

South Bay Cities Council of Governments

May 22, 2025

TO: SBCCOG Board of Directors

FROM: SBCCOG Transportation Committee

SUBJECT: Phasing of the Inglewood Transit Connector Project & Request for Scope of Work Modification

BACKGROUND

The City of Inglewood has submitted a request (Exhibit 1) that asks the SBCCOG Board of Directors to approve of a scope of work modification to their funding agreement with Metro for Measure R Transit funding for the Inglewood Transit Connector (ITC) project. The City is requesting that the existing \$250M in Measure R Transit funds be used for Phase 1 improvements of the ITC Program as described in Exhibit 1.

The ITC team will present on the new, phased approach now referred to as the ITC Program at the May 12th Transportation Committee and the May 22nd Board of Directors meeting.

RECOMMENDATION

That the Transportation Committee recommend 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.

Attachment: Exhibit 1 – City of Inglewood Request



Inglewood California

Public Works Department

ONE MANCHESTER BOULEVARD / INGLEWOOD, CA. 90301 / P.O. BOX 6500 / INGLEWOOD, CA. 90312

Telephone (310) 412-5333 / Fax (310) 412-5552

www.cityofinglewood.org

May 5, 2025

Ms. Jacki Bacharach
Executive Director
South Bay Cities Council of Governments
2355 Crenshaw Blvd, Suite 125
Torrance, California 90501

Dear Ms. Bacharach,

On behalf of the City of Inglewood, I write to request the South Bay Cities Council of Governments (SBCCOG) support for the City's pursuit of an amendment to our Measure R Funding Agreement for the Inglewood Transit Connector (ITC) Project by and between the City and Metro that reflect a phased approach to project implementation and prioritizes Measure R resources to fund improvements completed as part of Phase 1.

BACKGROUND

Since 2018, the City has advanced the ITC, an automated people mover (APM) system connecting the Market Street commercial area and Metro K Line's Downtown Inglewood Station to the City's sports and entertainment venues. The ITC seeks to address the following objectives:

- 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 center.
- Close a first/last mile gap between the regional Metro rail system by connecting the Metro K Line to the City's Sports and Entertainment District.
- Improve air quality and reduce greenhouse gases by reducing traffic congestion on both event and non-event days.
- Improve the quality of life for residents and visitors; and
- Support the ongoing Citywide economic revitalization, growth opportunities for transit-oriented development (TOD) within the City's Downtown TOD Plan area, including commercial and residential uses and through the creation of public parking facilities.

The City received all local and state approvals in 2022 and federal approvals in 2023. In December 2023, the City worked with the Federal Transit Administration (FTA) to establish a project budget of \$2.252 billion (\$2.05 billion as a base project budget and \$202 million as a backstop budget). This budget was informed by FTA's extensive risk analysis, discussions with FTA and the three shortlisted teams, project refinements, and construction-related cost escalation.

In a parallel effort, the City secured local, state and federal funding commitments totaling \$900 million, and in December 2023, received Entry into Engineering from the FTA with a \$1 billion Capital Investment Grant (CIG) commitment, achieving approximately \$1.9 billion in total

funding commitments. This included a commitment of \$250 million in Measure R funds, as well as a pledge of \$108 million in Measure M Subregional Equity Program funds, with support from the South Bay Cities Council of Government (SBCCOG) Board.

In November 2023, the City issued a Request for Proposal (RFP) for design, build, financing, operation and maintenance (DBFOM) of the ITC Project after having shortlisted three respondents. In May 2024, the City received and evaluated a proposal from Elevate Inglewood Partners (EIP), led by Plenary, and selected EIP as the best value proposer.

Based on the capital cost set forth in EIP's proposal, together with the FTA's requirements for backstop funding, the ITC Project had an estimated shortfall in funding of approximately \$500 million. Additionally, significant constraints on construction activity on Prairie Avenue and Manchester Boulevard established by the Los Angeles Olympic Committee have created challenges to ensuring viable transportation to the venues is available during the 2028 Summer Olympics Games.

PHASED APPROACH

The City has completed further alternatives analysis and identified immediate improvements that could be implemented to address the City's mobility, sustainability and quality of life objectives. As part of this analysis, staff reconfirmed that the ITC Project is the most effective solution to providing a high-quality transit infrastructure to connect to the City's event venues to the regional rail system and to support the City's long-term growth. Accordingly, the City has proposed implementing the ITC Project in phases (collectively, the ITC Program).

Phase 1 includes the following elements of the ITC Program while preserving the opportunity for subsequent phased implementation of the ITC Project:

- Event activated bus-only lanes and new bus service on existing public right-of-way that will utilize state-of-the-art intelligent transportation system technology to increase transit ridership and improve transit services while maintaining roadway capacity.
- Mobility Hubs designed to intercept vehicles en route to the City's sports and entertainment centers and reduce congestion in surrounding residential communities with pedestrian access improvements, passenger mobility and transit services (i.e., self-service kiosks, wayfinding services, real-time transit information, bike share and repair stations, bike racks and lockers, etc.), bus rotaries, layover areas and connections, and parking structures. The City anticipates siting mobility hubs at ITC station sites, including on Market Street/Florence Avenue (at the site of the future APM station), and is also exploring other strategic locations in Downtown Inglewood and on the southern end of the City.

On April 22, 2025, the Inglewood City Council authorized the Mayor to execute a development agreement with EIP to advance elements of the Phase 1 of the ITC Project. The ITC team will work in concert with EIP to prepare a comprehensive implementation plan that will guide the delivery of all Phase 1 activities and elements, which also include, but are not limited to, the implementation of the event-based bus-only lanes and the establishment of mobility hub(s) strategically located throughout the City.

The City will conduct robust stakeholder engagement and public outreach to solicit input to help advance and finalize the designs of improvements completed in Phase 1.

While Phase 1 includes developing a preservation strategy for the future construction and operation of the APM, final design and construction of the APM would proceed as a future Phase 2 after the Olympics, and when the City has been able to secure necessary funding.

Lastly, the City is working with CalSTA and Caltrans to ensure that the State's Transit and Intercity Rail Capital (TIRCP) funding is used to implement Phase 1. The California Transportation Commission (CTC) is scheduled to consider this as part of their May 15-16th Agenda.

PROJECT BENEFITS

Implementation of this phased approach will meet the multi-modal mobility, climate pollution reduction and quality of life goals of the City and SBCCOG, as well as Measure R.

Updated modeling indicates that an estimated annual ridership of over 3.1 million riders (2.336 million on event days and 817,000 during non-events) could be served by the proposed multi-modal network, which includes new dedicated bus lane improvements from both the north and south ends of the City to the Sports and Entertainment District.

Furthermore, the phased program addresses the anticipated needs of LA28 in the City, as up to 200,000 visitors are expected in Inglewood on a daily basis during the Olympic Games, for Opening and Closing Ceremonies and numerous daily Olympic events. Given that Prairie Avenue, the main thoroughfare where the Olympic venues are located, will be closed during the Games to create a secure perimeter, offsite Mobility Hubs will be needed to support the robust busing network that will be implemented.

This approach is consistent with the terms and intent of the original Funding Agreement, as well as the underlying principles of Measure R. Implementation of this phased approach addresses the City's short and long-term mobility needs and remains consistent with the SBCCOG's mobility priorities and previous funding recommendations to Metro.

Based on the above, the City would like to amend our Measure R Funding Agreement to reflect the phased approach to project implementation and prioritize Measure R resources to fund improvements completed as part of Phase 1. Your timely consideration would be sincerely appreciated.

