

A romantic couple is walking away from the camera, hand-in-hand, in front of a blue bus at night. The woman on the left has curly hair and is wearing a yellow coat with a plaid scarf and a white bag. The man on the right is wearing a tan coat, glasses, and a brown leather backpack. The bus behind them has accessibility icons like a wheelchair and a stroller. The scene is dimly lit with a blue color cast.

## 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 (111<sup>th</sup> 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

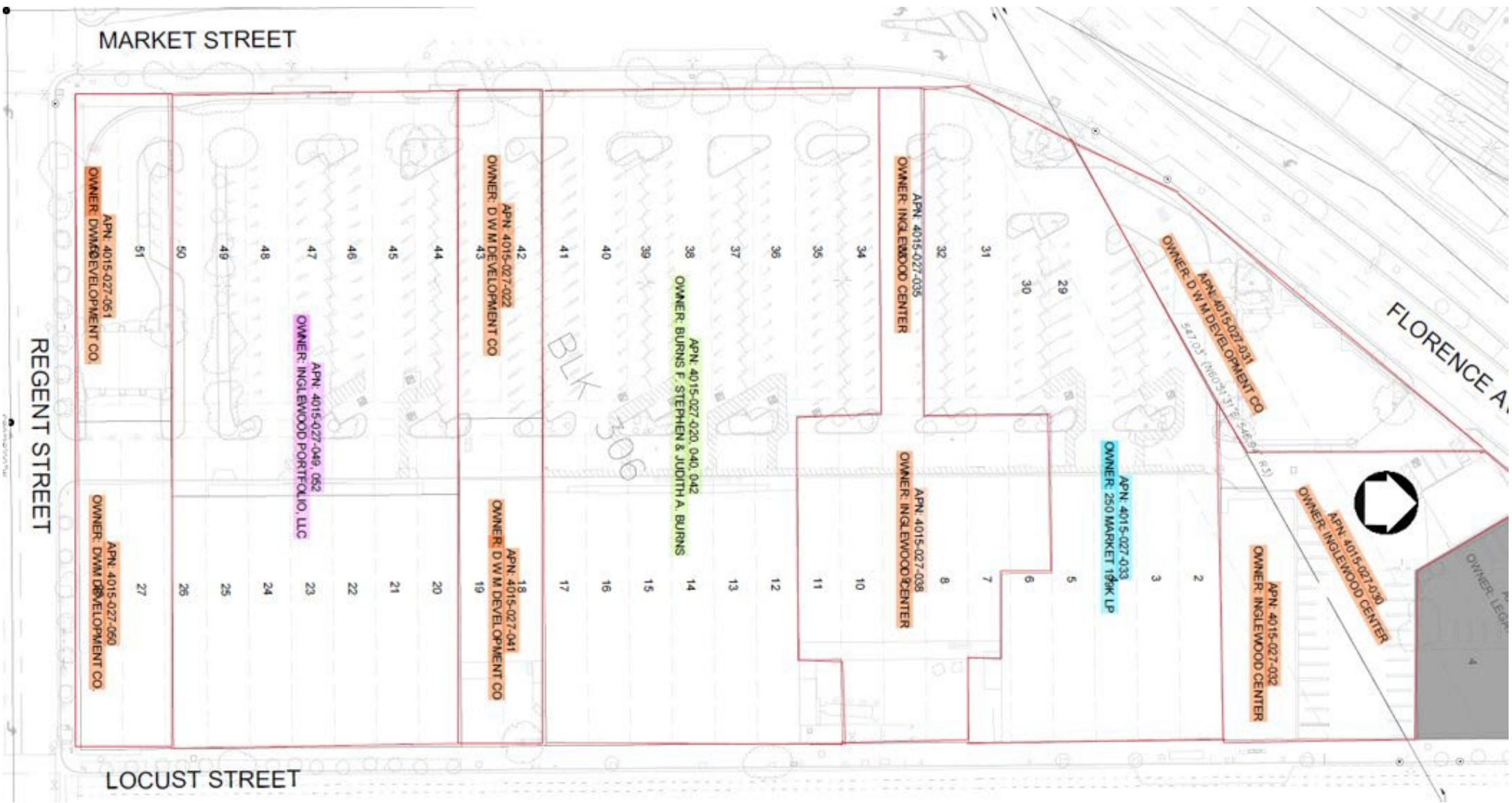


A photograph of two Black women standing on a city street at dusk. The woman on the left is wearing a yellow crop top and blue jeans, looking towards the right. The woman on the right is wearing a white t-shirt and light-colored pants, carrying a backpack and holding a smartphone. In the background, a blue bus is visible on the street, and city buildings are blurred. The word "Acquisitions" is overlaid in orange text on the left side of the image.

# Acquisitions



# INGLEWOOD SHOPPING CENTER



A photograph of two Black 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 people mover (APM) vehicle is visible on a track. The scene is set in an urban environment with buildings and streetlights. The image has a dark blue overlay.

