

Inglewood **Transit Connector**

An Economic Impact Analysis by
The Institute for Applied Economics



LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

THE INGLEWOOD TRANSIT CONNECTOR: AN ECONOMIC IMPACT ANALYSIS

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The LAEDC Institute for Applied Economics provides objective economic and policy research for public agencies and private firms. The group focuses on economic impact studies, regional industry analyses, economic forecasts, and issue studies, particularly in workforce development, transportation, infrastructure, and environmental policy.

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EXECUTIVE SUMMARY

The Transformation of Inglewood

The City of Inglewood embodies Angelenos' love for sports and culture. Numerous state-of-the-art sports arenas and world-renowned entertainment centers have rooted themselves in the City of Inglewood, aiding the development of the City and County economies. These Projects include SoFi Stadium, home to the Los Angeles Rams and Los Angeles Chargers, the Kia Forum, and the Inglewood Basketball and Entertainment Center, including the Intuit Dome, the future home of the Los Angeles Clippers¹.

Looking ahead, the NCAA Football Championship, WrestleMania, and many other major events and concerts are scheduled to take place in Inglewood over the next decade. Inglewood is also slated to host the Opening and Closing Ceremonies of the 2028 Summer Olympic and Paralympic Games; upwards of one million visitors from around the world are expected to attend.

Additionally, more than 2,500 new housing units are slated in the surrounding area and the population growth rate is projected to grow three times faster than that of the County. Companies such as the Girl Scouts of the Greater Los Angeles and the NFL Media

Headquarters have moved their offices to the Inglewood, another sign of a booming local economy with the potential for transit and transportation issues.

Economic Overview of Inglewood

In the last ten years, Inglewood's economy has undergone a rejuvenation. In the first decade of the 2000s, Inglewood's pension obligation and RDA tax allocation bonds had B ratings from Moody's,² unemployment climbed to 16.2 percent in 2010 in the wake of the Great Recession,³ and, in 2013, Inglewood's cultural landmarks, such as the Hollywood Park Racetrack and The Forum, were closed or under construction.

However, the economy and workforce have rebounded. In 2019, the unemployment rate in the City had fallen to 5.3 percent. Since the early 2000s, the number of jobs in the City has increased at a faster rate compared to the resident population. Over 28,500 people held jobs in the City of Inglewood pre-pandemic; 3,000 are Inglewood residents and the other 25,500 workers travel into the City of Inglewood to work from other areas.

Black workers account for close to a quarter of the workforce in Inglewood, a much larger

¹ The Intuit Dome is slated to open in 2024

² Moody's. (2022). Search Results.

<https://www.moody.com/credit-ratings-tab/DefaultResearch/600024021?orgname=Inglewood-City-of-CA-&lang=pt&cy=bra&rl=MIS&rmsid=005003003>

³ California EDD. (2022). Unemployment Rates (Labor Force).

<https://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis/labForceReport.asp?menuchoice=LABFORCE>

share than the countywide average of just under 9 percent.

Over the last decade, the top three industries adding jobs included healthcare and social assistance, manufacturing, and retail trade.

Economic Impact of Recent and Planned Future Investment

For additional context, this report further considers the combined impact of other previous and concurrent development that has been or will be occurring in the City of Inglewood.

Together, the development of the Kia Forum, SoFi Stadium, and the Intuit Dome in the City of Inglewood represent direct spending estimated at **over \$6.1 billion during the construction periods**: the projects cost a reported \$100 million for the Kia Forum’s revamp, \$5 billion for the construction of SoFi Stadium, and a reported \$1.013 billion for the Intuit Dome. The estimated economic impact of this spending, as well as the spending for the construction of the Inglewood Transit Connector (ITC), on the surrounding region is outlined below in Exhibit ES-1.

The Inglewood Transit Connector

The proposed Inglewood Transit Connector (ITC) Project is an approximately 1.6 mile elevated, fully automated transit system connecting key Inglewood activity and employment centers to the rest of Los Angeles County by public transit. The Economic Impact Analysis produced by the Los Angeles County Economic Development



Exhibit ES-1

Estimated Economic Impact of Construction Identified Recent & Planned Future Development with the ITC Project

Direct Construction Spending (\$ billions)	\$7.135
Total Economic Impact (\$2021)	
Total Employment Impact (Jobs)	81,700
Total Labor Income (\$ billions)	\$5.7
Total Output (\$ billions)	\$12.4

Source: City of Inglewood, Estimates by LAEDC

Corporation (LAEDC) highlights the economic and social benefits of the Project.

Construction

The construction of ITC would create a one-time economic boost to the City of Inglewood and the surrounding Los Angeles County.

The economic output from the Project’s construction is estimated to exceed \$2 billion for the County, with \$1.6 billion of that output, around 80 percent, contributing to the City of Inglewood. The construction would support nearly 11,000 jobs and \$822 million in labor income. The fiscal impact of

the Project construction would exceed \$260 million.

Exhibit ES-2

**Economic Impact of Construction
Inglewood Transit Connector
Los Angeles County**

Total Economic Impact:

Output (\$ millions)	\$2,044
Employment (Jobs)	10,950
Value Added (\$ millions)	\$1,172
Labor Income (\$ millions)	\$822

Total Fiscal Impact:

Total Taxes (\$ millions)	\$261
State and Local Taxes (\$ millions)	\$96
Federal Taxes (\$ millions)	\$166

Source: City of Inglewood, Estimates by LAEDC

Ongoing Operations & Ridership

Once the Project is constructed, the ongoing operations and ridership would support an additional 4,000 jobs annually starting in 2027 which would increase to 5,000 jobs by 2045. Additionally, \$15 million in annual economic output would be generated annually by the ITC Project as well as almost \$2 million in annual fiscal impact.

Community Benefits

Beyond measurable economic impact figures for the Project, the construction of ITC will advance state carbon neutral goals, improve affordable mobility, and increase local property values.

ENVIRONMENTAL

- Advances Sustainability Goals
- Reduces Emissions

Exhibit ES-3

**Economic Impact of Ongoing Operations
Inglewood Transit Connector
Los Angeles County**

Total Economic Impact:

Output (\$ millions)	\$ 15
Employment (Jobs)	70
Value Added (\$ millions)	\$8
Labor Income (\$ millions)	\$6

Total Fiscal Impact:

Total Taxes (\$ millions)	\$2
State and Local Taxes (\$ millions)	\$1
Federal Taxes (\$ millions)	\$1

Source: City of Inglewood, Estimates by LAEDC

Exhibit ES-4

**Economic Impact of Visitor/Rider Spending
Inglewood Transit Connector
City of Inglewood**

Total Economic Impact (2027):

Output (\$ millions)	\$400
Employment (Jobs)	3,970
Value Added (\$ millions)	\$236
Labor Income (\$ millions)	\$185

Total Fiscal Impact:

Total Taxes (\$ millions)	\$46
State and Local Taxes (\$ millions)	\$18
Federal Taxes (\$ millions)	\$28

Source: City of Inglewood, Estimates by LAEDC

TRANSPORTATION AND MOBILITY

- Reduces Congestion
- Improves Mobility

EQUITY AND ACCESS

- Allows Affordable Community Access

Real Estate Value Impact

Transportation and connectivity, alongside economic prosperity contribute to the desirability of living in a region, which then leads to an increase in property values.

A geospatial analysis of the increase in Inglewood land values over the past decade shows all regions within the analysis area saw an increase in land value, and up to 32 percent in the surrounding area at the intersection of West Hyde Park and North Inglewood Avenue (Exhibit ES-5). This area, circled in blue, is a mostly residential



community in the northwest part of the City. The Parcels nearest Los Angeles International Airport (LAX) saw less of a property value increase relative to the rest of Inglewood.

Exhibit ES-5: Inglewood Land Values from 2011 to 2021

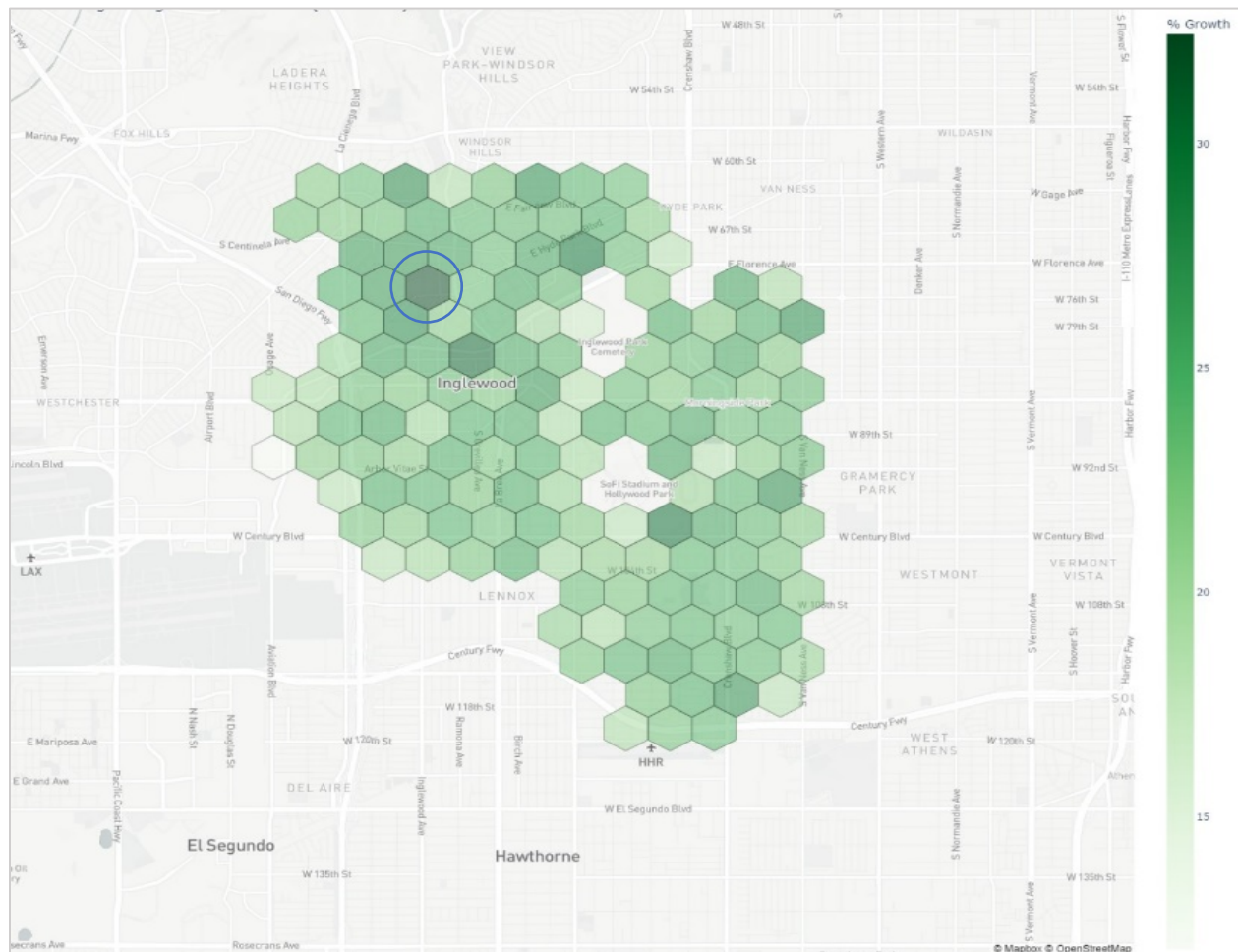


Exhibit ES-6 breaks down the preceding map by showing the median percent change of Inglewood land values by property type.

Exhibit ES-6

**Median Percent Change in Inglewood Land Value
by Property Type (2011-2021)**

<i>Miscellaneous</i>	42.8%
<i>Residential</i>	24.3%
<i>Commercial</i>	21.9%
<i>Industrial</i>	20.3%
<i>Institutional</i>	20.3%
<i>Recreational</i>	16.2%

Source: Los Angeles County Assessor’s Office

As Inglewood continues to develop economically, the City will become more desirable to live in. As such, real estate values in the region would continue to rise, with properties closest to the Project expected to see the largest increase.



Source: LA Times

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1. THE TRANSFORMATION OF INGLEWOOD

The History of Inglewood

Throughout the first sixty years of its history, due to restrictive racial covenant laws the City of Inglewood (City) was a White enclave in Los Angeles with, according to the 1960 Census, fewer than 0.05 percent of its residents reporting as Black.⁴ With the end of racial covenant laws in 1948, the Watts Uprising of 1965, and the construction of The (Kia) Forum in 1967, “White Flight” took place, with many of the White households moving to other Los Angeles suburbs replaced by Black families.⁵ Subsequently, Inglewood became one of Los Angeles’ most prominent Black communities, with Black leaders in the City’s police force and City Council.

By 1980, the City of Inglewood was 56.4 percent Black, up from 11 percent in 1970.⁶ Today, the City still has a large Black community; though the majority of the population is now Hispanic, there are still Black racial enclaves in Inglewood.⁷ Ultimately, the White Flight of the 60s impacted the City’s economy, as geographic



Unknown (1961). Downtown Inglewood – 1961 [jpg]. Pinterest. <https://i.pinimg.com/originals/c4/72/20/c472204c789441f615f4d01ee295c725.jpg>

separation acted as a new form of discrimination.

Actions like the 1978 passage of Proposition 13 impacted the City’s ability to provide public services to its residents, having a profound impact on public schools in poorer communities.⁸ While the shifting national political landscape brought less money for arts, the more devastating community impacts were due to international economic restructuring: manufacturing jobs began leaving the area, resulting in a decline of available low and middle skilled jobs and an increase in Black unemployment.⁹ Cycles of

⁴ *City Snapshot: Inglewood*. (2021, June). Other & Belonging Institute at the University of California, Berkeley. <https://belonging.berkeley.edu/city-snapshot-inglewood>

⁵ *Racialize Inglewood; the old, the new, and the future*. (2019, November 27). Esri.

