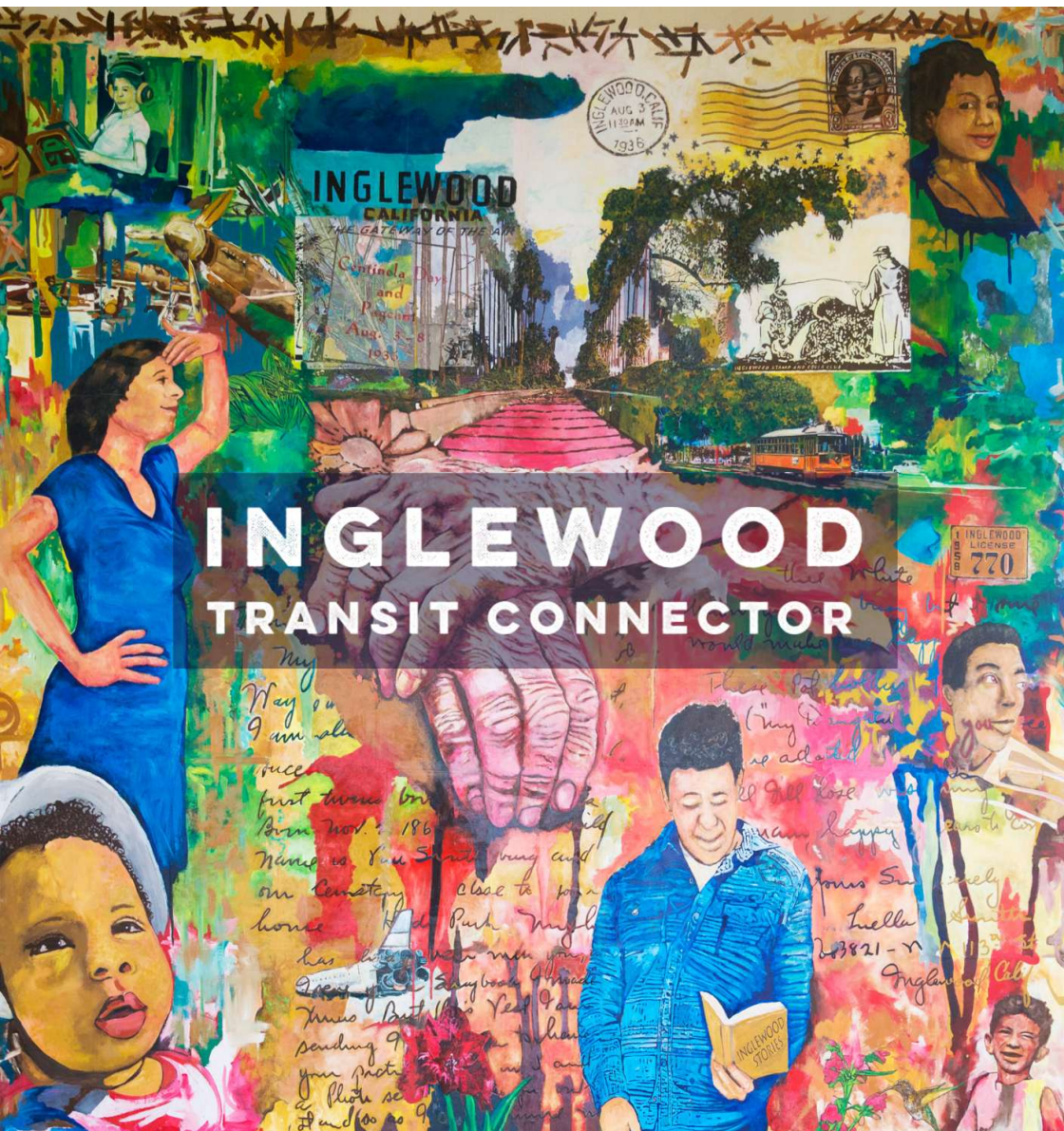


A photograph of four young adults standing in a line, waiting for a train. They are seen from behind, looking towards a train with large glass windows. The person on the far left has long brown hair and wears a blue shirt with a pink backpack. The second person has a large red afro and wears a light blue shirt with a grey backpack. The third person has dark hair and wears a light blue button-down shirt with a black backpack. The person on the far right has long dark hair and wears a striped shirt with denim overalls and a tan backpack. The train's glass reflects the surrounding environment. The text "INGLEWOOD TRANSIT CONNECTOR" is overlaid in white, bold, sans-serif font across the center of the image.

INGLEWOOD TRANSIT CONNECTOR



CONNECTING INGLEWOOD, TODAY AND TOMORROW

The ITC is being reimagined 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

