

South Bay Cities Council of Governments

November 20, 2025

To: SBCCOG Board of Directors

From: Jacki Bacharach, Executive Director
David Leger, Program Manager

Re: Extension of Full-Funding Deadline of Measure M Subregional Equity Program
Funding for Inglewood Transit Connector Backstop

BACKGROUND

In April 2023, the SBCCOG Board of Directors approved the City of Inglewood's request to re-program South Bay Measure M Subregional Equity Program (SEP) funding from the Centinela Grade Separation project to the Inglewood Transit Connector (ITC) project to serve as a backstop, or additional contingency fund, as required by the Federal Transit Administration (FTA) as part of their funding award. At the time, the SBCCOG Board of Directors required the City to have a full funding agreement for the ITC by March 31, 2024 or the funds would revert back to the Centinela Grade Separation project. In February 2024, the City requested a one-year extension of that deadline to March 31, 2025 to allow them the time required to secure the additional funding needed to implement the ITC and complete the grant agreement with the FTA. The SBCCOG Board approved a subsequent extension to October 31, 2025 in April of this year.

The City presented an update (Exhibit 1) on the Phase 1 ITC project consisting of multi-modal elements to the SBCCOG Transportation Committee at their November 3rd meeting. The City is currently in design-build procurement and will have finalized project costs at the 60% design phase and proposals are received/negotiated which is anticipated around summer of 2026.

SBCCOG staff is recommending a third extension of the SEP funding deadline to September 30, 2026 to allow sufficient time for the City to develop more final project cost estimates. At that time, the Transportation Committee and Board should discuss whether further extensions should be granted or if there are other subregional priorities that could be met with the SEP funds. These funds can be utilized for other important transportation projects to help improve mobility throughout the subregion. Although these funds will not be available in their full value for a couple of decades, they could be accelerated as they would have been for use by the ITC.

AMOUNT OF FUNDING

When the SBCCOG Board approved the SEP funds for the ITC backstop, the estimated value of the accelerated funding was around \$101 million. Their full value is projected to be \$316 million available between 2043 and 2057.

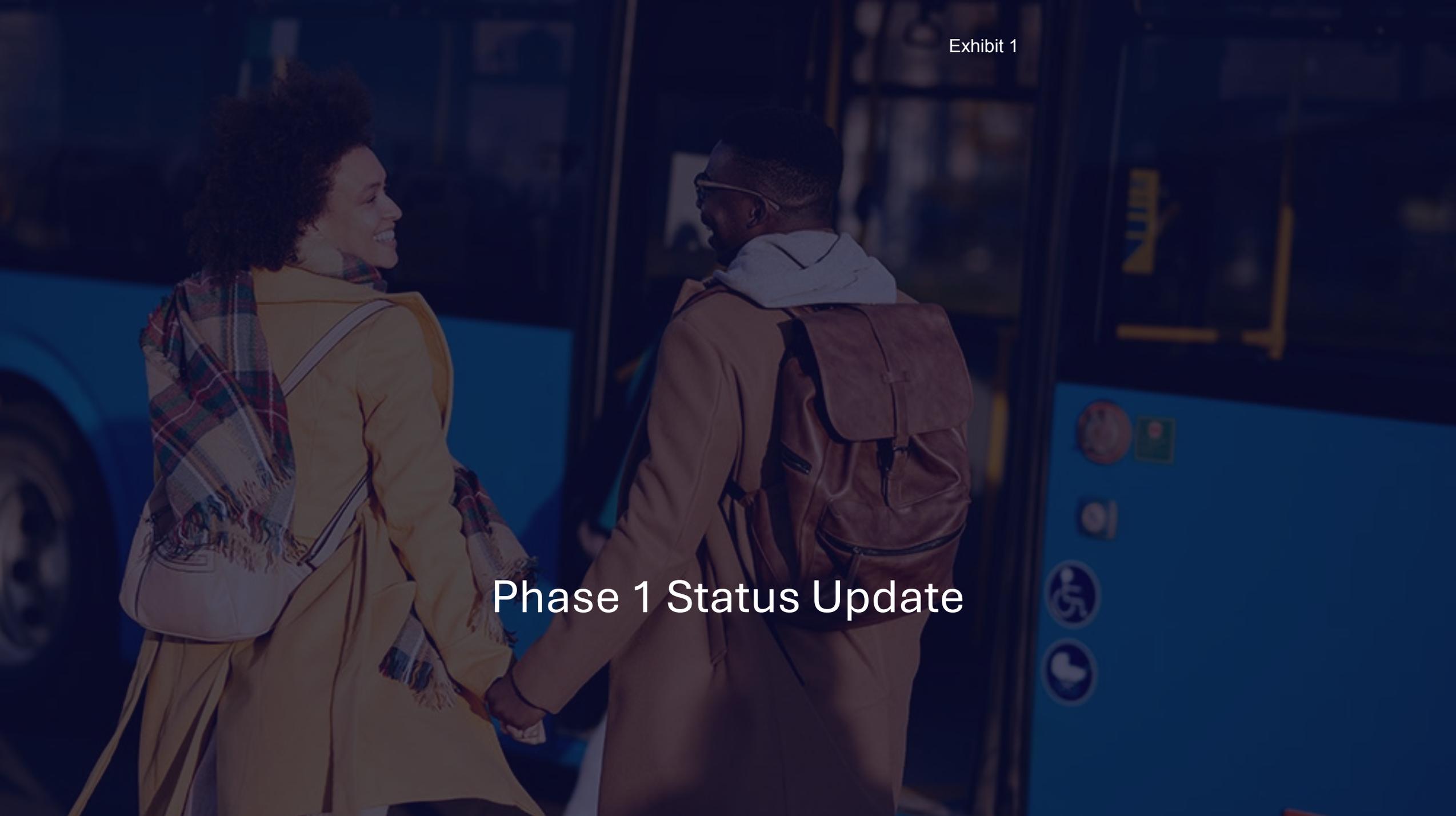
Although not part of the action related to the SEP funds, the SBCCOG Board previously approved \$250 million in Measure R Transit funding to the ITC.

RECOMMENDATION

That the SBCCOG Board of Directors approve an extension of the SEP funding for the ITC to September 30, 2026.

Attachments:

Exhibit 1 – City of Inglewood ITC Update Presentation

A photograph of a man and a woman holding hands, smiling at each other. They are standing in front of a blue bus. The woman is wearing a yellow coat and a patterned scarf. The man is wearing a tan coat and a brown backpack. The bus has several accessibility icons on its side, including a wheelchair symbol and a symbol for a person with a white cane. The background is dark and out of focus.

Phase 1 Status Update

Phase 1 ITC Project

- A network of Mobility Hubs with bus rotaries, transit amenities, pick up drop off, TNC access and parking
- Dedicated Event bus-only lanes on La Brea & Hawthorne Blvd
- Improved Commuter (Non-Event) Bus Service
- Enhanced Intelligent Transportation System
- Pedestrian, Bike and Pedicab Improvements
- Preserve for future APM



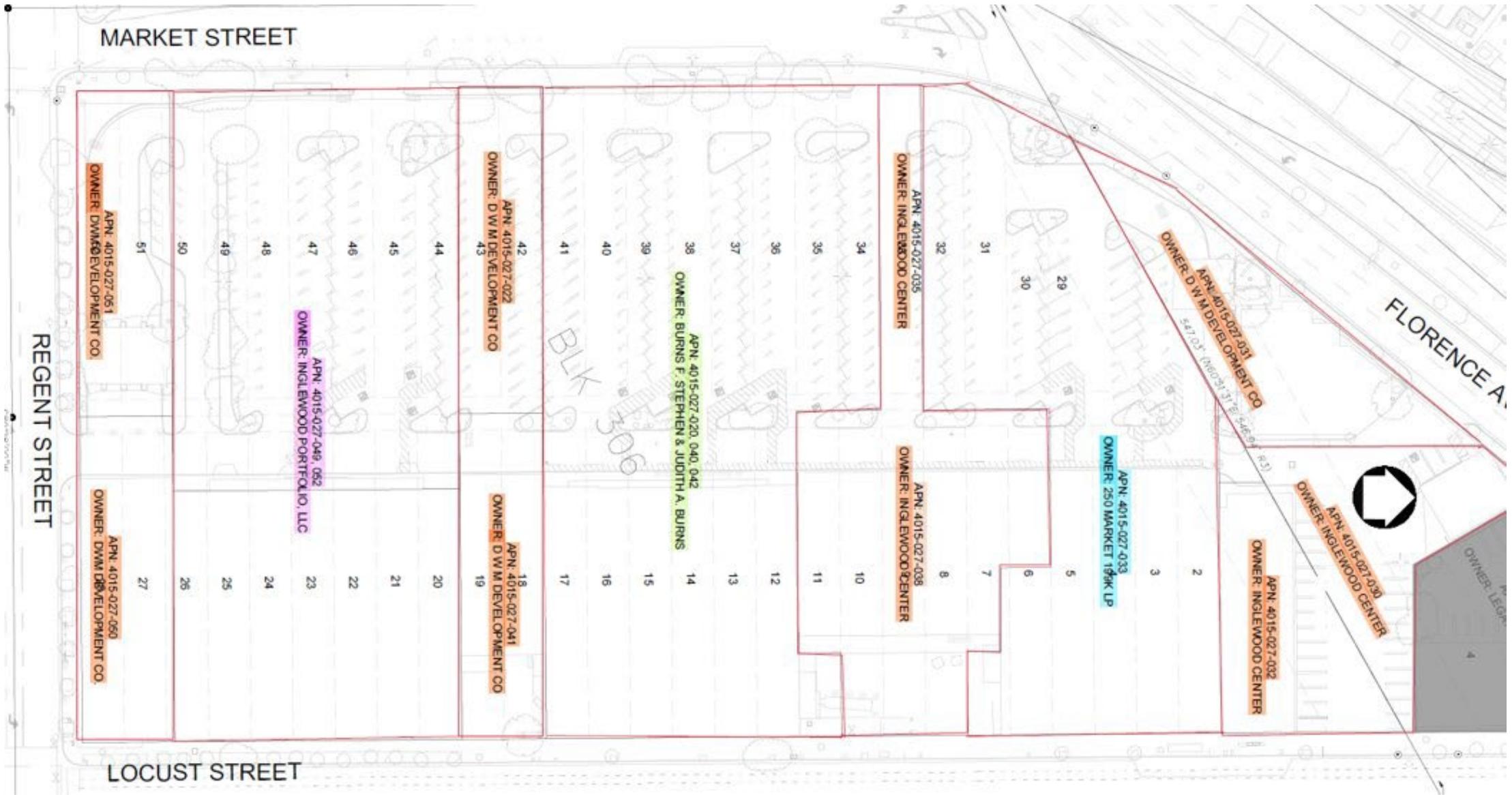
To be Olympics ready, ITC Teams are working in parallel and on accelerated schedules