# Automated People Mover (APM) Preservation Strategy



- 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

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- 7



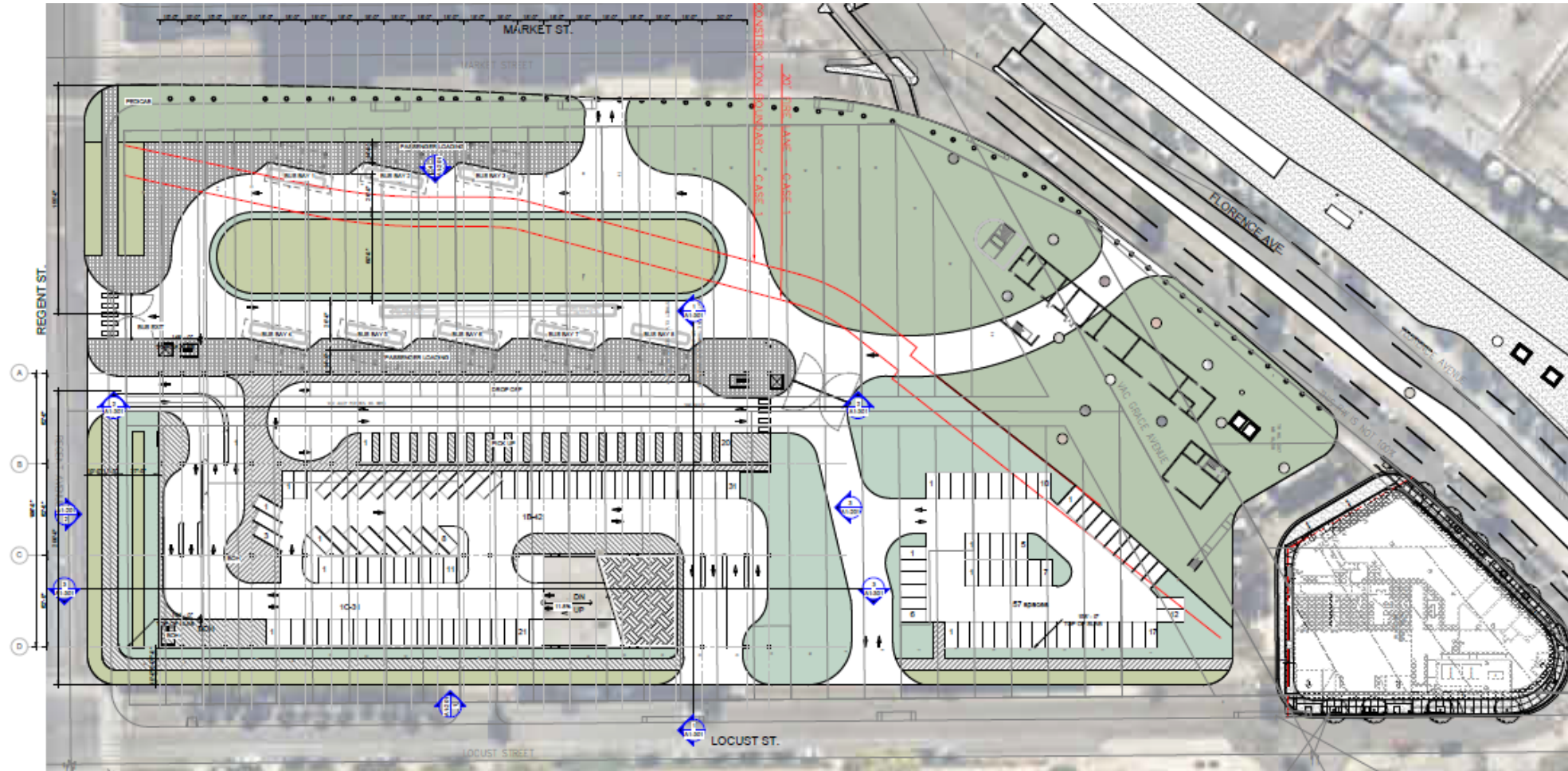
A man with a beard and sunglasses is smiling while talking on a mobile phone. He is standing inside a train car, holding onto a vertical metal pole with his left hand. He is wearing a light blue button-down shirt over a white t-shirt. A black strap, likely for a bag, is visible across his chest. The background shows the interior of the train with windows and structural elements. The overall image has a blue tint.