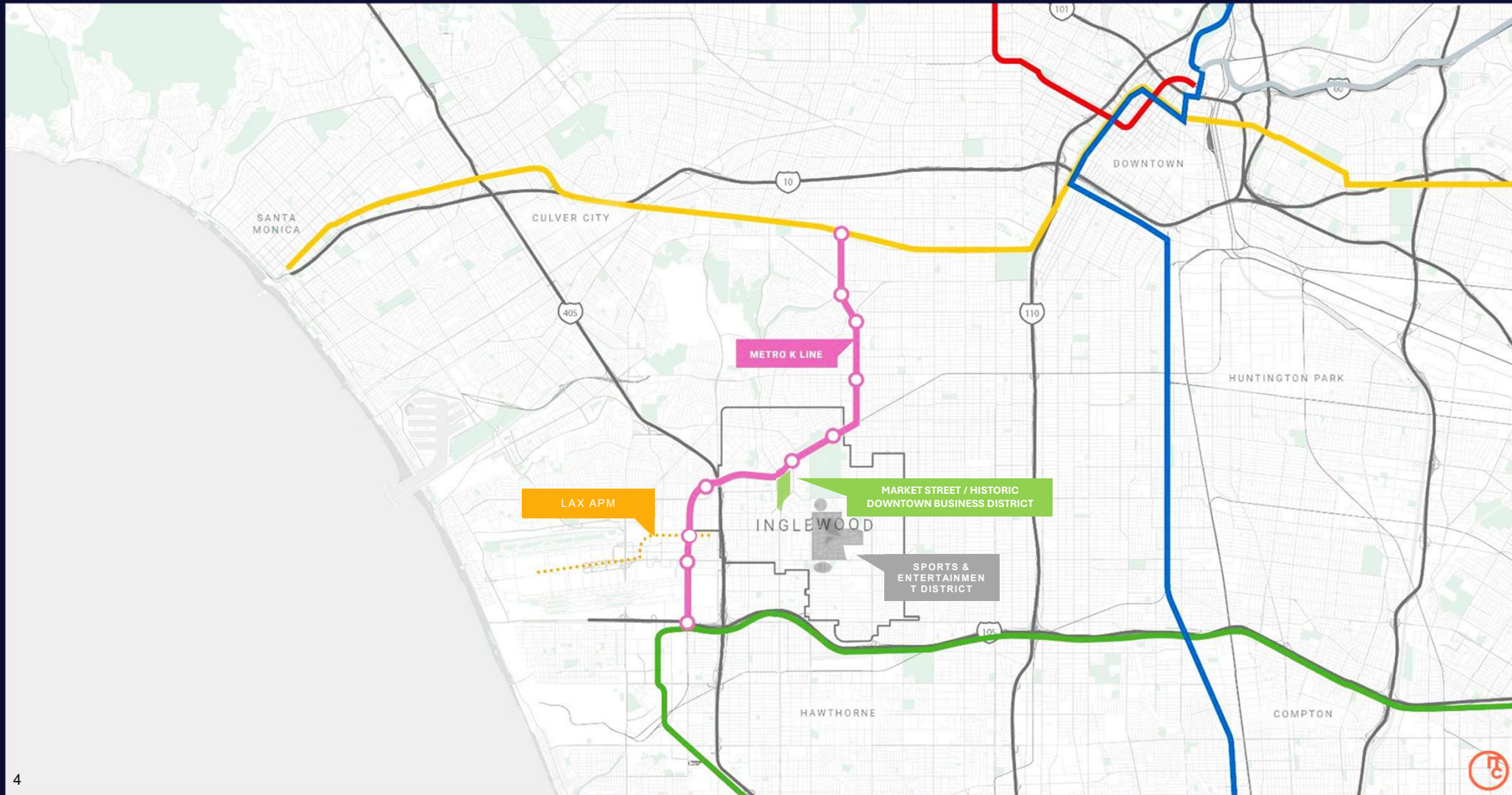


A photograph of a young couple holding hands and smiling, standing in front of a blue bus. The woman is on the left, wearing a yellow coat and a patterned scarf. The man is on the right, wearing a tan coat and a brown backpack. The bus has accessibility icons on its side. The text 'A REIMAGINED ITC PROGRAM' is overlaid in orange on the left side of the image.

