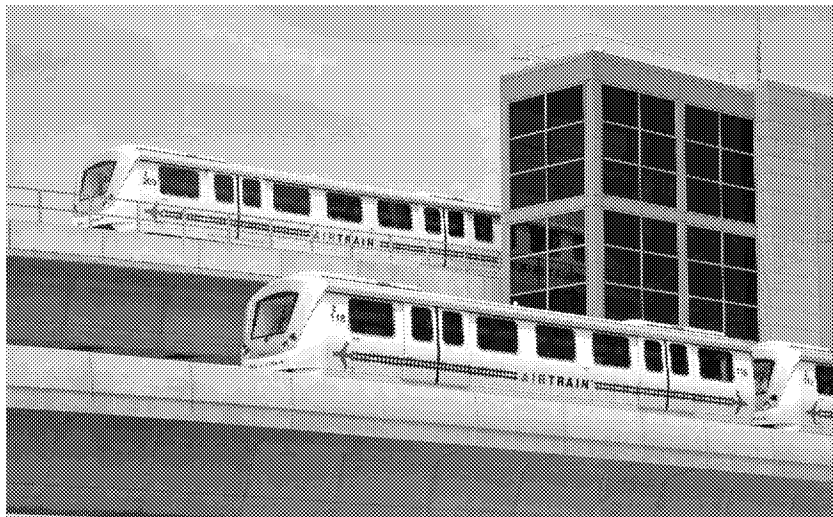
## Common characteristics for APMs around the country are:

- Elevated guideways to eliminate interference with surface roads
- Automated system - driverless technologies can be operated at shorter (more frequent) headways
- Very short wait times at stations (3 minutes or less)
- Ability to meet peak hour ridership (line capacity)
- Electric-powered cars that will improve air quality and reduce traffic congestion

# ITC Project Elements: Automated People Mover (APM) Examples



**AirTrain at Newark Liberty International Airport**

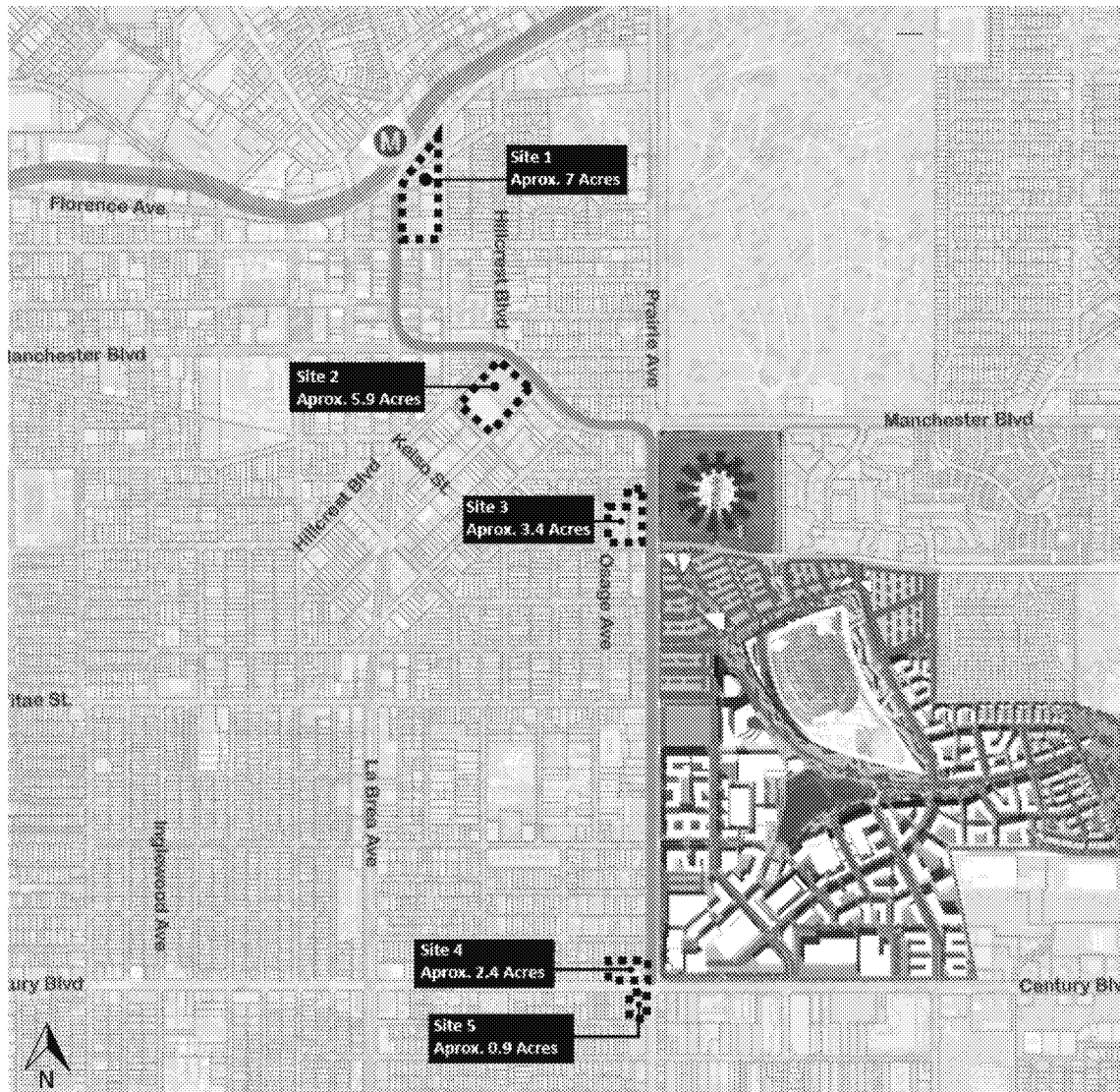
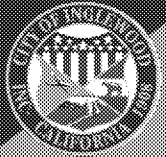


