



**Board Report**

**File #:** 2022-0834, **File Type:** Agreement

**Agenda Number:** 18.

**EXECUTIVE MANAGEMENT COMMITTEE  
JANUARY 19, 2023**

**SUBJECT: INGLEWOOD TRANSIT CONNECTOR PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to enter into a Master Cooperative Agreement with the City of Inglewood (the “COI”) for the Inglewood Transit Connector Project (the “Project”).

**ISSUE**

The COI has begun preliminary engineering for a 1.6-mile long, three station, fully elevated, electrically powered automated transit system (ATS) called the Inglewood Transit Connector Project (Project). A key component of the Project will be a pedestrian bridge structure (PBS) that will connect its station at Market Street/Florence Avenue to the Downtown Inglewood Station of the Crenshaw/LAX Line (“K Line”).

Metro and COI have coordinated extensively to develop the Draft Final Master Cooperative Agreement (Attachment A). This agreement sets guidelines for cooperation and efficient coordination between the parties that will define how the two agencies interact and manage such items as real estate, right-of-way, design, construction, communications, reporting, achieving substantial completion, safety, quality, progress through systems testing, and pre-revenue phases.

**BACKGROUND**

As identified by the Los Angeles County Assessor’s 2020 Annual Report, the City of Inglewood is the fastest growing city in Los Angeles County (13.6% growth in the last year), with exponential growth in housing and regional employment opportunities. This rapid economic revitalization and historic transformation, with projected significant increases in population, housing, and employment density over the next 20 years, will significantly affect mobility within the COI and surrounding subregion. As such, it is important that COI’s residents and visitors have a direct means of connecting to Metro’s K line and its Downtown Inglewood Station.

To improve transit access and mobility for its residents and community stakeholders, the COI, in

---

partnership with Metro via a Joint Powers Authority (JPA), is planning to construct the Inglewood Transit Connector Project. When operational, the Project will provide access from the Metro K Line to new housing and employment centers and sports and entertainment venues in the city limits of COI, including the Kia Forum, SoFi Stadium at Hollywood Park, and the Intuit Dome.

Metro recently opened the Metro K Line, which includes a station at La Brea and Florence Avenue (the “Downtown Inglewood Station”). The Project’s planned Market Street/Florence Avenue Station (the “ITC Station”) will be located across the street from the Downtown Inglewood Station and connect to it via the PBS. The PBS will include vertical circulation elements (i.e., stairs and/or escalator and elevator facilities) and related infrastructure on Metro’s property.

To date, the COI has conducted robust community engagement and public outreach to all stakeholders in the Project. As of the close of the Project Draft Environmental Impact Report public comment period on February 8, 2021, the COI received 73 comment letters from local agencies, organizations, and residents. The COI has held over 50 community and stakeholder meetings over the past three years. Key stakeholders have all expressed support for the Project.

## **DISCUSSION**

Successful delivery of the Project requires a Master Cooperative Agreement (MCA) made by and between the COI and the Los Angeles County Metropolitan Transportation Authority (Metro) via a Joint Powers Authority (JPA) to establish a collaborative and cooperative process for designing, constructing, operating, and maintaining elements of the Project that are to interface with Metro property and operations, including the PBS.

The Cooperative Agreement establishes the Parties’ overall commitment to a cooperative process for delivery of the Interface Elements, coordination during the planning, preliminary design, design review, and construction phases of the Interface Elements, and the terms pursuant to which Metro shall provide certain property interests to COI.

Under the MCA, Metro will provide input and participate in the activities and processes set forth below with respect to the Interface Elements. The purpose of such participation by Metro is to ensure that the PBS and the other interface elements are integrated, compatible, functionally connected, and operative with Metro property and operations to facilitate safe passenger transfers between the K Line and the Project; to minimize disruptions to Metro bus and rail service operations, including transfer activity during construction; to minimize the risk of construction delays and contractor claims, and to minimize Project costs. Metro’s participation in the Project with respect to the Interface Elements includes, but is not limited to:

- a) Review and comment on design submittals that affect Interface Elements or that are built on, over, or through Metro property;
- b) Coordination meetings, construction schedule, and phasing coordination;
- c) Conveyance of certain property interests to COI; and
- d) Inspection rights.

The MCA also sets forth the obligations of COI and Metro regarding, but not limited to, the following subjects:

- a) Design and construction of the PBS, including design criteria standards, pre-award design coordination, review of design submittals, review and approval of significant changes during construction, construction scheduling and phasing, inspection rights, the track allocation and work permit process, outreach and communications, and the transition from design and construction to service operations and maintenance;
- b) Property interests to be conveyed from Metro to COI, including the valuation process for such property interests;
- c) Dispute resolution; and Warranties, indemnification, and insurance.

The agreement also addresses turnback from the JPA to Metro and responsibilities for each party through the closeout process, dispute resolution, warranty items, revenue operations, and final acceptance.

Staff recommendation is to adopt the final Master Cooperative Agreement and authorize the Chief Executive Officer to execute the agreement.

### First Mile/Last Mile

This Project will enhance the Metro First Mile/Last Mile program by providing a seamless connection between Metro K-Line, the bus network, and the ITC Station via the PBS to give patrons access to key destinations in the COI.

### **DETERMINATION OF SAFETY IMPACT**

The Project will be a world class, state-of-the-art transit connector designed, built, and operated to the highest safety standards. The MCA will enhance Metro's ability to ensure that its own customers have a safe, optimal experience as they transfer to and from Metro's network to the Project at the ITC Station.

Of significance, the direct connection between the K-Line Downtown Inglewood Station and the Project's Market Street/Florence Avenue Station will be an elevated pedestrian bridge structure providing a safe grade-separated passage between the two systems

### **FINANCIAL IMPACT**

Executing the MCA will not require Metro to make any capital contributions to the Project, including the connection at Market Street/Florence Avenue Station. Furthermore, any services that Metro staff

---

provides to assist the Project, including document reviews or coordination meetings, will be addressed pursuant to a separate agreement between the JPA and Metro. Any contributions of capital or services will be made at Metro's discretion, pursuant to separate agreements between Metro and the JPA.

### Impact to Budget

Thus far, Metro's overall participation in the Project has been charged to Project 405108, Stadium Transportation Planning. Metro staff will continue to use it for matters related to the proposed MCA. Metro budgeted \$57,595 for Project 405108 in FY23, of which \$23,997 has been expended. This project is funded with Proposition A, C, and TDA Admin funds.

### EQUITY PLATFORM

Overall, per the 2020 Census tract, 99.8% of the Project service area falls within disadvantaged or low-income communities. More than 80% of the Project Service Area includes a community with an unemployment rate greater than the LA County average of 4.7%. In some of the surrounding neighborhoods, the unemployment rate is over 10%. Finally, with average CalEnviroScreen scores above 75%, the local community bears a disproportionate burden from pollution.

The Project is consistent with Metro's Equity Platform in that it helps address needs for accessibility and environmentally sustainable mobility for residential and employment centers in disadvantaged communities by supporting transit-oriented community policies, first/last-mile connections - including within the Inglewood Sport and Entertainment District and promoting investments in disadvantaged communities. During the construction of the Project, COI has also executed a Community Workforce Agreement with the LA/OC Building and Construction Trades Council, which will establish a work opportunities program for area residents focused on maximizing opportunities for traditionally underrepresented members of the community, including utilization of the Building Trades Multi-Craft Core Curriculum and the Apprenticeship Training Program.

To date, the COI has conducted robust community engagement and public outreach to all stakeholders in the Project. The Project has received compliance with the California Environmental Quality Act with no registered opposition and ended the public comment period on the Environmental Assessment on November 14, 2022, in compliance with the National Environmental Protection Act, with no registered opposition. The COI has held over 50 community and stakeholder meetings over the past three years. Key stakeholders (see Attachment B) have all expressed support for the Project.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

Execution of the MCA will continue the collaboration between Metro and the City to develop the Project. It supports the five goals specified in Metro's Vision 2028 Metro Strategic Plan:

- A direct, convenient, and environmentally sustainable transit connection, the Project will

---

provide an additional high-quality mobility option, enabling people to spend less time traveling to and from the COI's new major employment, commercial, housing, and entertainment centers, and will reduce gridlock experienced during major events at SoFi Stadium, the Forum, the Los Angeles Sports and Entertainment District and the Inglewood Basketball and Entertainment Center.

- Participation with the COI in delivering and operating the Project will ensure that customers continue their outstanding trip experience as they transfer from the Metro K line and the Downtown Inglewood Station to and from the Project
- By supporting the COI's economic revitalization and redevelopment, the Project will enhance communities and lives through mobility and access to opportunities.
- Metro's partnership in delivering a state-of-the-art, sustainable transit connection furthers Metro's goal of transforming LA County through regional collaboration and leadership.
- Metro's participation in the development of this Project supports the responsive, accountable, and trustworthy governance of the Project.

## **ALTERNATIVES CONSIDERED**

The Board could choose not to approve the recommendation. This is not recommended as the MCA will enhance the prospects for the successful delivery of the Project to provide a needed direct transit connection between Metro's network, the completed Metro K Line, key housing and employment centers in a disadvantaged community, and the sports and entertainment venues within the COI. The MCA will also facilitate focused and effective collaboration and coordination between the COI and Metro in delivering this Project in time for the 2028 Los Angeles Olympics.

## **NEXT STEPS**

A Draft of the MCA has been developed. Upon Board approval, Metro staff will finalize and execute the MCA and continue coordination with the COI in its efforts to advance the Project.

## **ATTACHMENTS**

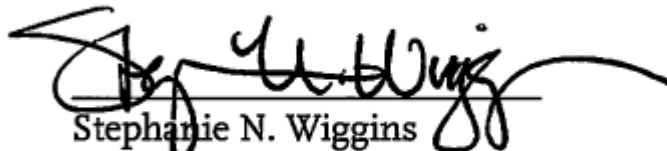
Attachment A - Draft Final Master Cooperative Agreement

Prepared by:

Paul Whang, Senior Director, Engineering, Program Management, (213) 922-4705  
Tim Lindholm, Deputy Chief Program Management Officer,  
(213) 922 -7297

Reviewed by:

Sharon Gookin, Deputy Chief Executive Officer, Chief Executive Office, (213) 418-3101  
Bryan Pennington, Chief Program Management Officer, Program Management, (213) 922-7449



Stephanie N. Wiggins  
Chief Executive Officer