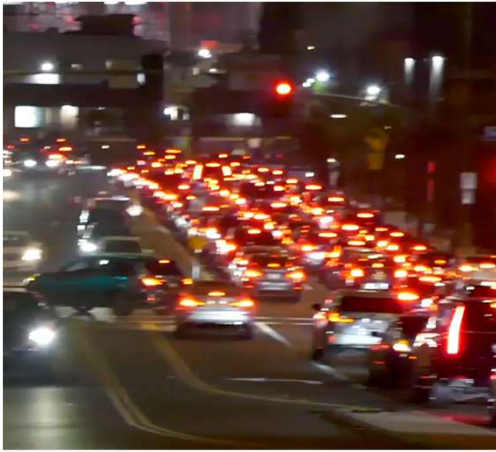
A REIMAGINED ITC PROGRAM



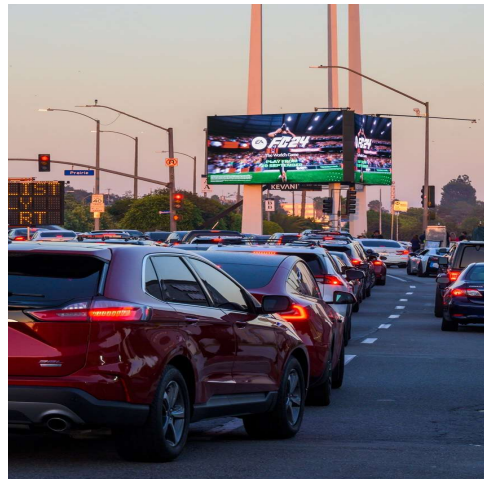
ADDRESSING FOR A FIRST-LAST MILE GAP



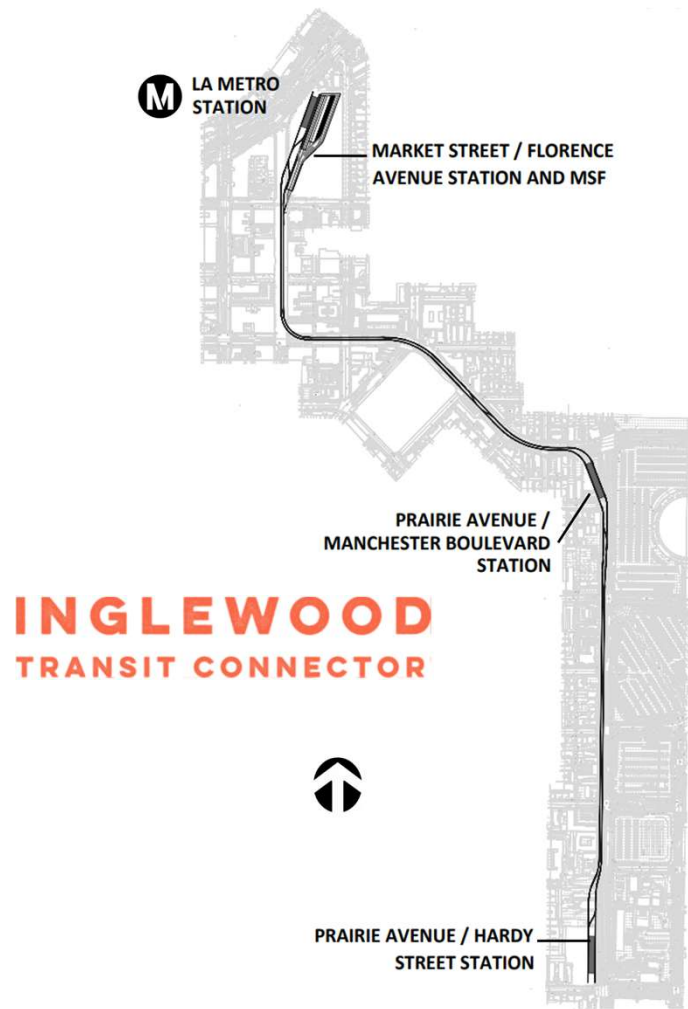
SOLVING FOR TRAFFIC CONGESTION TO IMPROVE QUALITY OF LIFE



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:

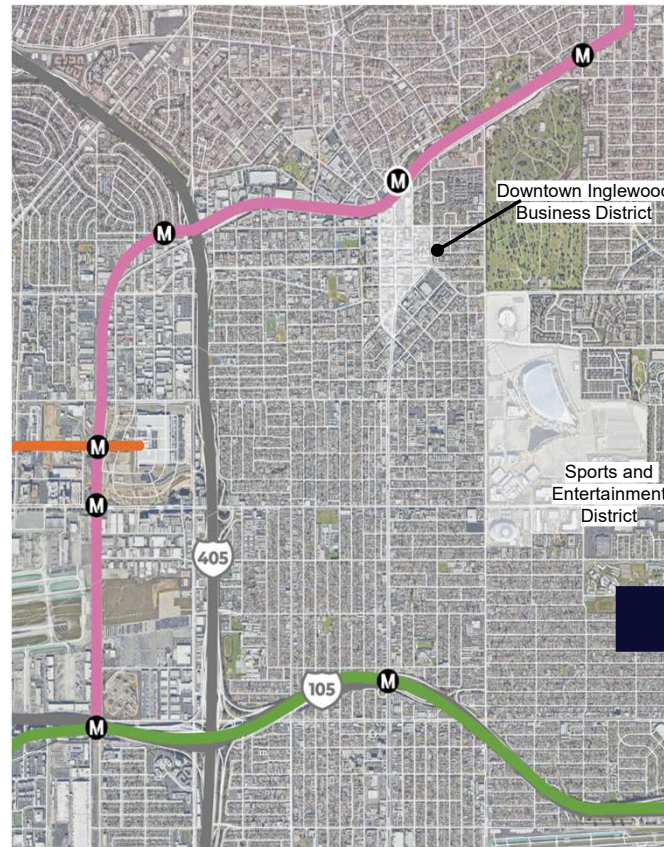
| Sources of Funding | Total (\$ m) |
|---|--------------|
| Measure R | 250 |
| Measure M | 108 |
| State Appropriations | 11 |
| Solutions for Congested Corridors Program | 6.3 |
| TIRCP Cycle 4 | 95 |
| TIRCP Cycle 6 | 407 |
| Federal Appropriations | 8 |
| RAISE | 15 |
| Total Sources | 900.3 |

- 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.

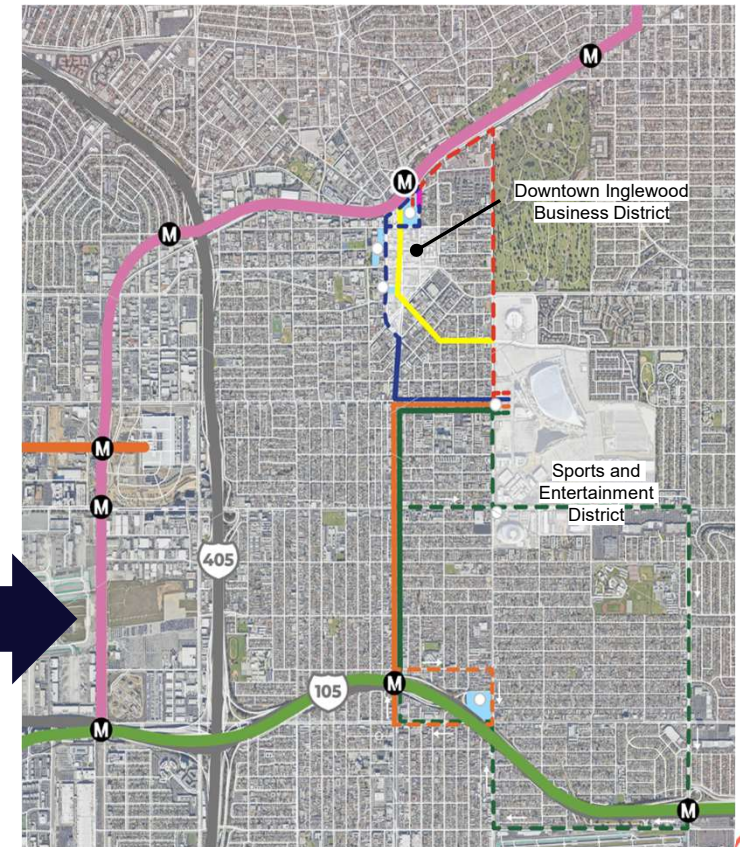
A REPHASED ITC PROGRAM

Increasing Transportation Options & Mobility for Inglewood Residents

Today



Phase 1 of ITC Program



- 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
- M Downtown Inglewood Station (K Line)
- Districts
- Mobility Hubs

CONNECTING INGLEWOOD, TODAY AND TOMORROW:

1

Rephased Solution Reflects Community Priorities

The ITC is a rephased 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 man with a beard and sunglasses is smiling while talking on a mobile phone. He is standing on a train platform, holding onto a metal pole. The background shows the interior of a train car with windows and lights. The entire image has a teal overlay.