<https://storymaps.arcgis.com/stories/301b44dae12641728467aaf369758d6f>

⁶ *Inglewood California*. (n.d.). Tougaloo College.

<https://justice.tougaloo.edu/sundowntown/inglewood-ca/>

⁷ *QuickFacts: Inglewood city, California*. (2021). United States Census Bureau.

<https://www.census.gov/quickfacts/inglewoodcitycalifornia#qf-headnote-b>

⁸ Rancaño, V. (2018, October 25). *How Proposition 13 Transformed Neighborhood Public Schools Throughout California*. KQED.

<https://www.kqed.org/news/11701044/how-proposition-13-transformed-neighborhood-public-schools-throughout-california>

⁹ Sonksen, M., Kaplan, E. A. (2018, June 20). *Inglewood Today: The History of South Central Los Angeles and Its Struggle with Gentrification*. USC Lusk Center for Real Estate. <https://lusk.usc.edu/news/inglewood-today-the-history-south-central-los-angeles-and-its-struggle-gentrification>

poor public service provision and poverty ensnared Inglewood, with low education rates impacting long-term employment prospects, which further hampered economic development.¹⁰

The Inglewood of today is a very different place. The City has been making large investments into infrastructure to help mitigate inconveniences that its residents, businesses, and the millions of visitors who travel to the City every year for entertainment experience traveling in the city.

Additionally, a number of large private investments transformed the City into a major destination for concert goers and sports fans alike

However, the growth observed in Inglewood consists of more than the well-publicized new stadiums; the development of retail, entertainment, office, hotels, and housing contribute to growth in the city as well.

The Recent Growth of Inglewood

The City of Inglewood embodies Angelenos’ love for sports and culture. Numerous state-of-the-art sports arenas and world-renowned entertainment centers have rooted themselves in Inglewood, aiding the development of the City and County economies. These projects include SoFi Stadium, home to the Los Angeles Rams and Los Angeles Chargers, the Kia Forum, and the

Inglewood Basketball and Entertainment Center, including the Intuit Dome, the future home of the Los Angeles Clippers¹¹.

The \$5 billion construction of SoFi Stadium provided over 35% or 1,200 local hire positions. Post construction, the stadium has hosted numerous home football games including Super Bowl LVI, bringing tourism and expenditures into the local economy.

The Forum, now known as the Kia Forum, represents one of the West Coast’s most popular music venues, hosting thousands of events since its construction in the 1960s. After its 2012 remodel under new ownership, the venue has featured numerous headline acts and was registered as a Historic Place by the United States National Register¹².

Breaking away from their home of more than two decades, the Los Angeles Clippers will relocate from Downtown Los Angeles to the

Exhibit 1-1: Recent & Planned Future Development in Inglewood

<i>The Forum Renovation</i>	<i>\$100 million</i>
<i>SoFi Stadium</i>	<i>\$5 billion</i>
<i>Intuit Dome</i>	<i>\$1.013 billion</i>
Total of Direct Investment above:	\$6.113 billion
<i>ITC Construction</i>	<i>\$1.022 billion</i>
Total Direct Investment with ITC	\$7.135 billion

¹⁰ Ong, P., Firestone, T., Pfeiffer, D., Poon, O., Tran, L. (2008, August). *The State of South LA*. UCLA School of Public Affairs. https://knowledge.luskin.ucla.edu/wp-content/uploads/2018/01/The_State_of_South_LA.pdf

¹¹ The Intuit Dome is slated to open in 2024

¹² NRHP No. 14000661

Intuit Dome in Inglewood. Scheduled to open in 2024, the arena would also host concerts and events in addition to NBA games.

Additionally, the NCAA Football Championship, WrestleMania, and many other major events and concerts are planned for these venues over the next decade – leading up to the 2028 Summer Olympic and Paralympic Games. The City is hosting the 2028 Olympic Opening and Closing Ceremonies with upwards of one million visitors from around the world are expected to attend. While the future Metro K Line (Crenshaw/LAX) aims to fulfill current and future transit demands, each of the venues listed are approximately one mile or more away from the nearest stop on this line.

Additionally, more than 2,500 new housing units are slated in the surrounding area. This will be important to accommodate



Unknown (2020). Train traveling along ROW Florence Ave [jpg]. LA Metro. <https://i0.wp.com/thesource.metro.net/wp-content/uploads/2020/07/7.07.20-Fairview-Heights-Station-03 - Train-travelling-along-ROW-Florence-Ave-scaled.jpg?ssl=1>

additional households in Inglewood: leading up to 2040, the population in Inglewood is projected to grow three times faster than that of the County.¹³ Companies such as the Girl Scouts of Greater Los Angeles and the NFL Media Headquarters have moved their offices to Inglewood, another sign of a booming local economy with the potential for transit and transportation issues.

Revitalizing Inglewood

A strong sense of community increases opportunities for growth and fosters economic and business development.

LA METRO K LINE (CRENSHAW/LAX)

LA Metro's new 8.5-mile light rail Crenshaw/LAX Line, designated as Metro's "K" Line, is slated to open later this year (2022) and will connect South Los Angeles to the South Bay and Los Angeles International Airport (LAX). The line will have three stations in the City of Inglewood: Downtown Inglewood station (intersection of Florence Ave. and La Brea Ave.); Fairview Heights station (intersection of Florence Ave. and West Blvd.); and Westchester/Veterans station (intersection of Florence Ave. and Hindry Ave.).

Further strengthening the City's connection to the Greater County and City of Los Angeles is the Automated People Mover (APM) at LAX. Currently under construction, the LAX APM provides a direct connection between LAX and the Metro K Line, which in

¹³ Southern California Association of Governments. (2016, April). 2016 RTP/SCS Demographic and Growth Forecast Appendix. [https://scag.ca.gov/sites/main/files/file-](https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_demographicgrowthforecast.pdf?1606073557)

[attachments/f2016rtpscs_demographicgrowthforecast.pdf?1606073557](https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_demographicgrowthforecast.pdf?1606073557)

turn will connect to the Inglewood Transit Connector and therefore, the City’s major employment, housing, and sports and entertainment centers. The LAX APM is planned for completion in 2023.

LOCAL HIRING AGREEMENTS

The City of Inglewood is a diverse community with approximately 91% of the population reporting as Hispanic, Black, or Asian.¹⁴ Development agreements with the City ensure that all residents, including Hispanic and Black residents, have the opportunity to directly benefit from local development projects with an “Inglewood-first” hiring orientation.

SoFi Stadium, Los Angeles Philharmonic’s YOLA Center, Girl Scouts of Greater Los Angeles, and the under-construction Intuit Dome all have agreements that include commitments to local job creation. At SoFi Stadium, over 1,200 of the 3,000 workers at the venue live in in Inglewood zip codes, and an estimated \$55 million in wages and

benefits were kept in the community due to local-hire preferences in the first two months of 2019 alone.¹⁵

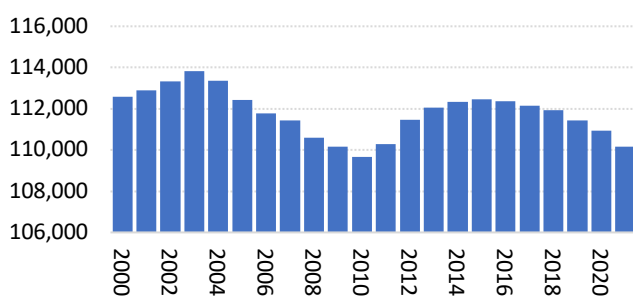
Inglewood’s Economy

The City of Inglewood has changed over time; its economic base and the workers within those industries have changed in addition to Inglewood’s resident population.

Population

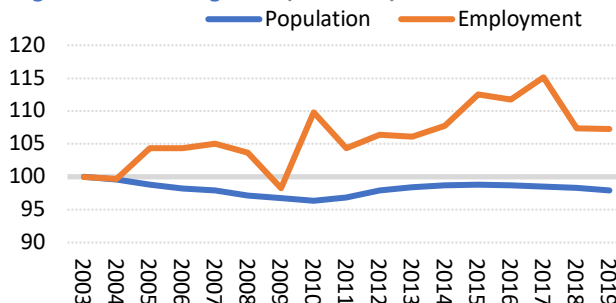
According to the California Department of Finance, there were 110,000 residents in the City of Inglewood as of January 2021 (Exhibit 1-2). **Since the early 2000s, the number of jobs in the city has increased at a faster rate compared to the resident population** (Exhibit 1-3), and with the opening of SoFi Stadium in 2020, this trend is expected to continue. The further residential development planned and outlined in the City’s TOD plans will increase the housing stock within the City and allow for future population growth and the corresponding boost in the City’s labor force and day-to-day non-event local spending. These

Exhibit 1-2: Total Population, City of Inglewood (2000-2021)



Source: CA DoF, Demographic Unit

Exhibit 1-3: Population & Job Growth, City of Inglewood Indexed growth (2003=100)



Sources: CA DoF, Demographic Unit; US Census Bureau

¹⁴ U.S Census Bureau. (2022). 2020 DEC Redistricting Data (Table P2) [Data table].

<https://data.census.gov/cedsci/table?q=p2&g=1600000US0636546&tid=DECENNIALPL2020.P2>

¹⁵ Los Angeles Times. (2022). Beyond Attractions, Inglewood is Creating Good Jobs and Lives for its Residents

<https://www.latimes.com/inglewoodrenaissance/story/2022-02-03/beyond-attractions-inglewood-is-creating-good-jobs-and-lives-for-its-residents>

developments are expected to help spur population growth in the City moving forward, as the growth rate has stalled over the last 20 years.

Transit Oriented Development

The City of Inglewood “Envision Inglewood” study, released in 2018, detailed a comprehensive plan to revitalize the City’s downtown, reestablishing it as the heart of the community and the hub of commercial activity. The report also presented options regarding the alignment and logistics of the Inglewood Transit Connector and outlined expectations for future ridership.

Transit Oriented Development (TOD) plans detail a transformation, reshaping Inglewood into a pedestrian-friendly hub for shoppers, diners, and residents at the City’s new mixed-use retail and residential developments. The completion of the regional rail projects currently under construction are anticipated to tie the City of Inglewood into the regional transportation network like never before. The City of Inglewood has presented three TOD plans.

These TODs pave the way for the City to revitalize neighborhoods, maximize transit ridership, and create community benefits for area residents, workers, and visitors to the City. The purpose of these TOD plans is to explain and implement the City’s vision for the improvement of the following three areas:

1. Downtown Inglewood and Fairview Heights (adopted in 2017);

2. Crenshaw Boulevard/Imperial Highway near Crenshaw Station along the Metro C Line; and
3. Westchester/Veterans Metro station area at Florence and Hindry Avenues on the south and east sides.

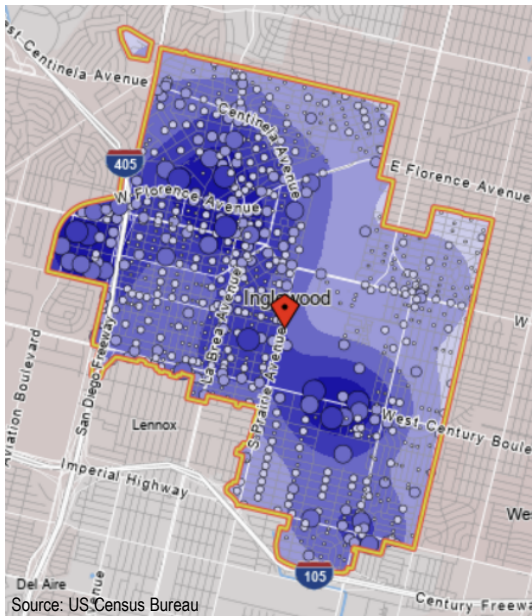
The Inglewood TOD plans put in place land use, urban design, transportation and economic regulations, standards, guidelines, and strategies. The TOD plans include concept plans, zoning and development standards, and design guidelines that applicants submitting any type of proposal for new construction within the TOD areas indicated shall follow. TOD plans address pre-existing and anticipated local issues such as parking, modified zoning, traffic control, and traffic management programs and strategies. The plans aim to implement the City’s vision by up-zoning the TOD areas to allow for the construction of affordable housing in proximity to Metro’s K and C Line stations thus enhancing access to and from the regional Metro rail system for residents, businesses, and regional transit riders.

These connections aim to maximize use of Metro transit as the primary means of accessing both housing and jobs to and from Inglewood. One recent development currently underway and approved under the Inglewood Downtown TOD plan is the Inglewood Market Gateway Project. Located on the corner of Market and Florence Avenue adjacent to the Metro K Line’s Downtown Inglewood station, the

Exhibit 1-4: Worker Inflow and Outflow in the City of Inglewood, 2019



Exhibit 1-5: Concentration of Jobs in the City of Inglewood, 2019



development by Thomas Safran and Associates will build 260,012 square feet of housing, restaurants, retail, and a grocery store. More investment of this magnitude is anticipated based on approved TOD plans.