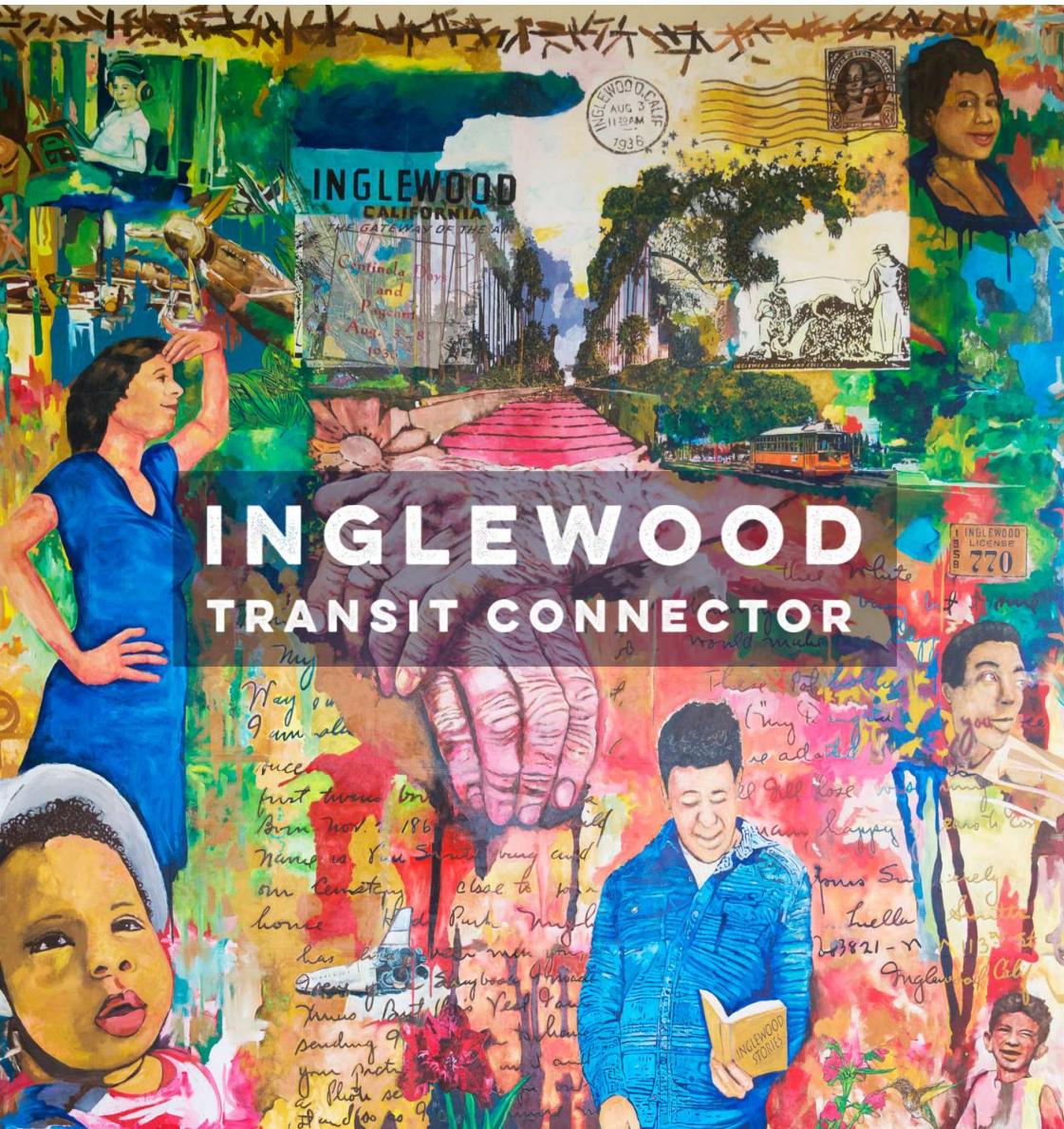
Sincerely,



Tony Olmos, P.E.
PUBLIC WORKS DIRECTOR

A photograph showing the back of four diverse young adults (two Black women, one Black man, and one white woman) standing at a bus stop. They are all wearing backpacks and casual clothing. The bus stop has a large glass window. The text 'INGLEWOOD TRANSIT CONNECTOR' is overlaid in the center of the image.

INGLEWOOD TRANSIT CONNECTOR



CONNECTING INGLEWOOD, TODAY AND TOMORROW

The ITC is being reimaged and rephased.

We have modified our mobility plan to ensure it will improve daily life, support local businesses, and preserve Inglewood's culture while preparing for future growth.

Our plan is community centered and will deliver better mobility for locals and visitors, less traffic congestion, and investment in places like Market Street.

Ultimately, the ITC is more than a transit project. It's a people-first investment in Inglewood's future—built by Inglewood, for Inglewood.

◀ *Inglewood Stories*
By Michael Massenburg

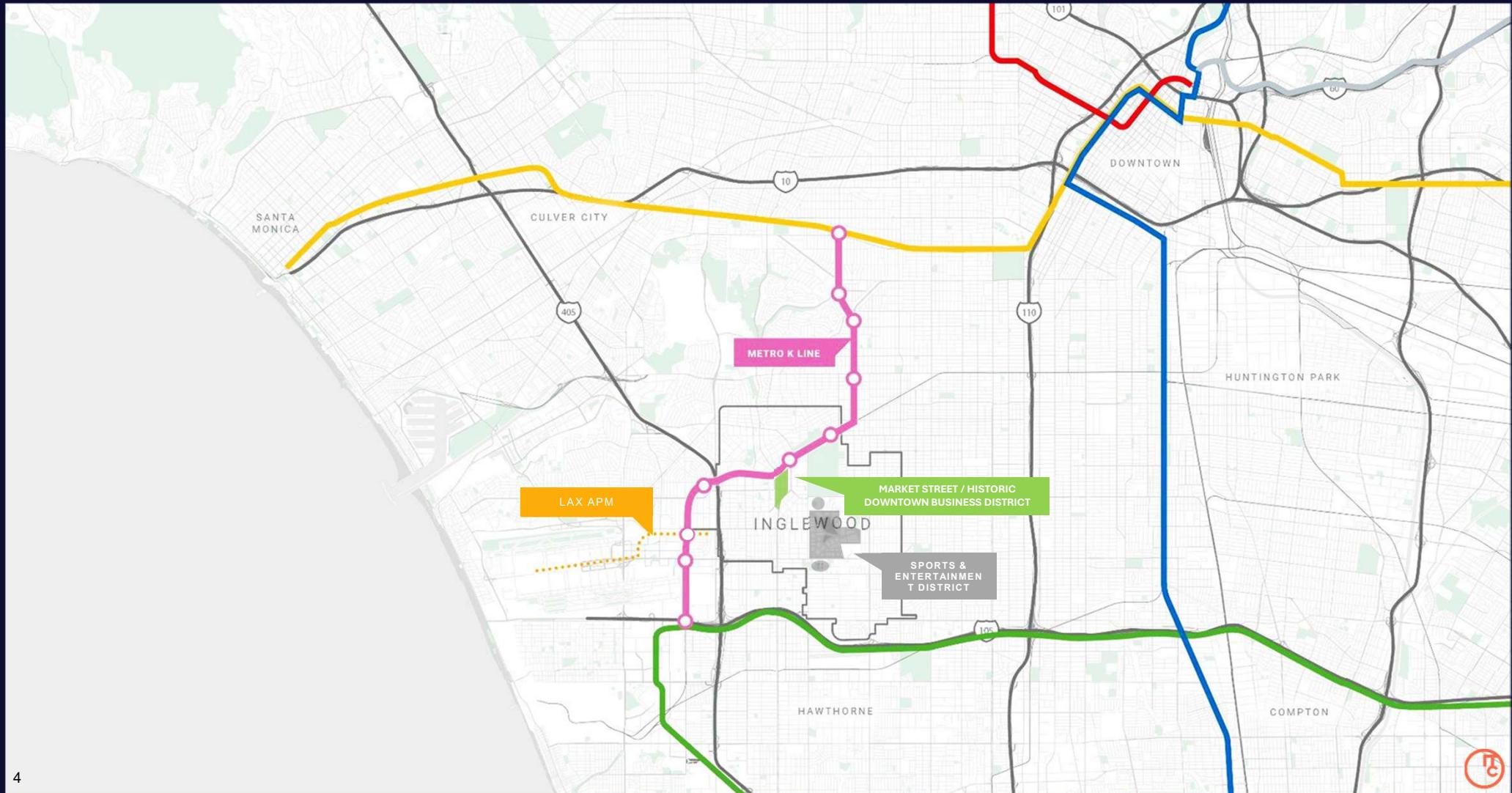


A photograph of a man and a woman holding hands, standing in front of a bus. The woman is smiling and looking at the man. The man is wearing a backpack and a hoodie. The bus has a blue sign with icons for a wheelchair, a baby, and a person. The background is dark, suggesting it might be night.