PHASE 1 PROJECT

EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS



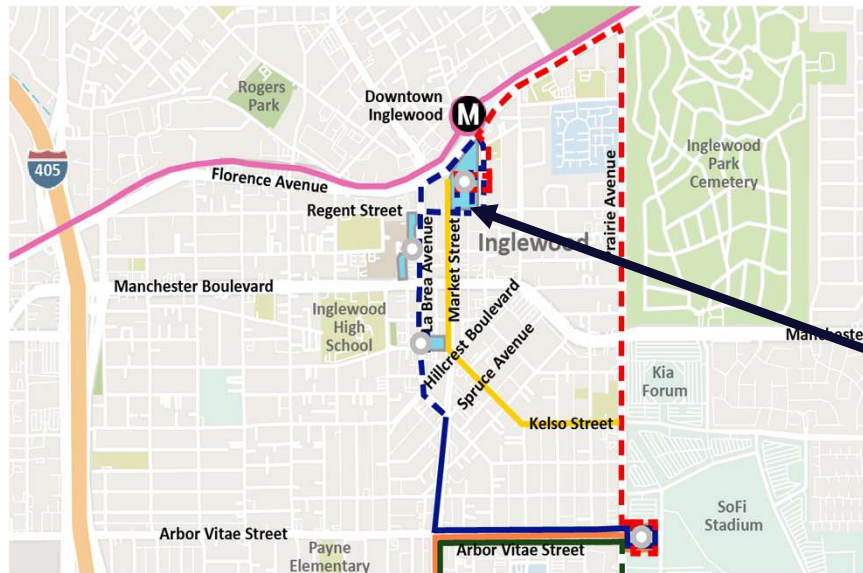
Phase 1 ITC Project

- 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

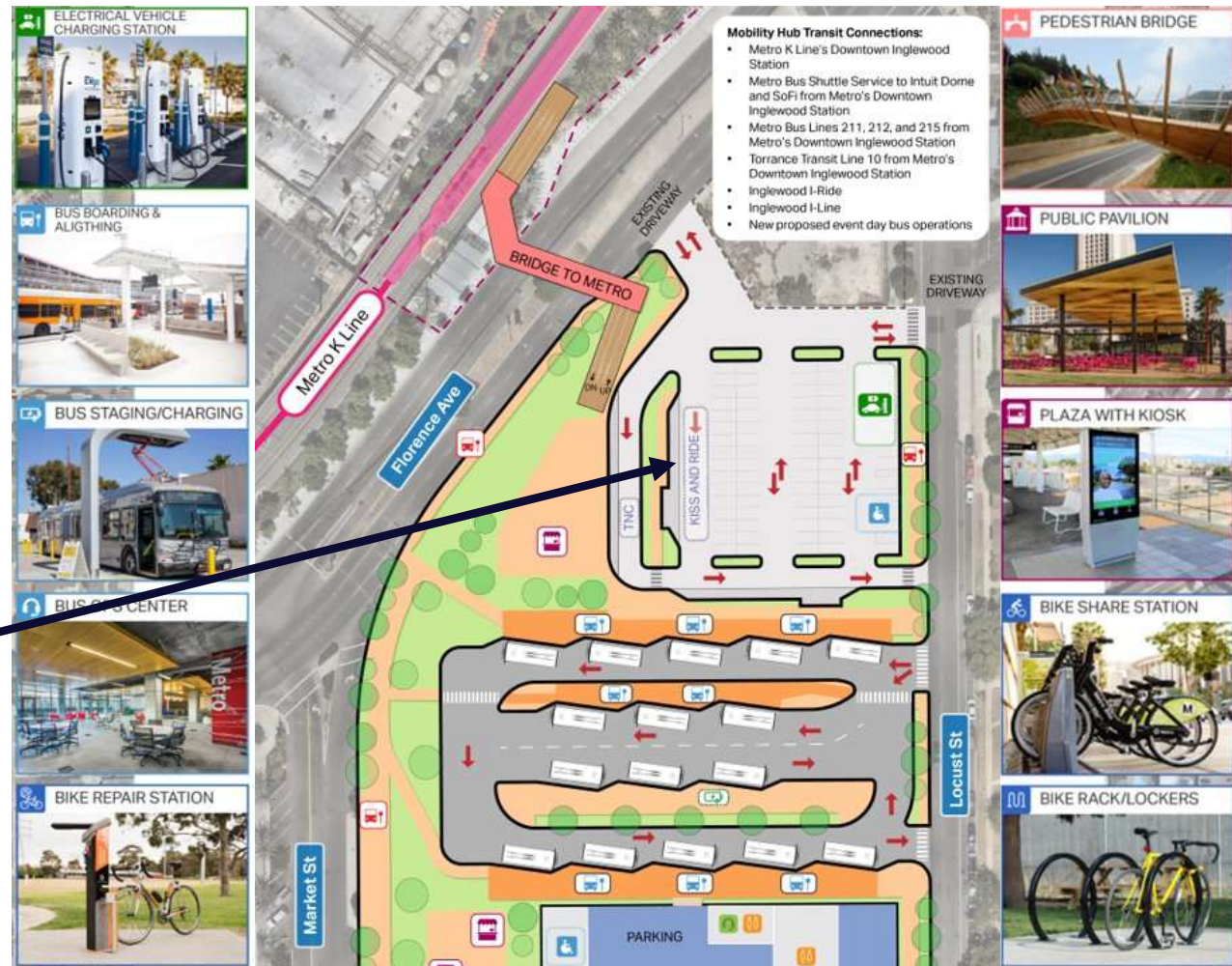


| LEGEND | |
|---|--|
| | Metro Site |
| | Surface Parking Lot |
| | Pedestrian Promenade, Walkways and Public Plaz |
| | Landscape Areas |
| | Parking Garage |
| | Bus Loop/Transit Center |
| | Pedestrian Bridge/Vertical Circulation |