Employment Base

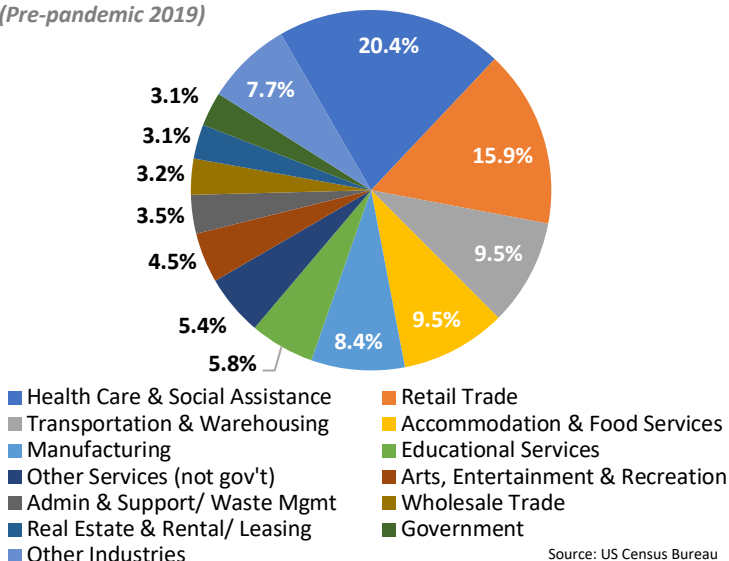
Jobs data is available for the City of Inglewood from 2003 through 2019, the last full year unaffected by the COVID-19 pandemic. Over 28,500 people held jobs in the City of Inglewood pre-pandemic, 3,000 of which are also Inglewood residents (Exhibit 1-4). **Over 25,500 workers travel into the City of Inglewood to work from other areas.** Exhibit 1-5 shows the concentration of jobs throughout the various areas of the City.

Industry

The top five industries in the City of Inglewood employ 63.7 percent of all workers in the city (Exhibit 1-6), they include: healthcare and social assistance (20.4%); retail trade (15.9%); transportation and warehousing (9.5%); accommodation and food services (9.5%); and manufacturing (8.4%).

Over the last decade, the top three industries adding jobs included healthcare and social assistance (1,915 jobs), manufacturing (1,345 jobs), and retail trade (926 jobs) (Exhibit 1-7). Industries that have shed jobs include educational services (-1,400 jobs), wholesale trade (-888 jobs), and other services which includes personal services such as hair and nail salons (-861 jobs).

Exhibit 1-6: Economic Base, City of Inglewood
Top Industries by Employment
(Pre-pandemic 2019)



Workforce Characteristics

Demographic characteristics of workers who hold jobs in the City of Inglewood are available from 2003 through 2019, which captures the last full year of the pre-pandemic economy.

Over 41 percent of the jobs in Inglewood pay in excess of \$40,000 or more. Close to 60 percent of the jobs in Inglewood are paying their workers less than \$40,000 per year (Exhibit 1-8).

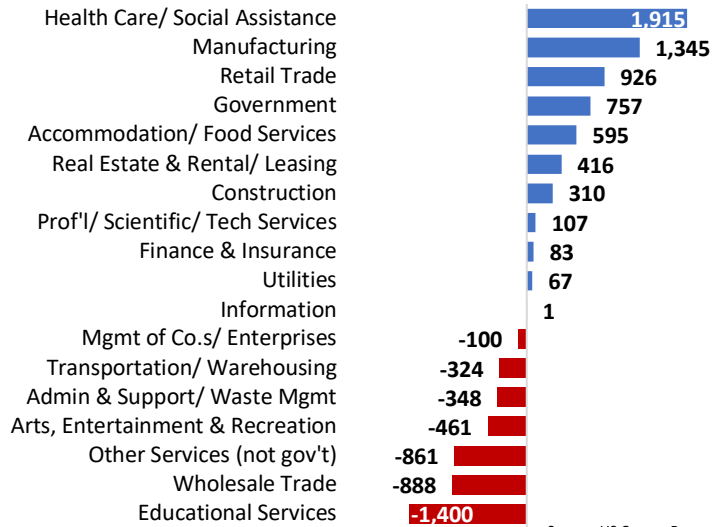
Workers in Inglewood are diverse, over 44 percent of workers report their ethnicity (all races) as Latinx. In terms of race, irrespective of ethnicity, **Black workers account for close to a quarter of the workforce in Inglewood, a much larger share than the countywide average of just under 9 percent** (Exhibit 1-9). Just under 60 percent of workers in Inglewood identify as White, and close to 14 percent identify as Asian.

The City of Inglewood provides jobs across the skills spectrum. High-skill workers with a bachelor’s degree or higher account for over 17 percent of the jobs in the City, middle-skill workers (with more than a high school education but less than a bachelor’s degree) account for over 23 percent of all workers, and **workers with a high school education or less account for just under 38 percent of all workers in the City** (Exhibit 1-10).



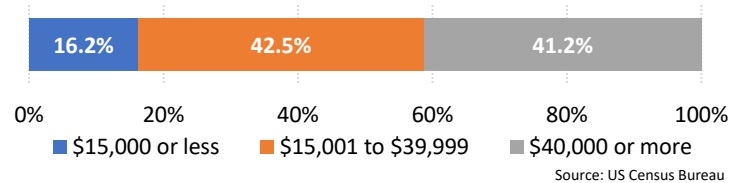
Source: Inglewood Today News

Exhibit 1-7: Change in the Number of Jobs by Industry
Primary Jobs in the City of Inglewood, 2009 to 2019



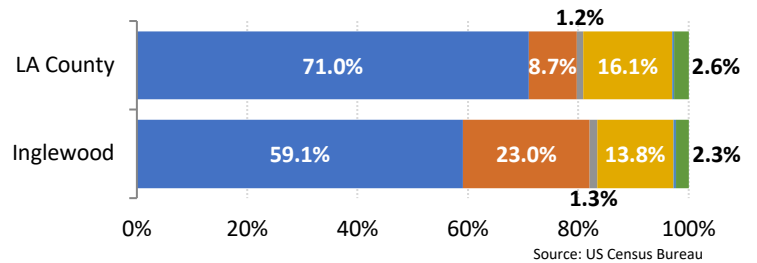
Source: US Census Bureau

Exhibit 1-8: Jobs in the City of Inglewood
Annual Earnings, 2019



Source: US Census Bureau

Exhibit 1-9: Jobs in the City of Inglewood
Race and Ethnicity of Workers, 2019



Source: US Census Bureau

44.4% of workers in the City of Inglewood report as Latinx

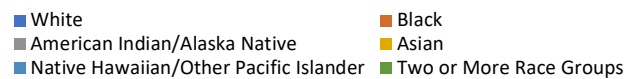
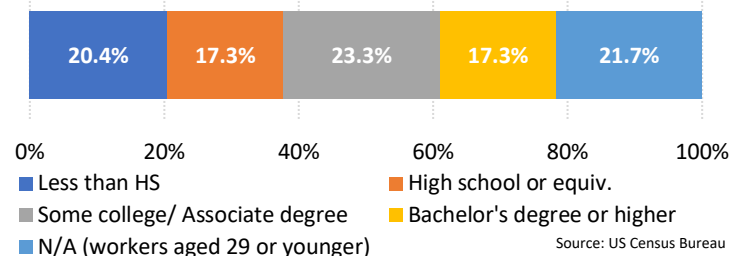


Exhibit 1-10: Jobs in the City of Inglewood
Educational Attainment of Workers, 2019



Source: US Census Bureau

2. ECONOMIC IMPACT

Major Investments have major impacts.

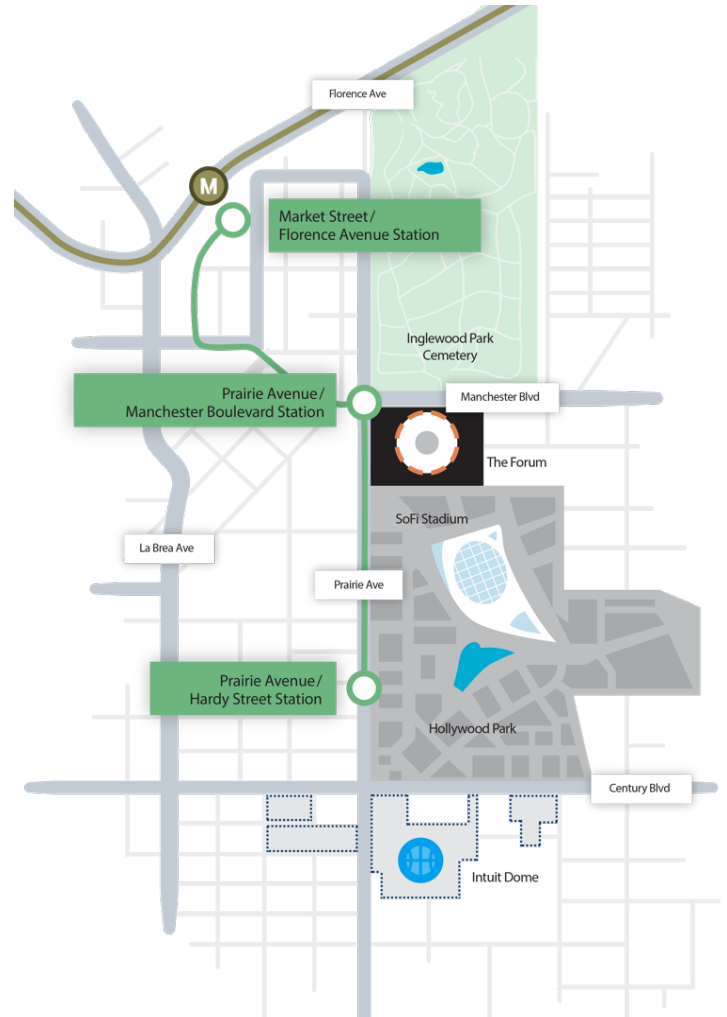
This section employs publicly available construction estimates to calculate the possible combined economic impact of recent and planned future development in the City of Inglewood.

Inglewood Transit Connector

While the recently developed K Line aims to fulfill the current and future transit demand, each of these venues and the Hollywood Park Specific Plan area listed are approximately one mile or more away from the nearest stop on this line.

The City of Inglewood's own proposed Inglewood Transit Connector (ITC) Project aims to solve these first/last mile issues. The ITC is vital to realizing the full economic opportunities that Inglewood's new sports and entertainment venues, retail and dining centers, and the new roughly 300-acre Hollywood Park campus (which replaced the old racetrack) represent.

The approximately 1.6 miles of a fully elevated, automated transit system will connect Inglewood's employment, housing, and entertainment districts to the K Line's Downtown Inglewood station along three transit stations: the Market Street/Florence Ave K Line connection; the Prairie Avenue/Manchester Boulevard Station, next to The Forum; and the Prairie Avenue/Hardy Street Station, adjacent to the western part of the Hollywood Park campus and near the future Intuit Dome.



The ITC Project aims to reduce traffic congestion for the growing population on non-event days while relieving the currently overworked roadway network on event days. It will improve mobility, allowing for a reduction in vehicle miles traveled, thereby reducing traffic congestion and related greenhouse gas emissions. This will help improve local air quality while allowing affordable community access.

ITC PROJECT GOALS AND OBJECTIVES

The City’s goals and objectives for the Inglewood Transit Connector Project, as set forth in the EIR are as follows:

- Provide direct and convenient connection to the Metro regional transit system for local residents and the region to access the City’s new major employment, commercial, and activity centers;
- Close the “first/last mile gap” to the regional transit system by providing passengers with the ability to transfer to or from destinations and the Metro K Line;
- Provide sufficient transit connection capacity between the Metro regional transit system and the City’s new major activity centers with enhanced travel time certainty and sufficient capacity to meet peak ridership demands to encourage transit as a travel mode choice;
- Maintain existing roadway capacity;
- Reduce the City’s traffic congestion and alleviate growing demand on the existing roadway network on both major arterials and residential streets for both non-event and event days;
- Encourage intermodal transportation systems by providing convenient, reliable time-certain transit;
- Increase transit mode split, reduce vehicle trips, and reduce per-capita vehicle miles traveled to the City’s major activity centers, with corresponding improvement in air quality, public health, and educations in greenhouse gas emissions from transportation sources in accordance with the City’s goals, the SCAG 2020-2045 RTP/SCS and State policies with respect to climate change and land use;
- Support the ongoing economic revitalization, growth opportunities for transit-oriented development (TOD) within the Downtown TOD Plan area, including commercial and residential uses, including through the creation of public parking facilities;
- Encourage redevelopment and investment within the City in areas served by the proposed Project;
- Provide safe, reliable, and convenient access to businesses in the City so that they are accessible to their workforce and customers;
- Connect the Inglewood community and citizens to jobs, education, services, and destinations within the City and within the region by providing transit within safe and accessible walking distances; and
- Support regional efforts to become more efficient, economically strong, equitable, and sustainable.

ESTIMATED CONSTRUCTION IMPACT

Construction on this new line is planned to break ground by 2023 and start passenger services Q4 of 2027, allowing for plenty of leeway prior to the Opening Ceremonies of the Summer Olympics in July of 2028.

During this 4-year span, the City of Inglewood plans to construct the automated transit system, three stations, a maintenance center, and multiple public parking lots. Each of these Project facets contribute to the one-time economic boost resulting from ITC’s construction.

Construction of the ITC is expected to reach more than \$1.02 billion.

Exhibit 2-2

**Estimated Economic Impact of Construction
Inglewood Transit Connector**

Direct Construction Spending (\$ millions)	\$1,022
Total Economic Impact (\$2021)	
Total Employment Impact (Jobs)	10,950
Total Labor Income (\$ millions)	\$822
Total Output (\$ millions)	2,044

Source: City of Inglewood, Estimates by LAEDC

It is estimated that ITC’s construction would support about 10,950 total jobs (direct, indirect, and induced) throughout the County (Exhibit 2-2). Labor income includes wages as well as any benefits earned, such as health insurance. The direct, indirect, and induced labor income for Los Angeles County is estimated to be about \$822 million. Los Angeles County's total output will rise by about \$2.04 billion as a result of the Inglewood Transit Connector construction.

Renovation of the Kia Forum

Built in 1967, the newly renamed Kia Forum is an iconic venue located in the City of Inglewood that has hosted NBA Finals, the Stanley Cup Finals, the 1984 Summer

Olympics (basketball tournaments and the men's handball finals), and concerts for musical legends including the Rolling Stones, The Jimmy Hendrix Experience, Prince, David Bowie, and more.

The historic venue teetered on the brink of demolition for years, after its biggest tenants – the Los Angeles Lakers and the Kings – left to the then newly built Staples Center in 1999. In 2000, the Faithful Central Bible Church purchased the property using it occasionally for church services and leasing it for events (concerts, sporting events, etc.).