A REIMAGINED ITC PROGRAM



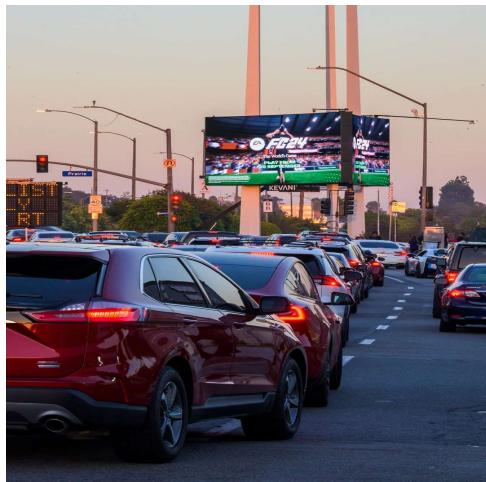
ADDRESSING FOR A FIRST-LAST MILE GAP



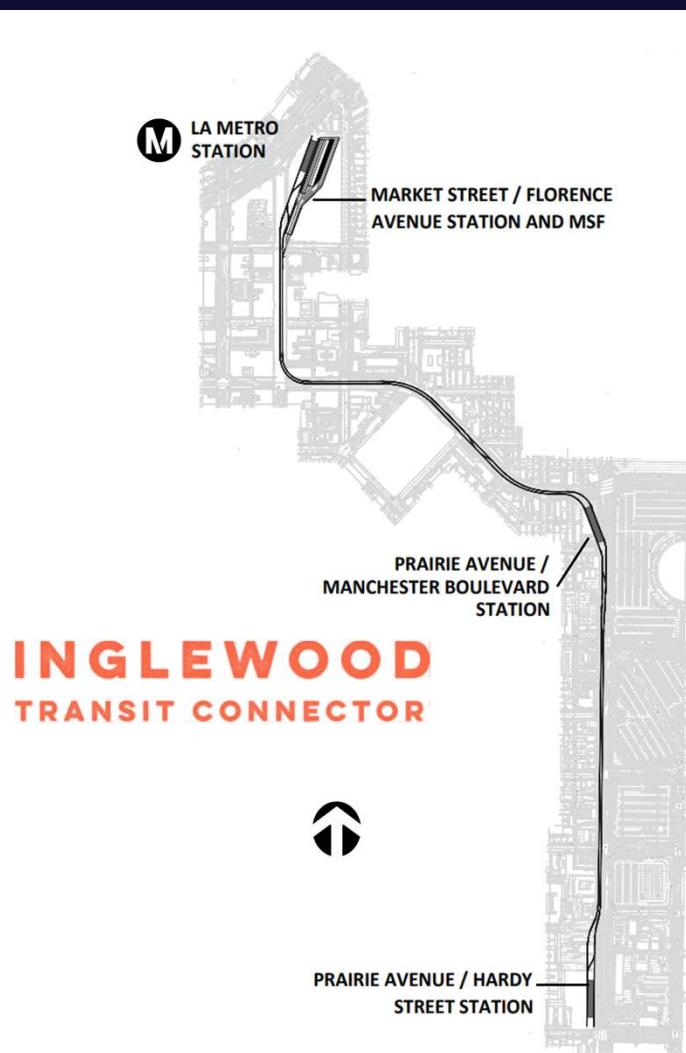
SOLVING FOR TRAFFIC CONGESTION TO IMPROVE QUALITY OF LIFE



IMPROVING MOBILITY AND INTERCEPTING TRAFFIC



A REPHASED ITC PROGRAM



BACKGROUND

- Initiated Project in 2018 – LA Metro Motion to identify how to connect City Centers to Metro Regional Rail System
- By March 2022 – Project completed all CEQA and NEPA clearances
- By May 2022 – Completed RFQ process for DBFOM teams
- By December 2023 – Secured commitments of approx. \$1.9B of State, Local, and Federal Sources. Achieved FTA's approval of Entry to Engineering for 50% of Project cost (\$1B of CIG funds)
- By July 2024 – Elevate Inglewood Partners (EIP) led by Plenary was selected as best value proposers for DBFOM, however, bid exceeded anticipated project budget
- October 2024 – County of LA initiated Climate Resiliency District for ITC Backstop;
- October to Present – Reexamination of Path Forward / Community Engagement
- Today - Action to award EIP initial development agreement to advance Phase 1 Project that will preserve for ITC APM

Secured Funding:

Sources of Funding	Total (\$ m)
Measure R	250
Measure M	108
State Appropriations	11
Solutions for Congested Corridors Program	6.3
TIRCP Cycle 4	95
TIRCP Cycle 6	407
Federal Appropriations	8
RAISE	15
Total Sources	900.3

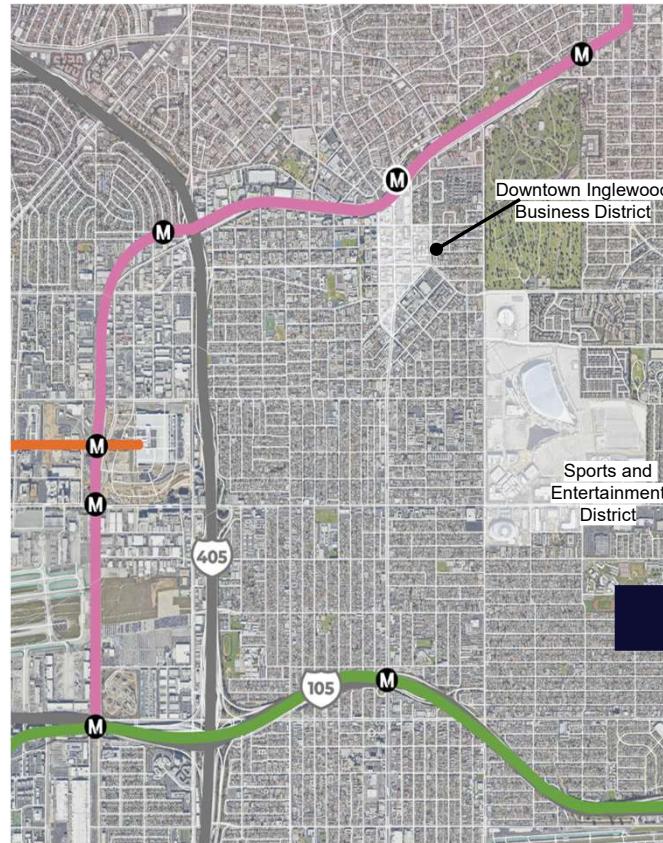
- To date, the City has purchased real estate, completed utility relocations including the replacement of water main utility, completed planning and design to achieve Entry to Engineering with the Federal Transit Administration, and completed predevelopment and procurement activities.
- Measure M funding has been reserved by the SBCCOG for “backstop” purposes to meet FTA requirements.
- State grantors are now working to reallocate TIRCP funds for phased strategy in May; City is working with the SBCCOG and Metro in parallel for local funds.
- City will seek a Letter of No Prejudice from FTA to achieve local match requirements for future APM.



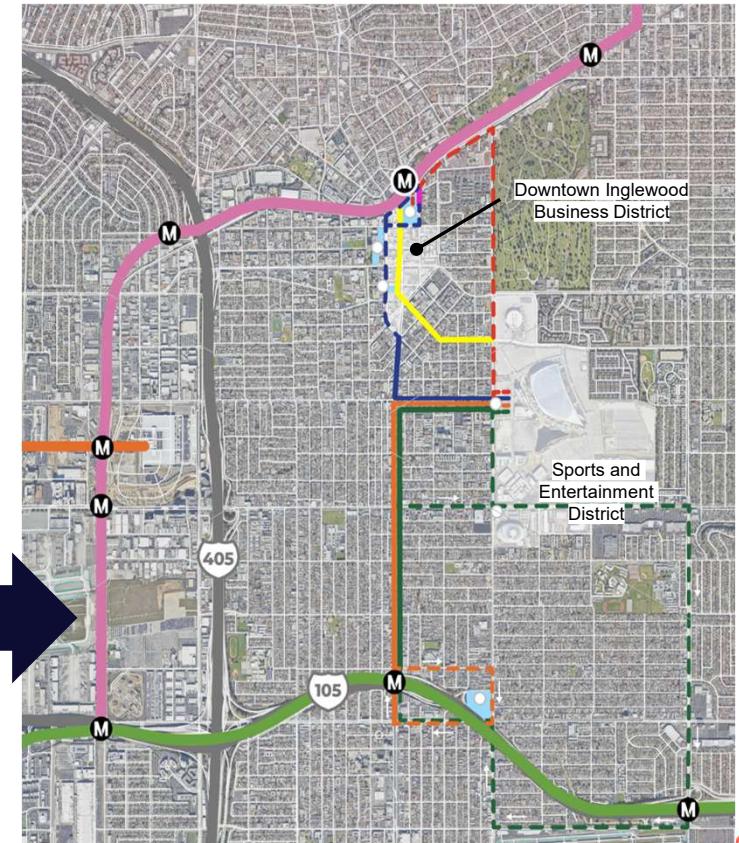
Increasing Transportation Options & Mobility for Inglewood Residents