Transit Amenities & Other Key Uses

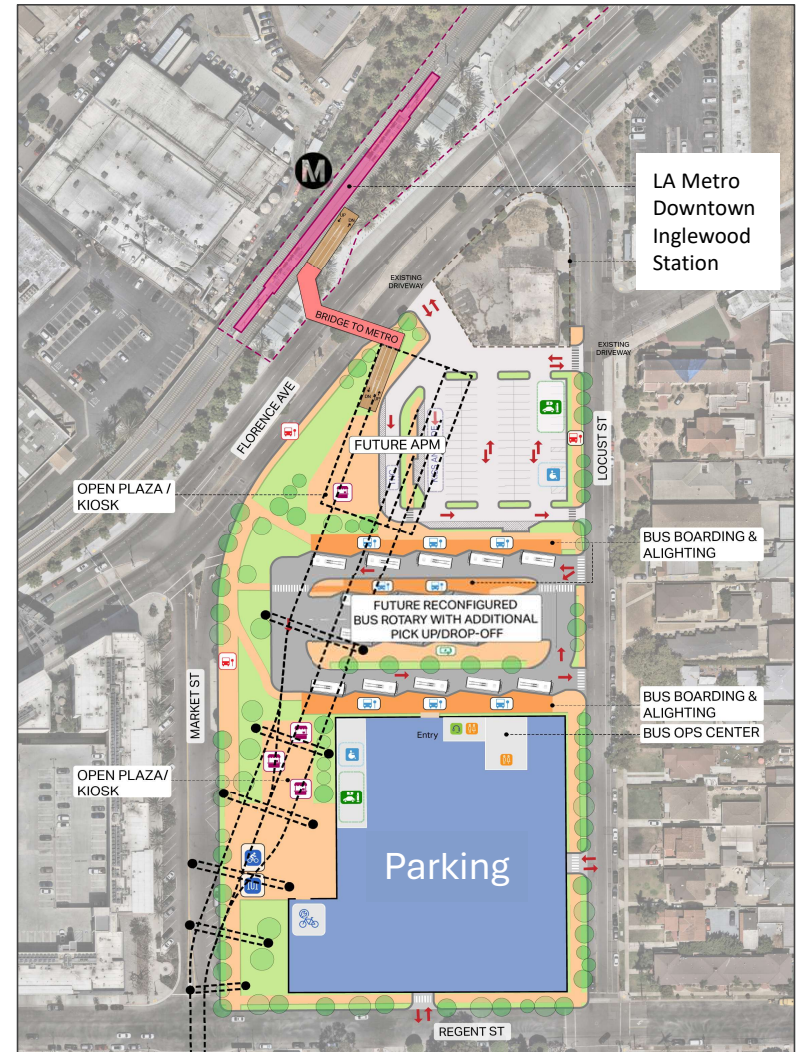
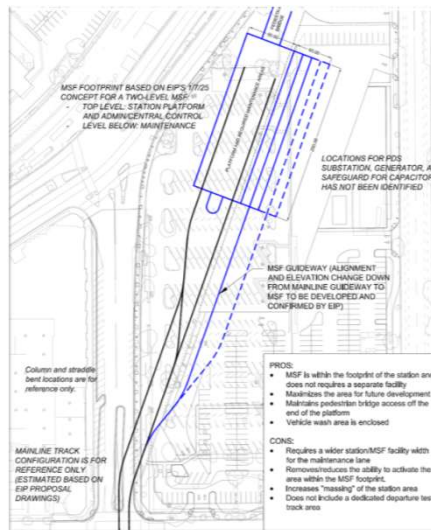
City will also develop incentives and strategies to create attractive and organized rideshare access to help address congestion near the City activity centers and surrounding residential community.



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 Maintenance Facility Options