**AirTrain at JFK International Airport**



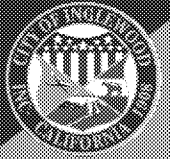
**Las Vegas Monorail**

# ITC Project Elements: APM Maintenance and Storage (MSF) Facilities



- APM systems require a Maintenance and Storage Facility where APM cars are repaired, maintained and stored

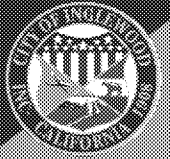
# ITC Project Elements: APM Maintenance and Storage (MSF) Facilities



**IAH Skyway (Houston Airport) MSF Site**



# ITC Project Elements: APM Maintenance and Storage (MSF) Facilities



**ATL ConRAC (Atlanta International Airport) MSF (above roadways, and in between ConRAC garages)**



**IAH Skyway (Houston Airport) MSF Site**



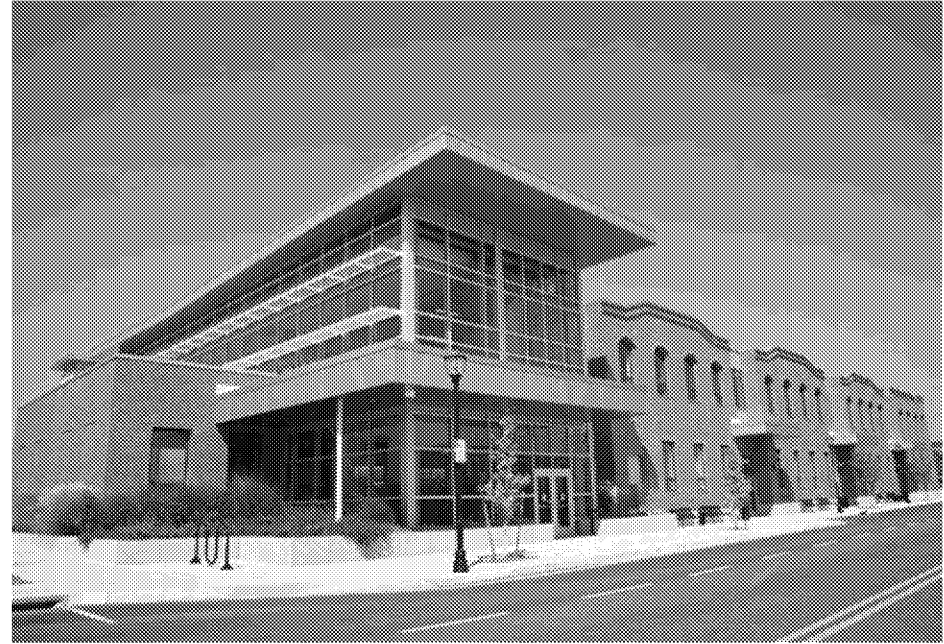
**Miami Mover (Miami International Airport): Station is above the MSF and in between parking garages**