- North Bus Route A (Dedicated Lane)
- North Bus Route A (Mixed Traffic)
- North Bus Route B
- 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
- LAWA APM
- Metro K Line
- Metro C Line
- Downtown Inglewood Station (K Line)
- Districts
- Mobility Hubs

Today



Phase 1 of ITC Program



CONNECTING INGLEWOOD, TODAY AND TOMORROW:

1

Rephased Solution Reflects Community Priorities

The ITC is a repurposed solution that builds on past planning and is grounded in the needs we've consistently heard from Inglewood residents and local businesses: traffic relief, better local mobility, and investment in Market Street.

2

Consistent Communication, Ongoing Engagement

We're not just announcing a plan—we're building it with community input at every turn, through consistent updates and real outreach.

We know the direction we're heading based on your input. Now we want your help shaping the experience, design, and the impact.

3

Market Street, Reimagined & Investment for Locals

The ITC brings long-term investment to Market Street—creating a corridor that's safer, more accessible, and more enjoyable to walk, bike, or shop on.

To us, revitalization means lifting up what's already vibrant and rooted here—not replacing it.



A REPHASED ITC PROGRAM

A PHASED APPROACH

The ITC Project will be delivered in phases, with Phase 1 introducing a multi-modal transit hub network and event bus lanes to improve mobility, increase transit ridership, and address City environmental challenges.

Phase 1 preserves the option for a high-capacity 1.6-mile automated people mover designed to connect the Metro K Line to Inglewood City activity centers, serving the long-term growth of the City.

- ✓ **Increase mobility both within Inglewood and to the city from surrounding areas**
- ✓ **Reduce traffic congestion and improve air quality to improve quality of life for its residents**
- ✓ **Create a transit plan that serves both residential community, and can address also major events at 3 world-class venues**
- ✓ **Spur the revitalization of historic downtown Market Street**
- ✓ **Create a first/last mile solution from Metro rail to City activity centers**

Successful Transit Center Examples



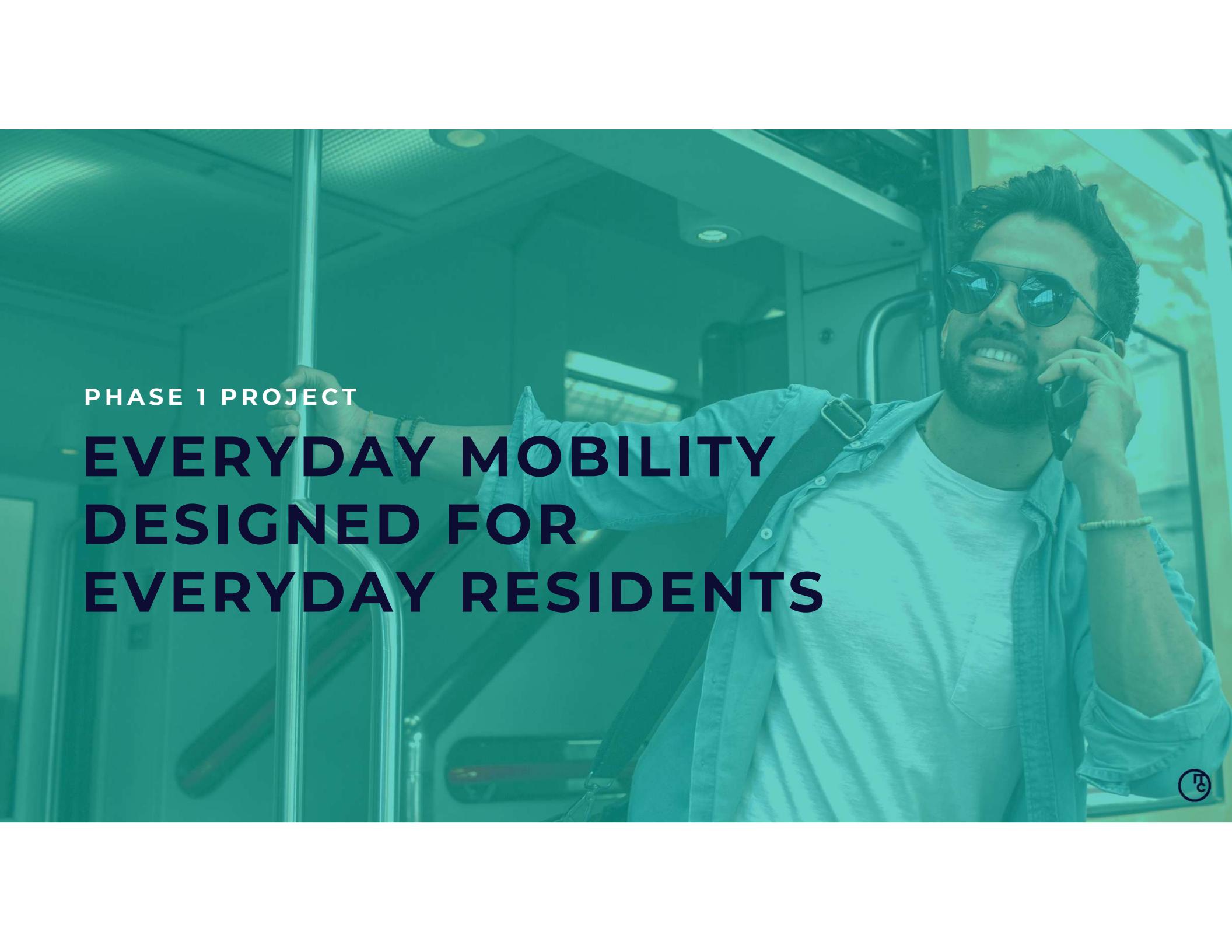
A REPHASED ITC PROGRAM

The re-phased plan is based on insights gained from years of **engagement with the Inglewood community:**

- Workshops
- One-on-one meetings with stakeholders
- Open houses and townhalls
- Focus groups

We are committed to robust and ongoing public outreach as we seek to further develop and deliver this the Phase 1 Project ahead of the Olympics.



A photograph of a man with dark hair and a beard, wearing sunglasses and a light blue button-down shirt. He is smiling and talking on a black smartphone. He is standing on a bus, holding onto a vertical pole with his left hand. The bus interior is visible in the background, with overhead lights and a window showing the outside. A small circular logo with a stylized 'TC' is in the bottom right corner of the image.