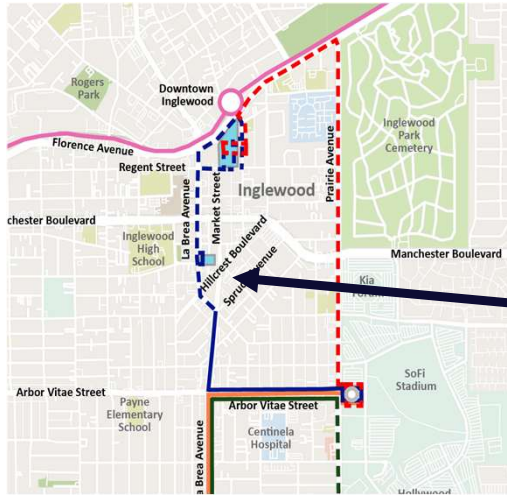


Exploring Potentiality for the Future



EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

Mobility Hub at La Brea Ave & Hillcrest Blvd

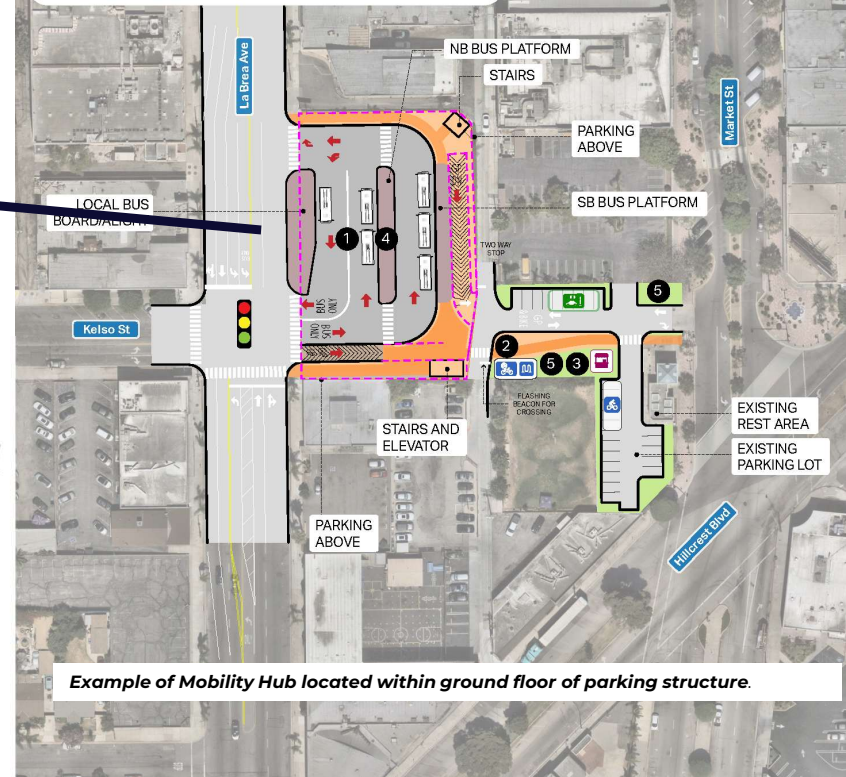


Proposed Improvements:

- 1 Bus rotary with covered passenger alighting and boarding areas serving existing and future municipal bus lines and new proposed bus operations transporting passengers directly to the Intermodal Transit Facility at Hollywood Park on event days
- 2 Transit amenities such as self-service kiosks, wayfinding signage, real-time transit information, bike share and repair stations, bike racks and lockers, etc.
- 3 Transit-related supportive retail spaces and kiosks within the public realm spaces throughout the facility
- 4 Access to other modes of transit including bicycles, transportation network companies, kiss & ride facilities, and park & ride facilities
- 5 Various hardscape and landscape improvements including lighting, street furniture, and other similar improvements

Transit Connections:

- Metro K Line via the Downtown Inglewood Station
- Metro Bus Shuttle Service to Intuit Dome and SoFi from Metro's Downtown Inglewood station
- Metro Bus Lines 115, 211, and 215
- Torrance Transit Line 10
- Inglewood I-Ride
- Inglewood I-Line
- New proposed event-day bus operations



Mobility Hub – Prairie Ave & Imperial Hwy

Example of Mobility Hub Located Within Ground Floor of Parking Structure

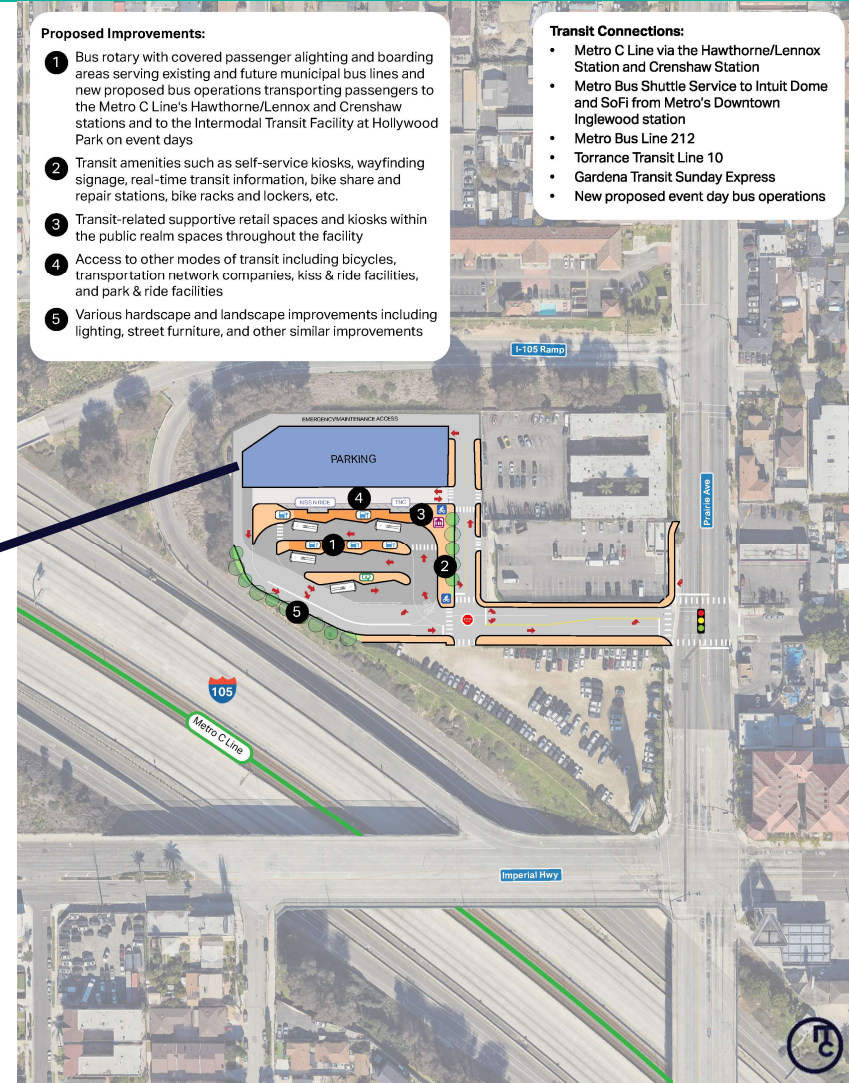


Proposed Improvements:

- 1 Bus rotary with covered passenger alighting and boarding areas serving existing and future municipal bus lines and new proposed bus operations transporting passengers to the Metro C Line's Hawthorne/Lennox and Crenshaw stations and to the Intermodal Transit Facility at Hollywood Park on event days
- 2 Transit amenities such as self-service kiosks, wayfinding signage, real-time transit information, bike share and repair stations, bike racks and lockers, etc.
- 3 Transit-related supportive retail spaces and kiosks within the public realm spaces throughout the facility
- 4 Access to other modes of transit including bicycles, transportation network companies, kiss & ride facilities, and park & ride facilities
- 5 Various hardscape and landscape improvements including lighting, street furniture, and other similar improvements