# ITC Project Elements: Intermodal Transportation Facilities (ITF)



**Patsaouras Transit Plaza**

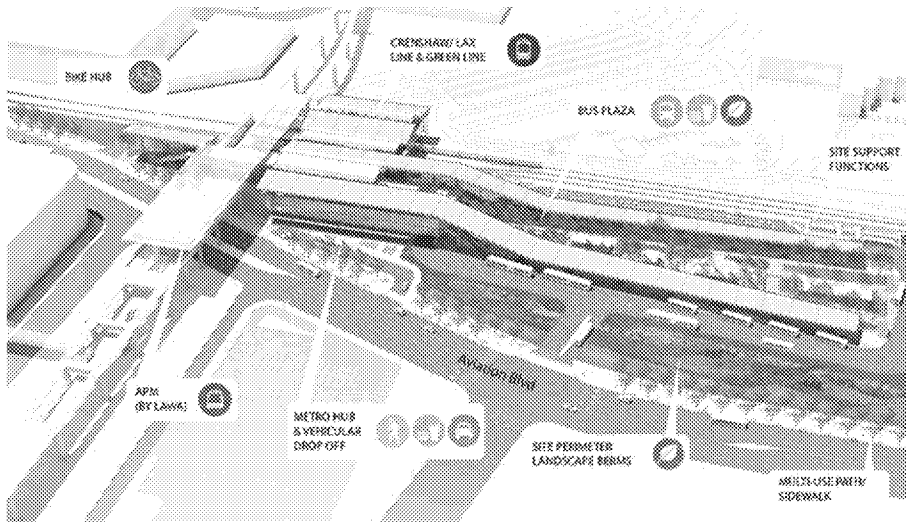


**Petersburg Intermodal Transit Center**

- Provide multimodal access to the APM for passengers to conveniently transfer between the APM and other modes of travel, including but not limited to Metro and other municipal bus lines, shared-ride vehicles, transportation network companies (TNCs), and taxis.
- May also provide parking areas, as well as pickup and drop-off locations.



