

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Inglewood Mobility and Congestion Relief Program

Resolution **SCCP-P-2324-06B**
(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on **March 22, 2024** (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, **Caltrans**, and the Implementing Agency, **City of Inglewood**, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its **6/28/2023** meeting the Commission approved the **Solutions for Congested Corridors Program** and included in this program of projects the **Inglewood Mobility and Congestion Relief Program**, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:

- Resolution **[REDACTED]**, "Adoption of Program of Projects for the Active Transportation Program", dated **[REDACTED]**
- Resolution **[REDACTED]**, "Adoption of Program of Projects for the Local Partnership Program", dated **[REDACTED]**
- Resolution **G-23-45**, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated **6/28/2023**
- Resolution **[REDACTED]**, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated **[REDACTED]**
- Resolution **[REDACTED]**, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated **[REDACTED]**

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 City of Inglewood agrees to secure funds for any additional costs of the project.
- 4.6 City of Inglewood agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 City of Inglewood agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 City of Inglewood agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics

See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The State will not cover costs in the event of a cost overrun.

The Inglewood Mobility and Congestion Relief Program Project encompasses the Inglewood Transit Connector Project (PPNO CP062C) and the Inglewood Mobility and Congestion Relief Program Intelligent Transportation System (ITS) Improvements Project (PPNO 6206).

Attachments:

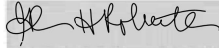
- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **Inglewood Mobility and Congestion Relief Program**

Resolution **SCCP-P-2324-06B**

(to be completed by CTC)



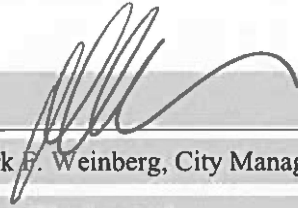
02/22/2024

Date

Gloria Roberts

California Department of Transportation

Project Applicant



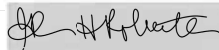
2/8/2024

Date

Mark F. Weinberg, City Manager

City of Inglewood

Implementing Agency



02/16/2024

Date

Gloria Roberts

District Director

California Department of Transportation



03/13/2024

Date

Tony Tavares

Director

California Department of Transportation



07/02/2024

Date

Tanisha Taylor

Executive Director

California Transportation Commission

Program Scope

The Inglewood Mobility and Congestion Relief Program combines two interrelated elements:

- (1) **Inglewood Transit Connector Project (ITC)** - 1.6-mile fully elevated, automated transit system offering a transfer at its northern terminus to LA Metro's new K Line, providing access to regional rail destinations throughout Southern California; and
- (2) **ITS Improvements** - a package of Intelligent Transportation System elements along arterials paralleling the I-405 and at I-105 entrance and exit ramps.

The Program's unique multimodal approach will reduce traffic congestion in the City of Inglewood, including both local streets and major corridors, and access ramps at the I-405 and I-105.



Figure 1: Conceptual Rendering of Inglewood Transit Connector, Market Street Station

Nominating Agencies

- Caltrans in partnership with Inglewood

Program Cost: \$2.05 B

- ITC Guideway & Track Elements
- Stations, Stops, Terminals, Intermodal
- Right-of-Way, Land, Existing Improvements
- ITS Improvements

Anticipated ITC Project Schedule:

- CEQA Approval (completed Apr. 2022)
- NEPA EA (completed Feb. 2023)
- ITC DBFOM RFP (2024)
- Construction Start (2024)
- ROW Acquisition Completion (2026)
- Substantial Completion (2029)
- Start of Passenger Service (2029)

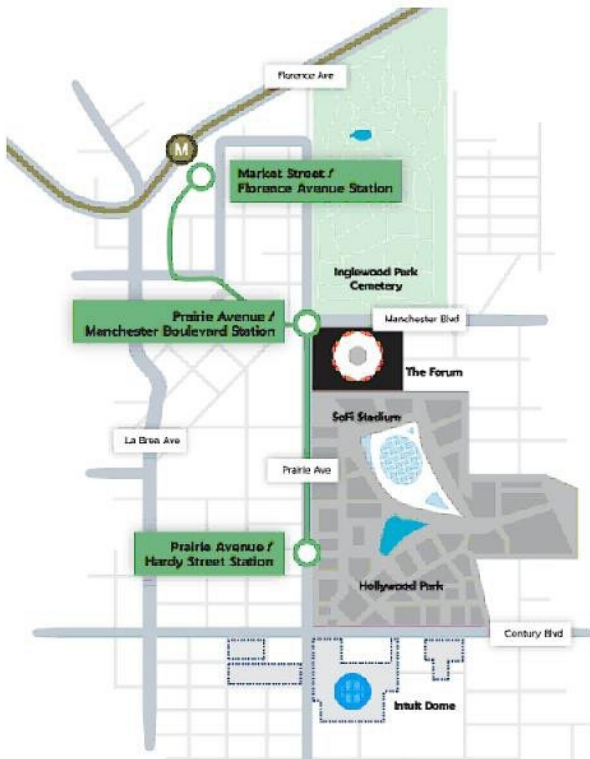


Figure 2: Alignment Map of the Inglewood Transit Connector

Key Program Benefits:

Increased Ridership



Housing Access



Access to Jobs



Air Quality



Equity



Program Details

The centerpiece of the Program is the ITC Project, a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in Inglewood, California, one of the fastest-growing cities in Los Angeles County. The ITC Project will complete a critical first/last mile gap between the City's new housing and employment centers and sports and entertainment venues and the Los Angeles County Metro Rail system via a convenient transfer to the Metro K Line's Downtown Inglewood Station.

The ITC Project includes three new stations at the intersections of Market Street / Florence Avenue, Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street, pedestrian bridges and vertical circulation, a Maintenance and Storage Facility, power distribution substations, new multimodal ground floor uses at the Market Street / Florence Avenue and Prairie Avenue / Hardy Street stations, roadway improvements and other landscape/hardscape improvements.

The ITS Improvements will further reduce congestion within the City and along the I-405 and I-105 corridors and support the objectives of the Solutions for Congested Corridors program by increasing throughput along existing arterials without adding new roadway capacity.

Impact on Greenhouse Gases

The Program elements will improve air quality in the City, the Region, and throughout the South Coast Air Basin. As a result of the increased transit ridership, the ITC Project will reduce vehicle miles traveled (VMT) and thus greenhouse gas (GHG) emissions. The ITS Improvements complement the ITC by easing traffic congestion in the corridor, further reducing GHG emissions. These air quality improvements not only reduce GHG emissions, they advance the Governor's and CALSTA's goals to promote racial equity and environmental justice by improving air quality and maximizing climate change benefits for Inglewood,

which is a majority minority and designated disadvantaged and low-income community.

Transportation Equity

The Program will expand accessibility and connectivity to regional employment hubs and destination centers, particularly for the low-income and historically disadvantaged communities in the area. Ninety-five percent (95%) of the Program's service area is in historically disadvantaged communities. The option to connect to regional rail and bus services will reduce automobile reliance for low-income and historically disadvantaged residents as well as for those visitors traveling to Inglewood for major events. The ITS Improvements will provide additional benefits through a combination of quality-of-life features, including reduced traffic congestion, allowing area residents to avoid the severe traffic conditions that arise in those neighborhoods before and after major events.

Reduces Congestion & Improves Levels of Service

While Inglewood's rapid growth promises many economic benefits for the City and region, it places an unsustainable burden on the local roadway and freeway networks, increases traffic congestion and GHG emissions, and degrades the quality-of-life for residents. The City's challenges are exacerbated by the lack of a high-quality transit link to the countywide Metro Rail system. By 2048, population and employment within the service area of each ITC station (within a 1/2-mile walking distance) is projected to grow 3x and 13x faster than the overall County's population and employment, respectively. In addition, the venues along the Program corridor are projected to host over 440 events annually at their facilities. The Program is needed to mitigate the impacts of limited mobility options in a corridor that is predominantly low income and underserved by the existing regional transit network.