1. Real Estate Acquisitions Underway
2. Northern Mobility Hubs, Pedestrian Improvements - Elevate Inglewood Partners
 - ✓ Completed Draft APM Preservation Plan (APM envelope and tech review)
 - ✓ Completed 5% Mobility Hubs – Moving to 10% Design
 - ✓ Completed and released RFP to 4 qualified contractor bidders
 - ✓ Selected streetscape designers and kicking off design in November
3. Southern Mobility Hubs
 - ✓ Caltrans Lot Improvements (111th and Hawthorne Mobility Hu) - Scope defined by Metro and Caltrans
 - ✓ Prairie Ave – Pilot in development
4. Bus Lanes and Operations Plan – Gannet Fleming Transystems
 - ✓ Bus Lanes and Bus Operations Plan – Under Development
 - ✓ Modeling, costing for capital and OM, Lane Configuration Options
5. ITS Enhancements – RFP drafted and under City review; to be released in November 2025
6. Destination Market Street – State appropriation secured to support tenant and façade improvements for the downtown historic core; applications are being accepted on a rolling basis and under review

A photograph of two women standing on a city street at dusk. The woman on the left is wearing a yellow top and blue jeans, looking towards the right. The woman on the right is wearing a white top and light-colored pants, holding a smartphone and looking towards the left. A blue bus is visible in the background, and the overall scene is dimly lit with a blue tint. The word "Acquisitions" is overlaid in orange text on the left side of the image.

Acquisitions

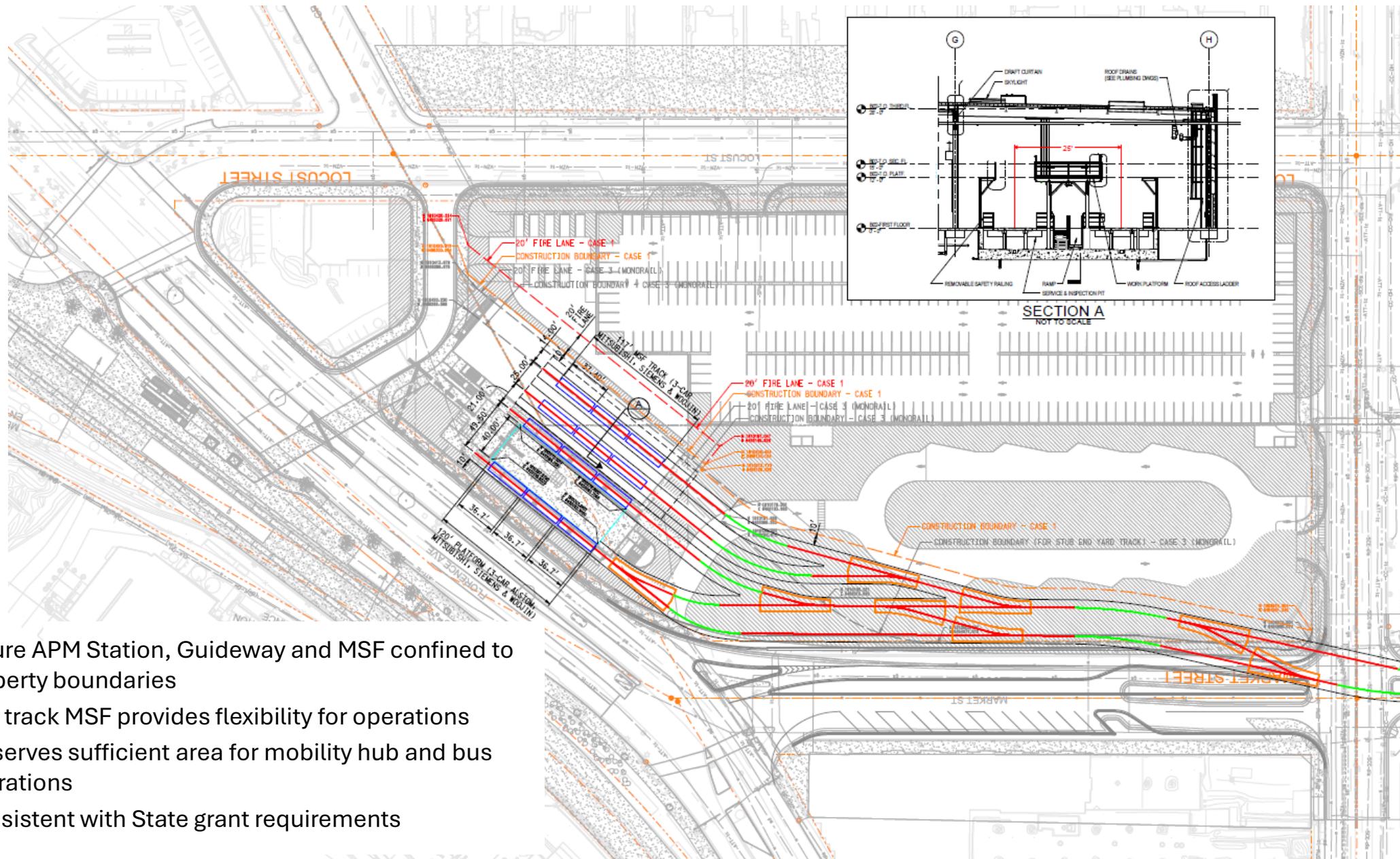
INGLEWOOD SHOPPING CENTER



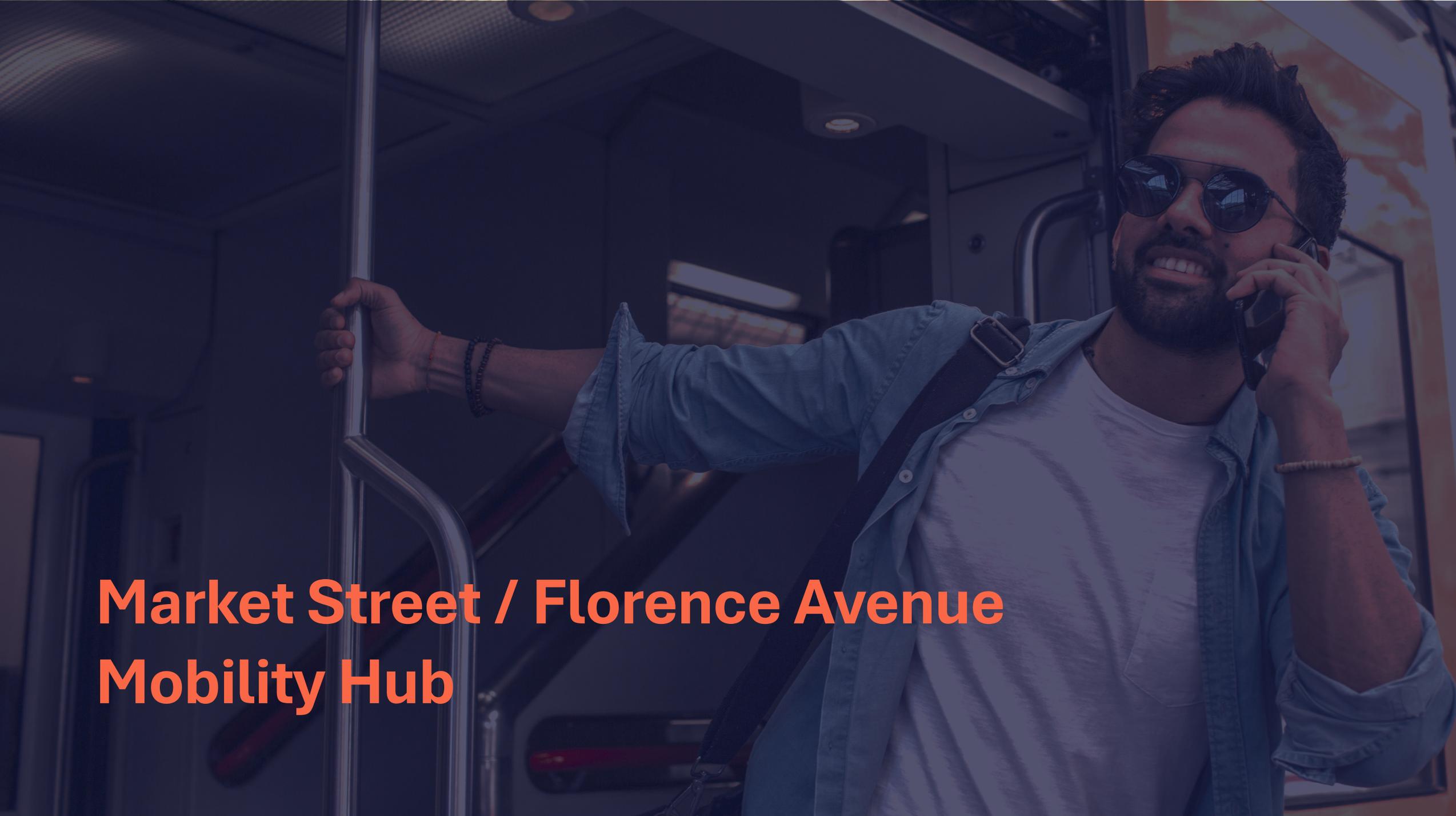
A photograph of two women standing on a city street, engaged in conversation. The woman on the left is wearing a yellow top and jeans, while the woman on the right is wearing a white top, light-colored pants, and a backpack. In the background, a blue and white automated bus is visible, along with other city buildings and streetlights. The image has a dark, blue-tinted overlay.