Transit Connections:

- Metro C Line via the Hawthorne/Lennox Station and Crenshaw Station
- Metro Bus Shuttle Service to Intuit Dome and SoFi from Metro's Downtown Inglewood station
- Metro Bus Line 212
- Torrance Transit Line 10
- Gardena Transit Sunday Express
- New proposed event day bus operations



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 PPHPD)

| | 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



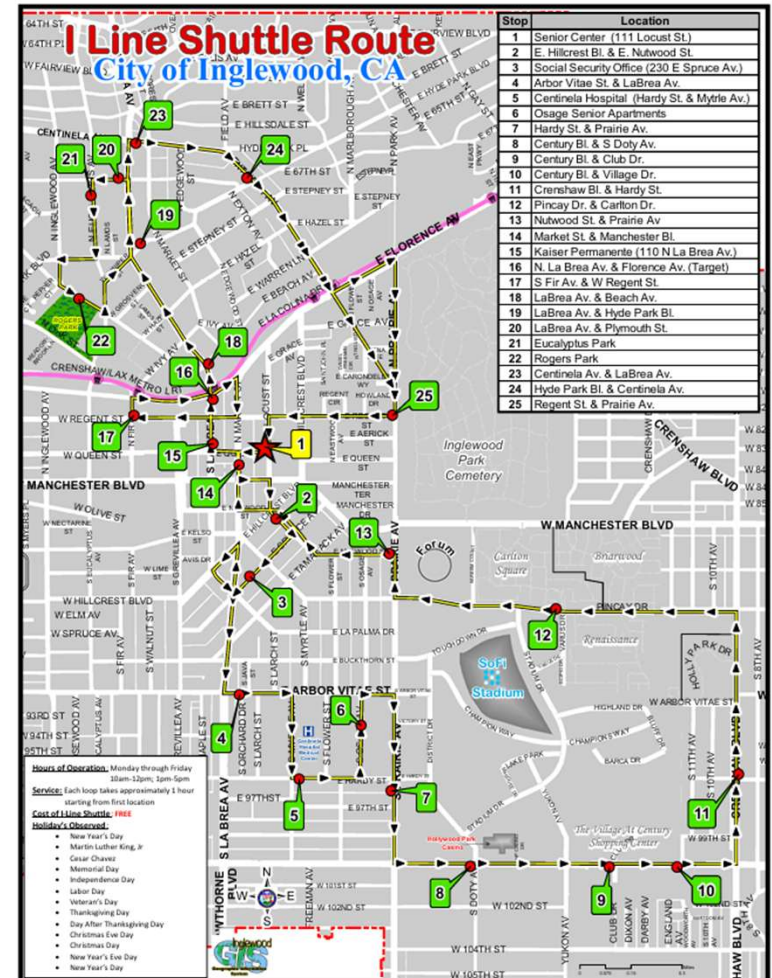
Now Available: Iride Inglewood

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.

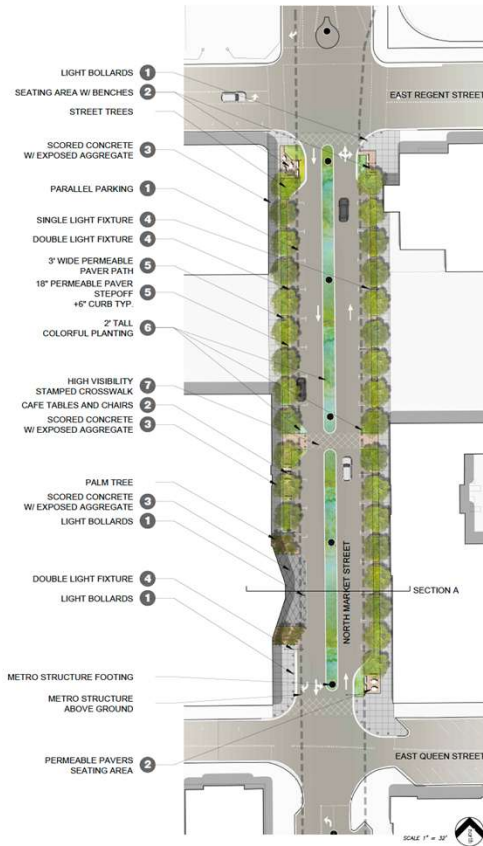


A photograph of a man and a woman looking at a smartphone together. The man is on the left, wearing a light-colored hoodie, and the woman is on the right, wearing a white sweater. They are both smiling. In the foreground, there is a brown paper coffee cup with a white lid. The background is blurred, showing an indoor setting. The entire image has a yellow-orange overlay.