City of Inglewood CTC-0001 Baseline Agreement - Signed -_

Final Audit Report

2024-02-22

Created:	2024-02-20
By:	Joann Eustache (S133410@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAITr52SLwJulm_RI9iAVImaElumzIFC8X

"City of Inglewood CTC-0001 Baseline Agreement - Signed -_" History

-  Document created by Joann Eustache (S133410@dot.ca.gov)
2024-02-20 - 8:22:25 PM GMT
-  Document emailed to Gloria Roberts (gloria.roberts@dot.ca.gov) for signature
2024-02-20 - 8:23:31 PM GMT
-  Email viewed by Gloria Roberts (gloria.roberts@dot.ca.gov)
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-  Document e-signed by Gloria Roberts (gloria.roberts@dot.ca.gov)
Signature Date: 2024-02-22 - 8:37:32 PM GMT - Time Source: server
-  Agreement completed.
2024-02-22 - 8:37:32 PM GMT



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Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	02/28/2024 10:51:14
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07	R441GC	0024000126	CP062C	City of Inglewood	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
VAR				Caltrans District 7	
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Louis Atwell			310-412-5333	latwell@Cityofinglewood.org	

Project Title

Inglewood Transit Connector

Location (Project Limits), Description (Scope of Work)

The ITC Project is a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in the City of Inglewood, California, one of the fastest-growing cities in Los Angeles County. The Project will complete a critical first/last mile gap between the City's new housing and employment centers and sports and entertainment venues and the Countywide Metro Rail system via a direct transit connection to the Metro K Line's Downtown Inglewood Station. The Project includes the construction of new pedestrian bridges and right-of-way acquisitions required for the Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street stations, new multimodal groundfloor uses at the Prairie Avenue / Hardy Street station, new streetscape improvements at each station area and along the entire Project alignment, reconfiguration of the Project's Maintenance and Storage Facility, and new contactless payment technology and real-time General Transit Feed Specification system improvements.

Component	Implementing Agency
PA&ED	City of Inglewood
PS&E	City of Inglewood
Right of Way	City of Inglewood
Construction	City of Inglewood

Legislative Districts

Assembly:	4	Senate:	35	Congressional:	43
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/23/2020	
Begin Environmental (PA&ED) Phase		12/23/2020
Circulate Draft Environmental Document Document Type EIR/FONSI		11/12/2021
Draft Project Report		11/12/2021
End Environmental Phase (PA&ED Milestone)		12/15/2022
Begin Design (PS&E) Phase		12/23/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/23/2023
Begin Right of Way Phase		12/19/2022
End Right of Way Phase (Right of Way Certification Milestone)		09/20/2024
Begin Construction Phase (Contract Award Milestone)		02/27/2024
End Construction Phase (Construction Contract Acceptance Milestone)		03/31/2029
Begin Closeout Phase		05/09/2029
End Closeout Phase (Closeout Report)		07/10/2029

Purpose and Need

The City of Inglewood is one of the fastest-growing housing and employment centers in Los Angeles County. By 2045, population and employment growth within the service area of each transit station (located within a ½ mile walking distance) is projected to be three and 13 times that of the County’s overall growth rate, respectively. In addition, the venues along the Project corridor are projected to host over 440 events annually of varying sizes at their facilities. Today, a combination of Metro Local buses provide service to Inglewood with limited service on weekends and evenings. The ITC Project and the proposed scope additions are needed to provide new transit mobility options to the underserved low-income communities in the City, addressing a coverage gap in the existing countywide Metro Rail system and providing quick, modern, and reliable access to and from new employment opportunities, residential, and entertainment centers. As a result of the Project’s transit ridership, the ITC will significantly reduce vehicle miles traveled and greenhouse gas emissions and improve air quality throughout the South Coast Air Basin. These air quality improvements will help further meet the Biden Administration’s goals of advancing racial equity and environmental justice by improving air quality and maximizing climate change benefits for the surrounding disadvantaged and low-income community census tracts located in the City. The residents of these communities will also benefit from the significant economic opportunities the Project will provide during construction and operation including the creation of ~500-700 construction workforce jobs, ~150 full-time jobs for operations and maintenance, and over ~11,000 indirect jobs supported by the Project budget. In addition, the City is actively working with the LA/OC Building Trades to execute a Workforce Labor Agreement and developing robust program goals for disadvantaged and small businesses. Together, these economic benefits will further advance President Biden’s American Jobs Plan by mitigating existing socio-economic disparities through sustainable transportation infrastructure investments. The ITC Project will play a significant role in the 2028 Summer Olympic Games as the City’s new venues along the Project corridor are each scheduled to host various events including the Opening and Closing Ceremonies at SoFi Stadium. These events will place the City of Inglewood, the greater Los Angeles Region, the State of California, and the United States on the world stage. The ITC Project will provide passengers traveling to the Games a critically needed transportation facility. The Project is designed to accommodate a projected demand (in 2045) of up to 11,000 passengers per hour per direction at ~2.5-minute headways during events and ~6.3 minutes during non-event service and will have the ability to increase capacity in the future. By completing the first/last mile gap between the existing countywide Metro Rail system and the City’s new activity centers, the ITC Project and the proposed scope additions will provide significant economic, environmental, congestion mitigation, equity, and safety improvements for passengers traveling from throughout the region and for the local residents of the existing disadvantaged and low-income communities located in the City of Inglewood.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	24
Rail/ Multi-Modal	Miles of new track	Miles	3.2
Rail/ Multi-Modal	New stations	EA	3

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Additional Information

The ITC Project scope additions result in congestion reduction metrics of VMT and VMT per capita, and air quality/GHG metrics including PM 2.5, CO2 and NOx. Therefore, these metrics have been entered into the "Performance Indicators and Measures Section" as negative values to reflect the reduction in congestion and air quality/GHG metrics generated by the Project. Please also note that PM 2.5 reduction of 46,699 pounds have been converted to 23.35 tons; CO2 of 375,772 metric tons have been converted 414,100 tons; and NOx of 64,146 pounds have been converted to 32.073 tons using appropriate factors.

The water main relocation construction contract was awarded on February 27, 2024, but the larger development/construction contract for the ITC is estimated to be awarded in July or August 2024, consistent with the Project Report-equivalent.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	-1,134,796,685	0	-1,134,796,685
			VMT per Capita	-18.08	0	-18.08
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	20,585	0	20,585
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-23.35	0	-23.35
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-414,100	0	-414,100
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-32.073	0	-32.073
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.37	0.4	-0.03
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	25.43	25.43	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	2.23	2.4	-0.17
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	152.56	152.56	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	21,756	0	21,756
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

Project Title					
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Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Inglewood
PS&E									City of Inglewood
R/W SUP (CT)									City of Inglewood
CON SUP (CT)									City of Inglewood
R/W									City of Inglewood
CON									City of Inglewood
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	18,306	1,694						20,000	California State Transportation Agency (CalSTA) TIRCP Cycle 4
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	11	33,632	41,557					75,200	
CON									
TOTAL	18,317	35,326	41,557					95,200	

Fund #2:	Other Fed - RAISE (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									United State Department of Transportation (USDOT)
PS&E									
R/W SUP (CT)									
CON			15,000					15,000	
TOTAL			15,000					15,000	

Fund #3:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	39,373	21,491	1,287					62,151	Los Angeles County Metropolitan Transportation Authority (LACMTA) Measure R program
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	20,394	385	73,184					93,963	
CON									
TOTAL	59,767	21,876	74,471					156,114	