Automated People Mover (APM) Preservation Strategy

FINALIZING PROPOSED APM PRESERVATION BOUNDARY



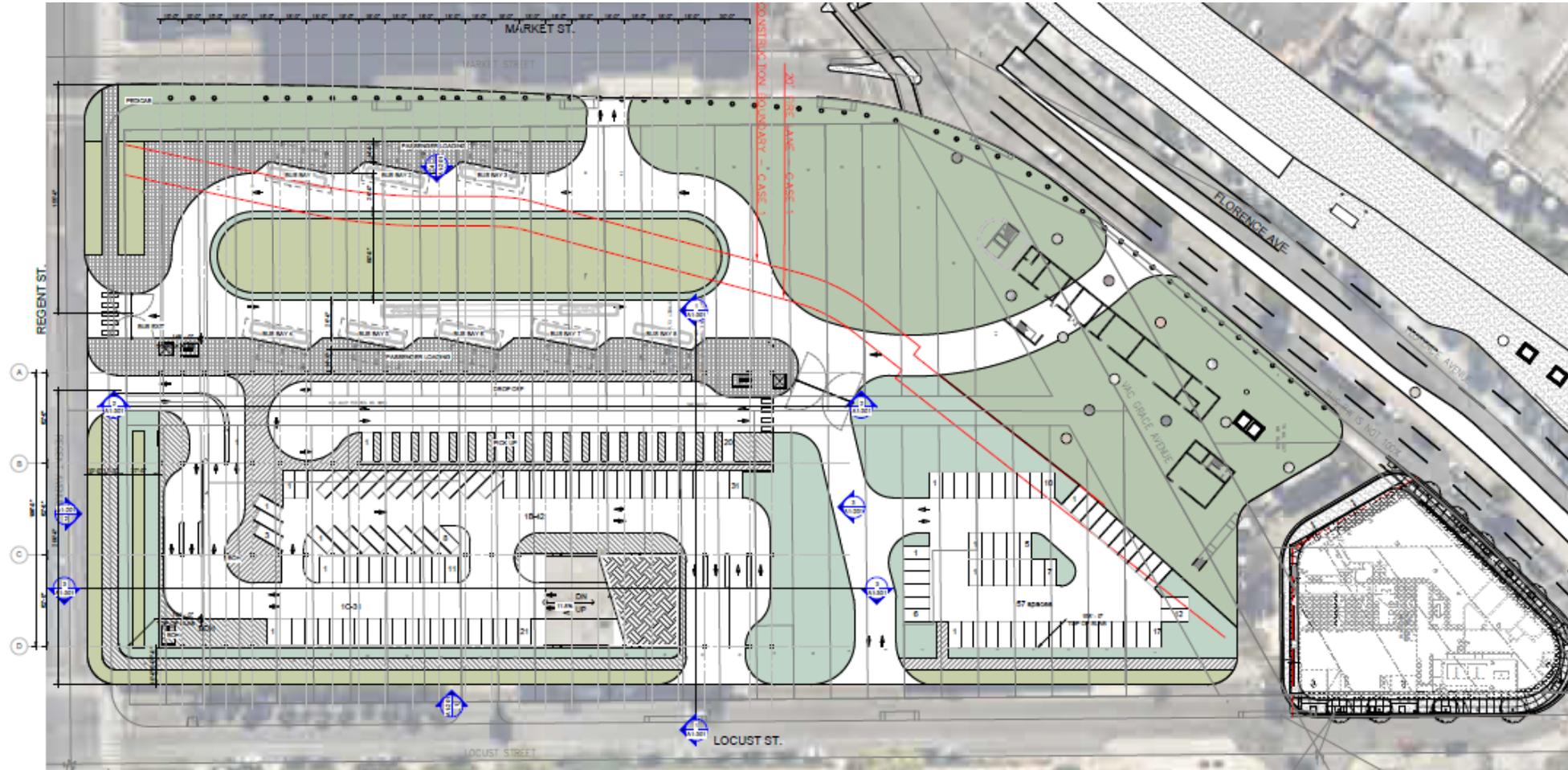
- Future APM Station, Guideway and MSF confined to property boundaries
- Two track MSF provides flexibility for operations
- Preserves sufficient area for mobility hub and bus operations
- Consistent with State grant requirements



**Market Street / Florence Avenue
Mobility Hub**

PROPOSED CONCEPT FOR 5% DESIGN

APM Preservation	Parking Spaces	Structure Levels	Shuttle Bus Bays	Ingress	Egress
Yes	Approx. 1,000	5	8-10	Market St	Regent St and Locust St