The Madison Square Garden Company (MSG) purchased the Kia Forum in 2012, with help from an \$18 million loan from the City of Inglewood and embarked on a \$100 million revitalization project to return the Kia Forum to its former glory, kicking off the continued revitalization of the City’s downtown area.

The Kia Forum reopened its doors in 2014 with a complete modernization of its interior including over 17,500 new comfortable seats, and a large general admission area. Other upgrades included those made to the dressing rooms, artist lounge, acoustics, and the historic VIP Forum Club. The Kia Forum is now owned by Steve Ballmer, owner of the Los Angeles Clippers.

The \$100 million spent on the renovation in today’s dollars (\$2021) would support 1,200 jobs associated with more than \$80 million and total output of more than \$1.7 billion (Exhibit 2-3).

SoFi Stadium

Home to two national football league teams, Super Bowl LVI champions, the Los Angeles Rams, and the Los Angeles Chargers, SoFi Stadium itself has open sides, which can expand to increase its normal capacity of 70,240 spectators to over 100,000. Jobs on event days can number over 3,000.

ESTIMATED CONSTRUCTION IMPACT

Estimates of the bundled cost of the construction of SoFi Stadium reported by the press is valued at approximately \$5 billion. The stadium also hosts concerts and events in addition to NFL games.

A quick and simple impact analysis based on this construction spending estimate can have a **one-time impact that supports close to 58,000 total jobs (direct, indirect, and induced) associated with approximately \$4.0 billion in wages and benefits (labor income in 2022 dollars) and total gross revenues (total output in 2022 dollars) close to \$8.5 billion in Los Angeles County.**

The \$5 billion construction of SoFi Stadium brought in millions in wages to residents of Inglewood while providing over 1,200 local hire positions. Post construction, the stadium has hosted numerous home football games including Super Bowl LVI, bringing tourism and expenditures into the local economy.

The activity will be associated with significant fiscal revenues for the state and local government as well.

Exhibit 2-3

Estimated Economic Impact of Construction Renovation of the Kia Forum

Direct Construction Spending (\$ millions)	\$100
Total Economic Impact (\$2021)	
Total Employment Impact (Jobs)	1,200
Total Labor Income (\$ millions)	\$80.5
Total Output (\$ millions)	\$1,716.7

Source: City of Inglewood, Estimates by LAEDC

Exhibit 2-4

Estimated Economic Impact of Construction SoFi Stadium

Direct Construction Spending (\$ billions)	\$5.0
Total Economic Impact (\$2021)	
Total Employment Impact (Jobs)	57,800
Total Labor Income (\$ billions)	\$4.02
Total Output (\$ billions)	\$8.47

Source: NBS Sports, Estimates by LAEDC

Hollywood Park

Hollywood Park will house more than SoFi Stadium, the Hollywood Park Casino, or the 6,000 seat YouTube Theater, it will also include up to 2,500 residential units, a retail district with up to 890,000 square feet of stores and restaurants, 15,000 square feet of flexible space for community-serving uses, a 300-room hotel, a 20,000 square foot public marketplace, a 12 screen luxury cinema complex, and up to five million square feet of creative office space. The close to 300-acre development is focused around 25

acres of parkland and 12 miles of walkable trails.¹⁶

Intuit Dome

Breaking away from their home of more than two decades, **the Los Angeles Clippers will relocate from Downtown Los Angeles to the Intuit Dome in Inglewood.** Scheduled to open in 2024 with 18,000 planned seats, the Intuit Dome would also host concerts and events in addition to NBA games.

The site of the future home of the LA Clippers in Inglewood was chosen, in part, due to its future mass transit plans. Before 2024, Metro’s K (Crenshaw) light rail line will run to the city. By 2026, the Inglewood Transit Connector, an automated people mover, will solve the first/last-mile gap by connecting Metro’s stops to local destinations, allowing residents and visiting fans to have direct access to Market St.’s shopping and dining, the Kia Forum, SoFi Stadium, and the Hollywood Park development adjacent to the Intuit Dome.

ESTIMATED CONSTRUCTION IMPACT

Construction of the Intuit Dome is associated with direct employment of over 7,000 workers associated with \$466.7 million in wages and benefits (labor income) and a budget of \$1.013 billion in the City of Inglewood.¹⁷

Total construction impacts, which include impacts related to supply chain purchases and direct and indirect employee household spending are estimated to **support close to**

7,300 workers associated with \$466.7 million in wages and benefits (labor income) and a budget of \$1.06 billion in Los Angeles County (Exhibit 2-5).

Direct Construction Spending (\$ millions)	\$1,013
Total Economic Impact (\$2021)	
Total Employment Impact (Jobs)	11,700
Total Labor Income (\$ millions)	\$815
Total Output (\$ millions)	\$1,717

Source: HR&A, Estimates by LAEDC

Economic Impact of Recent and Planned Future Investment

Together, the development of the Kia Forum, SoFi Stadium and the Intuit Dome in the City of Inglewood represent direct spending estimated at over \$6.1 billion during the construction period (a reported

Exhibit 2-6: Recent & Planned Future Development in Inglewood

<i>Kia Forum Renovation</i>	<i>\$100 million</i>
<i>SoFi Stadium</i>	<i>\$5 billion</i>
<i>Intuit Dome</i>	<i>\$1.013 billion</i>
Total of Direct Investment above:	\$6.113 billion
<i>ITC Construction</i>	<i>\$1.022 billion</i>
Total Direct Investment with ITC	\$7.135 billion

¹⁶ Ellingson, A. (2022, February 10). Hollywood Park to add apartments to Inglewood amid housing price boom. *L.A. Business First*.

<https://www.bizjournals.com/losangeles/news/2022/02/10/hollywood-park-residential.html>

¹⁷ HR&A IBEC Fiscal Impact

\$100 million for the Kia Forum’s renovation, \$5 billion for the construction of SoFi Stadium and a reported \$1.013 billion for the Intuit Dome (Exhibit 2-6)

A quick and simple impact analysis based on this bundled construction spending estimate can have a **one-time impact that supports over 69,000 total jobs (direct, indirect, and induced) associated with approximately \$4.8 billion in wages and benefits (labor income in 2022 dollars) and total gross revenues (total output in 2022 dollars) over \$10.1 billion in Los Angeles County** (Exhibit 2-7).

Adding the construction impact of the ITC increases the impacts of the expenditures made on the development and revitalization of downtown Inglewood, adding more jobs and revenues (output) to the region. Combined, direct construction expenditures are estimated to be valued at \$7.135 billion.

Total construction impacts in current dollars (\$2021), which include one-time impacts related to supply chain purchases and direct and indirect employee household spending are estimated to **support approximately 81,700 workers associated with \$5.7 billion in wages and benefits (labor income) and total output of more than \$12 billion in Los Angeles County** (Exhibit 2-8).

The activity will be associated with significant fiscal revenues for the state and local government as well.



Exhibit 2-7

Estimated Economic Impact of Construction Identified Recent & Planned Future Development

Direct Construction Spending (\$ billions)	\$6.113
Total Economic Impact (\$2021)	
Total Employment Impact (Jobs)	70,700
Total Labor Income (\$ billions)	\$4.9
Total Output (\$ billions)	\$10.4

Source: City of Inglewood, Estimates by LAEDC

Exhibit 2-8

Estimated Economic Impact of Construction Identified Recent & Planned Future Development with ITC

Direct Construction Spending (\$ billions)	\$7.135
Total Economic Impact (\$2021)	
Total Employment Impact (Jobs)	81,700
Total Labor Income (\$ billions)	\$5.7
Total Output (\$ billions)	\$12.4

Source: City of Inglewood, Estimates by LAEDC

Job Impacts Ripple Throughout the Community

Project construction will generate a substantial one-time economic impact. The wages paid to construction workers and payments made for purchases of goods and services circulate throughout the economy in the City of Inglewood and the rest of Los Angeles County, generating additional indirect and induced activity across multiple industries outside of construction.

Construction jobs provide opportunities across the skills spectrum, including apprenticeships. SoFi Stadium provided 358 apprenticeship opportunities to Inglewood residents during its construction.¹⁸ The majority of jobs impacted due to Project construction, both directly and indirectly, required at most an associate degree. Work experience depends heavily on occupation, with many in the industry, such as laborers, requiring no work experience while more technical jobs such as electricians, plumbers,



¹⁸ Community Infographic. SoFi Stadium

and engineers required four or more years of experience.

Indirect and induced effects support additional jobs across other industries. In addition to direct employees, jobs would be indirectly supported by purchases of goods and services such as raw building materials or computer software. Moreover, jobs are supported by induced effects as well. These are jobs supported by the spending of wages by direct employees and supply chain employees.

Once construction is completed, there will be a major ongoing regional economic impact related to the annual operations of the newly built venues; surrounding businesses supplying goods and services to the large venues, those catering to visitors, and the visitor spending taking place across all industries within the city during event days. The impact will be beneficial to the local economy in terms of employment, regional output, and federal, state, and local tax incomes.

Looking Ahead Towards the 2028 Summer Olympic and Paralympic Games

The upcoming 2028 Summer Olympic and Paralympic Games (LA28) represents the third time the Olympics will touch the City of Inglewood; the City previously hosted Olympic events in 1932 and 1984. Inglewood will be hosting the opening ceremony and soccer games at the SoFi Stadium, basketball

at the Intuit Dome, and gymnastics events at the Kia Forum.

The City's transportation infrastructure will be fully in place to handle upwards of one million visitors from around the world who are expected to attend the upcoming Olympic Games in Los Angeles; both LA Metro K Line, which includes a Downtown Inglewood station, and the Inglewood Transit Connector, which will connect passengers between the K Line and Inglewood's Olympic venues.

New visitors and their spending brought in on event days will continue to support the evolution of the city and surrounding area.



Economic Impact of the Inglewood Transit Connector

Approximately 1.6 miles of a fully elevated, automated, fixed-guideway transit system along three new transit stations is expected to solve Inglewood’s first and last mile issues. The Inglewood Transit Connector (ITC) aims to reduce traffic congestion for the growing population on non-event days while relieving the currently overworked roadway network on event days. This “green” form of transportation already has over one-third of Project costs secured from local and state funding sources, including Measure R funds from the South Bay Cities Council of Governments and Transit Intercity Rail Capital Program funds. Additional revenue sources aim to be funded by Federal Transit Administration’s Capital Improvement Grant, additional state and local funds, and through a Design-Build-Finance-Operate-Maintain (DBFOM) agreement with a private developer.

Widespread support for the Project has already surfaced from U.S. Congresspeople, State Senators, County Supervisors, and local executives and committee members. Akin to other recent light rail expansions in the region, such as Metrolink’s SCORE, ITC would help grow the local economy while providing a much-needed additional form of transportation.¹⁹

¹⁹ Adedeji, Mariah. 2019. "LAEDC Study Quantifies Jobs From Metrolink Plan To Improve & Extend Commuter

CONSTRUCTION

Construction on this new line is planned to break ground by 2023²⁰ and start passenger services Q4 of 2027, allowing for plenty of leeway prior to the Opening Ceremonies of the Summer Olympics in July of 2028.

During this 4-year span, the City of Inglewood plans to construct the automated transit system (ATS), three stations, a maintenance center, and multiple public parking lots. Each of these Project facets contribute to the one-time economic boost resulting from ITC’s construction.

DIRECT EXPENDITURES

The measurement of the construction’s economic impact is derived from the planned direct expenditures provided to the LAEDC. A summary of the expenditures is provided in Exhibit 2-9.

Exhibit 2-9

Breakdown of Direct Construction Costs Inglewood Transit Connector

Cost Type	
Hard Costs	64%
Soft Costs	36%
Total Cost	100%

Source: City of Inglewood, Estimates by LAEDC

Once the initial direct activity was determined, indirect and induced impacts were estimated using models developed

Rail". <https://laedc.org/2019/12/13/metrolink-economic-impact/>.

²⁰ This depends on the DBFOM contract award date

with software and data from the IMPLAN Group, LLC. More on the methodology for calculating impacts can be found in the appendix.

ECONOMIC IMPACT

Exhibit 2-10 displays the estimated economic impacts of ITC's construction in Los Angeles County and the City of Inglewood.

Employment

It is estimated that ITC's construction would support about 10,950 total jobs (direct, indirect, and induced) throughout the County, with 9,060 being inside the City of Inglewood. ITC would support 5,640 direct jobs, of which 100 percent would be in the City of Inglewood itself. This logically follows as the construction of ITC is contained within the City of Inglewood. Approximately 1,640 jobs would be indirectly supported by ITC's purchases of goods and services while 3,670 jobs are supported by induced impacts. Induced jobs are supported by the spending of ITC employees as well as the employees in ITC's supply chain in Los Angeles County. This can be thought of as money recirculating throughout the economy.

Disaggregated Employment Impacts

The total annual economic impact is spilled across industries through indirect and induced effects. A complete list of estimated employment impacts by industry sector is shown in Exhibit 2-11. The industries represented are equivalent to the two-digit North American Industry Classification System (NAICS) code sectors.