Fund #4:	FTA Funds - Capital Investment Grants Program (Uncommitted)								Program Code	
Existing Funding (\$1,000s)										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									United States Department of Transportation (USDOT)	
PS&E										
R/W SUP (CT)										
CON			1,210,982					1,210,982		
TOTAL			1,210,982					1,210,982		
Fund #5:	Other Fed - Federal Earmark (Committed)									Program Code
Existing Funding (\$1,000s)										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									United States Department of Transportation (USDOT)	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			5,000					5,000		
TOTAL			5,000					5,000		

Fund #6:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TIRCP6
PS&E									
R/W SUP (CT)									
			47,107					47,107	
CON			360,258					360,258	
TOTAL			407,365					407,365	
Fund #7:	Other Fed - HUD Appropriation (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			3,000					3,000	
CON									
TOTAL			3,000					3,000	

Fund #8:	Other Fed - State Earmark (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON			9,000					9,000	
TOTAL			9,000					9,000	
Fund #9:	Local Funds - Fund Transfer b/w Caltrans and City of Inglewood (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,000					2,000	
TOTAL			2,000					2,000	

Fund #10:	Other Fed - Transportation, Housing and Urban Development (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON			5,000					5,000	
TOTAL			5,000					5,000	
Fund #11:	Other Fed - Additional non-CIG (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			134,209					134,209	
TOTAL			134,209					134,209	

Fund #12:	Local Funds - City Contribution for Signal Improvement (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON			2,500					2,500	
TOTAL			2,500					2,500	
Fund #13:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,340					6,340	
TOTAL			6,340					6,340	

Amendment (Existing Project) YES NO Date 12/29/2023 08:48:48

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
07			6206	City of Inglewood	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
VAR				Caltrans District 7	
VAR				MPO	Element
VAR				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Louis Atwell			310-412-5333	latwell@Cityofinglewood.org	

Project Title

The Inglewood Mobility and Congestion Relief Program ITS Elements

Location (Project Limits), Description (Scope of Work)

The Inglewood Mobility and Congestion Relief Program ITS Elements consist of a package of Intelligent Transportation System improvements along Florence Ave, Manchester Blvd, and La Brea Ave in the City that connect to the I-405. These investments aim to enhance the communication infrastructure, upgrade video detection and CCTV cameras, replace traffic signal equipment, and provide clear directions to the public through technologies such as Blank-Out Signs and Changeable Message Signs (CMS), to enhance mobility and efficiency by improving signal timing and directional wayfinding to respond to ongoing traffic. ITS Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City. These benefits will address environmental and community impacts on mobility, congestion, GHG emissions and safety.

Component	Implementing Agency
PA&ED	City of Inglewood
PS&E	City of Inglewood
Right of Way	City of Inglewood
Construction	City of Inglewood

Legislative Districts

Assembly: 35 Senate: 4 Congressional: 43

Project Milestone	Existing	Proposed
Project Study Report Approved	08/21/2019	
Begin Environmental (PA&ED) Phase		03/01/2023
Circulate Draft Environmental Document Document Type CE		04/15/2024
Draft Project Report		06/15/2024
End Environmental Phase (PA&ED Milestone)		12/31/2023
Begin Design (PS&E) Phase		09/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		03/01/2025
Begin Right of Way Phase		03/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2025
Begin Construction Phase (Contract Award Milestone)		07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		04/01/2026
Begin Closeout Phase		05/01/2026
End Closeout Phase (Closeout Report)		10/01/2026

Purpose and Need

The City of Inglewood is one of the fastest-growing housing and employment centers in Los Angeles County. By 2045, population and employment growth within the service area of each transit station (located within a ½ mile walking distance) is projected to be three and 13 times that of the County’s overall growth rate, respectively. The purpose of this component of the Project is to modify the City’s ITS infrastructure for maximum impact on communication, data-sharing, and network interconnectivity, allowing for congestion reduction despite population growth. Suggested improvements include replacing outdated video detection systems, installing new variable messaging signs, installing new software for monitoring, device management, and alerts, and installing new CCTV camera systems. These improvements, combined with other proposed multimodal enhancements, will produce an outsized impact on congestion reduction on local and interstate roadways, leading up to and including I-405. Strategic optimization of the streets as they are built will both improve their capacity and enhance safety standards. This will provide increased availability for locals and visitors alike, better distributing traffic and equalizing speeds on I-405 and its adjacent surface streets. ITS improvements will enable the coalescence of a Nexus of Transportation System Mobility Improvement. These proposed enhancements will use technology to collect real-time traffic data that can then be used to adjust traffic signals or provide information to drivers through real-time electronic signals or their car’s navigation system. The effects will be felt in daily commutes as well as before and after major sporting and entertainment events in the City. Upgrades to existing hardware, software, and equipment along the corridor will ensure interconnectivity between key junctures in the City’s Public Works Fiber Optic Network and the Traffic Management Center. Filling in these gaps in connectivity by installing conduit and fiber optics will create a redundant fiber-optic ring and establish the framework for regional connectivity to surrounding agencies in the region and state. Benefits to congestion will be evident as La Brea Ave and Prairie Ave serve as key arterials that parallel I-405, increasing their capacity will allow commuters to opt out of freeway traffic and use surface streets instead. ITS improvements will enhance the existing framework for safety by improving the monitoring systems at key intersections. For example, CCTV installation at the heavily trafficked I-405 on ramp will enable quicker and more accurate accident detection and streamline the dispatch of emergency services when necessary. This capacity, combined with reductions in traffic congestion, will entail safer streets, drivers, and first responders. The resulting improved distribution of traffic will in turn lead to more consistent travel speeds, culminating in lower idling emissions compared to stop-and-go traffic. ITS infrastructure will be increasingly necessary in the coming years for connection to autonomous vehicles and integration into the regional transportation smart network. This will serve as a critical foundation for enablement of future technology and data sharing between the City and the greater Los Angeles County and Region. In this way, strategically placed investments can yield massive gains to connectivity in the City of Inglewood and beyond.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	3
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	40
TMS (Traffic Management Systems)	Real-Time Transit Information	EA	54
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	80

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

Project Title					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Inglewood
PS&E									City of Inglewood
R/W SUP (CT)									City of Inglewood
CON SUP (CT)									City of Inglewood
R/W									City of Inglewood
CON									City of Inglewood
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #1:	Local Funds - Measure M (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			3,740	1,500				5,240	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				16,160				16,160	
TOTAL			3,740	17,660				21,400	