PHASE 1 PROJECT

**EVERYDAY MOBILITY
DESIGNED FOR
EVERYDAY RESIDENTS**

EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

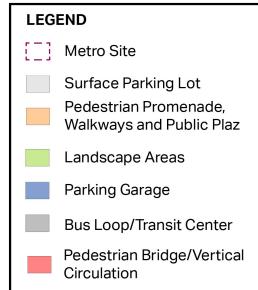
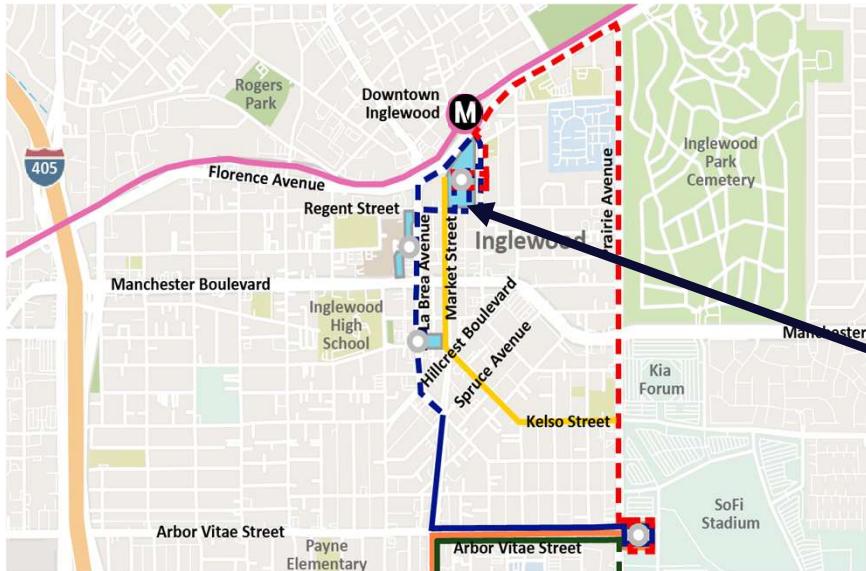
Phase 1 ITC Project

- 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
- Enhanced Intelligent Transportation System



EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

Mobility Hub Site Plan – Market St / Florence Avenue

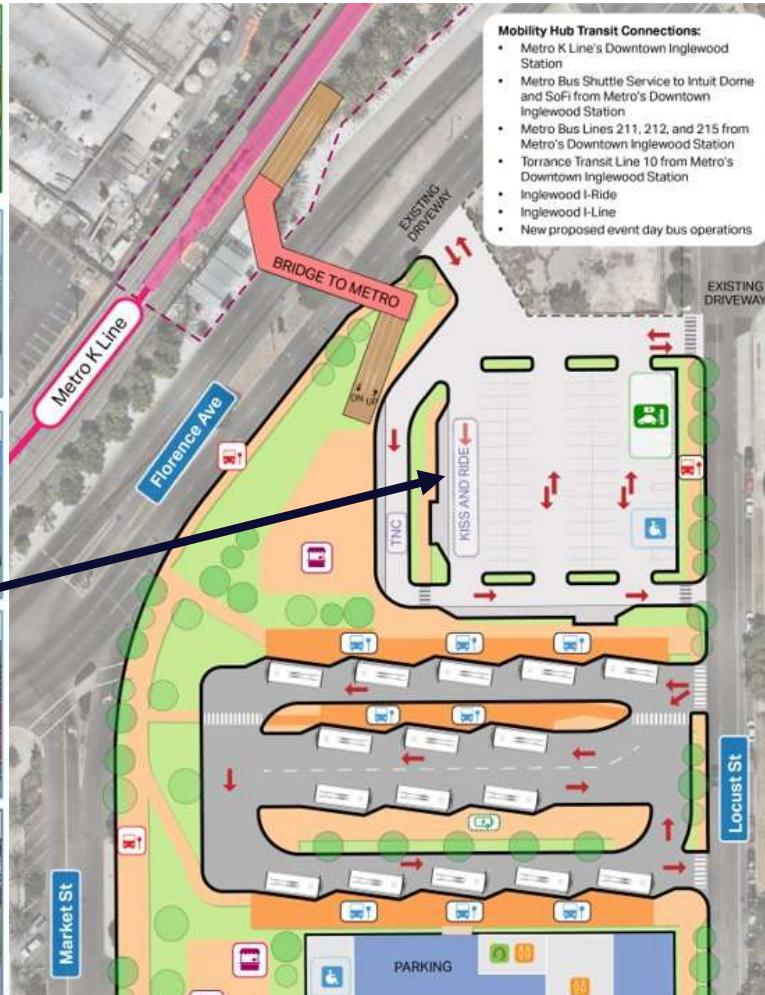


EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

Transit Amenities & Other Key Uses

Site will be designed to include transit amenities

City will also develop incentives and strategies to create attractive and organized rideshare access to help address congestion near the City activity centers and surrounding residential community.

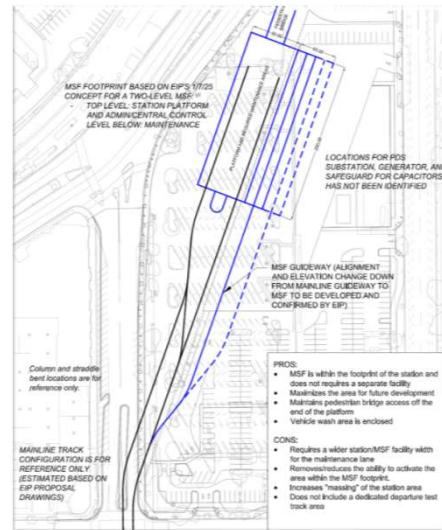




Market Street Mobility Hub Design Will Anticipate And Preserve For Future APM

- ✓ Phase 1 will acquire the ROW necessary for APM
- ✓ Phase 1 will include the construction of the pedestrian bridge connection from Metro's Downtown Inglewood station; ped bridge will connect to future APM station
- ✓ City will update zoning code to ensure proper setbacks are required for any future construction adjacent along parcels adjacent to the APM alignment
- ✓ Mobility Hub parking structures will generate revenue to support future APM O&M costs

Market Street Station



City Will Work with EIP to Reexamine, Identify Additional Optimization Opportunities, and Preserve for a Future APM System

- ❖ Assess and revalidate transit technology, including review of upcoming autonomous bus technology.
- ❖ Review and refine ITC APM Project scope – station configurations, station locations, number of stations, fleet size, Maintenance & Storage Facility design and other ITC APM Project elements.
- ❖ Identify all actions to preserve APM, including preserving right-of-way, station zones, and MSF, as well as recommended actions that would support future constructability and delivery of the ITC APM Project, such as setbacks, footprints, foundations, utilities and infrastructure.

Exploring Emerging Technologies



Exploring Potentially for the Future

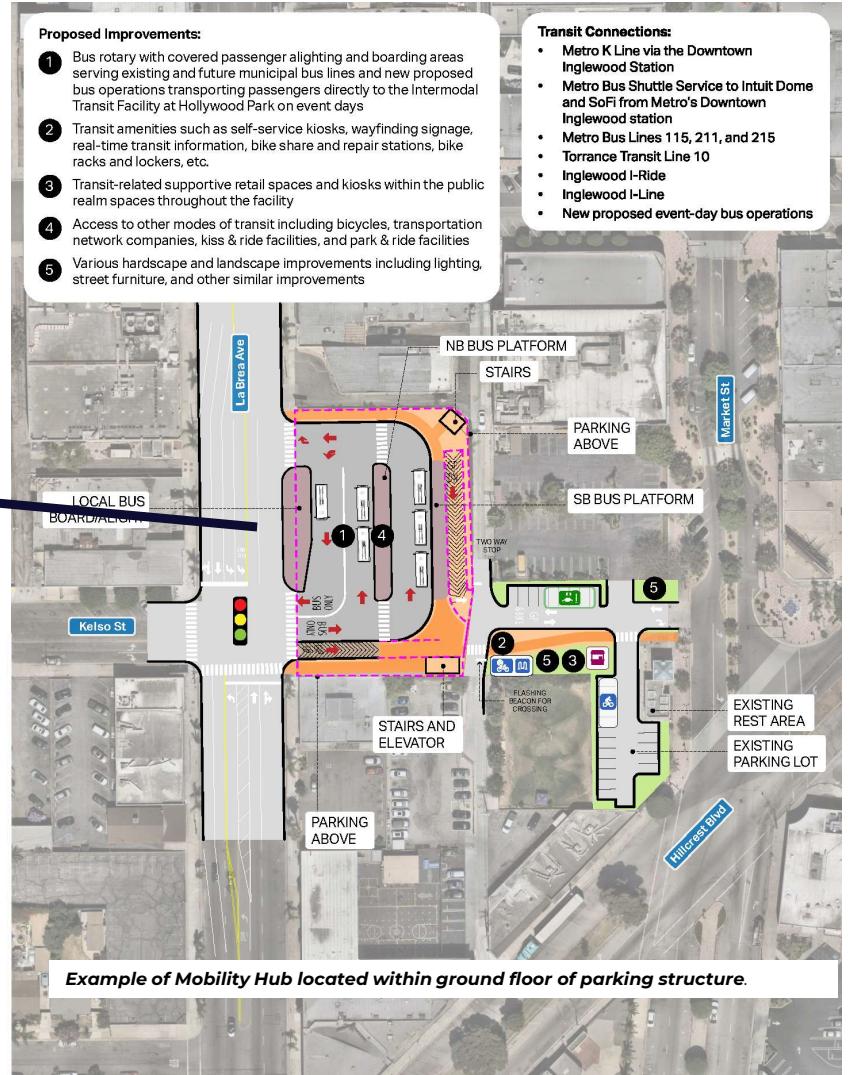
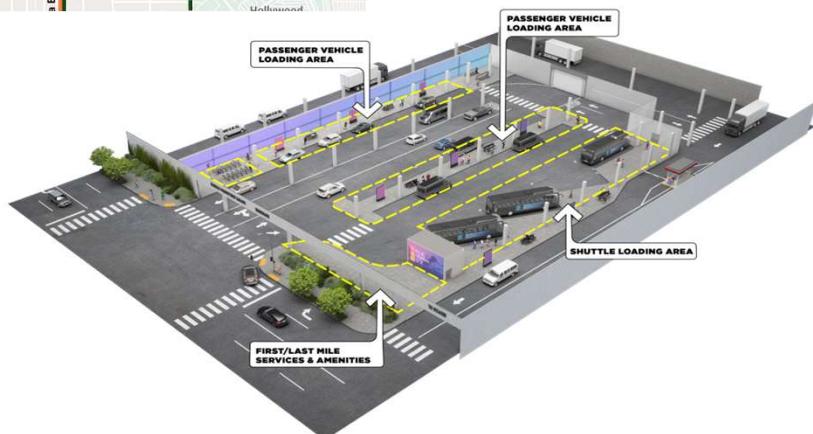