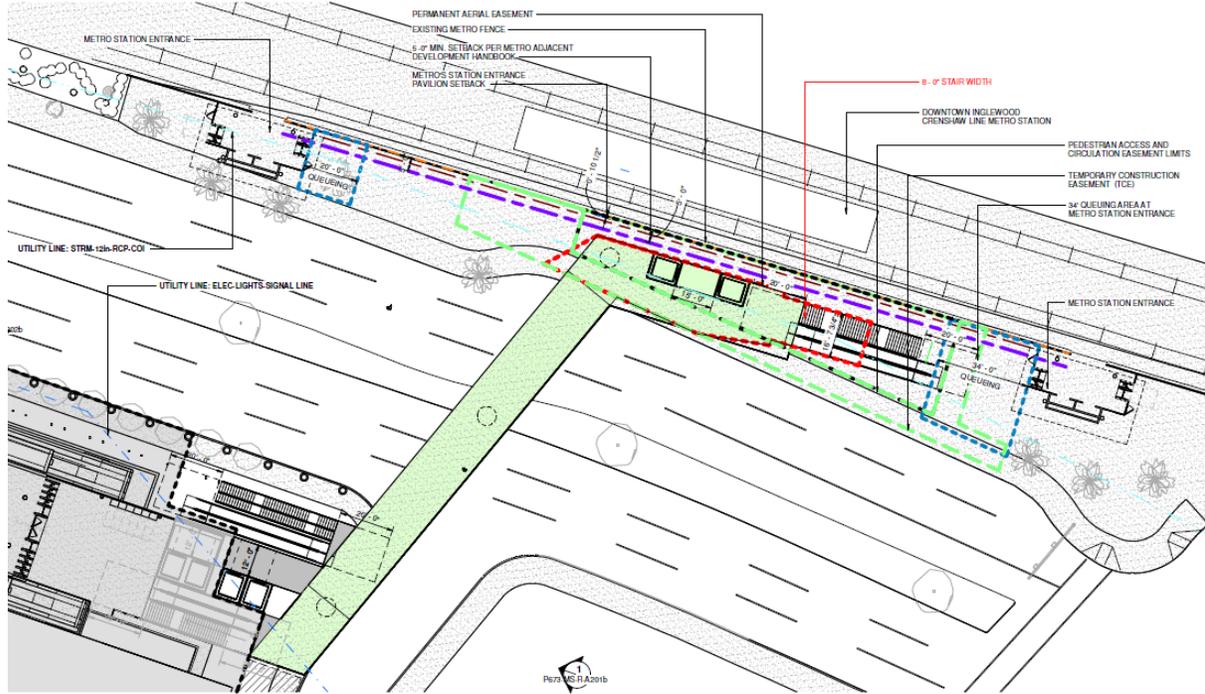


PLAZA AND FRONTAGE ACTIVATION CONCEPTS

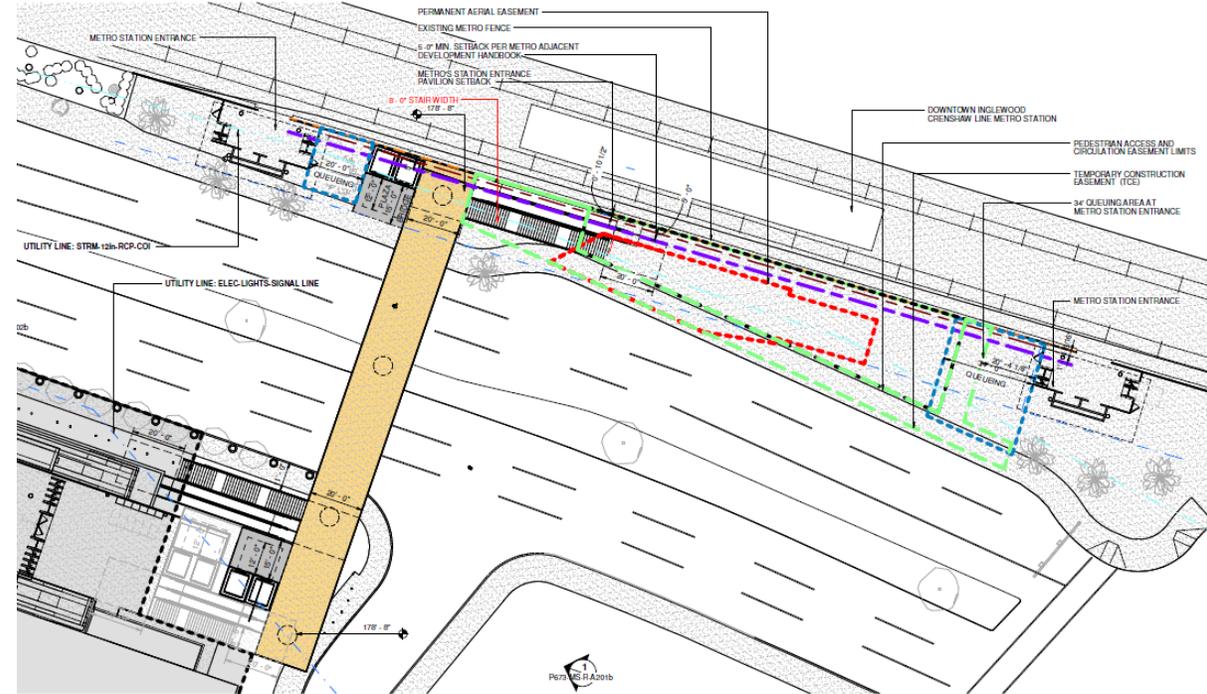


PEDESTRIAN BRIDGE OPTIONS

Option 1: Oblique Crossing (Recommended)



Option 2: Orthogonal Crossing (Studied)



KEY PLANNING PRINCIPALS

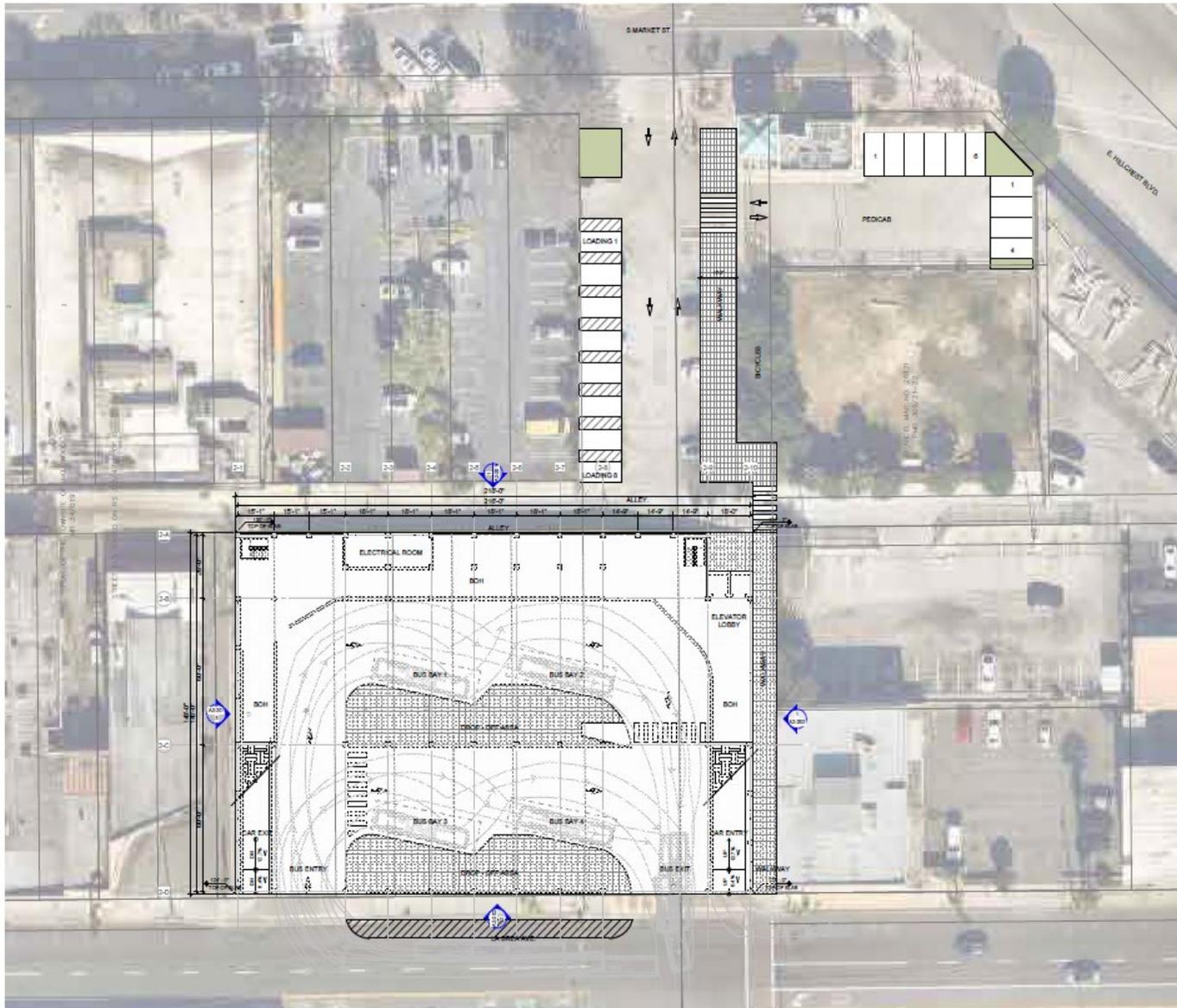
1. Provide shuttle busses quick and efficient access to and from the Market / Florence mobility hub site and the ITF site (La Brea Ave → Florence Ave → Site → Regent St → La Brea Ave)
2. Provide parking structure patrons with direct access from the parking structure to the shuttle bus rotary
3. Minimize capital expenses through efficient parking layouts
4. Preserve ability to activate Market Street frontage with pedestrian friendly commercial uses and transmit amenities
5. Preserve ability for pickup and drop-off services and TNC operations





**La Brea Avenue / Kelso Street
Mobility Hub**

LA BREA AVENUE / KELSO STREET MOBILITY HUB (CONCEPT)



Bike and Pedicab Center fronting Market with phased implementation of parking structure