# ITC Project Elements: Intermodal Transportation Facilities (ITF)



**Airport Metro Connector 96th Street Transit Station**



**Salt Lake City Intermodal Hub (Utah Transit Authority)**

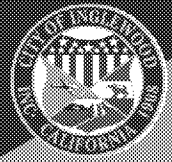


**Miami International Airport**

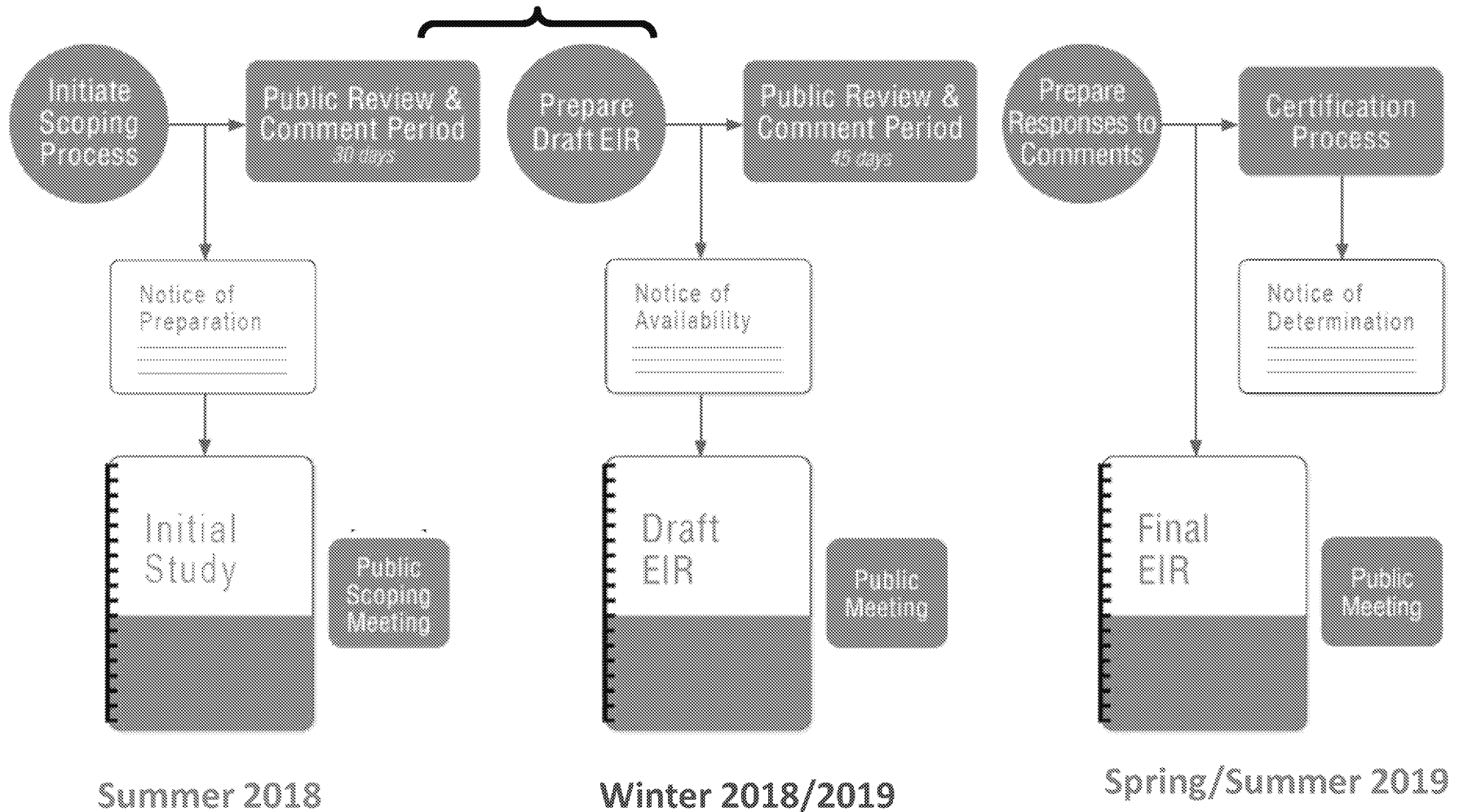


**Phoenix Sky Harbor International Airport**

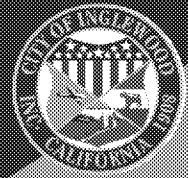
# Environmental Clearance Process Overview



## WE ARE HERE



# Public Review & Comment Period



**Public Comment Period: July 16, 2018 to August 15, 2018**

## **2018 Scoping Comments**

- Total comments received: 28 comments
- Submitted at Public Scoping Meetings: 17 comments
- Comments submitted by Public Agencies: 11 comments
- Many of the comments were regarding traffic, construction impacts, parking and location of Maintenance Storage Facilities

## **Top Issues Raised During 2018 Scoping**

- Environmental Impacts (noise, traffic, air quality, visual impediments)
- Safety and Security
- Construction Impacts
- Locations of Intermodal Site Facilities
- Locations of Maintenance Storage Facilities
- Community Engagement



# Project Stakeholder Outreach: Public Involvement Opportunities



**The City will actively seek public participation throughout the planning and environmental clearance process, including but not limited to:**

## **Fall 2018: Project Design Workshops**

- Location and architectural design of APM facilities including stations, MSFs and ITFs

## **Winter 2018/2019**

- Release of Draft EIR and Ongoing Community Outreach Meetings
- Final Design Workshops

## **Spring/Summer 2019**

- City Hearings on EIR and Approval of Design
- City Hearings on Other Required Actions





## City is currently evaluating

- Legal framework, enabling authority under state and city charter
- Contracting Entities
- Contracting scope and delivery options
- Funding and Financing Strategy

Delivery Option	Design	Construction	Operations	Maintenance	Financing	Ridership	Collection
Design Bid Build (DBB)	○	○	○	○	○	○	○
Design Build (DB)	●	●	○	○	○	○	○
Design Build Operate/Maintain (DBOM)	●	●	●	●	○	○	○
Design Build Finance Operate/ Maintain (Availability Payment)	●	●	●	●	●	○	○
Design Build Finance Operate/ Maintain (Real User Fee)	●	●	●	●	●	●	●

# ITC Project - Public Funding Sources



## Subregional Local Funds

- Metro Local Return (up to \$7M)
- Measure R South Bay Highway Program Funding Allocation (3.5M to Inglewood ITS)
- Measure R South Bay Highway Competitive Program (70M in LRTP; 130M from 2019-22)
- Measure M Multi-Year Subregional Competitive Opportunities
- Other Local Potential Options