Exhibit 2-10

**Inglewood Transit Connector
Economic Impact of ITC Construction**

	LA County	City of Inglewood
Total Economic Impact:		
Output (\$ mil):	\$2,044	\$1,695
<i>Direct</i>	1,022	1,022
<i>Indirect and Induced</i>	1,022	672
Value Added (\$ mil):	\$1,172	\$951
<i>Direct</i>	542	542
<i>Indirect and Induced</i>	630	409
Employment (Jobs)	10,950	9,060
<i>Direct</i>	5,640	5,640
<i>Indirect and Induced</i>	5,310	3,430
Labor Income (\$ mil):	\$822	\$706
<i>Direct</i>	469	469
<i>Indirect and Induced</i>	353	237
Total Fiscal Impact (\$ mil):	\$261	\$166
<i>State and Local Taxes:</i>	96	57
<i>Federal Taxes:</i>	166	109

Source: City of Inglewood, Estimates by LAEDC

Exhibit 2-11

Inglewood Transit Connector Construction Disaggregation of Total Employment Impact by Industry

	LA County	City of Inglewood
Ag, Forestry, Fish, & Hunting	-	-
Mining	5	-
Utilities	10	5
Construction	4,525	4,515
Manufacturing	65	55
Wholesale Trade	225	185
Retail Trade	670	405
Transportation & Warehousing	380	285
Information	110	70
Finance & Insurance	270	155
Real Estate & Rental	310	220
Professional, Scientific, & Tech Svcs	1,630	1,555
Management of Companies	75	60
Admin & Support/ Waste Mgmt/ Remediation	515	420
Educational Services	110	65
Health Care and Social Assistance	805	380
Arts, Entertainment & Recreation	110	60
Accommodation & Food Services	570	305
Other Services (not gov't)	515	295
Government	50	30
Total Employment Impact:	10,950	9,065

Source: City of Inglewood, Estimates by LAEDC, may not sum due to rounding

Descriptions of NAICS sectors can be found in the appendix.

Labor Income

For the purposes of economic impact analysis, labor income includes wages as well as any benefits earned, such as health insurance. The direct, indirect, and induced labor income for Los Angeles County is

estimated to be about \$822 million while \$706 million of this labor income would reside within Inglewood. Roughly 57 percent, or \$469 million, would be direct labor income all of which resides within the City of Inglewood. The remaining would be paid to jobs supported by indirect and induced effects. The disaggregation of these total labor incomes by industry is similar to the distribution exhibited in 2-11, wherein 42 percent would be paid to the construction industry.

Value added is an economic impact metric derived by subtracting intermediate inputs from total project output. Total value added resulting from ITC's construction is estimated to be about \$1.1 billion. This represents the total contribution of ITC's construction, supply chain purchases, and the spending of construction employees in the organization supply chain to Los Angeles County's gross regional product (GRP). Of this \$1.1 billion of value added, \$951 million would be contained within the City of Inglewood. Value added stemming directly from ITC's construction is estimated to equal \$542 million. Indirect and induced value added would be approximately equal the residual \$630 million. A disaggregation by

industry for both the County and City can be found in appendix charts A-1 and A-2 respectively.

Output

Los Angeles County's total output will rise by about \$2.04 billion as a result of the Inglewood Transit Connector construction. Approximately \$1.7 billion of this output

would be tied to the City of Inglewood. Direct output resulting from the construction would be roughly 50 percent of total output. This direct output would be created by activities such as expenditures on construction materials, engineering and architectural costs, and right of way payments. The remaining 50 percent of output would be created by indirect and

induced economic activities. The real estate and rental industry would see the largest impacts represents 192.46 million in indirect and induced output. The real estate industry would see increased property values and utilization during and after the construction of the automated transit system.

Following in terms of output would be the professional scientific and tech services industry which would represent \$100 million in output. Exhibit 2-12 disaggregates total output by 2-digit NAICS code.

FISCAL IMPACT

As a result of ITC’s construction, about \$261 million in fiscal impact would be created. About 35 percent of these taxes would be social insurance taxes. A summarization of the fiscal impact broken down by levels of government is highlighted in Exhibit 2-13.

The federal government would collect over half of all estimated tax receipts. Tax revenues collected by the federal government are estimated to reach about \$165.52 million as a result of ITC's construction. The remaining 37 percent of tax receipts are estimated to go to state and

Exhibit 2-12

**Inglewood Transit Connector Construction
Disaggregation of Total Output Impact by Industry
(\$ millions)**

	LA County	City of Inglewood
Ag, Forestry, Fish, & Hunting	0	0
Mining	1	1
Utilities	10	6
Construction	801	798
Manufacturing	54	45
Wholesale Trade	80	65
Retail Trade	80	50
Transportation & Warehousing	47	36
Information	65	42
Finance & Insurance	88	50
Real Estate & Rental	192	114
Professional, Scientific, & Tech Svcs	328	312
Management of Companies	18	14
Admin&Support/Waste Mgmt/Remediation	49	40
Educational Services	10	6
Health Care and Social Assistance	97	45
Arts, Entertainment & Recreation	12	7
Accommodation & Food Services	50	27
Other Services (not gov't)	44	26
Government	17	10
Total Output Impact (\$ millions):	\$2,044	\$1,695

Source: City of Inglewood, Estimates by LAEDC

local governments. This amount is estimated to total to \$95.51 million. Approximately \$25 million of these fiscal gains would be tied to sub-county districts and regions such as the City of Inglewood. The County of Los Angeles itself would see approximately another \$10 million in fiscal impact.

Exhibit 2-13

Inglewood Transit Connector Construction Fiscal Impact

State and Local Taxes (\$ millions):	\$95.51	\$57.20
<i>Income Taxes</i>	25.28	7.76
<i>Property Taxes</i>	24.83	17.10
<i>Sales Taxes</i>	30.76	21.45
<i>Social Insurance</i>	3.99	3.62
<i>Fees, Fines, and Other Taxes</i>	10.65	7.25
Federal Taxes (\$ millions):	\$165.52	\$108.89
<i>Social Insurance</i>	87.55	78.99
<i>Personal Income Taxes</i>	64.21	19.92
<i>Corporate Profit Taxes</i>	8.88	6.57
<i>Fees, Fines, and Other Taxes</i>	4.88	3.41
Total Fiscal Impact (\$ millions):	\$261.02	\$166.09

Source: City of Inglewood, Estimates by LAEDC

ANNUAL ONGOING OPERATIONS

The Inglewood Transit Connector aims to begin operations in 2027. All three stations plan to be fully operational allowing for the ferrying of passengers to and from concerts, NBA games, NFL games, and routine workday commutes.

Direct Expenditures

The Los Angeles County economic impact of ongoing operations is derived from direct expenditures. These expenditures come in the form of staffing, maintenance, and facility costs. These were provided to the LAEDC by the City of Inglewood. A breakdown of these costs are shown in Exhibit 2-14.

These annual operational costs are input into models developed with software and data from the IMPLAN Group, LLC in order to

estimate indirect and induced effects. More on the methodology for calculating impacts can be found in the appendix.

Exhibit 2-14

Inglewood Transit Connector Breakdown of Estimated Annual Operational Costs

<i>Staffing</i>	58%
<i>Stations</i>	19%
<i>Guideway</i>	1%
<i>Maintenance</i>	11%
<i>Miscellaneous</i>	11%

Source: City of Inglewood

ECONOMIC IMPACT

Unlike the preceding economic construction impact, the following impacts centered around ongoing operations and ridership are annual impacts, meaning their effect on the economy will be felt each year the Project remains in operation. While these impacts are smaller than the major one-time construction impacts, their effects are felt in perpetuity.

Exhibit 2-15 displays the estimated annual economic impacts of the Inglewood Transit Connector's direct activities in Los Angeles County.



Exhibit 2-15

**Inglewood Transit Connector
Economic Impact of Annual Ongoing Operations
Los Angeles County**

Total Annual Economic Impact:

Output (\$ millions):	\$14.56
<i>Direct</i>	8.50
<i>Indirect and Induced</i>	6.05
Value Added (\$ millions):	\$8.29
<i>Direct</i>	4.62
<i>Indirect and Induced</i>	3.67
Employment (Jobs)	70
<i>Direct</i>	40
<i>Indirect and Induced</i>	30
Labor Income (\$ millions):	\$5.54
<i>Direct</i>	3.49
<i>Indirect and Induced</i>	2.05
Total Fiscal Impact (\$ millions):	\$1.93
<i>State and Local Taxes:</i>	0.77
<i>Federal Taxes:</i>	1.16

Source: City of Inglewood, Estimates by LAEDC

Approximately 70 jobs earning about \$5.54 million in labor income would be supported by the ITC's annual operations. This indicates an average annual labor income of \$87,000 for direct employment and \$68,000 for induced and indirect employees. Both labor income values exceed the Los Angeles County median labor income of \$34,000.²¹ Indirect workers would be supported by purchasing activities such as purchasing maintenance materials for the system or purchasing electricity. Induced workers would be supported by the spending of ITC

employees as well as the employees in ITC's supply chain in Los Angeles County.

Total labor income from all sources would amount to nearly \$5.54 million. Roughly 63 percent, or \$3.49 million, would be direct labor income. The largest component of which is the 'other services (except public administration)' industry which would earn 31 percent of the total labor income.

The Inglewood Transit Connector's total value added, which is equivalent to Project output minus intermediate inputs, would be about \$8.29 million annually. This represents the total contribution of the organization, its supply chain purchases and the spending of employees in the organization and its supply chain, to Los Angeles County's gross regional product (GRP). The Inglewood Transit Connector's direct value added was estimated to be \$4.62 million annually, about 56 percent of total value added. The Inglewood Transit Connector's indirect and induced value added for Los Angeles County would be approximately \$3.67 million annually.

Los Angeles County's total output will rise by about \$14.56 million annually as a result of the Inglewood Transit Connector. The majority of output resulting from the annual operations would be direct output. This direct output would be created by activities such as staffing stations, maintenance facilities, as well as operations of the ITC itself. The accessory indirect and induced impacts would represent 42 percent of total

²¹ 2019 American Community Survey 5-year estimates

output. The real estate and rental industry as well as the finance and insurance industry

would see the largest increases in output due to indirect and induced activities, seeing gains of approximately \$1.11 million and \$570 thousand respectively. The impact on property values is touched on more in the following section. Exhibit 2-16 disaggregates

Exhibit 2-16

Inglewood Transit Connector Annual Ongoing Operations Disaggregation of Total Output Impact by Industry Los Angeles County (\$ millions)

Industry	\$ millions
Ag, Forestry, Fish, & Hunting	0.00
Mining	0.01
Utilities	0.09
Construction	3.10
Manufacturing	0.40
Wholesale Trade	0.46
Retail Trade	0.47
Transportation & Warehousing	1.33
Information	0.43
Finance & Insurance	0.57
Real Estate & Rental	1.11
Professional, Scientific, & Tech Svcs	0.53
Management of Companies	1.27
Admin&Support/Waste Mgmt/Remediation	0.29
Educational Services	0.06
Health Care and Social Assistance	0.44
Arts, Entertainment & Recreation	0.08
Accommodation & Food Services	0.24
Other services (not gov't)	3.42
Government	0.25
Total Annual Output Impact	14.56

Source: City of Inglewood, Estimates by LAEDC

total output by 2-digit North American Industry Classification System (NAICS) code.

Fiscally, the Inglewood Transit Connector would generate an estimated \$1.93 million in annual tax revenue for federal, state, and local governments. Of this fiscal impact, social insurance taxes would represent the largest tax block contributor making up 33 percent of tax impacts. Local, state, and federal income taxes follow and would make up 32 percent of fiscal impacts. The disaggregation of taxes between federal and state and local governments is shown in Exhibit 2-17.

Exhibit 2-17

Inglewood Transit Connector Fiscal Impact of Annual Ongoing Operations Los Angeles County

State and Local Taxes (\$ millions):	\$ 0.77
<i>Income Taxes</i>	0.17
<i>Property Taxes</i>	0.22
<i>Sales Taxes</i>	0.27
<i>Social Insurance</i>	0.03
<i>Fees, Fines, and Other Taxes</i>	0.09
Federal Taxes (\$ millions):	\$ 1.16
<i>Social Insurance</i>	0.61
<i>Personal Income Taxes</i>	0.44
<i>Corporate Profit Taxes</i>	0.07
<i>Fees, Fines, and Other Taxes</i>	0.04
Total Annual Fiscal Impact (\$ millions):	\$ 1.93

Source: City of Inglewood, Estimates by LAEDC

The federal government would collect over half of all estimated tax receipts. Tax revenues collected by the federal government are estimated to reach about \$1.16 million annually as a result of the

ongoing ITC operations. The remaining 40.1 percent of tax receipts are estimated to go to state and local governments. This amount may reach a total \$770 thousand each year.

ANNUAL VISITOR SPENDING

Similar to the Project’s environmental impact report, the economic impact of ITC’s annual ridership is assessed at two points in time, 2027 and 2045.

Ridership

Once the Inglewood Transit Connector is operational, the system will bring in spending and economic impact from Angelenos located outside Inglewood. These riders will stimulate the local economy by shopping at restaurants, stores, and entertainment venues that, in turn, directly and indirectly supports Inglewood’s local businesses. A breakdown of ridership by station and origin is provided in Exhibit 2-18.

Similar to ITC’s direct expenditures in Inglewood, ridership numbers were provided to the LAEDC by Raju Associates Inc. The spending of these riders was estimated by utilizing the Bureau of Labor Statistics’ Consumer Expenditure Tables²² as well as a joint study by the Columbia and Northwestern Universities’ economics departments.²³ These expenditures were then used as direct inputs into an IMPLAN Group, LLC model in order to estimate the indirect and induced economic impacts of the non-resident ridership in the City of Inglewood.



Exhibit 2-18

Inglewood Transit Connector Estimated Annual Ridership (Thousands of Trips)

	2027	2045
Market Street Station	3,142	3,820
Resident Ridership	761	831
Visitor Ridership	2,381	2,989
Manchester Station	1,252	1,517
Resident Ridership	274	300
Visitor Ridership	978	1,217
Hardy Station	1,889	2,302
Resident Ridership	487	531
Visitor Ridership	1,402	1,771

Source: Raju Associates Inc., Estimates by LAEDC

²² “Consumer Expenditure Tables”, 2021, Bureau of Labor Statistics <https://www.bls.gov/cex/tables.htm>

²³ “Do Local Businesses Benefit from Stadiums?

The Case of Major Professional Sports League Arenas”, 2021, Abbasov and Sedov, <https://www.dsedov.io/src/slb.pdf>

ECONOMIC IMPACT

A summary of the ongoing ridership impact is provided in Exhibit 2-19. These impacts would occur throughout the year on an annual basis.