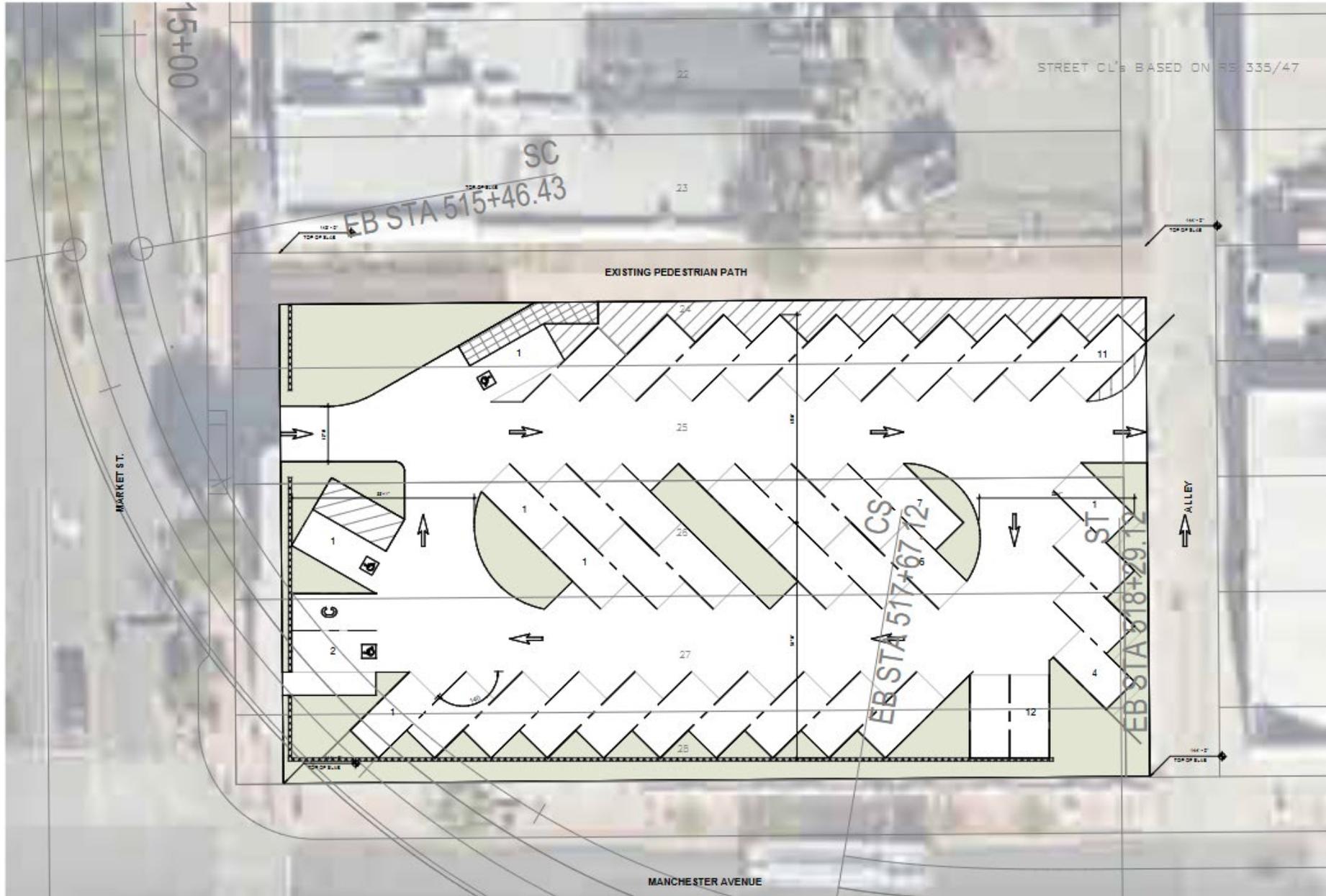


Parking Spaces	Structure Levels	Shuttle Bus Bays	Ingress	Egress
382	6	4	La Brea Ave	La Brea Ave



Market/Manchester Mobility Hub

STATUS UPDATE (CONCEPT DRAWING)





**Hawthorne Boulevard / 111th Street
Mobility Hub**

Hawthorne & 111th Mobility HUB

Scope of Work Proposed by Metro

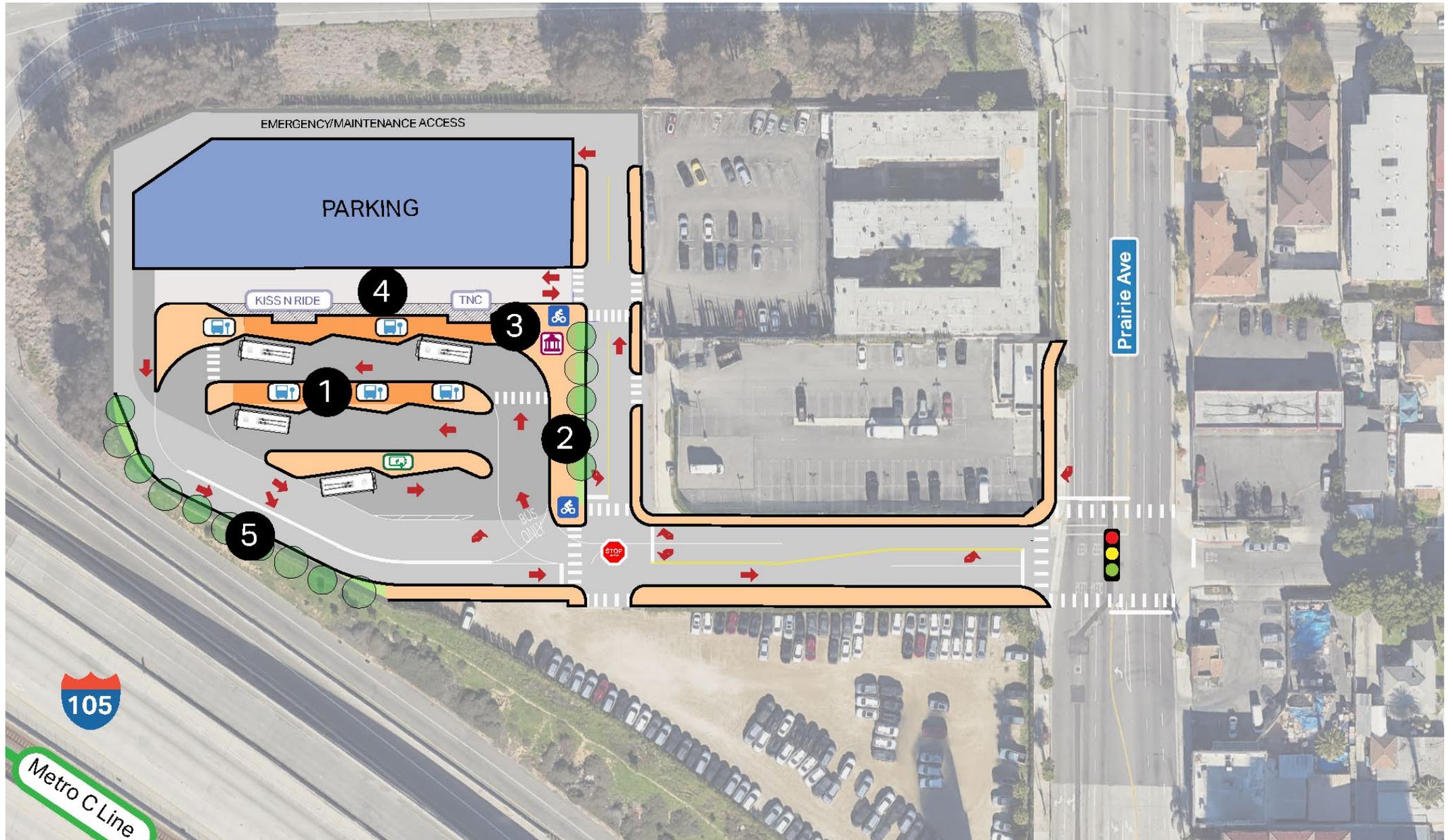
- a. Crosswalk improvements at Hawthorne Blvd/111th St, Acacia Ave, and Larch Ave
- b. Pedestrian lights in parking lot and waiting area.
- c. Shade structure at drop-off/pick-up zone (Metro standards)
- d. Hydration station near drop-off/pick-up zone (Metro standards)
- e. Sidewalk improvements along Hawthorne Blvd (I-105 to 111st)
- f. EV charging stations (if funds available)
- g. Bike racks and lockers (if funds available)



A photograph of two women standing on a city street, engaged in conversation. The woman on the left is wearing a yellow top and blue jeans, while the woman on the right is wearing a white top and light-colored pants, carrying a backpack. In the background, a blue and white bus is visible, along with city buildings. The image has a dark blue overlay.

S Prairie Avenue Mobility Hub

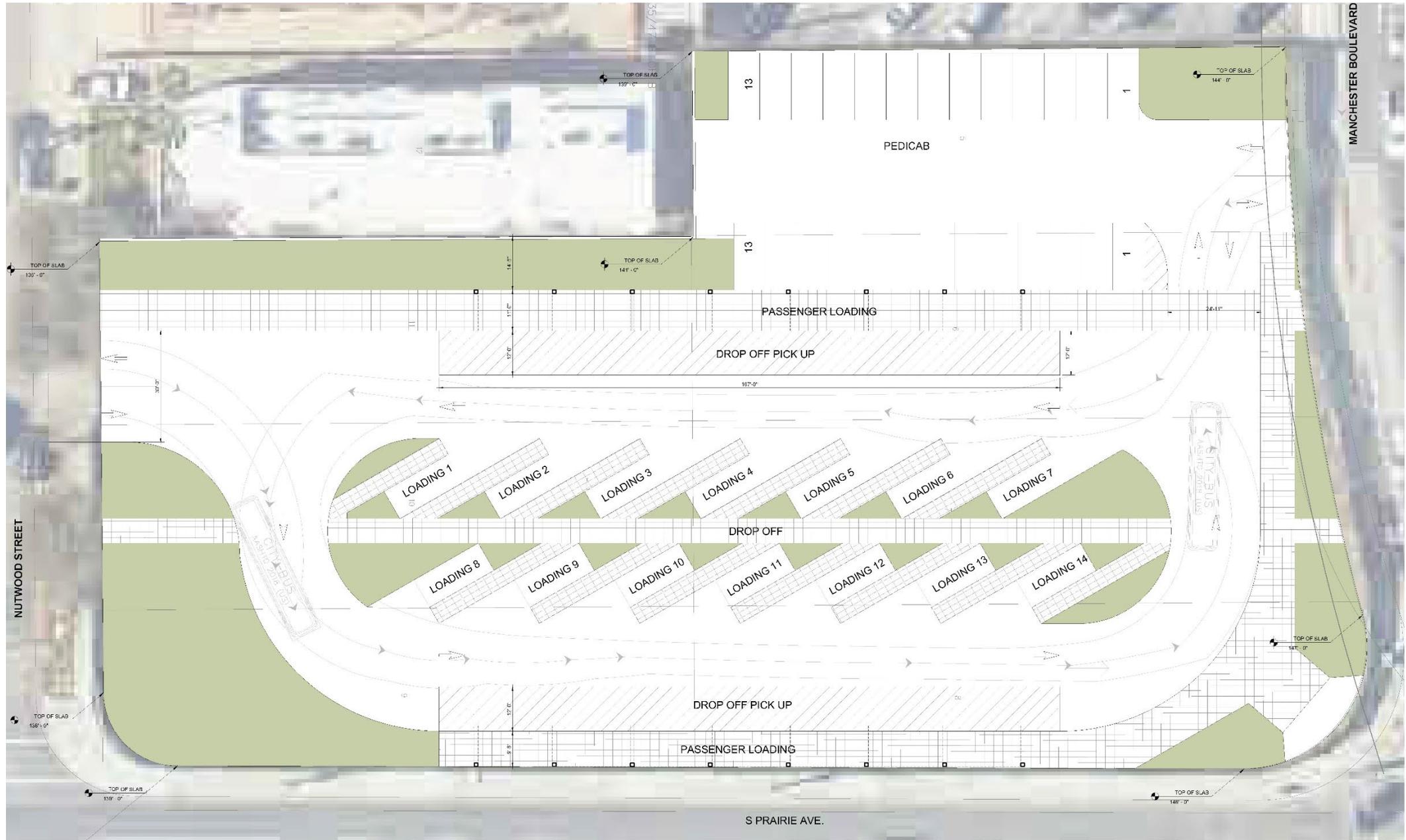
STATUS UPDATE (CONCEPT DRAWING)