Exploring Maintenance Facility Options



EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

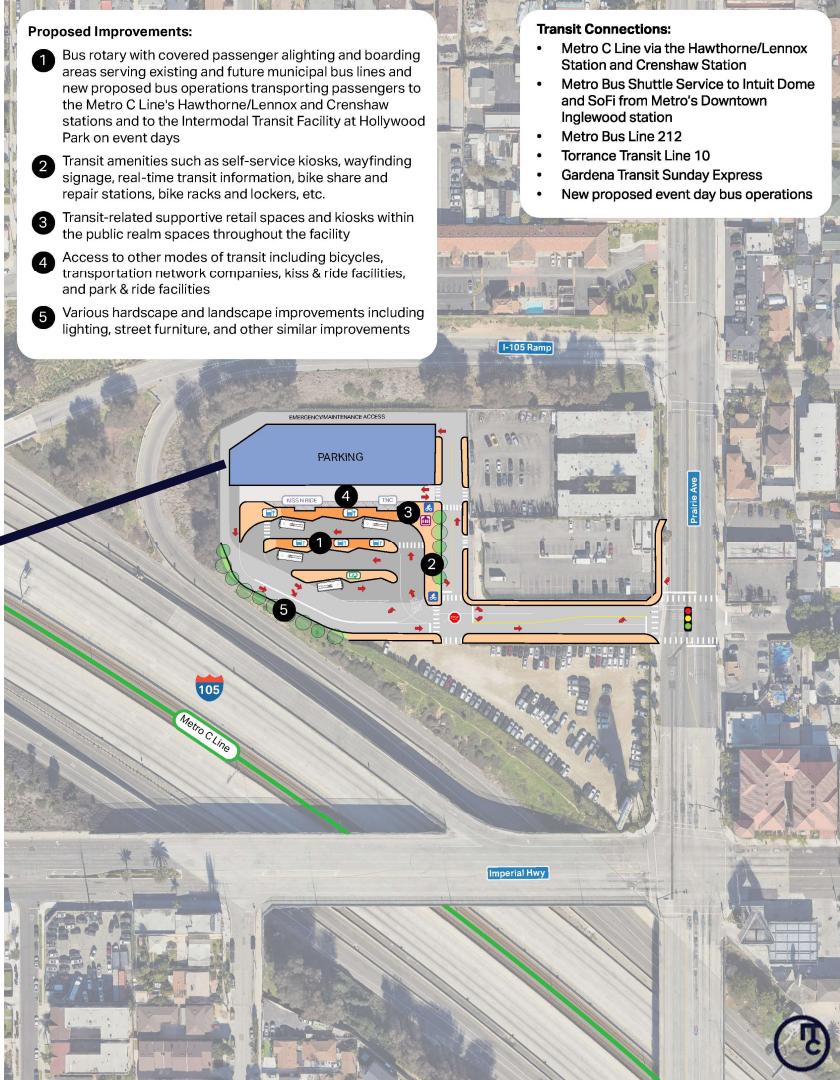
Mobility Hub at La Brea Ave & Hillcrest Blvd



EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

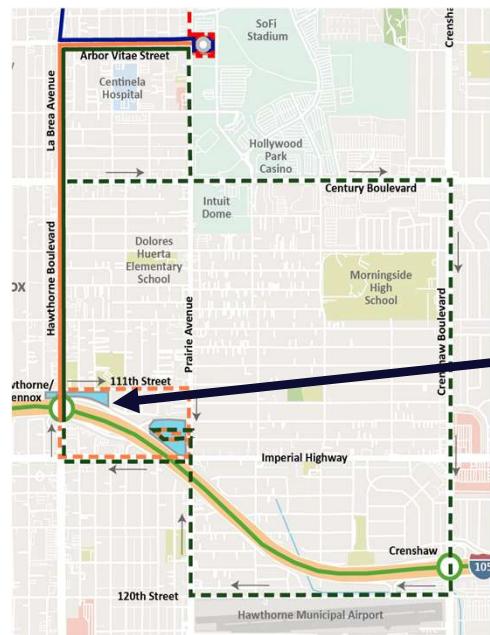
Mobility Hub – Prairie Ave & Imperial Hwy

Example of Mobility Hub Located Within Ground Floor of Parking Structure



EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

Mobility Hub at Hawthorne Ave & 111 Street



Will Develop in Partnership with
Caltrans, County, Hawthorne, Metro
and other partners.



Bus-Only Lane Alternatives: Possible Lane Configuration

Team studied several bus lane concepts along La Brea/Hawthorne Corridor, including the following:

CONCEPT 1: *Side-Running Bus Lanes Along La Brea Corridor*

- Side-running dedicated bus lanes along entire La Brea within existing ROW.
- Converts two general-purpose lanes (one in each direction) adjacent to the curbside parking lanes to bus-only lanes.

CONCEPT 2: *Combination Side- and Center-Running Bus Lanes Along La Brea Corridor*

- Center-running dedicated bus lane on southbound La Brea Avenue south of E. Spruce Avenue to Arbor Vitae Street, where the ROW widens significantly.
- Side-running dedicated bus lane on northbound La Brea Avenue north of Arbor Vitae Street to E. Spruce Avenue.
- Side-running dedicated bus lanes on La Brea Avenue south of Arbor Vitae Street in both directions.
- Both the side- and center-running lanes convert general-purpose lanes to bus-only lanes.

CONCEPT 3: *Curb-Running Bus Lanes Along La Brea Corridor*

- Curb-running dedicated bus lanes along entire La Brea, removing existing on-street parking south of E. Spruce Avenue.
- Dedicated lanes would replace existing parking lanes while maintaining three general-purpose travel lanes in each direction.