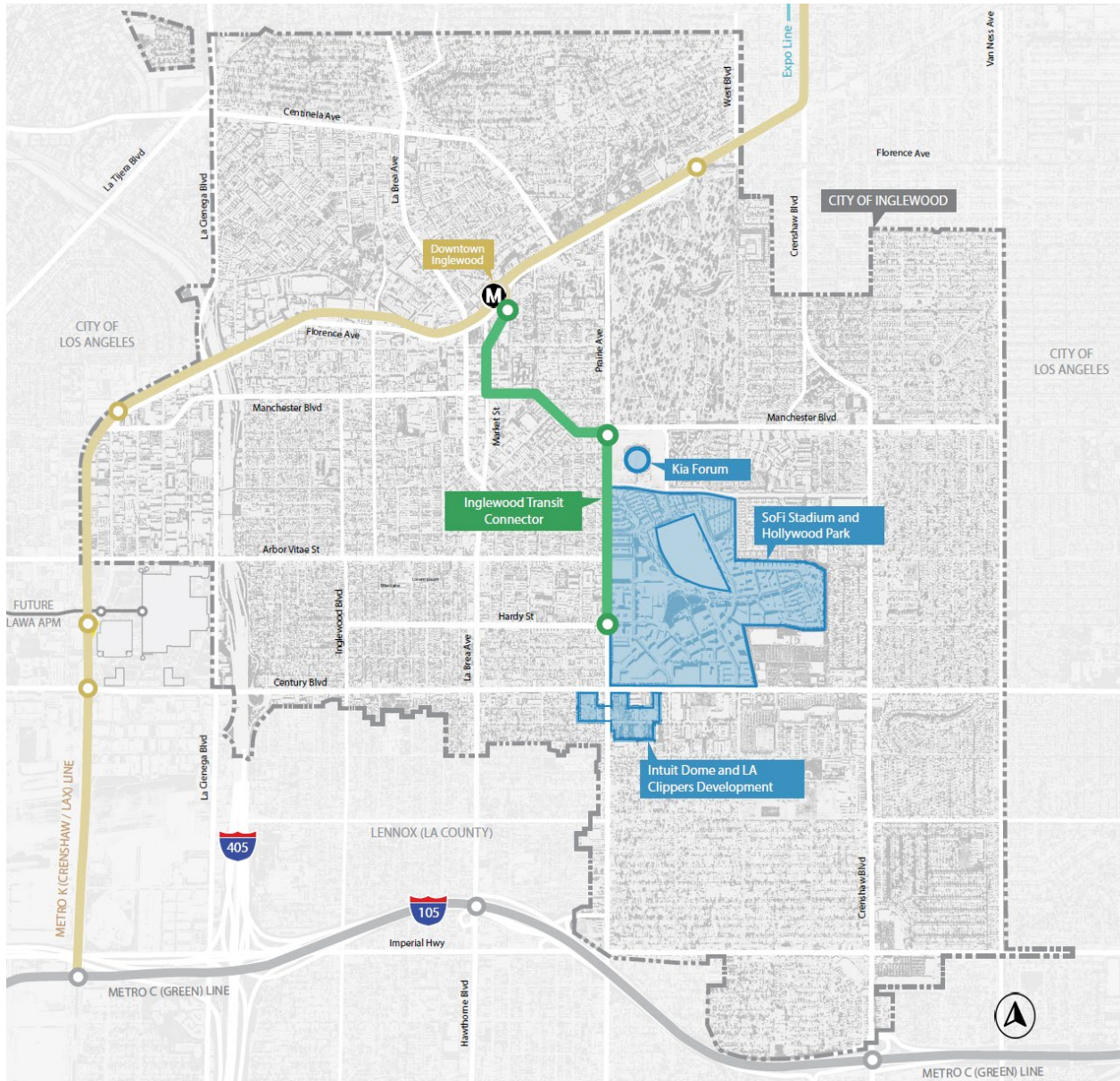
PROJECT REPORT EQUIVALENT

Project Title: *Inglewood Transit Connector*

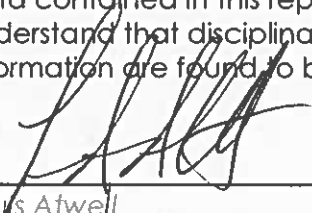
Project Location Description:

Location 1 (off system)	310 East Florence Avenue, Inglewood, CA 90301
Location 1 (off system)	Florence Avenue and Market Street, Inglewood, CA 90301
Location 2 (off system)	816 East Manchester Blvd., Inglewood, CA 90301
Location 2 (off system)	Manchester Blvd. and Prairie Avenue, Inglewood, CA 90301
Location 3 (off system)	1035 South Prairie Avenue, Inglewood, CA 90301
Location 3 (off system)	Prairie Avenue and Hardy Street, Inglewood CA 90301

Vicinity Map



I, *Louis Atwell*, Public Works Director, Assistant City Manager, have been given full authority by City of Inglewood to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

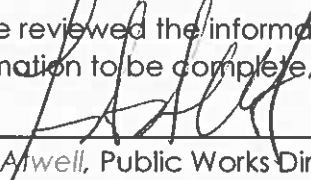


Louis Atwell

2/7/24
Date

Public Works Director, Assistant City Manager
Title
City of Inglewood
Agency

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate



Louis Atwell, Public Works Director, Project Manager

2/7/24
Date

City of Inglewood
Agency

1. INTRODUCTION

The Inglewood Transit Connector (ITC) is a 1.6-mile elevated automated people mover connecting the Los Angeles County Metro's K Line to major entertainment and sports venues, housing and commercial hubs. The ITC consists of three new stations, pedestrian bridges and vertical circulation, a maintenance and storage facility, power distribution substations, new multimodal ground floor uses at the stations, roadway improvements and other landscape and hardscape improvements.

The ITC begins in the north at the Market/Florence station, across from the Los Angeles County Metro's Downtown Inglewood Station for the K line, travels southeast to the Prairie/Manchester station, across from the Kia Forum, and extends further south to its terminus at the Prairie/Hardy station, across the street from SoFi Stadium.

Project Limit/Footprint	City of Inglewood, California, 90301 starting at 310 East Florence Avenue at Florence and Market Street along Market Street to Manchester Boulevard and Market Street, along Manchester to Prairie Avenue, along Prairie Avenue to Hardy Street, ending at 1035 South Prairie Avenue, Inglewood, California 90301.
Total Project Cost	<i>\$2.05 billion</i>
Outputs	<i>24 Rail cars/transit vehicles 3.2 miles of new track 3 new stations</i>
Outcomes	The ITC Project will close the first/last mile gap in the regional transit system in the City of Inglewood between the Los Angeles County Metro's K Line and the City's new housing, employment, and sports and entertainment centers, provide increased rail and transit ridership, reduce Vehicle Miles Traveled (VMT) in the region, reduce traffic congestion in the City of Inglewood, reduce greenhouse gas emissions and improve air quality in the region, improve safety, improve quality of life for City residents and visitors, improve

	access to housing and employment opportunities, and provide multiple benefits to low-income and disadvantaged community surrounding the Project area.
Environmental Determination or Document	EIR/FONSI

2. BACKGROUND

The City of Inglewood, a majority minority community, was largely overlooked in past ballot measures for transportation infrastructure. Inglewood was not viewed as a growing area with large employment or destination centers worthy of new transportation infrastructure investments, other than previously committed Projects, such as the K Line, which primarily focused on creating a transit connection to LAX not Inglewood. The lack of investment in transportation infrastructure, however, did not include a lack of a need for high-quality transit. Congestion and associated issues, like safety, have been a problem in the City for many years. Now, the City is undergoing a historic revitalization, and in 2020 was identified as the fastest-growing municipality in LA County by the County Assessor.

In 2017, in recognition of the burgeoning population and employment growth, the new sports and entertainment venues and large-scale mixed-use development at Hollywood Park, Metro sponsored a feasibility study to identify options for extending the Metro Rail system into the heart of Inglewood. The Metro study concluded that rather than extending the Metro Rail system, an independently- operated train would be the most feasible solution for the City to complete a transit connection to its new regionally serving activity centers.

In 2018, the City took the lead in further developing options for extending a rail system into Inglewood and prepared a Locally Preferred Alternative Report evaluating four alignments and transit technologies. The City selected a preferred alternative and then focused on advancing the California Environmental Quality Act (CEQA) analysis and partnering with Metro and the South Bay Cities Council of Governments (SBCCOG) to secure funding for what would become the ITC Project.

Fast forward to 2023, and the ITC is shovel-ready, with achieved NEPA/CEQA compliance and approximately 30% design. Three prequalified teams are poised to bid on a final Request for Proposals to design, build, finance, operate and maintain the ITC, with responses anticipated in the first quarter of 2024. The City has partnered with LA Metro to establish the Inglewood Transit Connector Joint Powers Authority, to oversee the design, construction, financing, operations and maintenance of the ITC. To date,

the ITC Project has achieved \$873M in local, state and federal funding and has just received support from FTA to move forward with Entry to Engineering for a Capital Improvement Grant of 50% of the anticipated cost or over \$1 billion.

3. Purpose and NEED

Purpose:

The overall purpose and objective of the proposed Project is to provide a direct and convenient extension of the Los Angeles County Metropolitan Transportation Authority (LACMTA) regional transit system for local residents and the region to access the City's new major housing, employment, commercial, and activity centers.