The consistent spending resulting from ITC ridership would have an estimated annual economic impact of over \$400 million for the City of Inglewood in 2027 and \$485 million in 2045. This output is centered around major events occurring within the City of Inglewood, including NFL games at SoFi Stadium, NBA games at Intuit Dome, and concerts at the Kia Forum. It should be noted that ridership numbers, and thus the economic impact, is majorly dependent on these events. Nearly half of all output

impacts will be seen by the arts, entertainment, and recreation industries. This is followed by the real estate and rental industries, which make up slightly more than 10 percent of output impacts. A breakdown of these annual output impacts is provided in Exhibit 2-20.

Exhibit 2-19

Inglewood Transit Connector Annual Ridership Economic Impact City of Inglewood

	2027	2045
Total Economic Impact:	2027	2045
Output (\$ millions):	\$400.52	\$487.43
<i>Direct</i>	216.12	263.25
<i>Indirect and Induced</i>	184.40	224.18
Value Added (\$ millions):	\$236.16	\$287.43
<i>Direct</i>	125.81	153.28
<i>Indirect and Induced</i>	110.35	134.15
Employment (Jobs)*	3,970	4,830
<i>Direct</i>	3,050	3,700
<i>Indirect and Induced</i>	930	1,130
Labor Income (\$ millions):	\$184.77	\$224.21
<i>Direct</i>	122.63	148.65
<i>Indirect and Induced</i>	62.14	75.56
Total Fiscal Impact (\$ millions):	\$46.31	\$56.57
<i>State and Local Taxes:</i>	17.96	22.12
<i>Federal Taxes:</i>	28.35	34.45

Source: City of Inglewood, Estimates by LAEDC
* may not sum due to rounding

Exhibit 2-20

Inglewood Transit Connector Annual Ridership Disaggregation of Output Impacts by Industry City of Inglewood

	2027	2045
Ag, Forestry, Fish, & Hunting	0.01	0.01
Mining	0.15	0.18
Utilities	2.82	3.44
Construction	1.94	2.35
Manufacturing	6.73	8.18
Wholesale Trade	9.20	11.17
Retail Trade	13.79	18.21
Transportation & Warehousing	19.64	23.88
Information	13.72	16.78
Finance & Insurance	16.06	19.51
Real Estate & Rental	48.85	59.30
Professional, Scientific, & Tech Svcs	15.15	18.42
Management of Companies	4.29	5.30
Admin&Support/Waste Mgmt/Remediation	10.30	12.50
Educational Services	2.67	3.22
Health Care and Social Assistance	12.33	14.97
Arts, Entertainment & Recreation	193.18	231.33
Accommodation & Food Services	17.15	23.44
Other services (not gov't)	7.65	9.29
Government	4.89	5.95
Total Output Impacts (\$ Mil):	400.52	487.43

Source: City of Inglewood, Estimates by LAEDC, May not sum due to rounding

Value added, a derivative of output, would see an annual increase of \$236 million in 2027 and \$287 million in 2045. Recall that value added is computed by deducting intermediate inputs from total output. The ongoing ridership value added impact distribution by industry is similar to that seen in Exhibit 2-20.

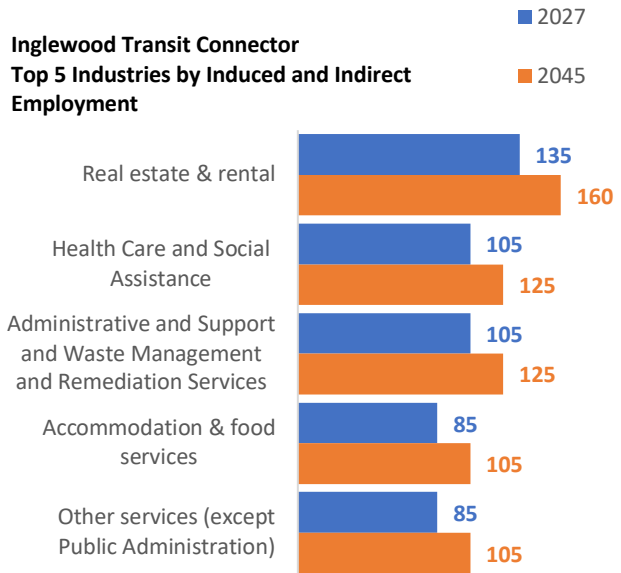
Employment supported by ridership would nearly reach four thousand jobs in 2027 and 4,800 jobs in 2045. These jobs would be supported by events and local spending by resident and visitor riders. This methodology does not count jobs supported by the ITC itself (i.e., jobs where the system facilitates the necessary commute), only spending by riders. About 75 percent of these supported jobs would be directly supported while about 10 percent would be indirectly supported, and 15 percent would be supported by induced activities. A breakdown of the most impacted industries by induced and indirect effects is provided in Exhibit 2-21.

Nearly every NAICS sector is represented by the ongoing employment impacts. A full breakdown of annual employment impacts is provided in the Appendix.

These jobs supported would earn a total of \$184 million of labor income in 2027 and almost \$225 million in 2045. These jobs on average would earn about \$46,000 in labor income in both years. As with other dollar denominations shown in this report, these dollar amounts are expressed in 2022 dollars. This surpasses the Los Angeles County average of \$34,000.

Federal, state, and local governments would see a fiscal impact of \$46 million in 2027

Exhibit 2-21:



which would ramp up to \$56 million in 2045 (Exhibit 2-22).

Approximately 60 percent of fiscal impacts

Exhibit 2-22

**Inglewood Transit Connector Annual Ridership Fiscal Impact
City of Inglewood**

	2027	2045
State and Local Taxes (\$ mil):	\$17.96	\$22.12
<i>Income Taxes</i>	2.06	2.51
<i>Property Taxes</i>	5.77	7.12
<i>Sales Taxes</i>	7.25	8.95
<i>Social Insurance</i>	0.95	1.15
<i>Fees, Fines, and Other Taxes</i>	1.93	2.38
Federal Taxes (\$ mil):	\$28.35	\$34.45
<i>Social Insurance</i>	20.77	25.20
<i>Personal Income Taxes</i>	5.32	6.47
<i>Corporate Profit Taxes</i>	1.11	1.36
<i>Fees, Fines, and Other Taxes</i>	1.15	1.42
Total Fiscal Impact (\$ mil):	\$46.31	\$56.57

Source: City of Inglewood, Estimates by LAEDC, may not sum due to rounding

would be seen by the federal government, with the largest contributor, social insurance taxes, seeing \$20 million annually in 2027.

State and local governments would see approximately \$18 million in taxes in 2027 which would rise by about 20 percent to \$22

million by 2045. Sales taxes would be the largest fiscal contributor, representing over \$7 million in 2027. Nearly one-third of state and local taxes would be seen by sub-county districts such as the City of Inglewood. This percentage would grow to just over 33 percent in 2045.



For Illustrative Purposes only

3.COMMUNITY BENEFIT



Aside from the positive economic impacts the City of Inglewood would experience from the Inglewood Transit Connector, there would be additional social, environmental, and community benefits as well. These fall into four categories: Environmental, Transportation, Connection, and Real Estate.

Environmental

Advances Sustainability Goals

The implementation of an automated electric light rail system would help achieve California’s ambitious emission reduction goals such as Carbon Neutrality by 2045²⁴ and SB-32.²⁵ This is confirmed in the draft environmental impact report (DEIR)

published in November of 2021 which states “the proposed Project would be consistent with State and local plans and policies to achieve Statewide goals for GHG reduction.”²⁶ The EPA estimates that for every metric ton of CO₂, the social cost can range from \$14 to \$138 in 2025 (the 2045 projection is a higher range, between \$23 and \$197).²⁷

Reduces Emissions

Additionally, carbon dioxide equivalents would be reduced by 11,315 annual metric tons in 2027 and 11,455 annual metric tons in 2045 when compared to their respective baselines.²⁸ Carbon dioxide equivalents are

²⁴ "AB 32 Climate Change Scoping Plan". 2022. <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

²⁵ AB-32 Air pollution: greenhouse gases: California Global Warming Solutions Act

²⁶ DEIR Nov. 21: Greenhouse Gas Emissions 1.3.7

²⁷ "Social Cost of Carbon" 2016. Environmental Protection Agency, https://www.epa.gov/sites/default/files/2016-12/documents/social_cost_of_carbon_fact_sheet.pdf.

²⁸ Ibid.

gasses such as methane and nitrous oxide which are normalized against carbon dioxide based on their “global warming potential.”²⁹

Some of these reduced emissions would come from a reduction in vehicle miles traveled (VMT).³⁰ Per the DEIR, annual VMT would be reduced by 36 million in 2027 and 43 million in 2045. While this reduction represents just over 4.7 percent of annual VMT in the region in 2027, the days in which the vehicle miles are reduced are extremely significant.³¹

Transportation and Mobility **REDUCES CONGESTION**

Traffic volume in the region has increased by 1.5 percent annually, with key regional intersections experiencing congestion.³² Per the Project DEIR, “daily traffic volumes are projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard and Century Boulevards within the study area, thereby improving traffic flows.”³³ Considering estimated daily ridership during an NFL game or other event can be up to 6 times over a typical weekday, the reduction of VMT on these days would be significantly more substantial.

IMPROVES MOBILITY

The construction of ITC would bolster the County’s public transportation system by connecting the existing light-rail system to key regional entertainment, housing, and

employment sites. As proposed, the Project would accommodate “all users”, including pedestrians, bicyclists, drivers, and transit users.³⁴

Additionally, ITC would include improvements to walkways and elevated sidewalks allowing for easy travel between stations, pick-up, and drop-off locations. The implementation of these elevated sidewalks aims to minimize pedestrian incidents with the existing roadways.

Equity and Access **ALLOWS AFFORDABLE COMMUNITY ACCESS**

Inglewood is one of the most diverse cities within Los Angeles County, yet has some of the highest unemployment numbers and lowest median incomes of the regions. The City of Inglewood’s lack of public transit has been a disproportionate hardship on some of the City’s most disadvantaged populations – including low-income residents and communities of color. Recent research shows that 34 percent of Black urban residents and 27 percent of Hispanic urban residents are more likely than whites to take public transportation (14 percent). However, in the City of Inglewood, where there are more Latino and Black residents, compared to the rest of Los Angeles County, public transportation is not as accessible.

²⁹ “Pollution Prevention Greenhouse Gas (GHG) Calculator Guidance”. 2014 Environmental Protection Agency <https://www.epa.gov/sites/default/files/2014-12/documents/ghgcalculatorhelp.pdf>

³⁰ DEIR Nov. 21: Table 4.5-10

³¹ DEIR Nov. 21: Transportation and Circulation 1.3.11

³² DEIR Nov. 21: Background 1.2.2

³³ DEIR Nov. 21: Transportation and Circulation 1.3.11

³⁴ Ibid.

The result has been less access to economic opportunity for generations.

For too long, people living in Inglewood have been cut off from the greater Los Angeles Basin and with soaring gas prices, the ability to maneuver between Inglewood and the rest of the region is becoming less manageable. The ITC will build an important link that allows Inglewood residents an opportunity to travel throughout Los Angeles County for jobs, school and more.

The ITC is also estimated to reduce carbon dioxide emissions by over 74,000 metric tons annually – an important figure for a community where residents are disproportionately impacted by air polluted related illness. Data shows that African Americans are almost more than three times likely to die from asthma related illness than Caucasians, and Projects like the ITC that actively aim to reduce air pollutants can only work to improve those tragic outcomes.

Building A Better Inglewood

Inglewood is in the midst of a major economic transition. Since the beginning of its revitalization, the City has reached multiple impressive milestones. Residential property values have doubled since 2012 and the City's bond credit rating improved to an A+ in 2019 while reaching record low crime levels.

Projects such as ITC help build toward a greener and more economically stable

Inglewood, as residents and visitors alike are connected to new economic and social opportunities. As Inglewood continues to reach these milestones, the City will need to effectively communicate the new direction of Inglewood to its long-term residents. Should the population and local government be aligned on its current trajectory, Inglewood could grow into an entertainment and economic center of Los Angeles County.

REAL ESTATE VALUE IMPACT

Transportation and connectivity, alongside economic prosperity contribute to the desirability of living in a region. By furthering the ease of access to locations such as SoFi Stadium, Inglewood becomes a more desirable place to live. Ergo, property values would be expected to rise after the completion of the Inglewood Transit Connector.

The LAEDC utilized data from the Los Angeles County Assessor's annual secured assessment rolls. More information regarding the property value impacts can be found in the appendix.

Land parcel values are assessed to demonstrate the positive regional economic impacts in the past decade. Any change in property value due to structural changes are not accounted for. This allows for a more accurate assessment of the regional economic growth, excluding outliers such as major building remodels and demolitions.

Properties tagged with 'Miscellaneous'³⁵ saw the largest increase in land value,

³⁵ Typically, government owned or utility buildings

averaging 42.8 percent on any given property. Residential properties follow this, seeing an average land value increase of nearly 25 percent. Commercial, industrial, and institutional³⁶ properties all saw a land value increases of about 20 percent during this time. Deciphering the economic impact of the Inglewood Transit Connector on housing prices is beyond the scope of this impact report, as causal relations with property values and output are always complex.³⁷ Regardless, the economic state of Inglewood has greatly increased in the preceding years. Exhibit 3-1 explores property values (land and structure) should this trend continue.