# **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





### Option 1: Oblique Crossing (Recommended)



## 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



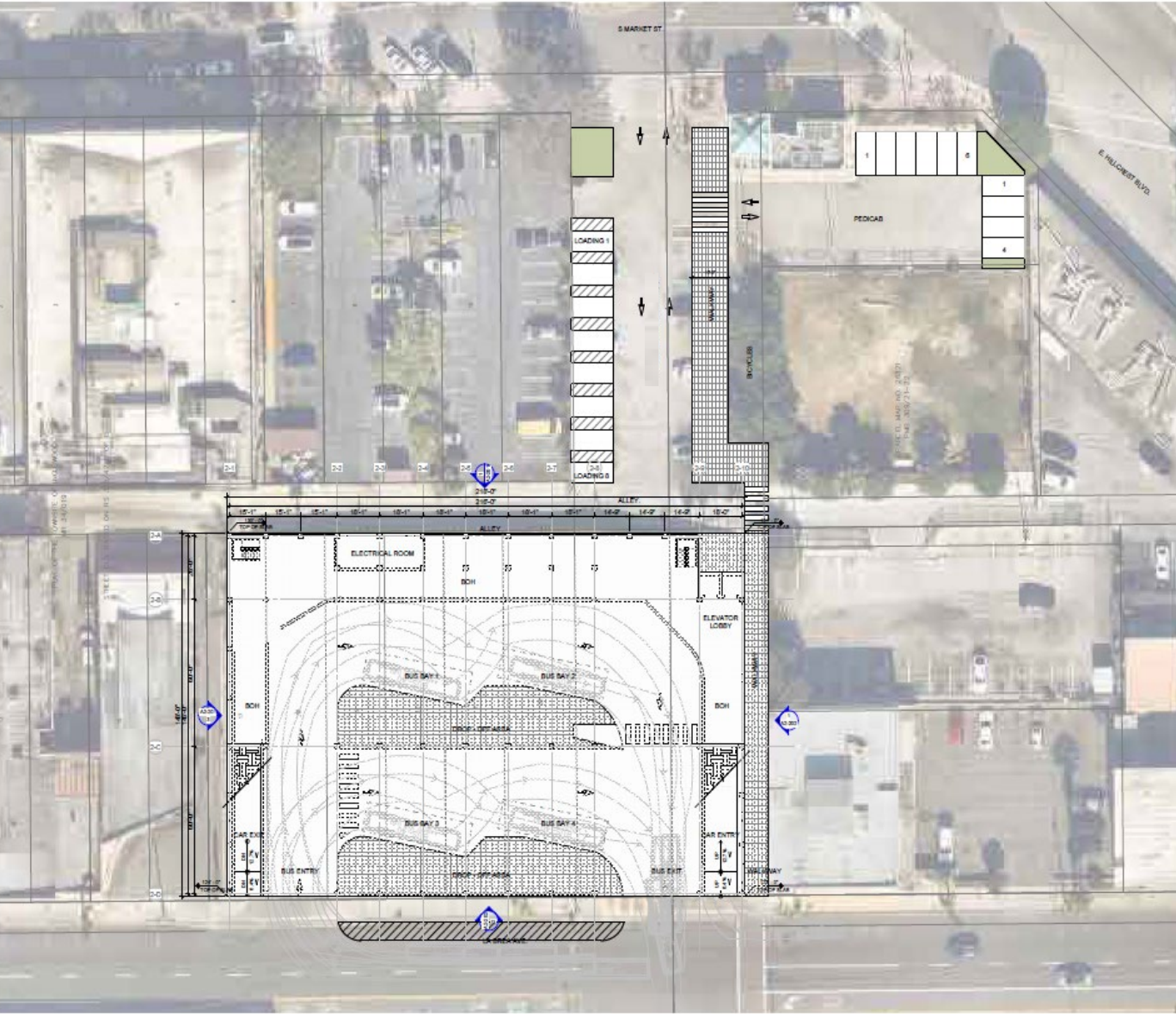




# **La Brea Avenue / Kelso Street Mobility Hub**



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

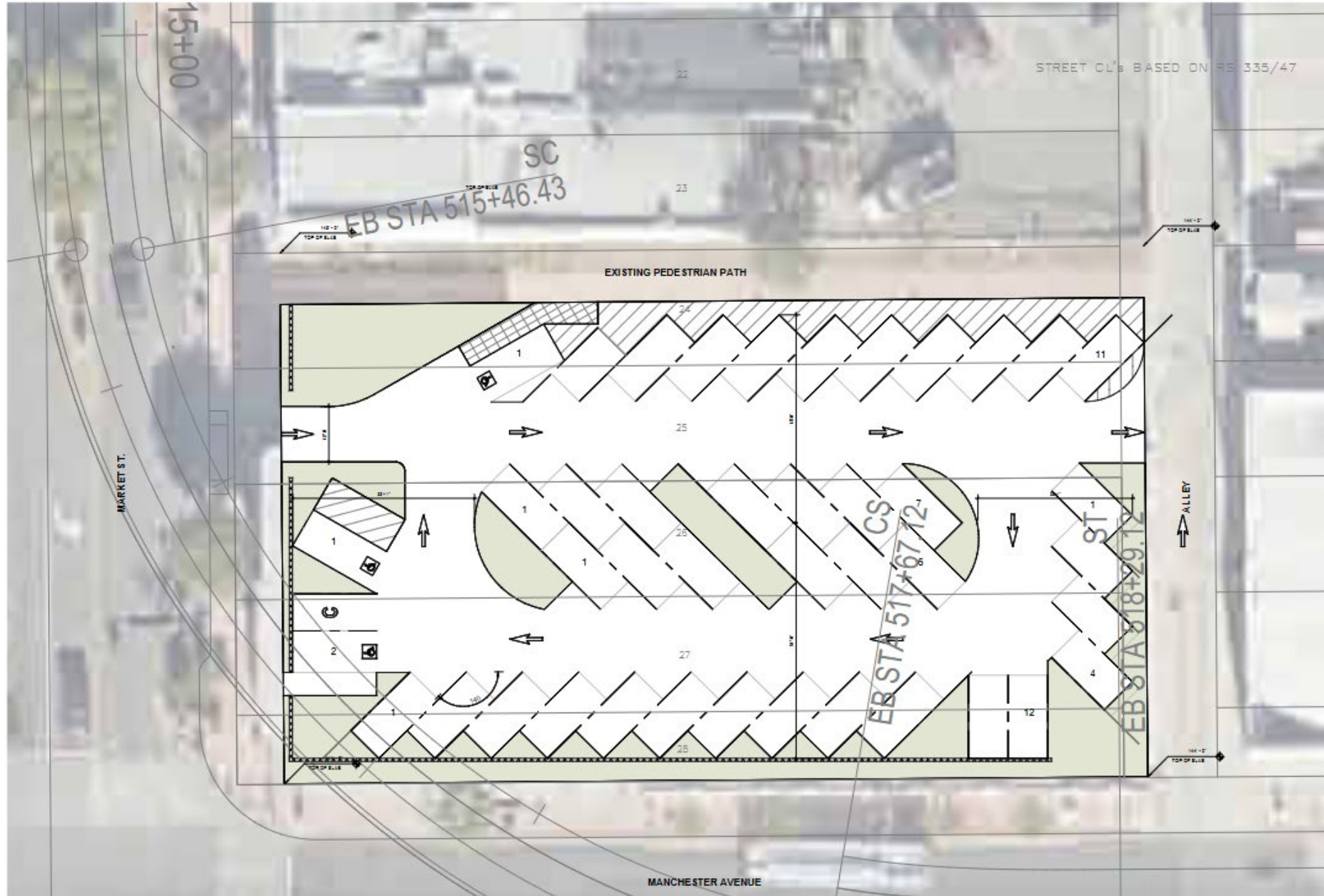




# Market/Manchester Mobility Hub



## STATUS UPDATE (CONCEPT DRAWING)





A man with a beard and sunglasses is smiling while talking on a mobile phone. He is standing inside a train car, holding onto a vertical metal pole with his left hand. He is wearing a light blue button-down shirt over a white t-shirt. A black strap, likely for a bag, is visible across his chest. The background shows the interior of the train with windows and overhead lights. The overall image has a blue tint.