Exploring Concepts : **Curb-Running Bus Lanes Along La Brea/Hawthorne Corridor**

Benefits:

- ✓ Better passenger accessibility and bus operations by allowing drop-offs on curb with no lane changes
- ✓ Retains all existing travel lanes, limiting impacts to traffic
- ✓ Accessible and preferred by local transit agencies

Required Infrastructure Improvements:

- ✓ Reconfiguration/narrowing of existing general-purpose travel lanes in northern and central portions of the La Brea corridor to accommodate 12-foot dedicated bus lanes due to ROW restrictions
- ✓ Dynamic signage for event-day restrictions



Modeling Validates Substantial Event Transit Demand With Mobility Hub Plan / Bus Only Lanes

- Updated transit ridership projections revalidate and reconfirm that substantial transit demand exists on event days to the City of Inglewood's activity centers
- Transit modeling, using approved STOPS and TIRCP methodology, shows
 - 2.36M annual event day riders
 - 817J non-event day riders

SUMMARY OF UNLINKED TRIPS - FUTURE OPENING YEAR (2028) CONDITIONS
AT-GRADE BUS ALTERNATIVE (NORTH & SOUTH ROUTES 4,000 PPHD)

	ANNUAL RIDERSHIP - YEAR 2028				
	# Unlinked Trips_Metro LR	# Unlinked Trips_Metro BRT/RB	# Unlinked Trips_Metro MB	# Unlinked Trips_Bus Alternative	Total
TOTAL (2028) UNLINKED TRIPS - NON-EVENT	918,081	139,093	61,794	817,030	1,935,997
TOTAL (2028) UNLINKED TRIPS - EVENTS	2,432,143	353,960	169,045	2,366,992	5,322,140
TOTAL (2028) UNLINKED TRIPS	3,350,224	493,052	230,839	3,184,022	7,258,137

NOTES:

LR = LIGHT RAIL

BRT/RB = BUS RAPID TRANSIT/RAPID BUS

MB = MUNICIPAL BUS (LOCAL BUS)

* assumes Hollywood Park Phase I build-out



2028 Ridership Demonstrates Need for Near Term Solution

City is analyzing the right level of services for bus operation in the short term to address the transit demand, while also :

- Assessing roadway traffic capacity to ensure no traffic disruption, especially during event days;
- Evaluating cost effectiveness to provide optimal service while managing total ITC Program Development and Construction and Operation and Maintenance costs

City will move forward with enhanced ITS technology to improve roadway operations for bus plan.

- Improvements include updating the central control of traffic flow through technology improvements
- Will enable traffic engineering, event staff and emergency services to pre-define the behavior of the signal controllers by scenarios
- Will facilitate monitoring in real time
- Will facilitate communication to the public and staff through dynamic signage

City will also work to improve the City's Event Traffic Management Operations team to align access and circulation plan with technology improvements

- Will facilitate communication to the public and staff through dynamic signage
- Will explore how to potentially intercept and steer TNCs at Mobility Hubs

RIDERSHIP PER EVENT - FUTURE OPENING YEAR (2028) CONDITIONS
AT-GRADE BUS ALTERNATIVE (NORTH & SOUTH ROUTES 4,000 PPHPD)

Venue/Event Type	Number of Events/Year	Bus Ridership per Event	Annual Bus Ridership
NFL Game	22	15,612	343,464
College Game	1	15,612	15,612
NFL - Small Size Event	8	9,674	77,392
NFL - Mid-Size Event	20	14,510	290,200
Olympic Opening/Closing Ceremony	2	15,612	31,224
Olympic Archery	9	3,359	30,234
Performance Arena - Concert	75	2,437	182,740
The Forum - Concert	75	7,201	540,099
Olympic Gymnastics	14	6,050	84,694
IBEC - NBA Game	49	7,473	366,175
IBEC - Other Sporting Event	35	3,087	108,033
IBEC - Large Concert	5	7,588	37,940
IBEC - Medium Concert	8	5,915	47,323
IBEC - Small Concert	10	3,879	38,791
IBEC - Family Shows	20	3,492	69,847
IBEC - Corporate Events	100	783	78,317
IBEC - Plaza Events	16	1,557	24,907
Total - Event Ridership	469	-	2,366,992
Non-Event Ridership	-	-	817,030
Total Annual Ridership	-	-	3,184,022





As Part of the Comprehensive Plan, the City will Assess Ridership and Feasibility of a Revamped Community Circulator System



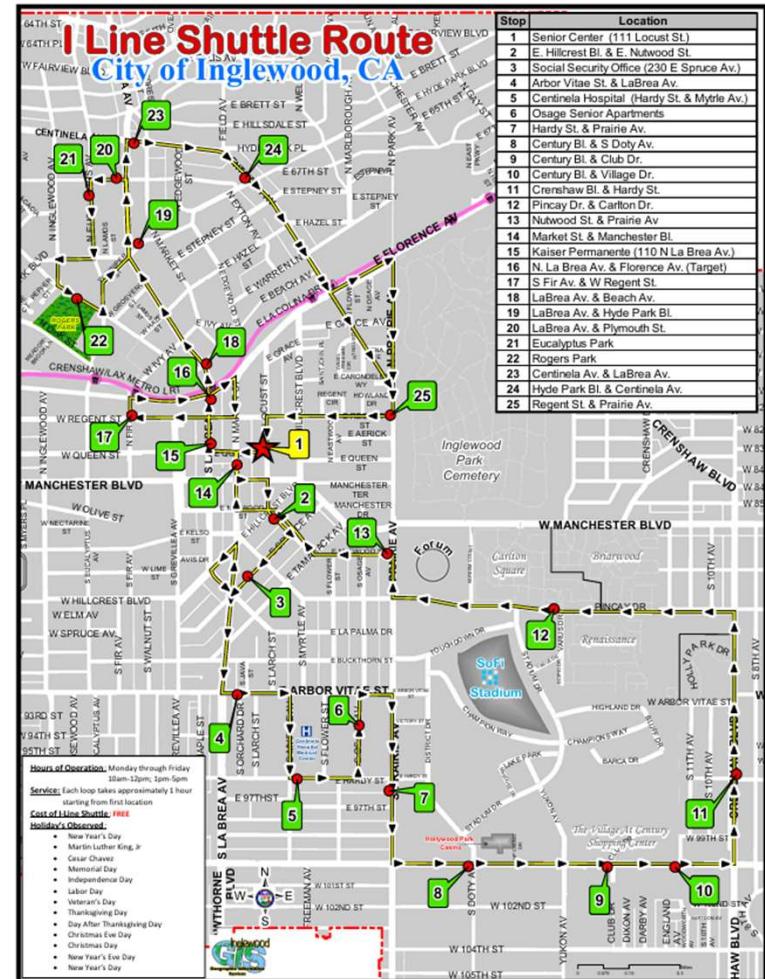
Now Available: Iride Inglewood

If you live in Inglewood or Lennox, getting to work at LAX is much easier with Iride—a new ride-to-work transportation service powered by the City of Inglewood.

Iride operates 7 days a week, with A.M. and P.M. service hours. Iride drivers will complete all rides within the following service hours:

A.M. service hours from 4:00 A.M. – 8:00 A.M.
P.M. service hours from 12:45 P.M. – 4:45 P.M.

Ready to ride? Click the "Sign Up Now" button and fill out the form to get access to the Iride mobile app.