The goals of the ITC project are to reduce congestion in the City of Inglewood and the I-405 – I-105 corridor, to provide improved accessibility to the City's new housing, employment, and sports and entertainment venues and improved accessibility to the regional rail network for the City's residents, and offer new transit mobility options to the underserved, low-income, and disadvantaged communities in the City.

Need:

While Inglewood's rapid growth promises many economic benefits for the City and region, it places an unsustainable burden on the local roadway and freeway networks, increases traffic congestion and greenhouse gas emissions, and degrades the quality of life for residents. The City's challenges are exacerbated by the lack of a high-quality transit link to the countywide Metro Rail system. By 2048, population and employment within the service area of each ITC station (within ½ mile walking distance) is projected to grow 3x and 13x faster than the overall County's population and employment, respectively. In addition, the venues along the ITC corridor are projected to host over 440 events annually at their facilities. There is also limited parking in the area, leading to worsened congestion as motorists jockey and compete for scarce parking spaces. When the 2028 Olympic Games are hosted at those Inglewood venues, the area's transportation network will be overwhelmed. The ITC is needed to mitigate the impacts of limited mobility options in a corridor that is predominantly low income and underserved by the existing regional transit network.

A. Problem, Justification (purpose and need)

A lack of multi-modal options and connectivity along with an over-reliance on automobile travel, further exacerbates congestion challenges in the City. There is a coverage gap in the existing countywide Metro Rail system, and while a combination of Metro Local buses provide service to Inglewood, they operate on limited schedules on weekends and evenings. This presents obstacles for area residents attempting to access employment opportunities, particularly those residents who live in the low-income and historically disadvantaged communities in the Project area. Travel options are so limited in the area that even nearby employment destinations like LAX present challenges for the many Inglewood residents who work at the airport.

B. Regional and System Planning

The ITC Project is included in [SCAG's 2021 Federal Transportation Improvement Program \(FTIP\), which was adopted by SCAG on March 4, 2021](#). The ITC Project was included in [FTIP Amendment 21-05](#) (page 29 of 37), approved by the FTA/Federal Highway Administration (FHWA) on January 4, 2022. The FTIP Identification Number is LA99ITC101. The project is also included in the [SCAG 2020-2045 RTP/SCS Amendment Number 1](#) (pages 67 & 82 of 106), approved by the federal agencies on January 4, 2022. The RTP Identification Number is 1200T100.

C. Traffic

Current Traffic Conditions

The I-405 corridor is one of the most highly traveled and congested corridors in California and was specifically identified in Senate Bill 1. The severe traffic congestion to the east of I-405 and north of I-105 creates substantial and negative impacts for the community and environment. Particularly during large events such as the Super Bowl, hosted at Sofi Stadium in 2021, the extreme traffic conditions when traveling into or out of Inglewood have a dramatic impact on traffic congestion throughout the corridor.

The high levels of attendance at City sporting and entertainment events, slow traffic stretching through I-405, I-105, and local neighborhoods, and crowded venues with insufficient parking all combine to create hours of delay, gridlocked cars, honking horns, and impassable streets. Multimodal options are limited as the Metro K line station in Downtown Inglewood requires 1.5 to 2 miles of walking to reach event centers in the City. Ride-sharing service options are hampered by road conditions and surge pricing that makes them cost-prohibitive. Bus transit services are similarly impacted by impassable streets. In addition, area residents' quality of life is impacted severely as they are unable to travel on local streets or even leave the area until the event-related gridlock subsides. And when the events end, the process repeats itself all over again.

20-Year No-Build Scenario

Over the next 20 years, the problems associated with these traffic levels will create increasingly challenging conditions for the community and region. Population and employment growth along the corridor served by the Program are projected to intensify due to additional sports and entertainment venues scheduled to open, along with pro-housing land use and zoning policies put in place to address a severe housing shortage and affordability crisis. Notably, in 2028, when Inglewood venues host multiple events for the Olympics Games, tens of thousands of attendees are expected for the Opening and Closing Ceremonies, as well as basketball, gymnastics, table tennis, boxing, fencing, and taekwondo. In some instances, the Olympics will draw as many as 100,000 attendees to the area, bringing the streets and local highways to a standstill for hours.

Inglewood's Solution – The ITC Project

The ITC Project will mitigate congestion by completing the first/last mile gap in the region's transit system, unlocking additional transit options for the thousands of service workers and visitors who travel into and out of the City. Running north-south along Prairie Avenue, the project directly parallels the I-405 corridor and serves major new housing developments and employment hubs in a historically Black, disadvantaged community. Because the ITC Project will also provide transit access to large-scale entertainment and sports venues, regional visitors to the City who would otherwise use the I-405 or I-105 to patronize these venues will now be able to “opt out of congestion” when attending future events such as the 2028 Summer Olympics Games at Sofi Stadium.

The Table below provides details regarding the ITC's impacts on congestion.

Performance Measure	Build	Future No Build	Change	Increase/Decrease
Change in Daily Vehicle Miles Traveled	1,579,481	1,708,471	-128,990	Decrease
Person Hours of Travel Time Saved (Daily)	20,585	N/A	20,585	Increase
Peak Period Person Throughput	12,898	N/A	12,898	Increase
Level of Transit Delay (Speed-based)	1,637	2,018	-381	Decrease

Safety

The ITC Project increases safety for motorized and non-motorized users by removing cars from the road through a mode shift, reducing the number of collisions. The project also provides a safer means of traveling between the stations along the alignment.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

The City has completed the environmental clearances for the Project pursuant to California Environmental Quality Act (CEQA) and under National Environmental Policy Act (NEPA). As a “facility extension” of the existing Metro K light-rail line that is less than four miles in length and is required for the transfer of passengers to or from an exclusive public mass transit guideway, the City determined that the Project is statutorily exempt from CEQA (Pub. Resources Code, § 21000 et seq.) under Public Resources Code section 21080(b)(12). Nonetheless, the City voluntarily prepared an environmental impact report (EIR) for the Project. The City prepared and released a Draft EIR for public review in December 2020. Based on additional feedback received during the Draft EIR circulation period, the City further refined the Project and revised the Draft EIR to evaluate changes resulting from additional due diligence on potential utility conflicts, property impacts, and potential impacts to historical resources. The City prepared and released a Recirculated Draft EIR for public review on November 12, 2021. On April 12, 2022, the City of Inglewood certified the Final EIR for the ITC Project, adopted Environmental Findings, a Mitigation Monitoring and Reporting Program (MMRP), approved a General Plan Amendment, Zone Change, Zoning Code Amendment, and adopted Design Standards and Guidelines for the Project. On April 14, 2022, the City filed a Notice of Exemption for the ITC Project, as well as a Notice of Determination.

Subsequently, in response to additional community input and in coordination with the Federal Transit Administration (FTA), the City modified the Project design to relocate the Maintenance and Storage Facility (MSF) to the Market Street/Florence Avenue Station site, realign and lower the height of the guideway along Market Street, include the construction of a new Southern California Edison (SCE) substation, and incorporate other minor Project modifications. On April 11, 2023, the City approved Addendum No. 1 to the ITC Project's Final EIR which evaluated these modifications.

The City published the Final Environmental Impact Report (EIR) in February 2022 and certified the Final EIR in April 2022 ([ITC FEIR Feb2022 \(envisioninglewood.org\)](#)).

The FTA issued a Finding of No Significant Impact (FONSI) for the Project on March 16, 2023 ([link](#)), and a written reevaluation was finalized by FTA on August 10, 2023.

CEQA and NEPA documents for the ITC Project can be viewed and downloaded at ([Envision Inglewood](#)).