# **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)



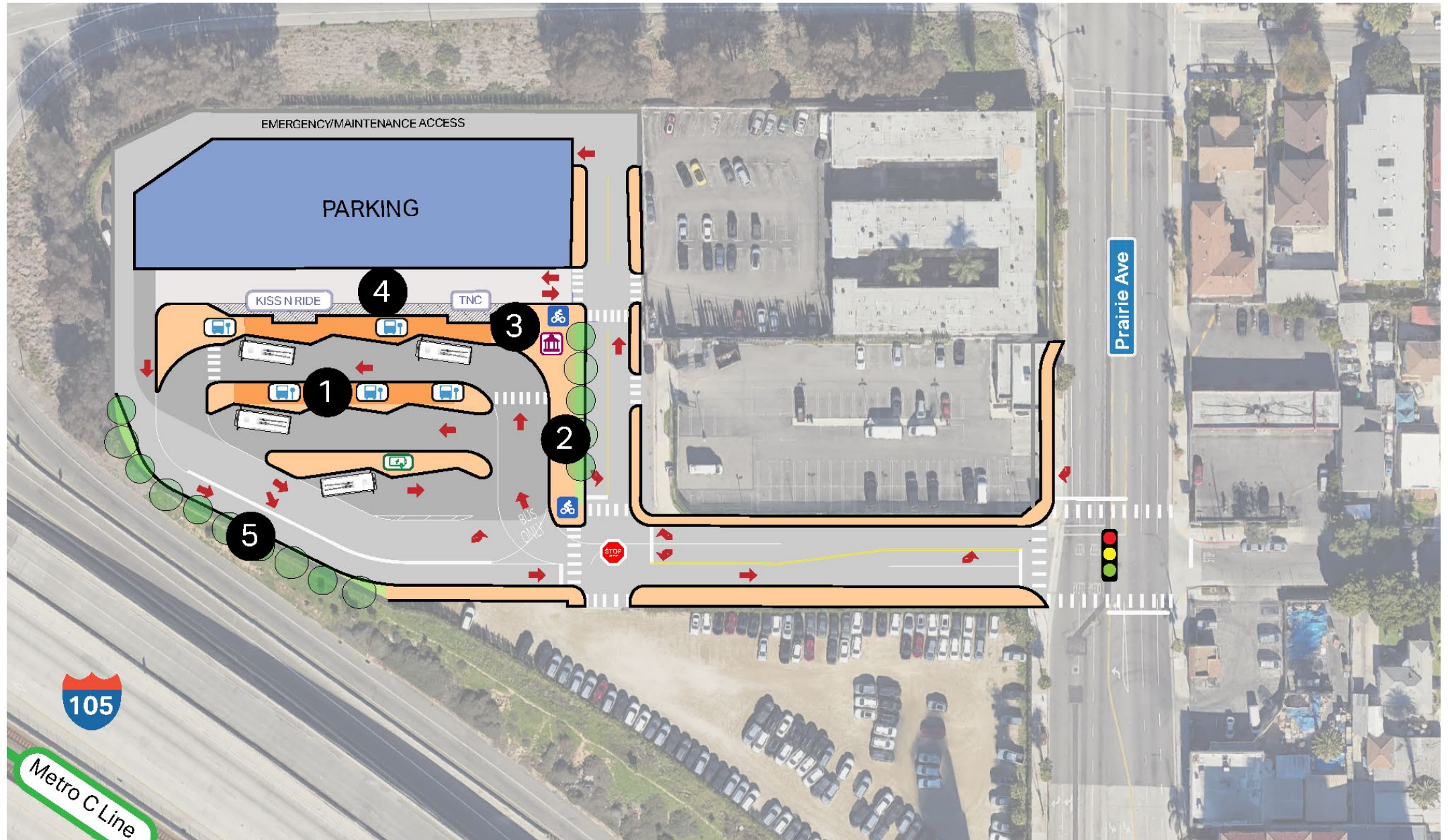


A photograph of two Black women standing on a city street, engaged in conversation. The woman on the left is wearing a yellow crop top and blue jeans, while the woman on the right is wearing a white t-shirt, light-colored pants, and a backpack. In the background, a blue and white bus is visible, along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

# S Prairie Avenue Mobility Hub



## STATUS UPDATE (CONCEPT DRAWING)





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

# Manchester/Prairie Mobility Hub

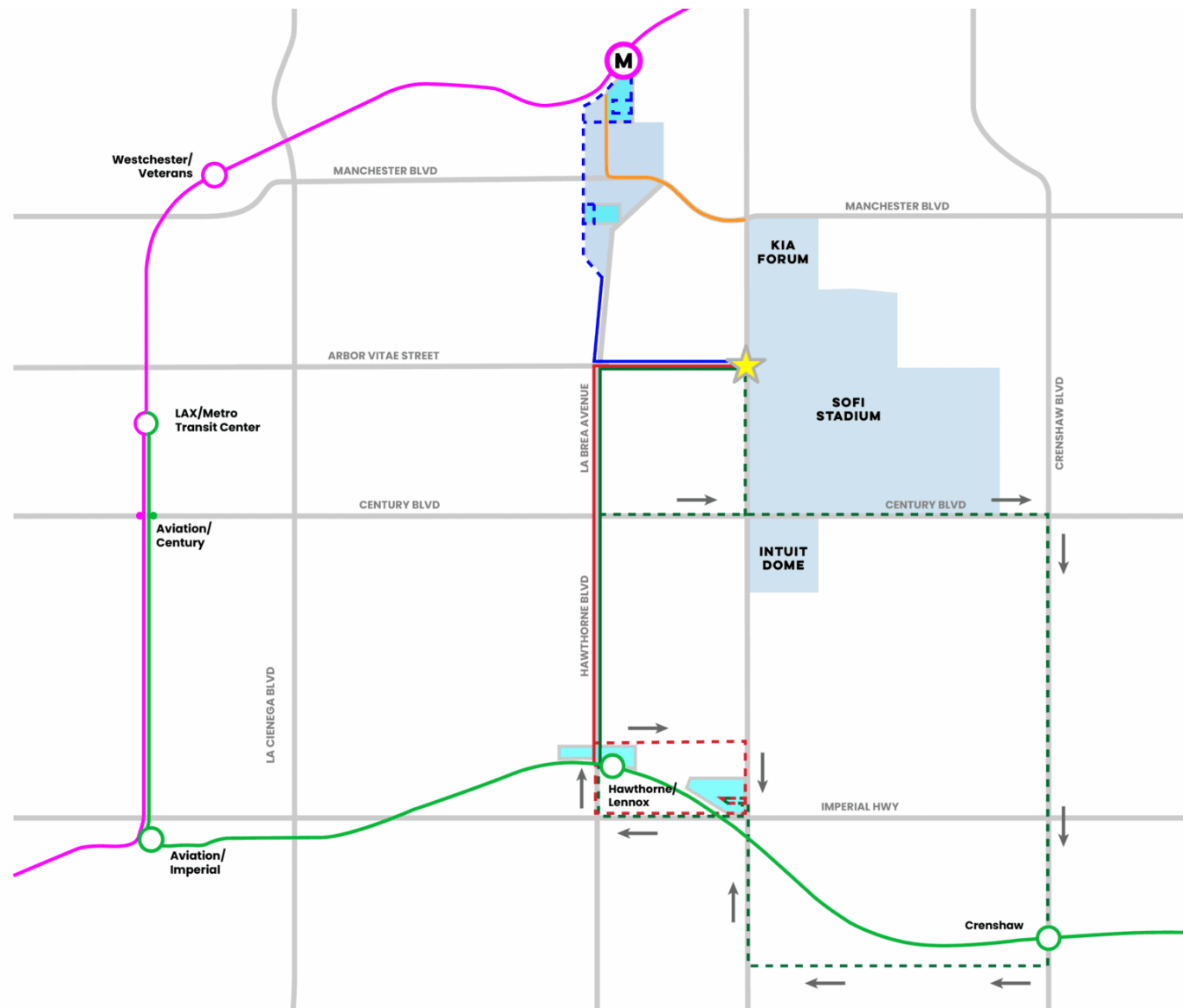
The site plan illustrates the proposed bus stop layout at the intersection of Nutwood Street and S Prairie Ave. The bus stop is U-shaped, with 14 loading zones (LOADING 1 to LOADING 14) and two drop-off/pick-up zones. The plan includes dimensions, street names (NUTWOOD STREET, S PRAIRIE AVE., MANCHESTER BOULEVARD), and elevations (TOP OF SLAB). The bus stop is located on the east side of S Prairie Ave, between Nutwood Street and Manchester Boulevard. The plan shows the bus stop's relationship to the surrounding streets and the proposed bus stop layout.



A man and a 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. The woman is holding a red coffee cup. The background is blurred. The text "Streetscape Improvements" is overlaid in orange.

# Streetscape Improvements

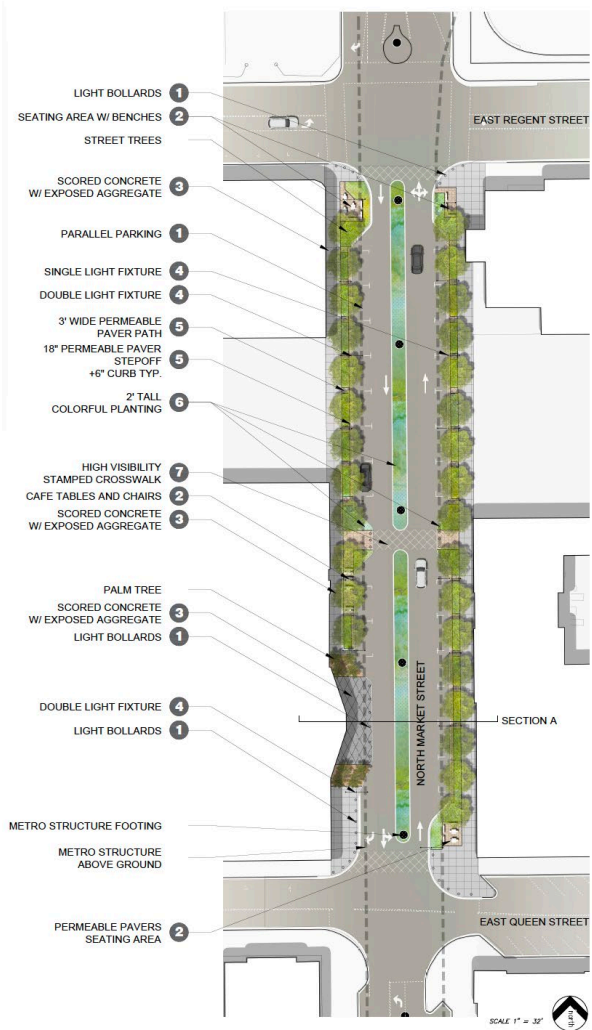
- North Bus Route A (Dedicated Lane)
- - - North Bus Route A (Mixed Traffic)
- South Bus Route A (Dedicated Lane)
- - - South Bus Route A (Mixed Traffic)
- South Bus Route B (Dedicated Lane)
- - - South Bus Route B (Mixed Traffic)
- Pedestrian Corridor
- ★ Existing Intermodal Transit Facility
- Metro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



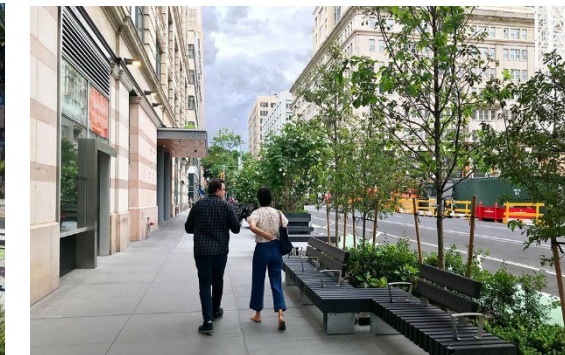
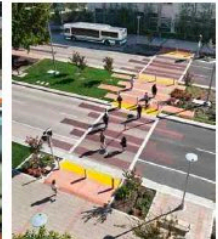
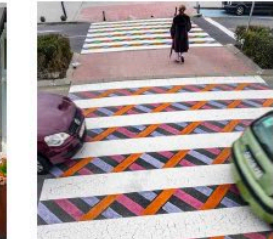
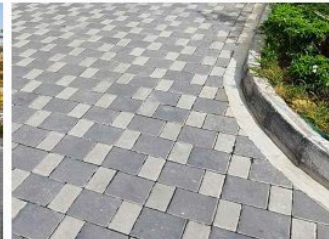
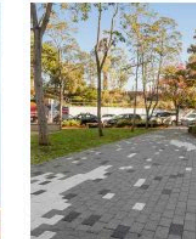
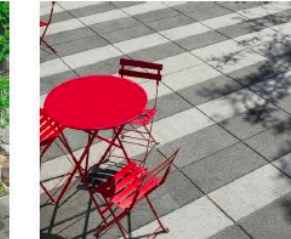
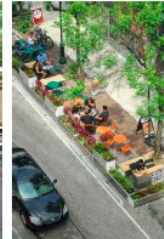
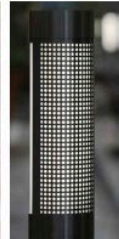
Conceptual and Subject to Change



Market Street Streetscape & Pedestrian Improvements



PRECEDENT IMAGES

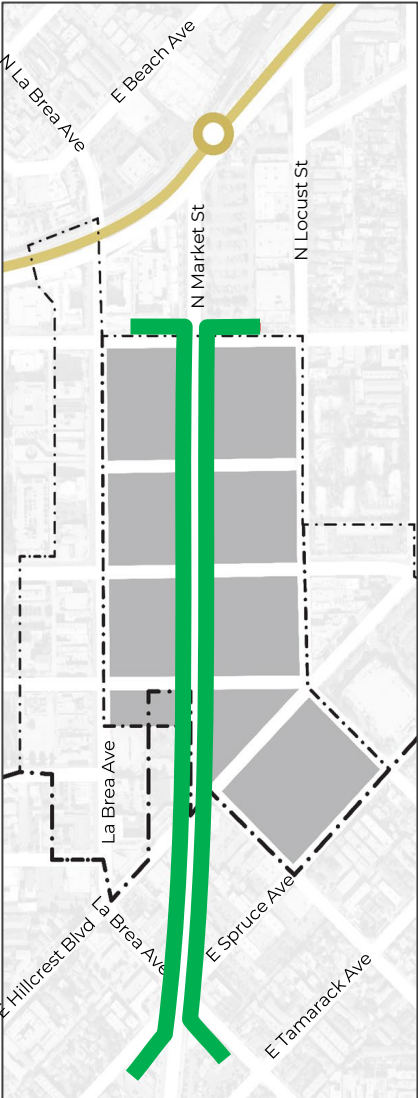




# Initiating Downtown Market Street Revitalization Efforts In Parallel with Transit Plan Implementation



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 Facade Improvements
- Downtown Inglewood Boundary (Downtown TOD)
- Historic Zone Boundary
- Historic Market Street District

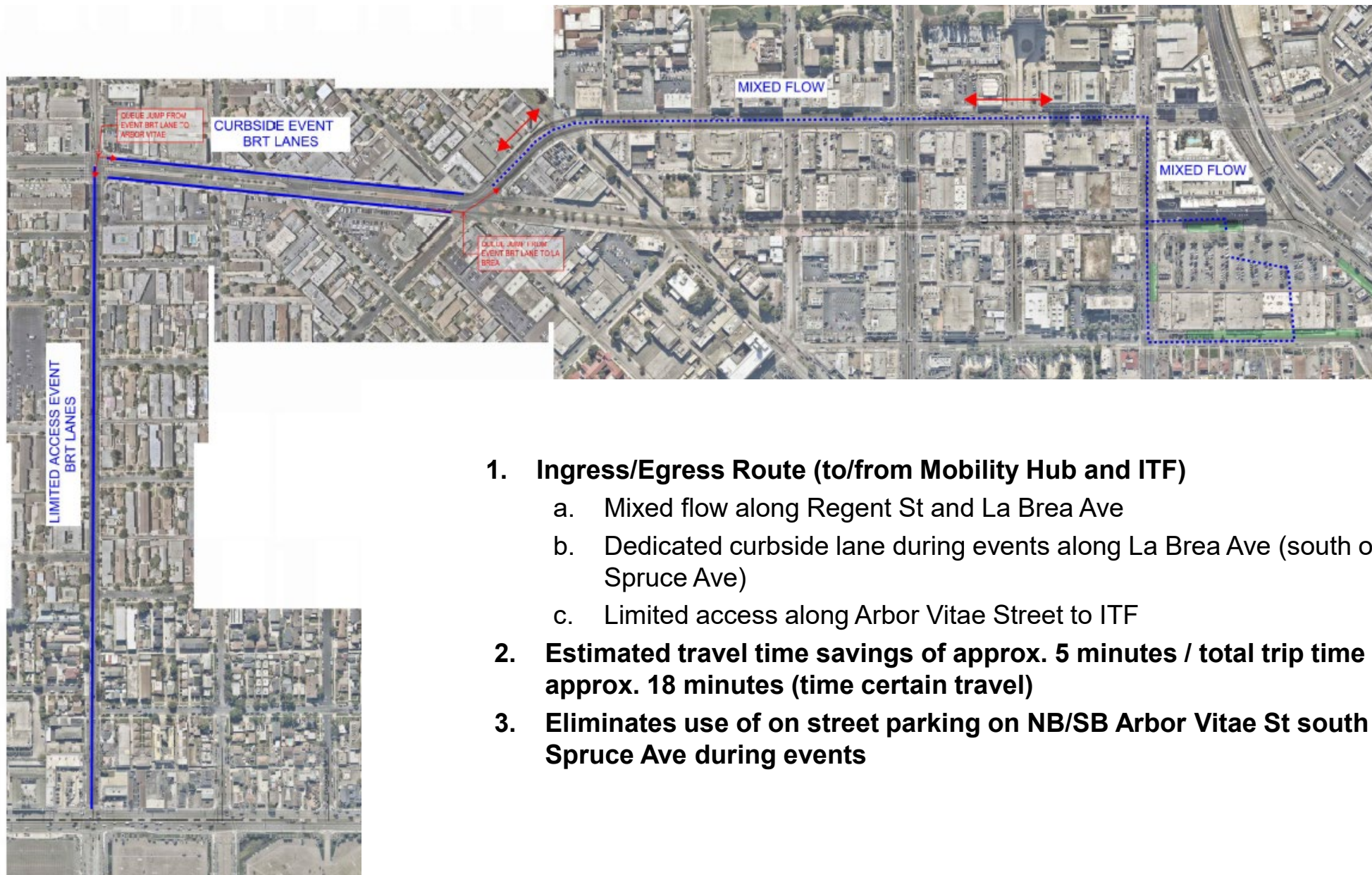




# Initial Bus Route Alternatives Analysis



## LA BREA MIXED FLOW & BRT LANES

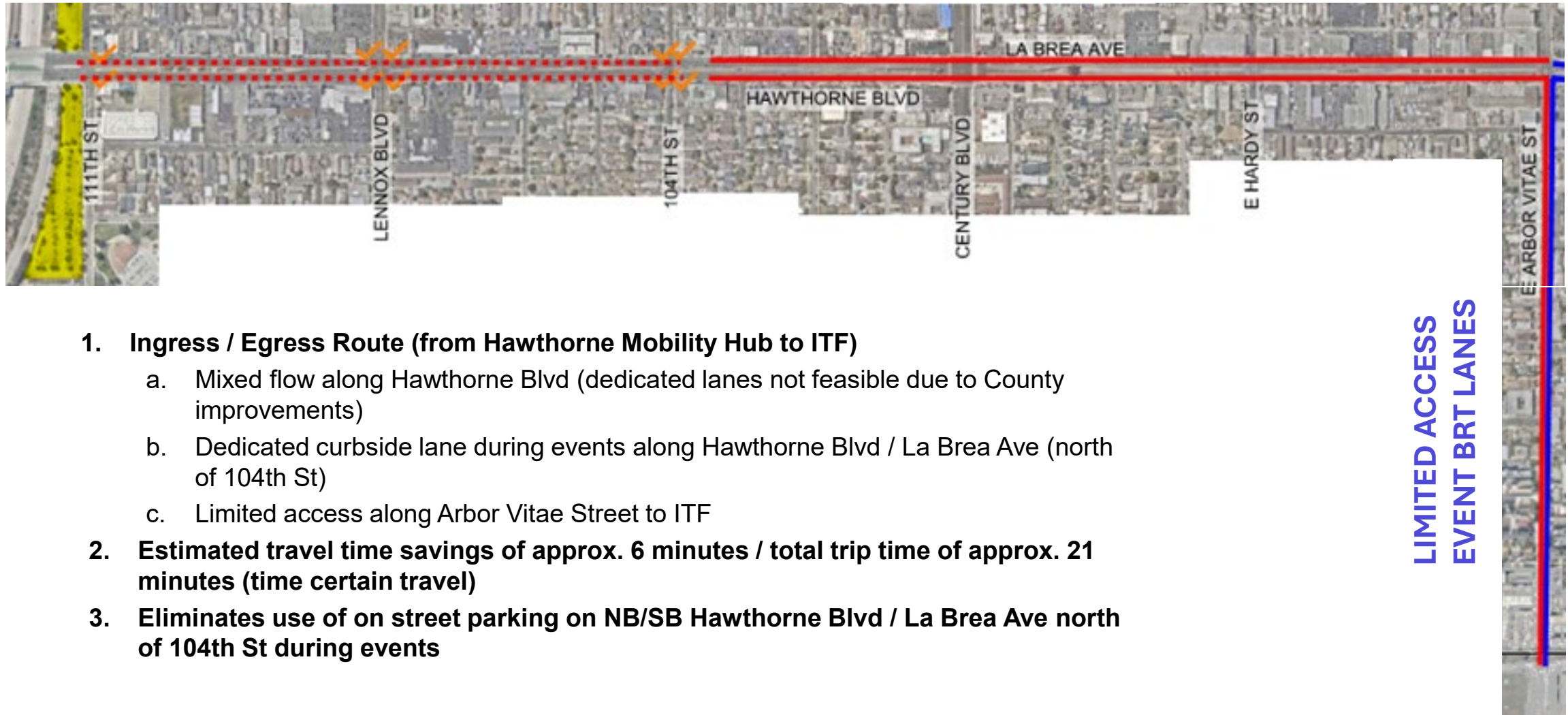


1. **Ingress/Egress Route (to/from Mobility Hub and ITF)**
  - a. Mixed flow along Regent St and La Brea Ave
  - b. Dedicated curbside lane during events along La Brea Ave (south of Spruce Ave)
  - c. Limited access along Arbor Vitae Street to ITF
2. **Estimated travel time savings of approx. 5 minutes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



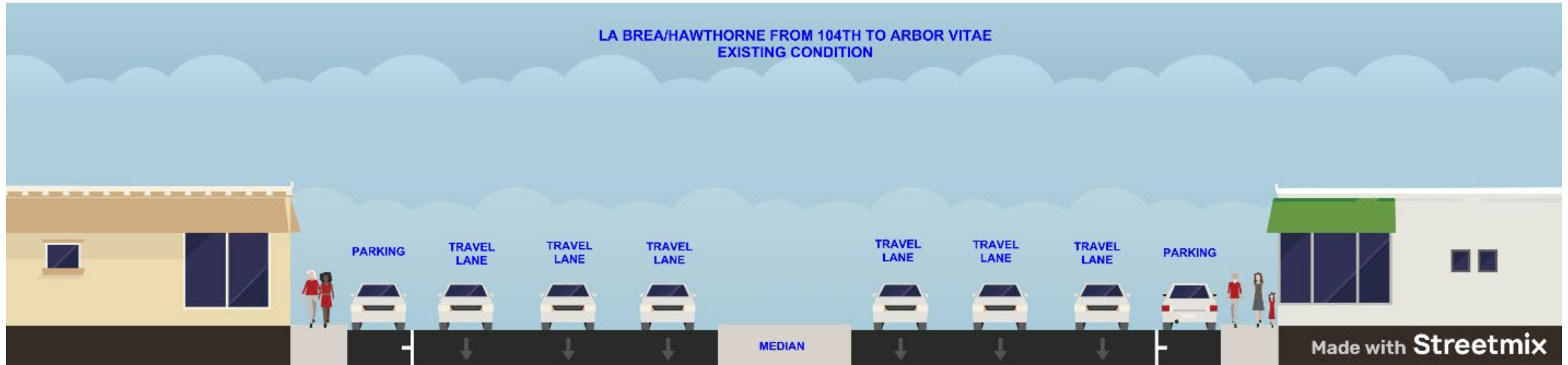
1. **Ingress / Egress Route (from Hawthorne Mobility Hub to ITF)**
  - a. Mixed flow along Hawthorne Blvd (dedicated lanes not feasible due to County improvements)
  - b. Dedicated curbside lane during events along Hawthorne Blvd / La Brea Ave (north of 104th St)
  - c. Limited access along Arbor Vitae 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**