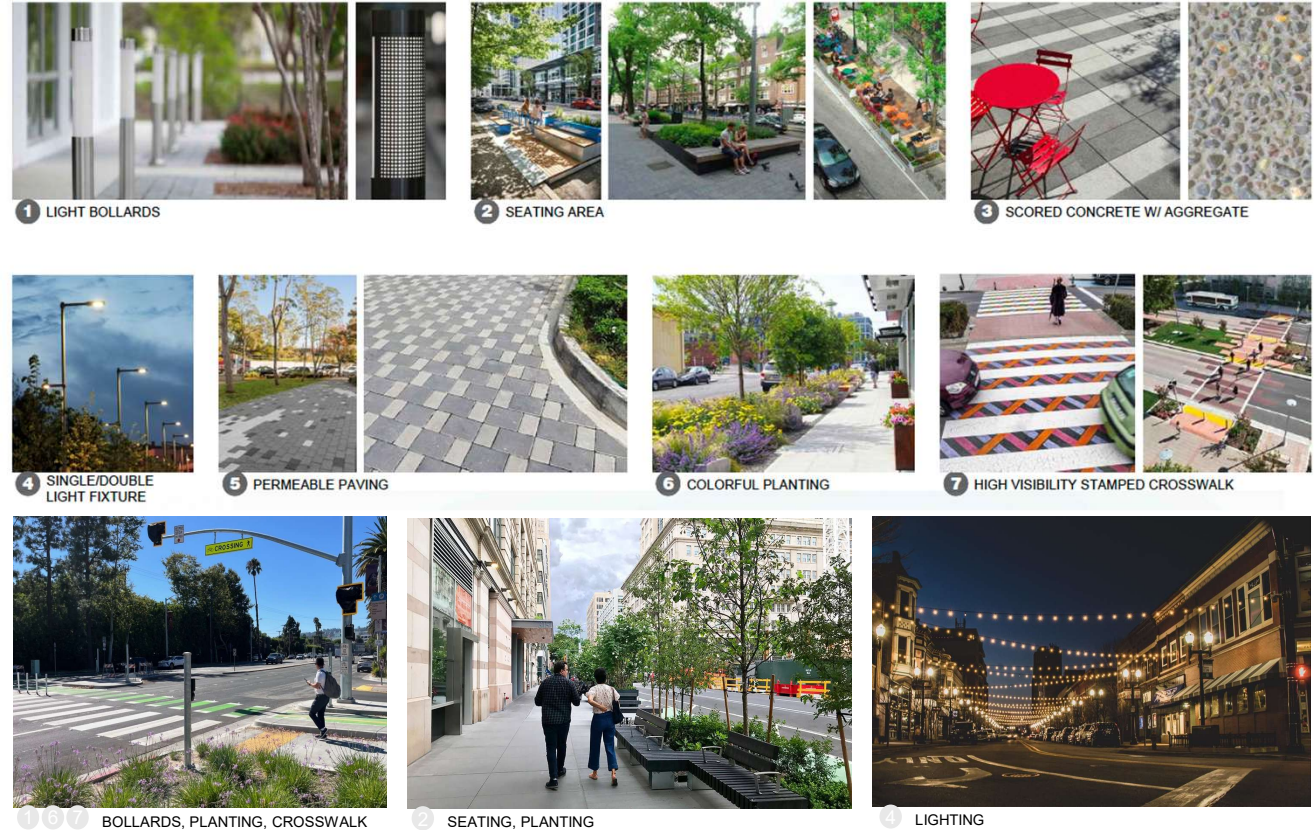
DOWNTOWN & MARKET ST INVESTMENT THAT SUPPORTS LOCAL BUSINESSES & RESIDENTS



Market Street Streetscape & Pedestrian Improvements



PRECEDENT IMAGES

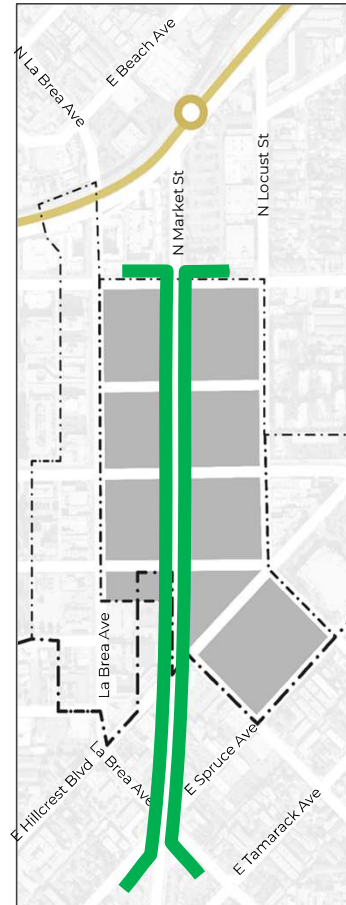


DOWNTOWN & MARKET STREET INVESTMENT

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.

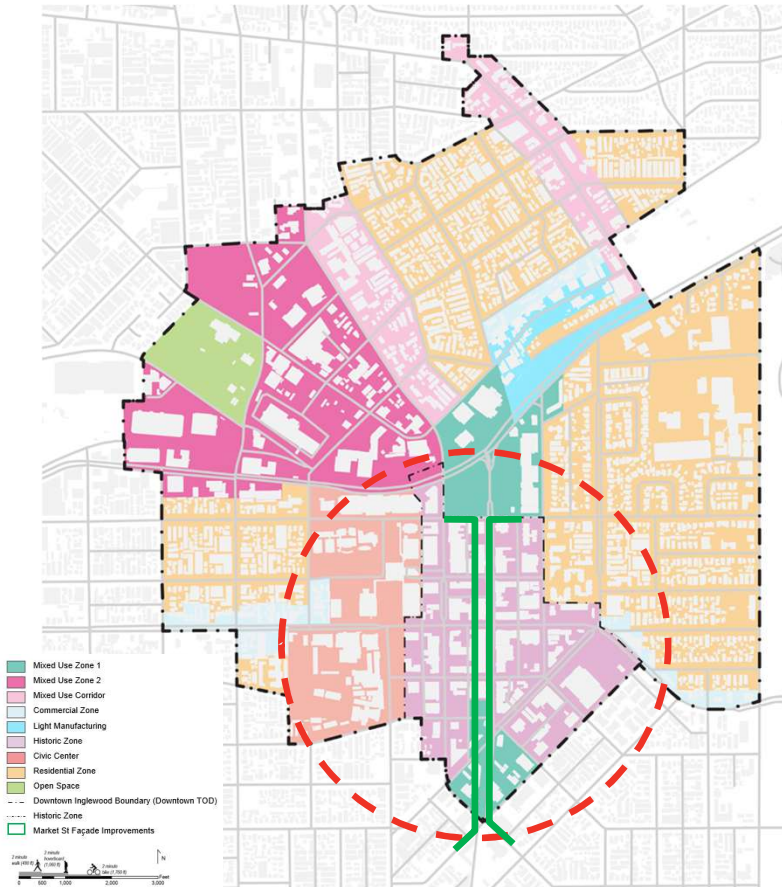
Program launch will align with business relocations associated with the implementation of the Phase 1 Project.

- 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)



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.