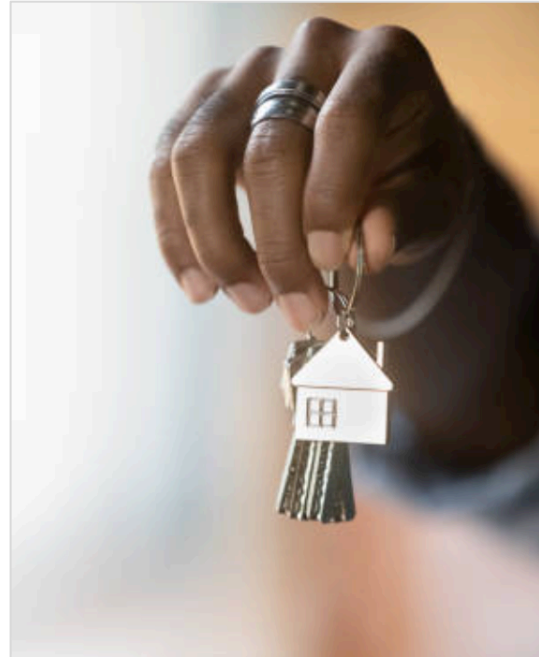
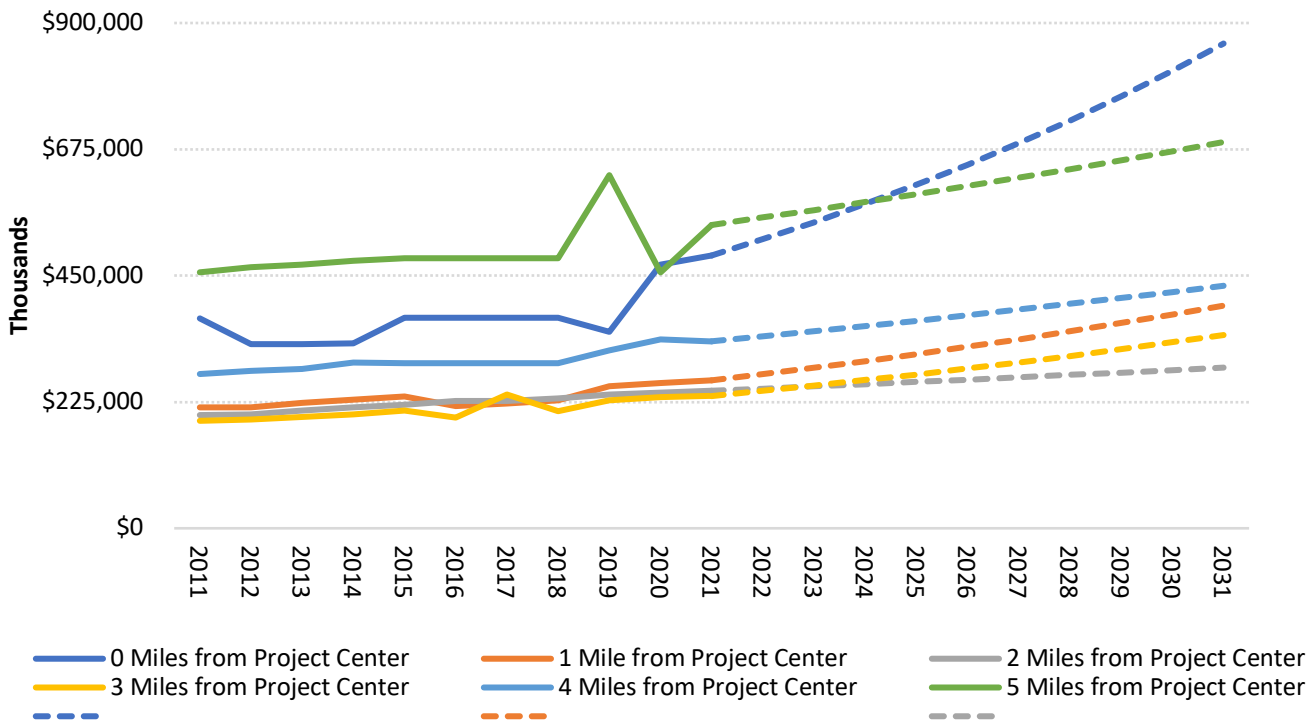


Exhibit 3-1: Extrapolated Inglewood Residential Property Values (2011-2031)



³⁶ Institutional properties include schools and churches
³⁷ Emirmahmutoglu et. al argue of the existence of a unidirectional causality “running from both [real estate and stock prices] to output” rather than vice-versa.

Furkan Emirmahmutoglu, Mehmet Balcilar, Nicholas Apergis, Beatrice D. Simo-Kengne, Tsangyao Chang & Rangan Gupta (2016) Causal Relationship between Asset Prices and Output in the United States: Evidence from the State-Level Panel Granger Causality Test, *Regional Studies*, 50:10, 1728-1741, DOI: 10.1080/00343404.2015.1055462

4.SUMMARY OF IMPACTS

The Inglewood Transit Connector aims to connect Angelenos through an additional 1.6 miles of fully elevated and automated light rail off the future Metro K Line. The Project would enact social and community change by closing the first and last mile gap between housing, employment centers, and entertainment venues in Inglewood with the rest of Los Angeles. Should the Project succeed as planned, the Los Angeles County Economic Development Corporation estimates show a considerable economic and social impact.

Economic Impact of the ITC

Economic Impact of Construction

The construction of the Inglewood Transit Connector would bring a major one-time economic impact to both the City of Inglewood and the County of Los Angeles. The LAEDC estimates as many as 10,950 jobs countywide earning \$822 million in labor income would be supported, with 9,060 jobs earning \$706 million inside the City of Inglewood. Additionally, county-wide output would rise by an estimated \$2 billion with \$1.7 billion of this output occurring inside Inglewood.

Fiscally, over \$260 million of federal, state, and local taxes would be collected as a result of the Project. Approximately \$25 million would be tied to sub-county districts such as the City of Inglewood, while \$10 million would go to the County of Los Angeles itself.

Annual Ongoing Economic Impact

Once the Inglewood Transit Connector is completed its ongoing operations will create an economic impact which the LAEDC measured on an annual basis.

ONGOING OPERATIONS

As the Inglewood Transit Connector becomes operational, the system as well as its maintenance will create an ongoing economic impact of \$14.5 million annually. This will support around 70 jobs earning about \$5.5 million in labor income. Fiscally, these operations would represent about \$2 million in taxes.

RIDERSHIP

The majority of the economic benefit derived from the Inglewood Transit Connector would be from ridership and visitor spending from those that live outside the City of Inglewood. It is anticipated that residents and visitors alike will be able to utilize the ITC to visit major sporting events, concerts, as well as for job opportunities and visiting loved ones.

This ridership would generate approximately \$400 million in economic output in 2027 which would increase to about \$485 million in 2045. Additionally, four thousand jobs would be supported starting in 2027 which would earn on average approximately \$46,000 in wages and other benefits. These riders would also generate \$46 million in fiscal impact for federal, state, and local government entities.

Community Benefit

Outside of quantitative impacts, the construction and operation of the Inglewood Transit Connector would bring numerous qualitative impacts to the community of Inglewood.

The ITC Project would advance sustainability goals as well as reduce carbon emissions. The reduction of vehicle travel would also lessen the increasing strain on major thoroughways in Inglewood, especially on event days. The system would also connect residents to new economic opportunities though increased affordable mobility.

The completion of a major transportation project like the ITC would be in line with City, state, and County goals. As Inglewood continues to develop economically, the City will become more desirable to live in. As such, real estate values in the region would continue to rise as well, with properties closest to the Project's center expected to see the largest increase.

Major Investments Have Major Impacts

Together, the development of the Kia Forum, SoFi Stadium, the Intuit Dome, and the ITC represent direct spending in the City of Inglewood valued at \$7.135 billion during the construction period.

The construction will support approximately 81,700 workers associated with \$5.7 billion in wages and benefits (labor income) and

total output of more than \$12 billion in Los Angeles County. Construction jobs provide opportunities across the skills spectrum, such as the apprenticeship opportunities available to Inglewood residents during its construction.³⁸ Indirect and induced effects support additional jobs across other industries.

Once construction is completed, the operation of ITC and its riders will have a positive recurring economic impact for the City of Inglewood and Los Angeles County as a whole.



³⁸ Community Infographic. SoFi Stadium

5.APPENDIX

Detailed Tables

Exhibit A-1

Disaggregation of Total Economic Impact by Industry Inglewood Transit Connector Construction Los Angeles County

	Output (\$ mil)	Employment (Jobs)	Labor Income (\$ mil)
Total:	2,044	10,950	822
Ag, Forestry, Fish, & Hunting	0	-	0
Mining	1	5	0
Utilities	10	10	2
Construction	801	4,525	344
Manufacturing	54	65	6
Wholesale Trade	80	225	22
Retail Trade	80	670	32
Transportation & Warehousing	47	380	19
Information	65	110	15
Finance & Insurance	88	270	26
Real Estate & Rental	192	310	20
Professional, Scientific, & Technical Services	328	1,630	178
Management of Companies	18	75	9
Administrative & Support/Waste Mgmt/Remediation	49	515	27
Educational Services	10	110	6
Health Care and Social Assistance	97	805	54
Arts, Entertainment & Recreation	12	110	6
Accommodation & Food Services	50	570	20
Other Services (except Public Administration)	44	515	26
Non-NAICS	-	-	-
Government Enterprises	17	50	8

Source: City of Inglewood, Estimates by LAEDC, may not sum due to rounding

Exhibit A-2

**Disaggregation of Total Economic Impact by Industry
Inglewood Transit Connector Construction
City of Inglewood**

	Output (\$ mil)	Employment (Jobs)	Labor Income (\$ mil)
Total:	1,695	9,065	706
Ag, Forestry, Fish, & Hunting	0	-	0
Mining	1	-	0
Utilities	6	5	1
Construction	798	4,515	344
Manufacturing	45	55	5
Wholesale Trade	65	185	18
Retail Trade	50	405	19
Transportation & Warehousing	36	285	15
Information	42	70	10
Finance & Insurance	50	155	15
Real Estate & Rental	114	220	15
Professional, Scientific, & Technical Services	312	1,555	171
Management of Companies	14	60	7
Administrative & Support/Waste Management/Remediation	40	420	22
Educational Services	6	65	4
Health Care and Social Assistance	45	380	25
Arts, Entertainment & Recreation	7	60	4
Accommodation & Food Services	27	305	11
Other Services (not gov't)	26	295	16
Non-NAICS	-	-	-
Government Enterprises	10	30	5

Source: City of Inglewood, Estimates by LAEDC, may not sum due to rounding

Exhibit A-3

**Disaggregation of Total Economic Impact by Industry
Inglewood Transit Connector Ongoing Operations
Los Angeles County**

	Output (\$ mil)	Employment (Jobs)	Labor Income (\$ mil)
Total:	15	75	6
Ag, Forestry, Fish, & Hunting	0	-	0
Mining	0	-	0
Utilities	0	-	0
Construction	3	15	1
Manufacturing	0	-	0
Wholesale Trade	0	-	0
Retail Trade	0	5	0
Transportation & Warehousing	1	5	0
Information	0	-	0
Finance & Insurance	1	-	0
Real Estate & Rental	1	-	0
Professional, Scientific, & Technical Services	1	5	0
Management of Companies	1	5	1
Administrative & Support/Waste Mgmt/Remediation	0	5	0
Educational Services	0	-	0
Health Care and Social Assistance	0	5	0
Arts, Entertainment & Recreation	0	-	0
Accommodation & Food Services	0	5	0
Other Services (except Public Administration)	3	25	2
Government Enterprises	0	-	0

Source: City of Inglewood, Estimates by LAEDC, may not sum due to rounding

Exhibit A-4

**Disaggregation of Total Economic Impact by Industry
Inglewood Transit Connector Ridership
City of Inglewood (2027)**

	Output (\$ mil)	Employment (Jobs)	Labor Income (\$ mil)
Total:	401	3,985	185
Ag, Forestry, Fish, & Hunting	0	-	0
Mining	0	-	0
Utilities	3	-	0
Construction	2	10	1
Manufacturing	7	10	1
Wholesale Trade	9	25	3
Retail Trade	14	150	6
Transportation & Warehousing	20	95	7
Information	14	20	3
Finance & Insurance	16	50	5
Real Estate & Rental	49	135	8
Professional, Scientific, & Technical Services	15	75	8
Management of Companies	4	20	2
Administrative & Support /Waste Mgmt/Remediation	10	105	5
Educational Services	3	30	2
Health Care and Social Assistance	12	105	7
Arts, Entertainment & Recreation	193	2,865	114
Accommodation & Food Services	17	190	6
Other Services (not gov't)	8	85	5
Government Enterprises	5	15	2

Source: City of Inglewood, Estimates by LAEDC, may not sum due to rounding

Exhibit A-4

Disaggregation of Total Economic Impact by Industry
Inglewood Transit Connector Ridership
City of Inglewood (2045)

	Output (\$ mil)	Employment (Jobs)	Labor Income (\$ mil)
Total:	487	4,820	224
Ag, Forestry, Fish, & Hunting	0	-	0
Mining	0	-	0
Utilities	3	5	1
Construction	2	10	1
Manufacturing	8	10	1
Wholesale Trade	11	30	3
Retail Trade	18	205	9
Transportation & Warehousing	24	115	9
Information	17	25	4
Finance & Insurance	20	60	6
Real Estate & Rental	59	160	9
Professional, Scientific, & Technical Services	18	90	9
Management of Companies	5	20	3
Administrative & Support/Waste Mgmt/Remediation	12	125	6
Educational Services	3	35	2
Health Care and Social Assistance	15	125	8
Arts, Entertainment & Recreation	231	3,430	137
Accommodation & Food Services	23	255	9
Other Services (not gov't)	9	105	6
Government Enterprises	6	15	2