**DOWNTOWN & MARKET ST
INVESTMENT THAT
SUPPORTS LOCAL
BUSINESSES & RESIDENTS**

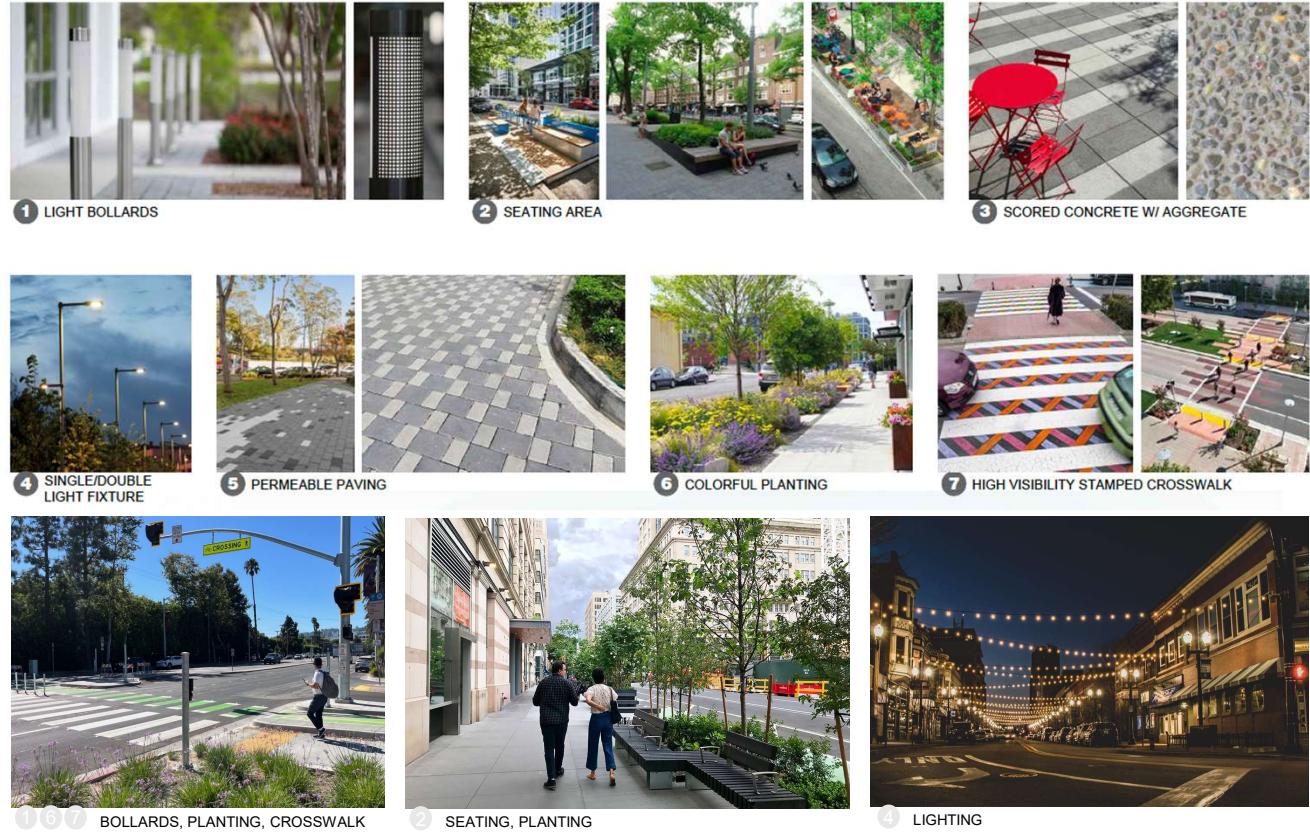


DOWNTOWN & MARKET STREET INVESTMENT

Market Street Streetscape & Pedestrian Improvements



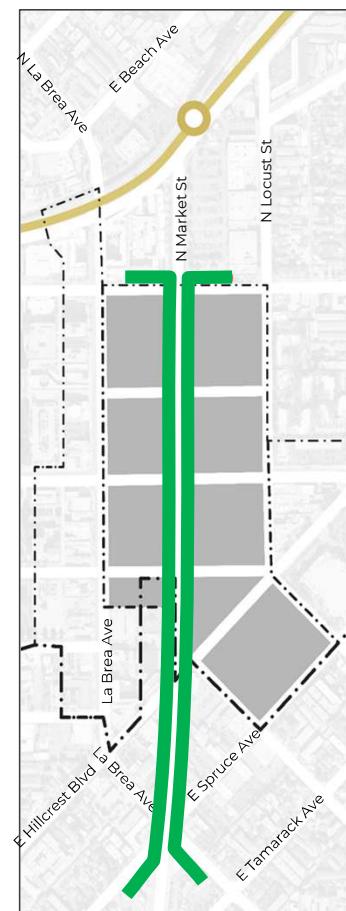
PRECEDENT IMAGES



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".

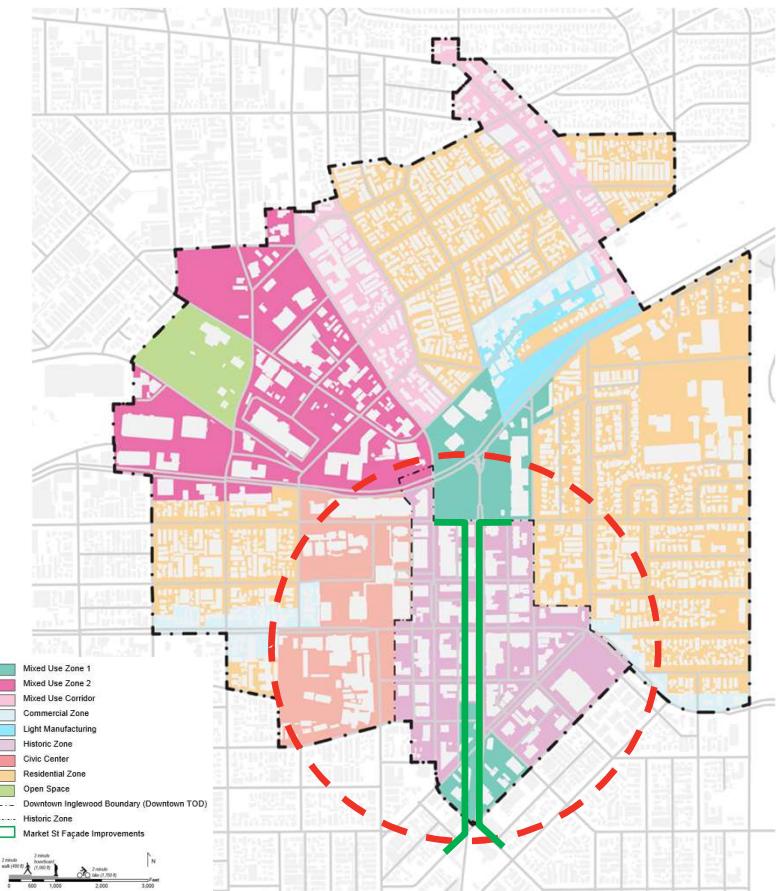
Businesses will be able to receive up to \$250,000 in grants for eligible improvements.

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



Update TOD Plan to Revitalize Downtown and Preserve for APM



Will work with Stakeholders to Develop Downtown Inglewood TOD Updates for Council Consideration to:

- Update parking requirements, include parking district activation and mobility hubs
- Designate circulation, pedestrian, mobility areas, including universal valet, transportation network companies (Uber/Lyft), and mobility hubs
- Revisit height restrictions, allow smaller scale retail units to keep the “small town” feel, eliminate lot size requirements
- Create a design guide/checklist, set clear historic resources requirements and create shorter permitting and ministerial project review; streamline entitlement process
- Set requirements to preserve for future APM (e.g. setbacks, balcony protrusions to prevent fire life safety issues)

DOWNTOWN & MARKET STREET INVESTMENT

Transit Plan To Support Housing In the City



303 E. Florence Avenue



The Astra at 215 Regent Street



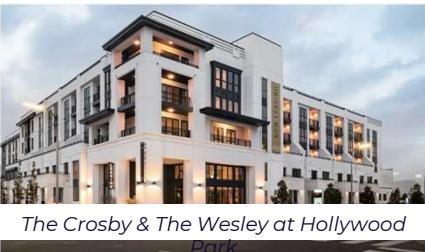
La Brea Lofts at 201 N. La Brea Avenue



225 N. La Brea Avenue



336 E. Hillcrest Boulevard



The Crosby & The Wesley at Hollywood Park

Both Phase I and Phase II will benefit the City's existing housing centers as well as current and future renters:

- Mobility hubs and future APM stations are located in existing high-density communities, including the **Downtown Transit Oriented Development Plan** area, with an average of 14,302 residents per square mile. Many do not own cars, and those that do welcome an affordable transit alternative throughout the City and region.
- There are already almost **10,000 housing units**, including over **600 affordable housing units**.
- Additionally, the City and County are continuing the creation of a **Climate Resilience District**, or CRD, to help fund the Project. When implemented, the **CRD would also set aside \$50 million for the creation of affordable housing in Inglewood**.



INGLEWOOD TRANSIT CONNECTOR

STATUS AND NEXT STEPS

- APRIL 22, 2025: Inglewood City Mayor authorized the Mayor to sign a Phase 1 Development Agreement with EIP.
- May 15/16, 2025: CTC to consider TIRCP Grant reallocation for Phase I Project at California Transportation Commission
- May 12, 2025 (Committee) and May 22 (Board): SBCCOG to consider support of proposed updates to Measure R Agreement.



ONGOING COMMUNITY ENGAGEMENT

- **Staff will conduct workshops, focus groups, and community meetings to:**
 - Solicit input to help advance and finalize the designs of the Phase 1 Improvements
 - Ensure smooth construction communication and relocation
 - Support the activation of local business engagement and opportunities for participation in the construction and ultimate operations of the Project.
- **Staff will prepare an Implementation Plan** that will guide the delivery of Phase 1 elements including Destination Market Street Façade and Tenant Improvements, streetscape improvements, bus-only lanes, and the establishment of mobility hubs.