5. CONSIDERATIONS REQUIRING DISCUSSION (if not applicable, state N/A and justification)

5A. Hazardous Waste

There are several hazardous materials sites within the proposed Project right-of-way and within 500 feet of the proposed Project footprint. Regarding soils, construction activities would include excavation and grading. Regarding the use of hazardous materials, construction activities would involve the use of solvents, paints, oils, fuels and grease, all materials that are typically used in construction projects. Applicable regulations cover hazardous materials-related topics such as proper personal protective equipment, transport, handling, and disposal, among others. As part of the CEQA and NEPA mitigation measures for the ITC Project, the following features and actions will address potential adverse effects associated with the use, handling and releases of hazardous materials:

1. Building Demolition Plan. Prior to any demolition activities, the contractor shall conduct an evaluation of all buildings built prior to 1980 to be demolished to identify the presence of ACMs and LBP. Remediation will be required to be implemented in accordance with the recommendations found in the evaluations and to ensure ACMs and LBP are removed to levels established for public safety.
2. Hazardous Materials Contingency Plan. The contractor shall prepare a plan addressing the potential for discovery of undocumented or previously unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This plan shall address UST decommissioning, field screening and materials testing methods, contaminant management requirements, and health and safety requirements to ensure no exposure to hazards or hazardous materials occurs on site and to ensure any

contaminated materials encountered during construction are removed to levels established for public safety.

3. Soil Management Plan. A Soil Management Plan shall be prepared after final construction plans are prepared showing the lateral and vertical extent of soil excavation and establish soil reuse criteria, define a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. Disturbed soils will be monitored for visual evidence of contamination (e.g., staining or discoloration). Soil will also be monitored for the presence of VOCs using appropriate field instruments such as organic vapor measurement with photoionization detectors or flame ionization detectors in accordance with South Coast Air Quality Management District Rule 1166. If the monitoring procedures indicate the possible presence of contaminated soil, a contaminated soil contingency plan will be implemented and will include procedures for segregation, sampling, and chemical analysis of soil.
4. Contaminated soil will be profiled for disposal and will be transported to an appropriate hazardous or non-hazardous waste or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. In addition, a contaminated soil contingency plan will be developed and in place during all construction activities. If these processes generate any contaminated groundwater that must be disposed of outside of the dewatering/National Pollutant Discharge Elimination System process, the groundwater will be profiled, manifested, hauled, and disposed of in the same manner.
5. Health and Safety Plan. A Health and Safety Plan shall be developed to address the potential for exposure to the constituents of concern.
6. Utility Relocation Work. All Project utility relocations in the vicinity of Kelso Elementary School shall be designed and constructed to remain within the public right-of-way and not impact school property. Relocations shall be located further away from the school as feasible and designed and constructed to current standards to assure that they create no unacceptable hazards to the school. During Project construction, any open trenches and construction equipment shall be marked and barricaded such that they are not accessible by the students or create any potential hazard to school operations. Project utility relocations or cut overs that may require disruption to school normal utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District.

5B. Value Analysis

The Project conducted a value engineering analysis in 2022 and 2023. As a result of this analysis, the ITC was reconfigured resulting in the co-location of the MSF at the Market

Street Station and other changes.

5C. Resource Conservation

The ITC Project Design Guidelines require sustainability features to be incorporated into the design, construction, and operation of Project facilities. The proposed Project would be designed and constructed to achieve a minimum of Silver Award Certification under the Envision™ Sustainable Infrastructure Rating System or equivalent. The MSF would be designed and constructed to meet a Leadership in Energy and Environmental Design (LEED) Silver Certification for BD+C (Building Design and Construction) under the category of Warehouses and Distribution Centers or equivalent. Sustainable measures achieved beyond Silver Certification for both Envision and LEED or equivalent are encouraged and recommended. Standards and guidelines are identified in the areas of site design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. These guidelines apply to the ATS guideway and stations, passenger walkways, parking areas, and all other components of the proposed Project.

5D. Right-of-Way Issues

Early utility enabling work will be conducted in the public right of way and will not require acquisition of any property. The City will use the SCCP funding to perform a water line relocation in the public right of way along Prairie Avenue and other utility enabling projects that do not require the acquisition of real estate.

The ITC's elevated guideway is primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. These stations are:

- The Market Street/Florence Avenue Station generally located between Market Street and Locust Street providing connections to the Metro K Line and Downtown Inglewood.
- The Prairie Avenue/Manchester Boulevard Station located on the southwest corner of the intersection of Prairie Avenue and Manchester Boulevard, providing service to the Forum and the Los Angeles Stadium and Entertainment District ("LASED") at Hollywood Park including SoFi Stadium and existing and future local businesses and residences.
- The Prairie Avenue/Hardy Street Station located on the northwest corner of the intersection of Prairie Avenue and Hardy Street providing service to the LASED at Hollywood Park, including SoFi Stadium, the IBEC, and other existing and future local businesses and residences.

Existing roadways and infrastructure along the transit alignment will be reconfigured to accommodate the new elevated transit guideway structures and stations. In addition to surface improvements, utility infrastructure located under roadways may need to be relocated to accommodate the guideway columns, footings, and other components. The roadway reconfigurations proposed along Market Street, Manchester Boulevard, and Prairie Avenue are necessary to assure that the existing roadway travel capacity is not reduced to accommodate the proposed Project. These roadway reconfigurations will require small permanent and temporary easements.

The proposed Project also includes a Maintenance and Storage Facility (“MSF”) to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. The MSF will be co-located with the Market Street/Florence Avenue Station located between Market Street and Locust Street. The MSF will not require the acquisition of any additional land beyond what is required for the Market Street/Florence Avenue Station site.

Additional public parking will be provided as part of the Project at three locations that are proposed for acquisition for use as, first, construction staging areas and, after construction, these sites will be improved as public parking lots:

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up and drop-off areas on Locust Avenue and Regent Street.
- Approximately 50 parking spaces would be provided in a surface parking lot at 150 S. Market Street.
- Approximately 80 parking spaces and a shuttle bus pick-up and drop-off area would be provided at the Prairie Avenue/Hardy Street Station. This lot would be used for public parking, rideshare and shuttle bus pick-up and drop-off operations during events.

The Real Estate Program is phased to be completed in advance of construction requirements. The acquisition schedule to acquire the parcels necessary for the Project anticipates an 18-to-24-month period for the delivery of most real estate for the Project.

There will be 48 property acquisitions/transactions, affecting 70 property interests and resulting in 41 business relocations.

No. of Property Acquisitions	FA		PAE	PRE	PSE	PBE	PUE	TCE	ROE	TAE	No. of Relocations
48	9		4	12	5	1	1	26	10	1	41

5E. Environmental Compliance

NEPA Environmental Clearance

The City has completed the environmental compliance process for NEPA. The FTA issued a Finding of No Significant Impact (FONSI) for the Project on March 16, 2023 ([link](#)), and a written reevaluation was finalized by FTA on August 10, 2023. Those documents can be viewed and downloaded at [Envision Inglewood](#). Details are also available on the federal infrastructure permitting dashboard.

CEQA Environmental Clearance

In compliance with CEQA, the City received its Notice of Determination of No Significant Effect on the Environment in March 2022 and an addendum was approved by the City on April 11, 2023. The Final Environmental Impact Report (EIR) and other CEQA documents can be viewed and downloaded at [Envision Inglewood](#).

See Section 4 above for more information.

5F. Air Quality Conformity

Multiple air quality studies were completed in support of the ITC, which are included in Appendix N of the approved FTA NEPA document. Applicable regulations include the federal Clean Air Act (CAA) and associated National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, Section 171(1) (U.S.C., Title 42, Section 7506) related to Conformity with State Implementation Plans, and local rules established by the South Coast Air Quality Management District (SCAQMD).

Transportation Conformity.