## State - Cap & Trade Revenue Program

Affordable Housing and Sustainable Communities Program

- Transformative Climate Communities Program
- Low Carbon Transportation Program-Clean Mobility Options
- For Disadvantaged Communities
- Potential State Investments in Inglewood Mobility

## State Funds

- SB 1 Funds - 24.7B
- Local Partnership Program
- Congested Corridor Program
- Active Transportation Program- 100M
- Transit & Intercity Rail Capital Program- 2.6B

## Federal Funds

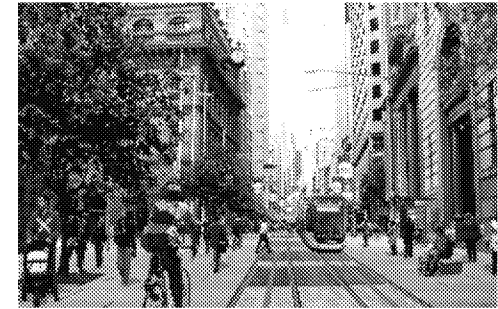
- Capital Investment Grant Program
- BUILD Program





## Team is developing Enhanced Infrastructure Financing District (EIFD)

- Enables tax increment financing for local/regional projects (purchase, construction, expansion, improvement, seismic retrofit, rehabilitation)
- Does not increase property taxes
- Term: 45 years from first bond issuance
- Governance: Public Financing Authority led by city or county implements Infrastructure Financing Plan
- Eligibility: City, County, Special District; school districts exempt
- Approvals: No public vote to create district; 55% landowner or registered voter election for bonds
- District boundaries do not need to be contiguous