Source: City of Inglewood, Estimates by LAEDC, may not sum due to rounding

Exhibit A-5

Land Value of Parcels in the City of Inglewood

Property Type	Miles from Project Center	2011	2021	Land Value % Change (2011-2021)
Commercial	1	\$ 192,176	\$ 228,572	18.9%
Commercial	2	\$ 194,609	\$ 236,573	21.6%
Commercial	3	\$ 220,965	\$ 254,264	15.1%
Commercial	4	\$ 189,989	\$ 282,951	48.9%
Industrial	1	\$ 825,198	\$ 1,255,647	52.2%
Industrial	2	\$ 195,837	\$ 243,763	24.5%
Industrial	3	\$ 367,400	\$ 377,869	2.8%
Industrial	4	\$ 533,331	\$ 631,251	18.4%
Institutional	1	\$ 244,936	\$ 244,051	-0.4%
Institutional	2	\$ 164,509	\$ 221,615	34.7%
Institutional	3	\$ 196,656	\$ 232,758	18.4%
Institutional	4	\$ 140,607	\$ 166,420	18.4%
Miscellaneous	1	\$ 2,973,951	\$ 3,546,501	19.3%
Miscellaneous	3	\$ 463,372	\$ 886,197	91.2%
Recreational	1	\$ 1,309,305	\$ 874,916	-33.2%
Recreational	2	\$ 323,959	\$ 386,323	19.3%
Recreational	3	\$ 41,066	\$ 48,600	18.3%
Residential	0	\$ 132,307	\$ 238,251	80.1%
Residential	1	\$ 119,451	\$ 141,245	18.2%
Residential	2	\$ 129,238	\$ 154,520	19.6%
Residential	3	\$ 117,887	\$ 141,986	20.4%
Residential	4	\$ 146,581	\$ 187,541	27.9%
Residential	5	\$ 300,388	\$ 355,535	18.4%

Source: Los Angeles County Assessor's Office

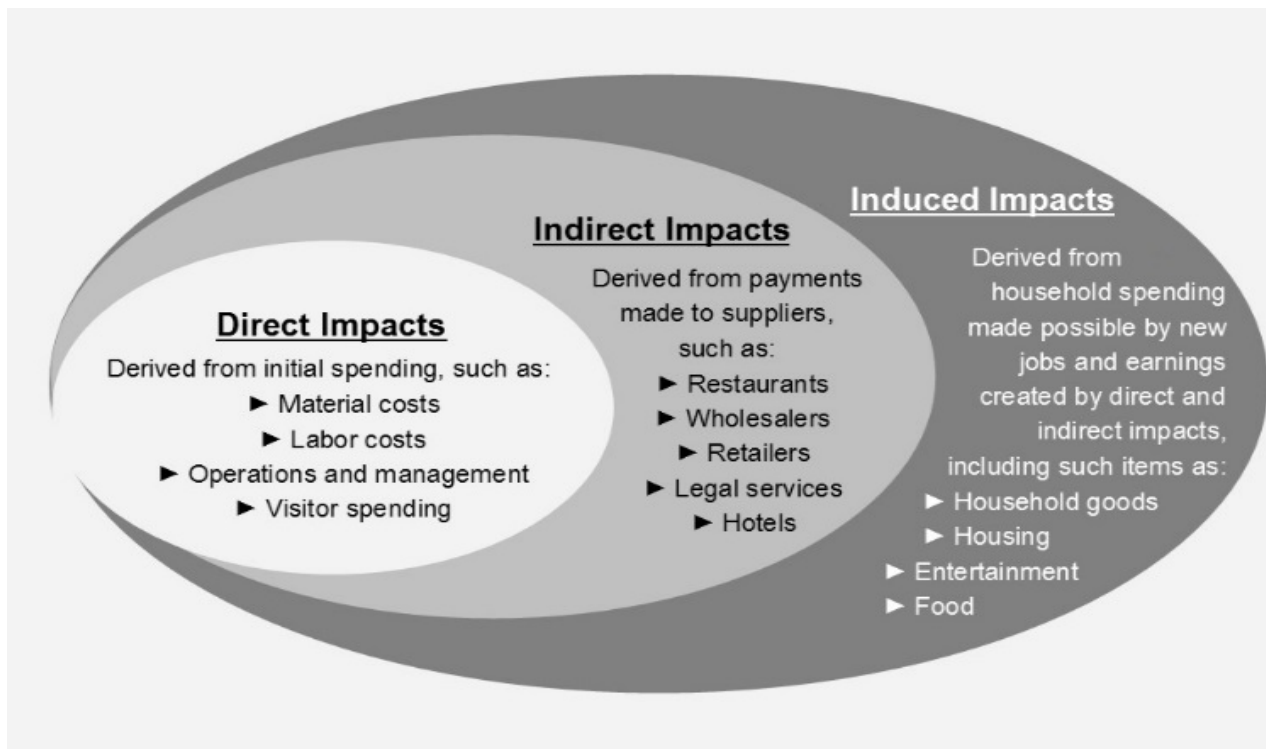
Methodology

The approach and methodology of economic impact analysis typically begins with a look at the increase in the final demand for an industry's output, such as a purchase of construction services. We began by estimating the impact of capital expenditures for the Inglewood Transit Connector's development within the City of Inglewood and Los Angeles County based on data provided by the client. Our approach used the expected Inglewood Transit Connector's construction budget for the second section, followed by ridership and employment in the third section. For this report, unless otherwise noted, labor income, expenditures and output are expressed in 2022 dollars. Employment estimates are reported on an annual basis, i.e., the number of full and part-time jobs supported in one year.

The magnitude of the multiplying effect differs from one region to another

depending on the extent to which the local region can fill the demand for all rounds of supplying needs. For example, the automobile manufacturing industry has high multipliers in Detroit and Indiana since these regions have deep and wide supplier networks, while the same industry multiplier in Phoenix is quite small. In another example, the jobs multiplier for the construction industry is higher in say, Arkansas, than in California because the same amount of spending will purchase fewer workers in Los Angeles than in Little Rock.

Multipliers can also differ from year to year as relative material and labor costs change all while the production "recipe" of industries changes as well. For example, the IT revolution significantly reduced the job multiplier of many industries (such as manufacturing, accounting, architecture, and publishing) as computers replaced administrative and production workers.



Once the initial direct activity was determined, we estimated the indirect and induced impacts using models developed with data and software from MIG, Inc. MIG's IMPLAN system is a robust, widely used set of modeling tools that provide economic resolution from the national level down to the ZIP code level. For purposes of this study, the region of our interest is the City of Inglewood and Los Angeles County.

The metrics used to determine the value of the economic impact include employment, labor income and the value of output. Employment numbers include full-time, part-time, permanent, and seasonal employees, and the self-employed, and are measured on a job-count basis regardless of the number of hours worked. Labor income is a measure of all income received by both payroll employees and the self-employed, including wages and benefits such as health insurance and pension plan contributions. Output is the value of the goods and services produced. For most industries, this is simply the revenue generated through sales; for others, in particular retail industries, output is the value of the services supplied.

Examples of direct employment would include the workers hired by the contractors related to the construction activity and those maintaining the rail cars. Direct output is the value of the services provided by each business firm or entity. Indirect effects are those that stem from the employment and output motivated by the purchases made by each direct company. For example, indirect jobs are sustained by the suppliers of the office supplies and insurance coverage purchased by participating institutions.

Induced effects are those generated by the household spending of employees whose wages are sustained by both direct and indirect spending.

When assessing the increase in property valuation over time, the LAEDC utilized data from Los Angeles County Assessor's annual secured assessment rolls³⁹. These rolls value each parcel of land throughout Los Angeles County, with valuations broken down by property type, land value, fixture value, and improvement value among other categories. For the purposes of this Project, the LAEDC focused on land value as the increased property value derived from the improvement of fixtures or other structures on the property might display a contradictory or amplified signal relating to factors outside the Project.

Directly tying the increase in property value to a given Project is an immense task outside the scope of work for this Project. Regardless, economic theory tells us that the increased utility derived from Inglewood residents from the ITC would make the region a more desirable place to live, in turn increasing the property value surrounding the Project.

In order to understand the positive impact ITC would have on surrounding property values, the LAEDC extrapolated recent land value trends in the region into future years, demonstrating the potential land value in the region should the current economic growth continue. It is imperative to understand that these trends result from more than just the ITC Project, but rather the

³⁹ This data is available to the public via a SODA API which can be found at: <https://data.lacounty.gov/resource/9trm-uz8i.json>

recent economic growth seen by Inglewood and the region as a whole.

“Distance from the Project center” was established by determining the mid-point of each land parcel and utilizing the haversine formula to calculate the “as the crow flies” distance from parcel center to Project center. Parcels within geo-hexes were determined by the land parcel center as well.

Description of Industry Sectors

The industry sectors used in this report are established by the North American Industry Classification System (NAICS). NAICS divides the economy into twenty sectors, and groups industries within these sectors according to production criteria. Listed below is a short description of each sector as taken from the sourcebook, North American Industry Classification System, published by the U.S. Office of Management and Budget (2012).

Agriculture, Forestry, Fishing and Hunting: Activities of this sector are growing crops, raising animals, harvesting timber, and harvesting fish and other animals from farms, ranches, or the animals’ natural habitats.

Mining: Activities of this sector are extracting naturally-occurring mineral solids, such as coal and ore; liquid minerals, such as crude petroleum; and gases, such as natural gas; and beneficiating (e.g., crushing, screening, washing and flotation) and other preparation at the mine site, or as part of mining activity.

Utilities: Activities of this sector are generating, transmitting, and/or distributing electricity, gas, steam, and water and removing sewage through a permanent infrastructure of lines, mains, and pipes.



Construction: Activities of this sector are erecting buildings and other structures (including additions); heavy construction other than buildings; and alterations, reconstruction, installation, and maintenance and repairs.

Manufacturing: Activities of this sector are the mechanical, physical, or chemical transformation of material, substances, or components into new products.

Wholesale Trade: Activities of this sector are selling or arranging for the purchase or sale of goods for resale; capital or durable non-consumer goods; and raw and intermediate materials and supplies used in production and providing services incidental to the sale of the merchandise.

Retail Trade: Activities of this sector are retailing merchandise generally in small quantities to the general public and providing services incidental to the sale of the merchandise.

Transportation and Warehousing: Activities of this sector are providing transportation of passengers and cargo, warehousing and

storing goods, scenic and sightseeing transportation, and supporting these activities.

Information: Activities of this sector are distributing information and cultural products, providing the means to transmit or distribute these products as data or communications, and processing data. This industry contains all aspects of motion picture recording and distribution as well as the sound and telecommunications industry.

Finance and Insurance: Activities of this sector involve the creation, liquidation, or change of ownership of financial assets (financial transactions) and/or facilitating financial transactions.

Real Estate and Rental and Leasing: Activities of this sector are renting, leasing, or otherwise allowing the use of tangible or intangible assets (except copyrighted works), and providing related services.

Professional, Scientific, and Technical Services: Activities of this sector are performing professional, scientific, and technical services for the operations of other organizations.

Management of Companies and Enterprises: Activities of this sector are the holding of securities of companies and enterprises, for the purpose of owning controlling interest or influencing their management decision, or administering, overseeing, and managing other establishments of the same company or enterprise and normally undertaking the strategic or organizational planning and decision-making of the company or enterprise.

Administrative and Support and Waste Management and Remediation Services:

Activities of this sector are performing routine support activities for the day-to-day operations of other organizations, such as: office administration, hiring and placing of personnel, document preparation and similar clerical services, solicitation, collection, security and surveillance services, cleaning, and waste disposal services.

Educational Services: Activities of this sector are providing instruction and training in a wide variety of subjects. Educational services are usually delivered by teachers or instructors that explain, tell, demonstrate, supervise, and direct learning. Instruction is imparted in diverse settings, such as educational institutions, the workplace, or the home through correspondence, television, or other means.

Health Care and Social Assistance: Activities of this sector are operating or providing health care and social assistance for individuals.

Arts, Entertainment and Recreation: Activities of this sector are operating facilities or providing services to meet varied cultural, entertainment, and recreational interests of their patrons, such as: (1) producing, promoting, or participating in live performances, events, or exhibits intended for public viewing; (2) preserving and exhibiting objects and sites of historical, cultural, or educational interest; and (3) operating facilities or providing services that enable patrons to participate in recreational activities or pursue amusement, hobby, and leisure-time interests.

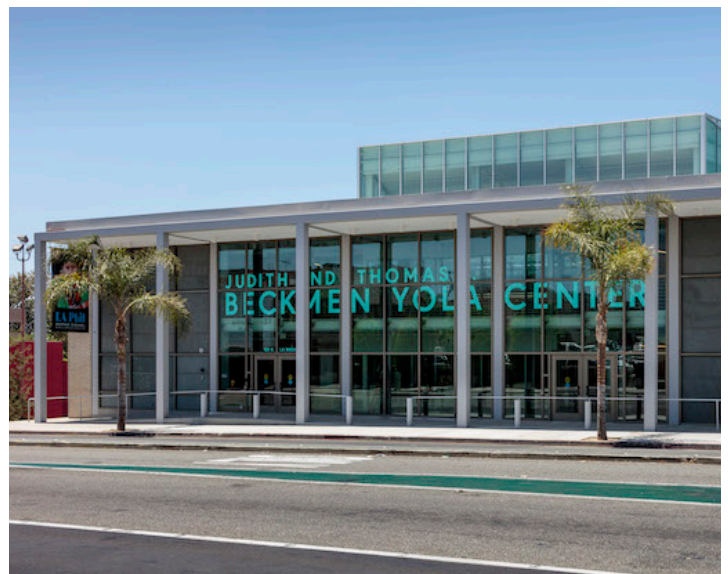
Accommodation and Food Services: Activities of this sector are providing

customers with lodging and/or preparing meals, snacks, and beverages for immediate consumption.

Other Services (except Public Administration): Activities of this sector are providing services not specifically provided for elsewhere in the classification system. Establishments in this sector are primarily engaged in activities, such as equipment and machinery repairing, promoting or administering religious activities, grant-making, advocacy, and providing dry-cleaning and laundry services, personal care services, death care services, pet care services, photofinishing services, temporary parking services, and dating services.



Businesses in the City of Inglewood





LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION