

MOTION BY Mayor James T. Butts, City of Inglewood

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS TO APPLY SOUTH BAY SUBREGIONAL EQUITY FUNDING PROGRAM TO THE INGLEWOOD CENTINELA GRADE CROSSING

Attachment D

November 14, 2019

In 2015, when the Metro Board adopted the Measure M Ordinance and Expenditure Plan and included \$180M for the North San Fernando Valley Bus Rapid Transit Improvements, it also adopted an ancillary provision to provide equivalent funding to each subregion, other than the San Fernando Valley. “The ***Subregional Equity Program*** will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and **SB* \$130,000.**” **The Sub regions can spend that money any way they please.”**

In July 2019, the Metro Board approved \$199M for the San Gabriel Valley towards the Foothill Extension Light Rail project.

We, the above named cities, are proposing that the South Bay Cities Council of Governments (COG) Board of Directors vote at the November , 2019 COG Board meeting to use the South Bay allocation of the Metro ***Subregional Equity Program*** to fund the Centinela/Florence Grade Separation Project and request the Metro Board to recognize the COG’s decision, and commit to the funding of this important subregional and regional impacting project.

For years, the City has worked in close collaboration with Metro on the development of the Centinela/Florence Grade Separation Project. Since the approval of the environmental documents for the Crenshaw/LAX Line in 2011, increased traffic levels have occurred and will continue to occur with the anticipated opening of a 72,000 seat (up to nearly 100,000 capacity) NFL Stadium and additional developments at Hollywood Park site that have been approved and are either currently under construction or planned.

The City of Inglewood has increasingly evolved into a major sports and entertainment center in the greater Los Angeles area and helped spur economic revitalization in both the City, South Bay and in the County, as evidenced by the following:

- With a \$100 million dollar investment, the Forum in Inglewood was revitalized and reopened in 2013 and now actively hosts some of the largest entertainment acts in the Country.
- Approximately 238 acres in Hollywood Park are being redeveloped with a number of new uses including 2,500 units of residential, 890,000 square feet of retail, 780,000 square feet of office, a 300-room hotel, 25 acres of new recreational and park amenities, a new 72,000-seat National Football League (NFL) Stadium that will be home to both the NFL Los Angeles Rams and Los Angeles Chargers teams, and a performance arts venue with 6,000 seats. Construction of the stadium began in 2014 and is slated for completion by 2020.
- On February 20, 2018, the City of Inglewood initiated the environmental clearance process for the proposed Inglewood Basketball and Entertainment Center (IBEC), which includes an 18,000 fixed seat arena, an 85,000-square foot team practice and athletic training facility, LA Clippers team office space, sports medicine clinic and approximately 40,000 square feet of retail and other ancillary uses.
- The new LA Philharmonic's music and cultural campus for the Youth Orchestra Los Angeles (YOLA) will be relocated to the Inglewood Civic Center area. Construction on the 25,000 square feet of the YOLA Center is slated to start in the spring 2019. Recent intensification of development in the City is expected to increase traffic volume levels on the City's roadways that provide regional and local access to the Hollywood Park area, including the Centinela/Florence Avenues intersection

Over the past 4 years, the City of Inglewood has continuously collaborated with Metro to identify the most viable opportunities to mitigate significant impacts to traffic at the planned at-grade Centinela/Florence crossing. In January and February 2017, the LACMTA Board provided direction to staff to conduct a grade separation traffic analysis study for the Centinela/Florence Avenues crossing.

To complete the grade separation traffic analysis, the City in coordination with Metro staff collected and provided the most up-to-date information on

the progression of development at Hollywood Park, other development projects within Inglewood and surrounding jurisdictions.

The grade separation traffic study analysis indicated that the post-NFL traffic alone would meet the volume threshold for “Grade Separation Normally Required Category,” under the Metro Grade Crossing Policy. More than 1,200 cars per hour per lane are anticipated to cross Centinela/Florence after the approximately 22 NFL games. The analysis found that post-event traffic may be twice as high as the normal background traffic at the Centinela/Florence intersection.

A grade separation of the Crenshaw/LAX LRT crossing at Centinela/Florence intersection will support the goals outlined in the Metro Vision 2028 Strategic Plan by addressing the mobility challenges in the project area including increasing travel demand, travel times, and roadway congestion. Specifically, the Project meets Vision 2028 Goal #4, *Transform LA County through regional collaboration and national leadership*, as this project will be advanced through a close partnership with the City of Inglewood to solve a regional challenge, as the special events at the NFL Stadium and other event venues at in Inglewood are expected to attract attendees on an almost daily basis from throughout the region.

In October 2019, Metro staff began its preliminary engineering and environmental assessment for Centinela/Florence grade-crossing. It is anticipated that preliminary cost estimate will be available in the beginning of 2020. Metro staff is planning to take the findings of the study to its Board in April of 2020.

WE MOVE THAT the South Bay Cities Council of Governments (“COG”) adopt this proposal to apply the South Bay Subregional Equity funding allocation to the Centinela Grade Separation Project and inform the Metro Board of its decision in this matter.

WE FURTHER MOVE THAT the COG Board send a formal Request to the Metro Board requesting the Metro Board to recognize the COG’s decision and commit to funding the Centinela Project and instruct the CEO and Metro staff to finalize negotiations with the South Bay Cities Council of Governments its ***Subregional Equity Program*** allocation in the not to exceed amount of \$130 million in order to ensure the construction of the Centinela Grade Separation construction project; and

In similar fashion to the July 24, 2019 Metro Board Action regarding the Metro Gold Line Extension to Claremont, the sources of funds for the recommended action include but are not limited to eligible discretionary regional Proposition A, Proposition C, Measure R and Measure M sales tax revenues and other regional, state, or federal funds, based on availability, in accordance with the cash flow needs of the project.

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