Transit-Priority Projects



Rail



Civic Infrastructure<sup>22</sup>



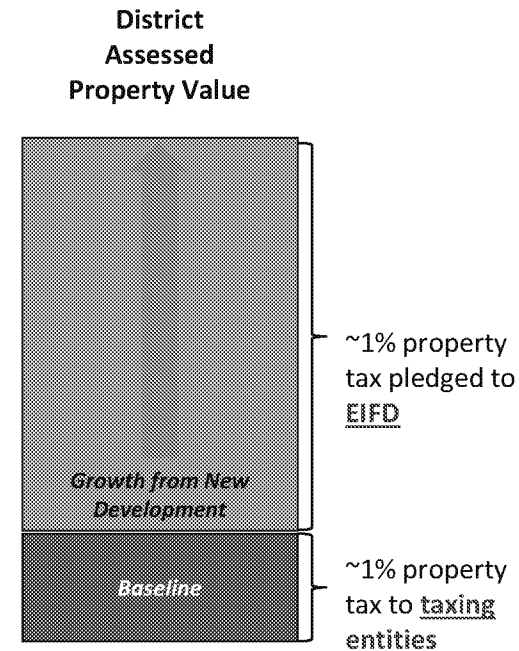


## Property taxes are a major source of revenue for local governments

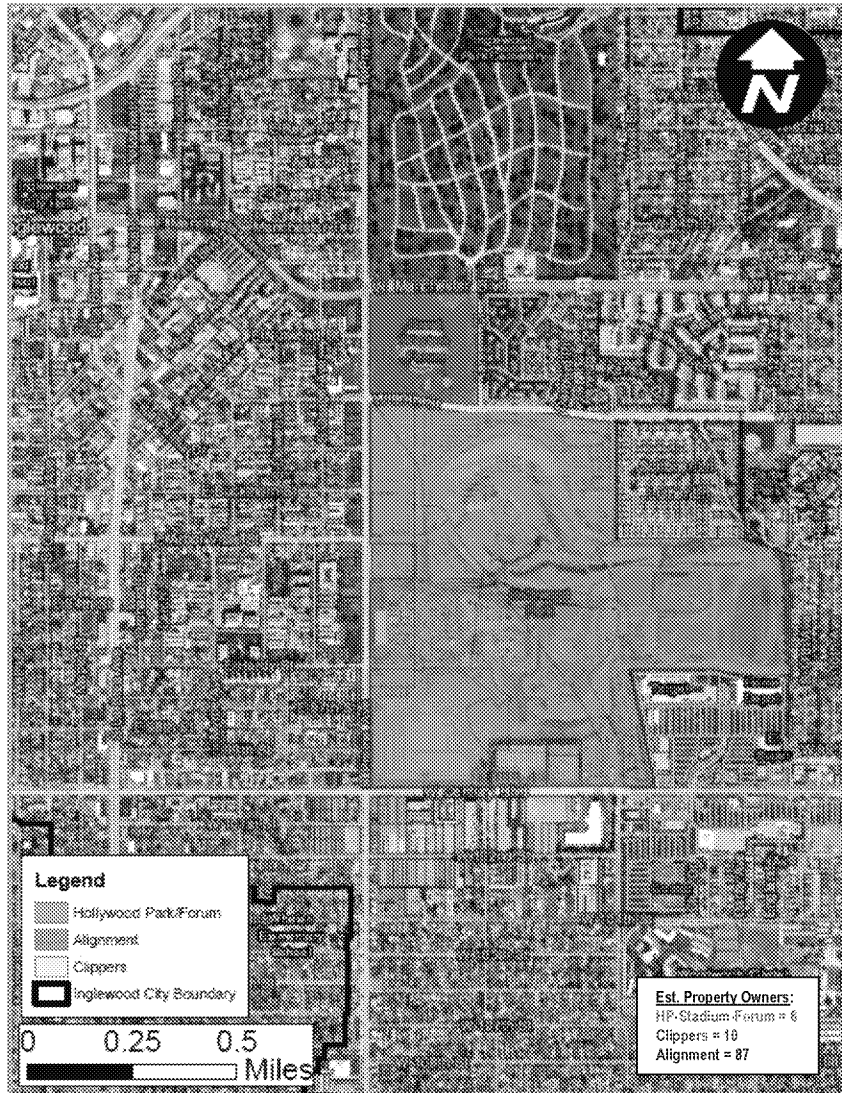
- LA County collects all property tax payments and distributes them to taxing entities – 1% statutory tax rate in California
- Cities in LA County receive 4 – 26% of property taxes and can use revenues for ‘general purposes’

## Incremental Growth Funds Improvements

- Taxing entity (City, County, Special District) pledges a % of property tax revenues generated from new development
- Pledged revenues used to secure bonds issued for improvements
- Separate fund created to pay debt service on bonds
- No new or increased taxes – increase in property values drive; tax revenue and improves the area



# ITC Project Implementation and Delivery Strategy



## EIFD Boundary: Hollywood Park, Forum, Market-Manchester Alignment

- 400 total acres
- 11 property owners / registered voters
- \$850 million current assessed value (base)
- \$4 billion potential new development (increment)
- Total 50-year City tax increment revenue = \$886 million\*

## Feasibility Evaluation

- Contiguous distinct boundaries
- Fewer landowners required for bond vote
- Generates sufficient tax increment revenue to fund key infrastructure projects
- Minimal impact on City General Fund
- Does not capture all new development in the City

Hollywood Park, Forum, and Alignment EIFD boundary protects the City's General Fund while generating sufficient revenues to fund key infrastructure projects

\* Includes City tax increment contribution only including both AB8 base (14.09%) and property tax in lieu of MVLF (13.3%). Nominal 2018 dollars.

# ITC Project Implementation and Delivery Strategy



- City receives approximately 27.4% of every \$1 collected in property taxes\*
- County receives approximately 29.6% of every \$1 collected in property taxes
  - Remaining 57% to other taxing entities (e.g. school district)
- 50-year total projected tax increment revenue from City alone and City/County partnership:

Annual Revenue	City Base + VLF Prop Tax	County Prop. Tax	Total City + County
Year 5	\$9,483,500	\$10,249,400	\$19,732,900
Year 10	\$12,179,900	\$13,163,600	\$25,343,400
Year 15	\$14,344,800	\$15,503,400	\$29,848,200
Year 20	\$15,837,800	\$17,117,000	\$32,954,800
<b>50-Year Total</b>	<b>\$886,238,300</b>	<b>\$957,814,800</b>	<b>\$1,844,053,100</b>

**LA County participation in EIFD doubles the amount of tax increment revenue available for projects**

\* Includes AB8 base (14.09%) and property tax in lieu of MVLF (13.3%). Approximate allocations, post-ERAF, not including school-related taxing entities (not eligible). Select tax rate areas (TRAs) include 04-569, 04-575, 04-595, 04-596. Source: Los Angeles County Auditor-Controller.

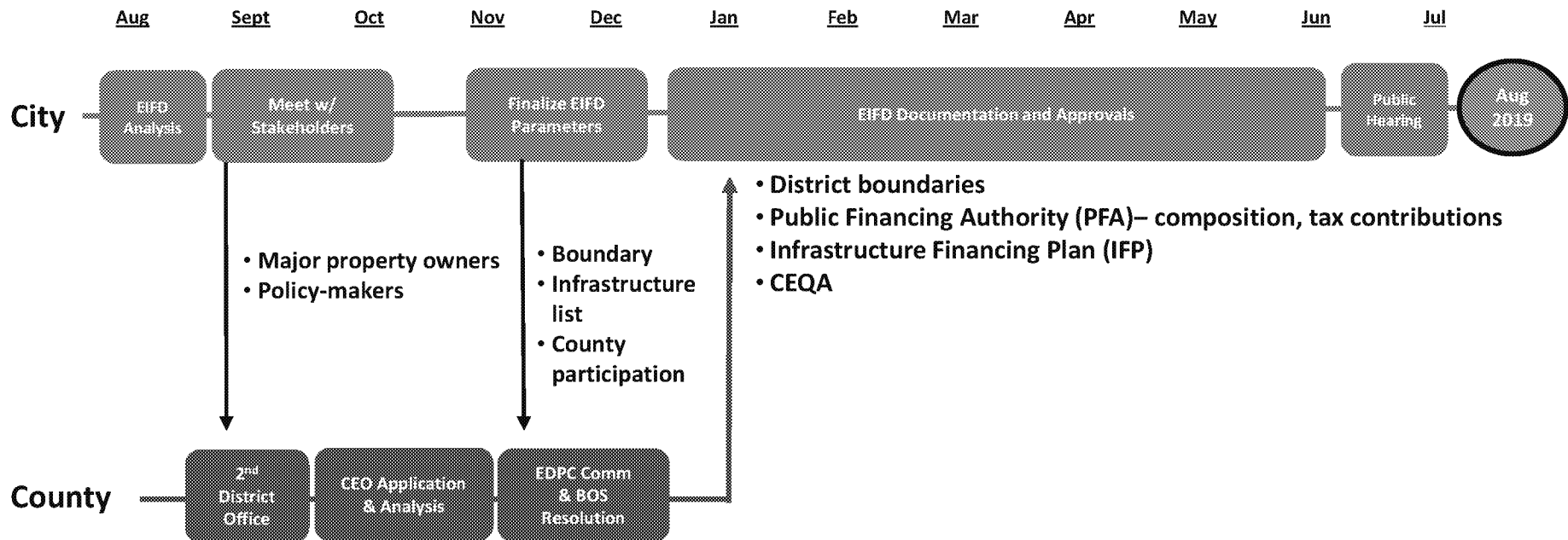
\*\* Nominal 2018 dollars. City of Inglewood has \$351 million in outstanding redevelopment agency obligations through 2038 (per 2018-2019 ROPS). Any debt or obligation of an EIFD is subordinate to any and all existing enforceable obligations of the former redevelopment agency and only residual revenues from RPTTF are available to EIFD.

# ITC Project Implementation and Delivery Strategy



## Strategic Goals:

- Capture key development while managing General Fund impact
- Partner with County for up to 29.6% of property tax share contribution
- Form EIFD by August 2019 to capture major development (i.e. stadium completion Spring 2020)



# Next Steps and Timeline



## Inglewood Transit Connector

1. Stakeholder Outreach: **Initiated Spring 2018**
2. Prepare Draft EIR: **Winter 2019**
3. Prepare Final EIR: **Summer 2019**
4. Define Funding Strategy: **March 2019**
5. Define Project Development and Delivery Strategy: **December 2018**
6. Initiate procurement process, and present for City approval – simultaneous to environmental clearance process