A photograph of two women standing at a bus stop. The woman on the left is wearing a yellow top and blue jeans, and the woman on the right is wearing a white top and light-colored pants with a backpack. They are both looking towards the right. In the background, a blue bus is visible on a city street. The image has a dark blue overlay.

Manchester/Prairie Mobility Hub

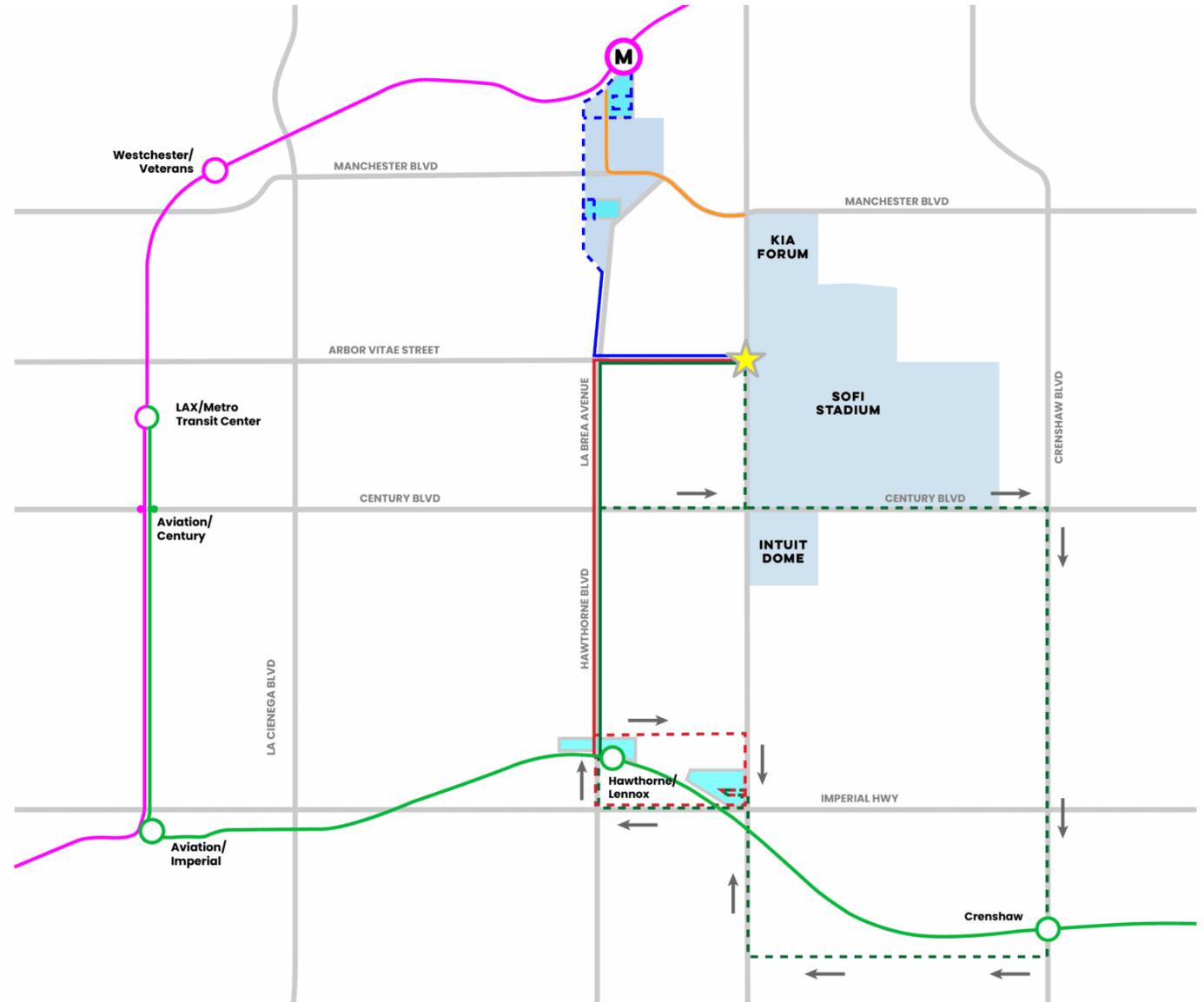
MANCHESTER & PRAIRIE MOBILITY HUB (CONCEPT DRAWING)



A young man and woman are looking at a smartphone together. The man is on the left, wearing a grey hoodie, and the woman is on the right, wearing a white sweater. They are both smiling and looking at the phone. The woman is holding a red coffee cup and a white marker. The background is blurred, suggesting an indoor setting. The text "Streetscape Improvements" is overlaid in orange on the left side of the image.

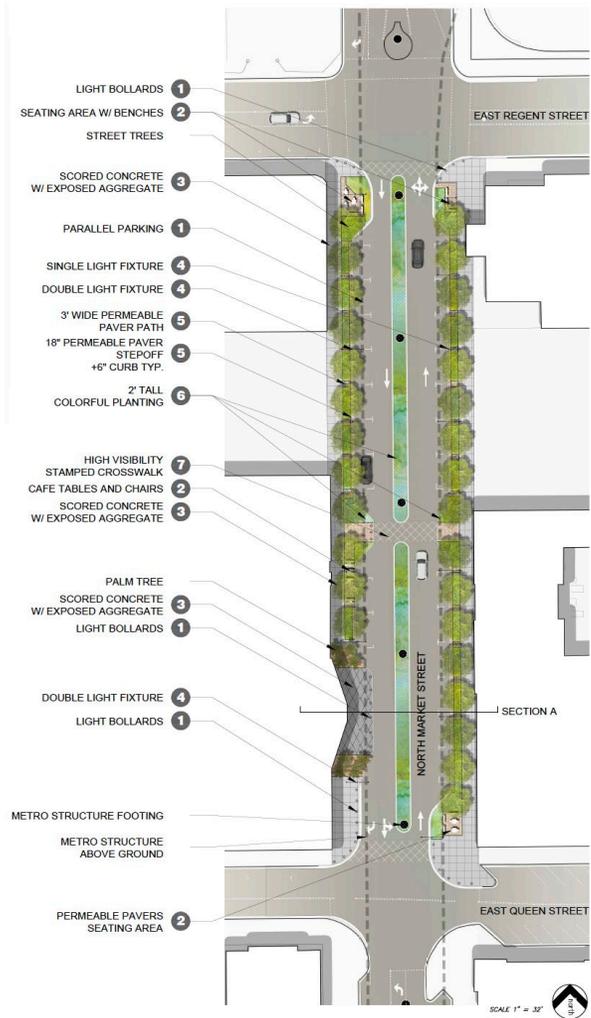
Streetscape Improvements

- North Bus Route A (Dedicated Lane)
- - - North Bus Route A (Mixed Traffic)
- South Bus Route A (Dedicated Lane)
- - - South Bus Route A (Mixed Traffic)
- South Bus Route B (Dedicated Lane)
- - - South Bus Route B (Mixed Traffic)
- Pedestrian Corridor
- ★ Existing Intermodal Transit Facility
- Metro K Line
- M Downtown Inglewood Station (K Line)
- Metro C Line
- C Line Metro Station
- Districts
- Mobility Hubs
- Direction of Bus Travel



Conceptual and Subject to Change

Market Street Streetscape & Pedestrian Improvements



PRECEDENT IMAGES



1 LIGHT BOLLARDS

2 SEATING AREA

3 SCORED CONCRETE W/ AGGREGATE



4 SINGLE/DOUBLE LIGHT FIXTURE



5 PERMEABLE PAVING



6 COLORFUL PLANTING



7 HIGH VISIBILITY STAMPED CROSSWALK



1 6 7 BOLLARDS, PLANTING, CROSSWALK



2 SEATING, PLANTING

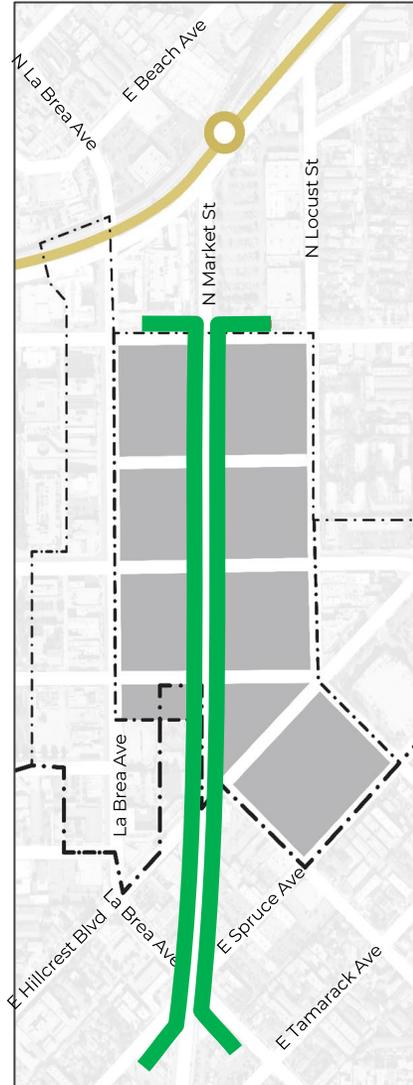


4 LIGHTING

Initiating Downtown Market Street Revitalization Efforts In Parallel with Transit Plan Implementation



Existing conditions along Market Street include vacancies, worn exterior finishes, and lack of pedestrian, streetscape, and safety improvements as shown in the example below.