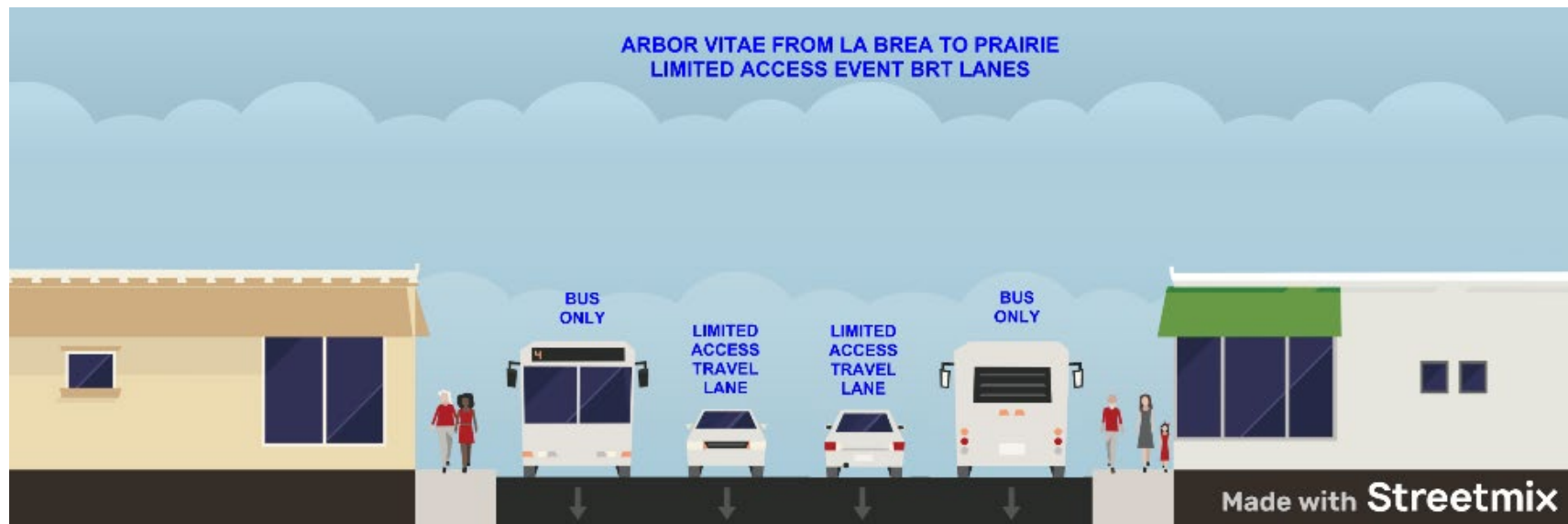
LA BREA/HAWTHORNE FROM 104TH TO ARBOR VITAE  
EXISTING CONDITION



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



## LIMITED ACCESS





# MIXED FLOW

HAWTHORNE FROM 104TH TO 111TH  
EXISTING CONDITION



HAWTHORNE FROM 104TH TO 111TH  
MIXED FLOW

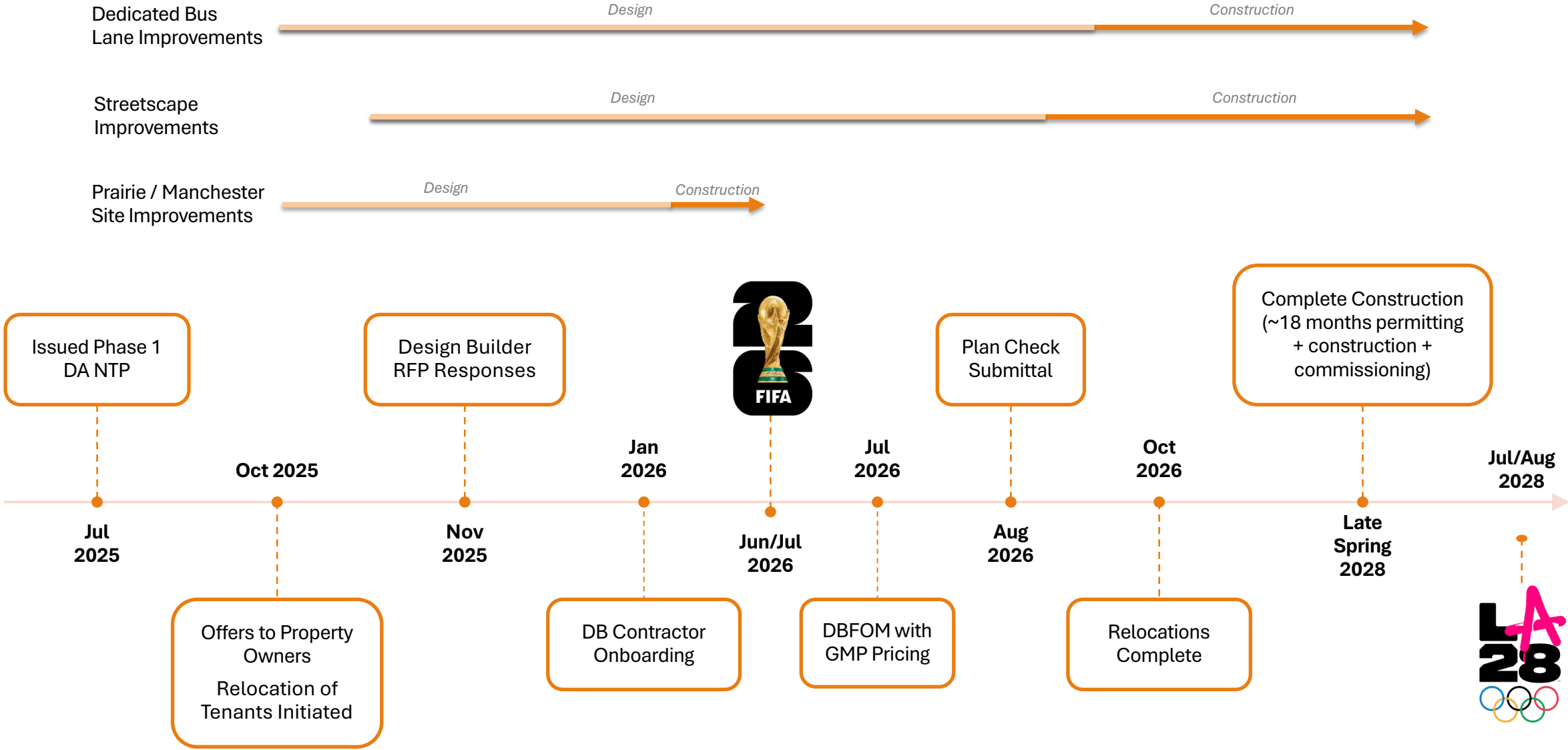


A romantic couple is walking away from the camera, holding hands. The woman on the left has curly hair and is wearing a yellow coat with a plaid scarf and a white bag. The man on the right is wearing a tan coat, glasses, and a brown leather backpack. They are standing in front of a blue bus at night. The bus has several signs, including a wheelchair symbol and a stroller symbol. The word "Schedule" is written in orange text on the left side of the image.

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	<div>To Date:<ul style="list-style-type: none"><li>• Project Feasibility and Concept Development</li><li>• CEQA/NEPA</li><li>• Procurement</li><li>• Predevelopment Activities</li><li>• Right of Way</li></ul><div>Future:<ul style="list-style-type: none"><li>• Design and Construction of Phase 1 Program (including Program Management)</li><li>• Busing Infrastructure (potentially including fleet acquisitions)</li></ul></div></div>
TIRCP	\$502 million	<div>To date:<ul style="list-style-type: none"><li>• Project Feasibility and Concept Development</li><li>• CEQA/NEPA</li></ul><div>Future:<ul style="list-style-type: none"><li>• Real Estate and Relocations</li><li>• Design and Construction of Phase 1 Program</li><li>• Busing Infrastructure (potentially including fleet acquisitions)</li><li>• TBD: Phase 2 Program (based on funding availability)</li></ul></div></div>
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.