The conformity requirement is based on Clean Air Act (CAA) Section 176(c), which prohibits the U.S. DOT and other federal agencies from funding, authorizing or approving plans, programs or projects that do not conform to the SIP for attaining the NAAQS. Regional Conformity. The proposed Project is included in SCAG's 2021 FTIP, which was adopted by SCAG on March 4, 2021. The proposed Project was included in FTIP Amendment 21-05, which was approved by the FTA/Federal Highway Administration (FHWA) on January 4, 2022. The FTIP Identification Number is LA99ITC101. The proposed Project is also included in the SCAG RTP Amendment Number 1, which was also approved by the federal agencies on January 4, 2022. The RTP Identification Number is 1200T100. The proposed Project is described as "Inglewood Transit Connector Project; construction of a new approximately 1.6 mile electrically powered, elevated, fixed-guideway transit system with three transit stations in the City located along Florence Avenue, Market Street, Manchester Boulevard and Prairie Avenue." The design, concept, and scope are consistent with the description in the FTIP. The regional conformity determination requirement is satisfied. Project-Level Conformity. Project-Level Conformity addresses the potential for PM and CO hot-spots. The proposed

Project is within a nonattainment area for the federal PM_{2.5} NAAQS and maintenance area for the PM₁₀ NAAQS. Therefore, pursuant to 40 CFR Part 93, project-level PM_{2.5} and PM₁₀ Interagency Consultation and/or analyses are required for conformity purposes. A quantitative hot-spot analysis is required only for a project that has been identified as a Project of Air Quality Concern (POAQC), as defined in 40 CFR 93.123(b)(1). SCAG's Transportation Conformity Working Group determined on December 7, 2021, that the proposed Project is not considered to be a POAQC. Under the proposed Project, there would be no adverse effect related to worsening existing or contributing to new localized PM hot spots. The PM hot-spot requirement is satisfied.

5G. Title VI Considerations

The ITC Project's Title VI Program (Program) is designed to comply with Title VI of the Civil Rights Act of 1964, including provisions set forth in the DOT's FTA Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," and Presidential Executive Order 13166—Improving Access to Services for Persons with Limited English Proficiency (LEP). The Title VI Program objectives are designed to ensure:

- Services are provided in a non-discriminatory, safe, reliable and equitable manner;
- Practices and methods of delivery prohibit discrimination on the basis of race, color or national origin;
- Meaningful access to transit-related programs and activities by persons with limited English proficiency; and
- The public is well-informed of its protections and rights under Title VI.

The JPA for the ITC Project adopted the Title VI Program in March 2023. The JPA is committed to ensuring that full and fair participation will be afforded to all those that reside, work, travel and participate in the JPA's contracts and procurement processes, related programs and services associated with the ITC.

5H. Noise Abatement Decision Report

N/A, noise impacts are not anticipated for the ITC Project.

Caltrans D7 – Los Angeles County – City of Inglewood
EA R441GC –PPNO CP062C
Inglewood Transit Connector
March/2024

R/W	0	0	0	0	0	0	0	0
CON	0	0	15,000	0	0	0	0	15,000
TOTAL	0	0	15,000	0	0	0	0	15,000

**Measure R (Committed) -
Forecast**

Fund Source: Los Angeles County Metropolitan Transportation Authority (LACMTA) Measure R program								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total
E&P (PA&ED)	39,373	21,491	1,287	0	0	0	0	62,151
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	20,394	385	73,184	0	0	0	0	93,963
CON	0	0	0	0	0	0	0	0
TOTAL	59,767	21,876	74,471	0	0	0	0	156,114

**CIG funding –
(Uncommitted) Forecast**

Fund Source: FTA Funds – Capital Investment Grants Program (CIG)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	1,210,982	0	0	0	1,210,982
TOTAL	0	0	0	1,210,982	0	0	0	1,210,982

**Federal Earmark
(Committed) - Forecast**

Fund Source: United States Department of Transportation (USDOT)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	5,000	0	0	0	0	5,000
TOTAL	0	0	5,000	0	0	0	0	5,000

Caltrans D7 – Los Angeles County – City of Inglewood
EA R441GC –PPNO CP062C
Inglewood Transit Connector
March/2024

CON	0	0	2,500	0	0	0	0	2,500
TOTAL	0	0	2,500	0	0	0	0	2,500

**SCCP
(Committed) -
Forecast**

Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total
E&P (PA&ED)	0	6,340	0	0	0	0	0	6,340
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	6,340	0	0	0	0	0	6,340

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	12/23/2020	Actual
Begin Environmental (PA&ED) Phase	12/23/2020	Actual
Circulate Draft Environmental Document – Document Type (EIR/FONSI)	11/12/2021	Actual
Draft Project Report	11/12/2021	Actual
End Environmental Phase (PA&ED Milestone)	12/15/2022	Actual
Begin Design (PS&E) Phase	12/23/2023	Target
End Design Phase (Ready to List for Advertisement Milestone)	12/23/2023	Target
Begin Right of Way Phase	12/19/2022	Actual
End Right of Way Phase (Right of Way Certification Milestone)	9/20/2024	Target

Begin Construction Phase (Contract Award Milestone)	2/27/2024	Target
End Construction Phase (Construction Contract Acceptance Milestone)	3/31/2029	Target
Begin Closeout Phase	5/9/2029	Target
End Closeout Phase (Closeout Report)	7/10/2029	Target

8. RISKS

Like any major capital infrastructure project, the Inglewood Transit Connector (ITC) Project has a list of risks that could potentially impact the scope, cost, and schedule projections for the project. To minimize the likelihood of risk impacts to the project, the City and the Joint Powers Authority (JPA) have implemented a risk management program that developed a Risk Register or list of risks and opportunities several years ago when the project was still in conceptual engineering. The ITC Project Team conducts monthly risk management meetings to revisit the Risk Register in updating ratings for risk Probability and potential Cost/Schedule Impacts, adding any new risks that have risen and retiring any risks that are no longer impactful to the project or have already been realized and are now incorporated into scope, cost estimates, and schedule projections. Most importantly, the ITC Project Team has instilled a regimented process of mitigating the probability of risks occurring or impacts to cost and schedule if they were to be realized. The mitigation plan assigns actions and implementation deadlines to the most appropriate individuals on the ITC Project Team to manage. The progress associated with mitigations and actions is reported at the monthly risk management meetings. Additionally, the ITC Project Team has included risk-informed contingencies in both cost and schedule projections to further protect the project from budget overruns or extended durations. ITC's risk management program is aligned with the guidelines provided by the Federal Transit Administration (FTA) who is a major funding partner for the project. The FTA regularly attends the monthly risk management meetings and through several reports has determined ITC's risk management program to be reasonable.

Below is a summary of the currently highest rated risks on the Risk Register, mitigations associated with these risks, and summary of active risks as of December 2023.

TOP 8 RISKS

Risk #	Risk Title	Rating [1-25]	Primary Mitigations
FUN.005	Financial Plan to support D&C capital requirements is determined to be insufficient which delays final proposal due date or contract award	14.0	<ul style="list-style-type: none"> Project Team submitted grant applications for \$168m to address current estimated shortfalls in budgeting for the FTA/PMOC risk-informed P65 level budget & continue to explore other opportunities to increase funding. Finance & commercial structures of the procurement are being refined to help address funding issues during D&C and potentially lower costs without delaying procurement.
RLE.007	Increase in administrative settlements and eminent domain awards for known real estate acquisitions	12.5	<ul style="list-style-type: none"> Update estimates regularly. Proactive condemnation plan.
FUN.002(a)	Obtaining less percentage of non-CIG funding than anticipated	10.5	<ul style="list-style-type: none"> Applied to CA with Caltrans to obtain additional funding. Speaking to SBCOG on additional contributions to the project. Speaking to State on various funding options.
UTL.002	Known utility relocations cost more or takes longer than anticipated	10.0	<ul style="list-style-type: none"> Obtain agreements with utilities. COI Waterline Procurement has been posted for bid. Bids due in December 2023. Court case with SCE could impact.
MKT.004	Price Proposals exceed affordability	9.0	<ul style="list-style-type: none"> Update estimates regularly. The Evaluation process and Criteria reflect due consideration of Developer feedback. RFP documents were updated to reflect the defined Alternative Scope Reduction envelopes (in addition to the Base Project).
CNS.002	Maintenance of traffic issues during construction (e.g., due to Major Events)	9.0	<ul style="list-style-type: none"> Comply with City committed Traffic Management Plan. Establish a Construction Liaison Manager.
CNS.005	Contractor and sub-contractors' non-performance or default impacts Project	9.0	<ul style="list-style-type: none"> Developing Construction Oversight Plan to ensure adequate monitoring and oversight to identify issues in advance and mitigate early. Audit Construction Schedule regularly.
RLE.006	Increase in Relocation costs for known real estate acquisitions	8.0	<ul style="list-style-type: none"> Update estimates regularly. Proactive & regimented Relocation Plan.