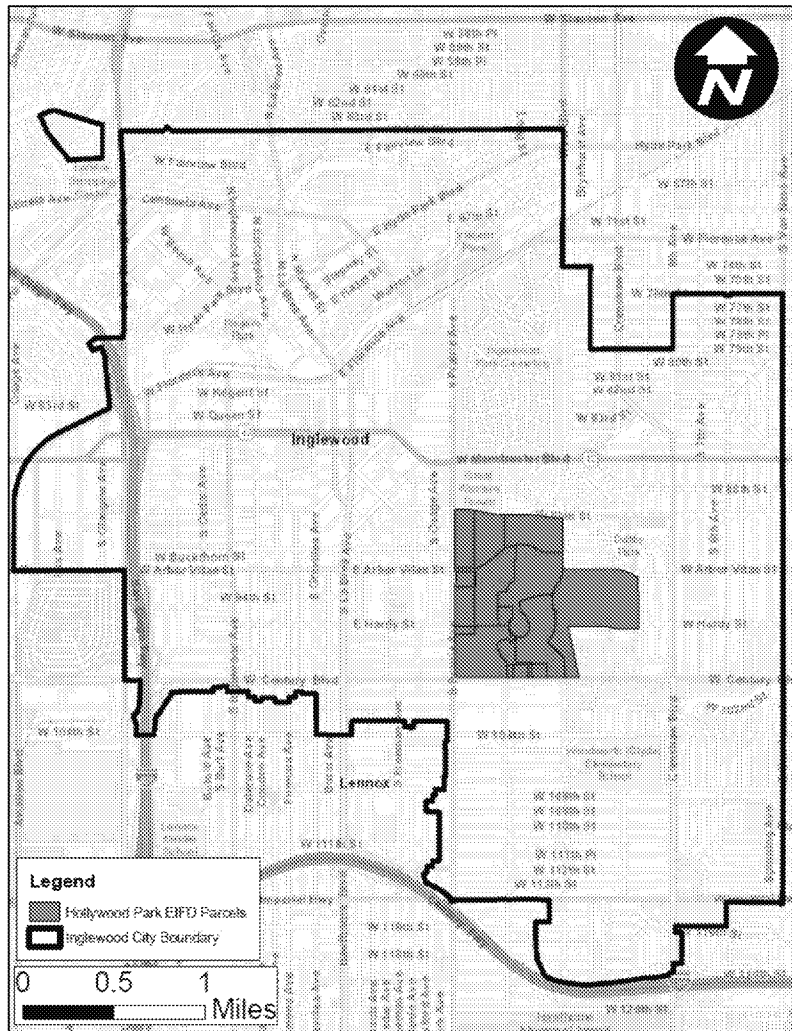
## Other Planning Work Simultaneously Underway

1. Develop the Inglewood Mobility Plan, Transportation Management and Operations Plan, and Neighborhood Protection efforts.
2. Coordination with strategic agency partners (i.e. Caltrans, Metro, SCAG, South Bay Cities Council of Governments, City of Los Angeles, etc.)





# EIFD District Boundaries – Option #1



## EIFD Boundary Option #1: Hollywood Park only

- 300 total acres
- \$700 million current assessed value (base)
- \$3.6 billion potential new development (increment)
- Total 50-year City tax increment revenue = \$754 million\*

### Feasibility evaluation:

- Contiguous distinct boundaries
- Fewer landowners required for bond vote
- Minimal impact on City General Fund
  - /+ Generates minimal amount of tax increment revenue; sufficient to fund key infrastructure projects
  - Does not capture all new development in the City

Hollywood Park only EIFD boundary protects the City's General Fund while generating sufficient revenues to fund key infrastructure projects



# District Boundaries – Option #1



- City receives approximately 27.4% of every \$1 collected in property taxes\*
- County receives approximately 29.6% of every \$1 collected in property taxes
- Projected property tax increment revenue :

<b>Annual Revenue</b>	<b>City Base + VLF Prop Tax</b>	<b>County Prop. Tax</b>	<b>Total City + County</b>
Year 5	\$7,723,900	\$8,347,700	\$16,071,600
Year 10	\$10,237,200	\$11,064,000	\$21,301,100
Year 15	\$12,199,900	\$13,185,200	\$25,385,100
Year 20	\$13,469,700	\$14,557,600	\$28,027,300
<b>50-Year Total</b>	<b>\$753,695,400</b>	<b>\$814,567,200</b>	<b>\$1,568,262,600</b>

\* Includes AB8 base (14.09%) and property tax in lieu of MVLF (13.3%). *Approximate allocations, post-ERAF, not including school-related taxing entities (not eligible). Select tax rate areas (TRAs) include 04-569, 04-575, 04-595, 04-596. Source: Los Angeles County Auditor-Controller.*

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