The City has partnered with PCR Finance and Capital to administer a Façade and Tenant Improvement Program, also known as "Destination Market Street".

Businesses will be able to receive up to \$250,000 in grants for eligible improvements.

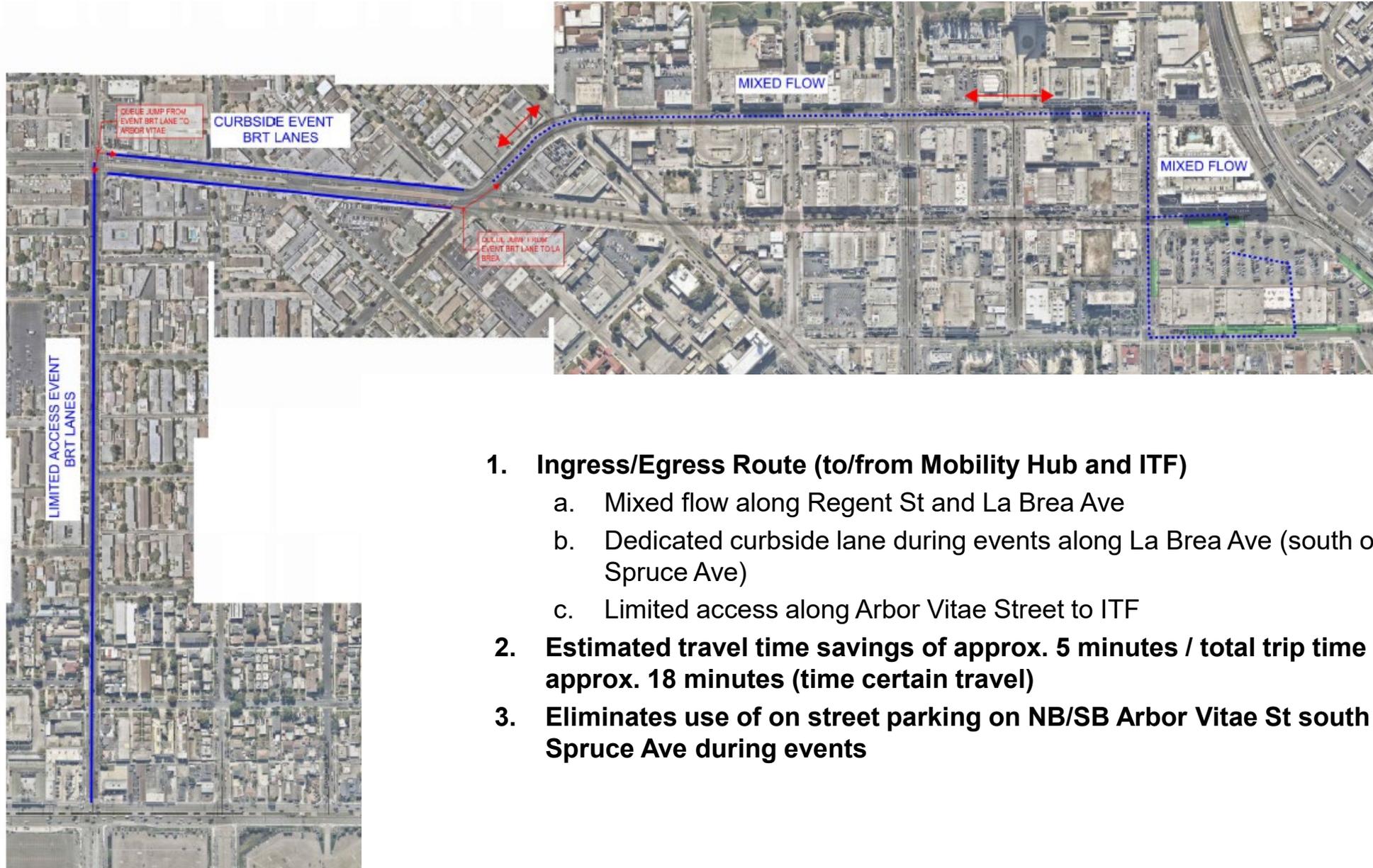
Program launch will align with business relocations associated with the implementation of the Phase 1 Project.

- █ Eligible Near Term Façade Improvements
- Downtown Inglewood Boundary (Downtown TOD)
- Historic Zone Boundary
- Historic Market Street District



Initial Bus Route Alternatives Analysis

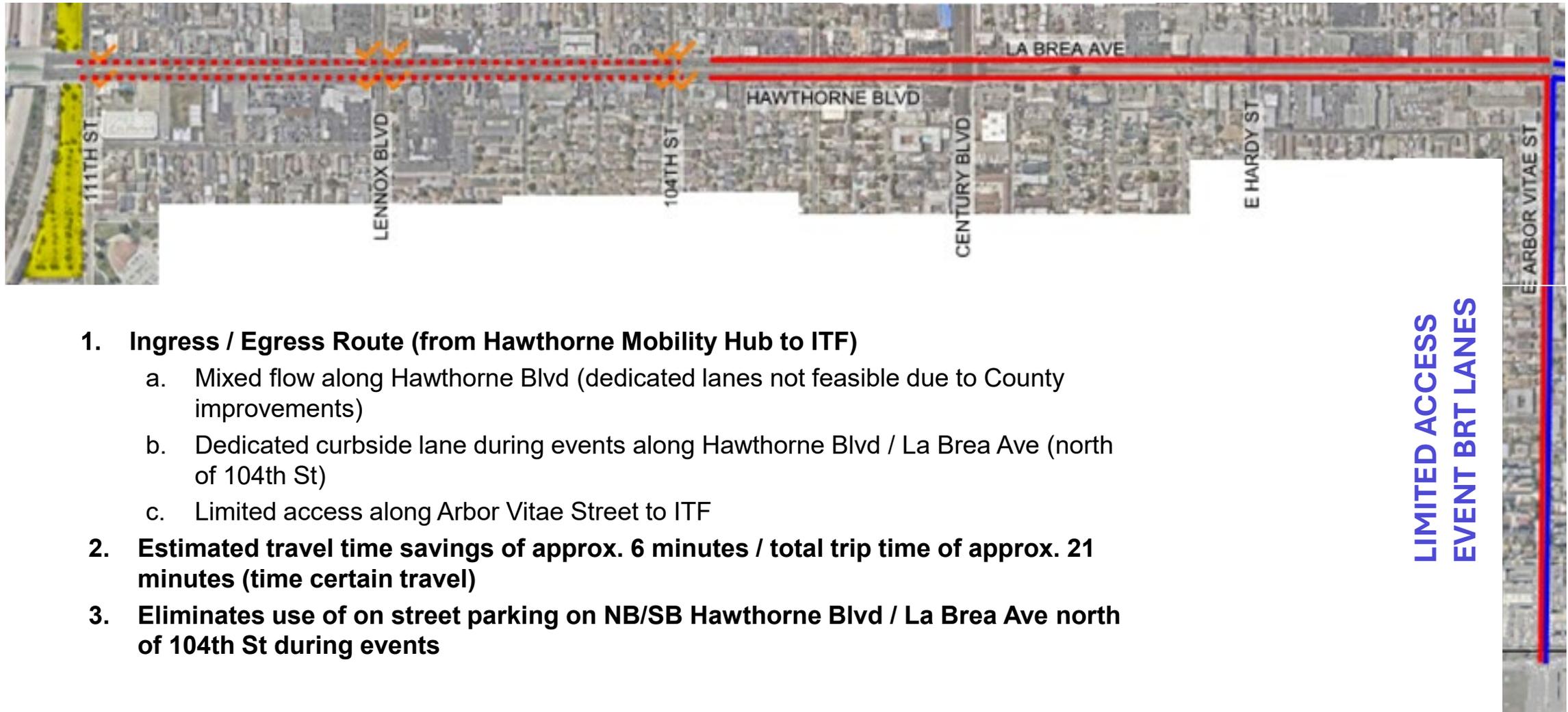
LA BREA MIXED FLOW & BRT LANES



- 1. Ingress/Egress Route (to/from Mobility Hub and ITF)**
 - a. Mixed flow along Regent St and La Brea Ave
 - b. Dedicated curbside lane during events along La Brea Ave (south of Spruce Ave)
 - c. Limited access along Arbor Vitae Street to ITF
- 2. Estimated travel time savings of approx. 5 minutes / total trip time of approx. 18 minutes (time certain travel)**
- 3. Eliminates use of on street parking on NB/SB Arbor Vitae St south of Spruce Ave during events**

MIXED FLOW

BRT LANES



1. **Ingress / Egress Route (from Hawthorne Mobility Hub to ITF)**
 - a. Mixed flow along Hawthorne Blvd (dedicated lanes not feasible due to County improvements)
 - b. Dedicated curbside lane during events along Hawthorne Blvd / La Brea Ave (north of 104th St)
 - c. Limited access along Arbor Vitae Street to ITF
2. **Estimated travel time savings of approx. 6 minutes / total trip time of approx. 21 minutes (time certain travel)**
3. **Eliminates use of on street parking on NB/SB Hawthorne Blvd / La Brea Ave north of 104th St during events**

LIMITED ACCESS
EVENT BRT LANES

- 1. Existing Transit Operations Collected**
- 2. Draft Transit Service Plan**
 - a. Model is populated with parking structure size from Walker Parking
 - b. Sensitivity testing on the model is complete
 - c. Defined bus bay needs at Market Street / Florence Avenue hub are 8-10 bays
- 3. Draft Capital Expenditures**
 - a. Capital costs for purchase of vehicles and annual operations and maintenance are included in the model
- 4. Route Profiles**
 - a. Initial routing concepts for La Brea / Hawthorne Avenues complete for review
- 5. Event Lane Evaluation**
 - a. Initial concepts for side running event only lanes and center running lanes complete for review
- 6. Recommendation for Bus Operations Plan are Underway**

LA BREA/HAWTHORNE FROM 104TH TO ARBOR VITAE
EXISTING CONDITION



LA BREA/HAWTHORNE FROM 104TH TO ARBOR VITAE
CURBSIDE EVENT BRT LANES





MIXED FLOW

HAWTHORNE FROM 104TH TO 111TH
EXISTING CONDITION



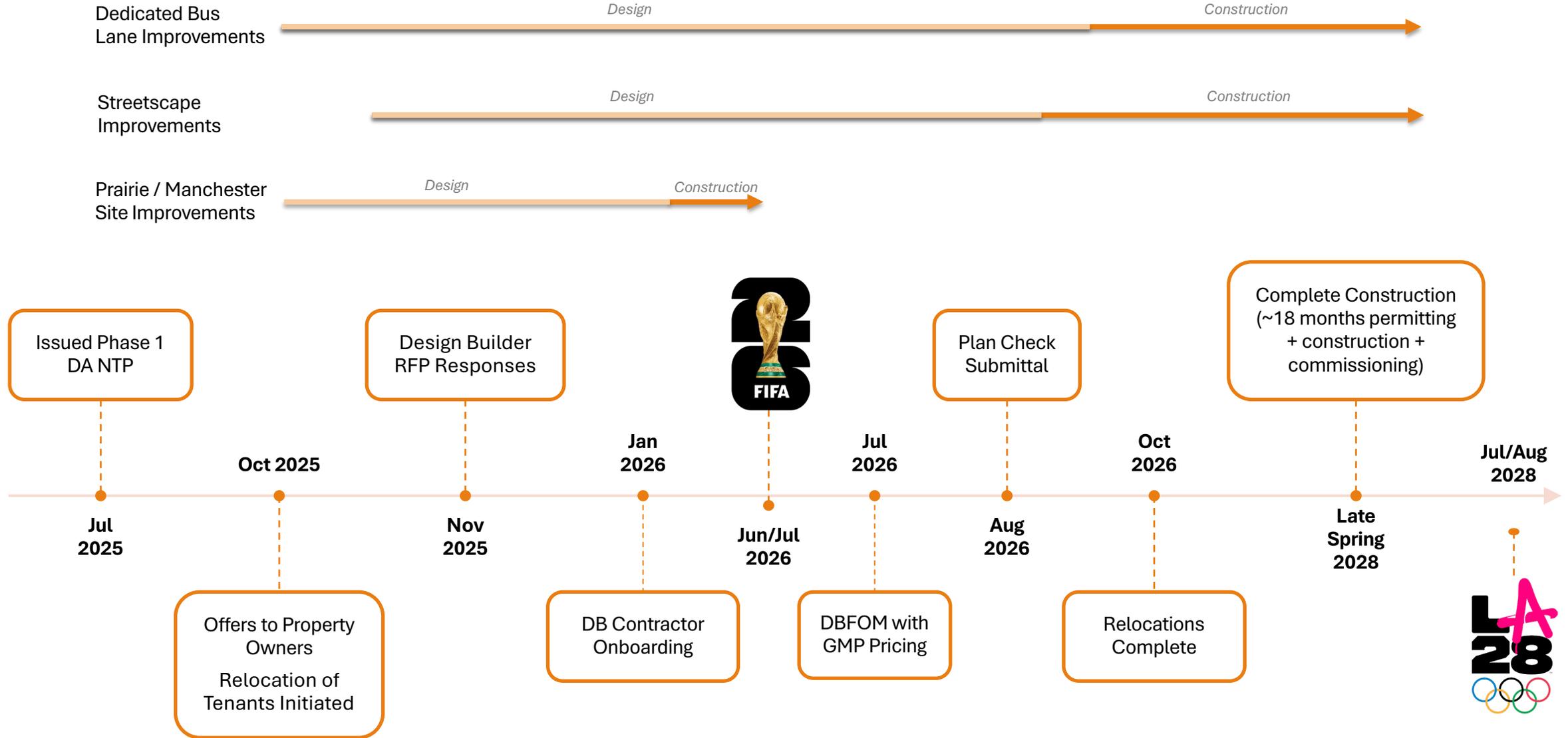
HAWTHORNE FROM 104TH TO 111TH
MIXED FLOW



A couple is walking hand-in-hand at night. The woman on the left is wearing a yellow coat and a patterned scarf, carrying a white bag. The man on the right is wearing a tan coat and a brown backpack, with glasses. They are standing in front of a blue bus stop shelter. The scene is dimly lit, with a blue tint. The word "Schedule" is overlaid in orange text on the left side.

Schedule

PROJECT MILESTONE SCHEDULE



PROJECT FUNDING SOURCES AND USES FOR PHASE 1

TIRCP and Measure R Grant Agreements have been executed to align funding with phased approach:

- May 2025: Unanimous approval of the Transportation Committee recommendation that the SBCCOG Board of Directors approve the City of Inglewood’s request to approve a scope of work amendment between the City and Metro that would utilize the existing \$250M in Measure R Transit funding for Phase 1 of the ITC Program.
- May 2025: Unanimous approval of the rephased project approach by the California Transportation Commission

DB procurement is now underway; costs will be finalized as project advances to 60% design and cost proposals are received and negotiated.

Sources	Amount	Uses
Measure R	\$250 million	<p>To Date:</p> <ul style="list-style-type: none"> • Project Feasibility and Concept Development • CEQA/NEPA • Procurement • Predevelopment Activities • Right of Way <p>Future:</p> <ul style="list-style-type: none"> • Design and Construction of Phase 1 Program (including Program Management) • Busing Infrastructure (potentially including fleet acquisitions)
TIRCP	\$502 million	<p>To date:</p> <ul style="list-style-type: none"> • Project Feasibility and Concept Development • CEQA/NEPA <p>Future:</p> <ul style="list-style-type: none"> • Real Estate and Relocations • Design and Construction of Phase 1 Program • Busing Infrastructure (potentially including fleet acquisitions) • TBD: Phase 2 Program (based on funding availability)
Federal Appropriation	\$5 million	Used for ROW acquisition
SCCP	\$6.3 million	Used for utility relocations
MAT/Federal Appropriation	\$8 million	Will be used for pedestrian/streetscape improvements
RAISE	\$15 million	TBD
CIG	TBD	May reapply if Phase 2 is pursued

BACKSTOP BUDGET

Background....

- The FTA required that the City have an additional “backstop” budget (i.e. extra contingency) in an amount of 20% of the APM Project Budget to address unanticipated conditions.
- Measure M Sub-Regional Equity Funds are programmed by the SBCCOG and Metro. Funds are not currently available; **\$316 million is projected to be available between 2043-2057.**
- **Based on an early/discounted draw down**, the total funding that was available in FY2023 dollars was **\$101.3 million** (\$79.3 million in current dollars plus \$22 million anticipated to be returned to the SBCCOG which was originally used to account for an overrun on the K Line project).
- In August 2023, the SBCCOG **approved a motion to reallocate \$101.3 million that had been earmarked for the Crenshaw/LAX (K-Line) Centinela Grade Separation to the Inglewood Transit Connector as a “backstop”** (contingent on funding-agreement timing and project completion).
- If the APM project did not advance, the funds would be reappropriated back to the Centinela Grade Separate Project, based on an evaluation.

Where we are today...

- With the rephasing of the ITC Project, backstop funding is not anticipated to be needed to complete Phase 1 of the ITC Program.
- While Phase 1 preserves for an APM, it is uncertain when the City may seek to advance Phase 2 (APM).
- Given that Metro does not have the dollars available to program now, opportunity to revisit after the LA28 Olympics.