RISK REGISTER SUMMARY

	Last Month Nov 2023	Current Month Dec 2023
Total Active Risks:	61	61
High (>= 10 Score):	4	4
Medium (3.5-9.5 Score):	25	25
Low (<=3 Score):	32	32
Total Retired Risks:	14	14

RISK MANAGEMENT HIGHLIGHTS IN NOVEMBER/DECEMBER 2023

- Reviewed and updated 23 risks in monthly Risk Management meeting on November 28, 2023.
- Due to the holidays, the December 2023 monthly Risk Management meeting was moved to January 9, 2024.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

Agreement No.	Purpose	Agency	Party Responsible for Executing Agreement	Date Executed or Anticipated Date of Execution
Cooperative Agreement	Documents the roles and responsibilities and review/approval processes related to the design, construction, operations and maintenance of the ITC Project interface with the Crenshaw Line which includes a Pedestrian Bridge Structure and its associated vertical circulation elements to be located on the Metro Station site	City	LA Metro	Executed 02/12/23
Cooperative Agreement: Amendment 1	Defines jurisdiction boundaries and other updates	City	LA Metro	Executed 12/12/23

Cooperative Agreement	Defines roles between City and JPA, as well as the criteria, requirements, and standards for relocation of City-owned utilities and Project Work constructed within the public right-of-way for which the City retains the AHJ.	JPA	City	Executed 08/22/23
Joint Powers Agreement	Create the JPA, provide for governance, and provide for construction, operations, and maintenance of the ITC	JPA	LA Metro/City	Executed 05/24/22
Letter	Documents that the Project will not impact utilities	Los Angeles County Flood Control District	JPA	January 2024
Sewar Relocation Agreement (SRA)	There are lines in the area that will require relocation	Los Angeles County Sanitation District	JPA	Executed 11/8/23
Letter	Documents that the Project will not impact utilities	Los Angeles Department of Water and Power – Water Section	JPA	January 2024
Letter	Documents that the Project will not impact utilities	West Basin Municipal Water District	JPA	January 2024

10. ADDITIONAL INFORMATION

The City intends to use the SCCP funding for early construction work to relocate a water line along Prairie Avenue and other early utility enabling projects. The water line relocation project will be done entirely in the public right of way and does not require the acquisition of any real estate. The water line relocation on Prairie is needed to facilitate construction of the APM guideway. This construction will begin in calendar year 2024 and is expected to be completed by the end of the year.

11. REFERENCES

The CEQA and NEPA documents can be viewed and downloaded at [Envision Inglewood](#).

12. ATTACHMENTS (Number of Pages)

- A. Project Programming Request PPR (#pages 11)
- B. Engineers Estimate (# of pages 1)
- C. ITC Project Schematic (# of pages 1)

ATTACHMENT A

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	02/28/2024 10:51:14	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
07	R441GC	0024000126	CP062C	City of Inglewood			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
VAR				Caltrans District 7			
				MPO	Element		
				SCAG	Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address			
Louis Atwell			310-412-5333	latwell@Cityofinglewood.org			

Project Title
 Inglewood Transit Connector

Location (Project Limits), Description (Scope of Work)
 The ITC Project is a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in the City of Inglewood, California, one of the fastest-growing cities in Los Angeles County. The Project will complete a critical first/last mile gap between the City's new housing and employment centers and sports and entertainment venues and the Countywide Metro Rail system via a direct transit connection to the Metro K Line's Downtown Inglewood Station. The Project includes the construction of new pedestrian bridges and right-of-way acquisitions required for the Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street stations, new multimodal groundfloor uses at the Prairie Avenue / Hardy Street station, new streetscape improvements at each station area and along the entire Project alignment, reconfiguration of the Project's Maintenance and Storage Facility, and new contactless payment technology and real-time General Transit Feed Specification system improvements.

Component	Implementing Agency
PA&ED	City of Inglewood
PS&E	City of Inglewood
Right of Way	City of Inglewood
Construction	City of Inglewood

Legislative Districts					
Assembly:	4	Senate:	35	Congressional:	43
Project Milestone			Existing	Proposed	
Project Study Report Approved			12/23/2020		
Begin Environmental (PA&ED) Phase				12/23/2020	
Circulate Draft Environmental Document	Document Type EIR/FONSI			11/12/2021	
Draft Project Report				11/12/2021	
End Environmental Phase (PA&ED Milestone)				12/15/2022	
Begin Design (PS&E) Phase				12/23/2023	
End Design Phase (Ready to List for Advertisement Milestone)				12/23/2023	
Begin Right of Way Phase				12/19/2022	
End Right of Way Phase (Right of Way Certification Milestone)				09/20/2024	
Begin Construction Phase (Contract Award Milestone)				02/27/2024	
End Construction Phase (Construction Contract Acceptance Milestone)				03/31/2029	
Begin Closeout Phase				05/09/2029	
End Closeout Phase (Closeout Report)				07/10/2029	

Purpose and Need

The City of Inglewood is one of the fastest-growing housing and employment centers in Los Angeles County. By 2045, population and employment growth within the service area of each transit station (located within a ½ mile walking distance) is projected to be three and 13 times that of the County’s overall growth rate, respectively. In addition, the venues along the Project corridor are projected to host over 440 events annually of varying sizes at their facilities. Today, a combination of Metro Local buses provide service to Inglewood with limited service on weekends and evenings. The ITC Project and the proposed scope additions are needed to provide new transit mobility options to the underserved low-income communities in the City, addressing a coverage gap in the existing countywide Metro Rail system and providing quick, modern, and reliable access to and from new employment opportunities, residential, and entertainment centers. As a result of the Project’s transit ridership, the ITC will significantly reduce vehicle miles traveled and greenhouse gas emissions and improve air quality throughout the South Coast Air Basin. These air quality improvements will help further meet the Biden Administration’s goals of advancing racial equity and environmental justice by improving air quality and maximizing climate change benefits for the surrounding disadvantaged and low-income community census tracts located in the City. The residents of these communities will also benefit from the significant economic opportunities the Project will provide during construction and operation including the creation of ~500-700 construction workforce jobs, ~150 full-time jobs for operations and maintenance, and over ~11,000 indirect jobs supported by the Project budget. In addition, the City is actively working with the LA/OC Building Trades to execute a Workforce Labor Agreement and developing robust program goals for disadvantaged and small businesses. Together, these economic benefits will further advance President Biden’s American Jobs Plan by mitigating existing socio-economic disparities through sustainable transportation infrastructure investments. The ITC Project will play a significant role in the 2028 Summer Olympic Games as the City’s new venues along the Project corridor are each scheduled to host various events including the Opening and Closing Ceremonies at SoFi Stadium. These events will place the City of Inglewood, the greater Los Angeles Region, the State of California, and the United States on the world stage. The ITC Project will provide passengers traveling to the Games a critically needed transportation facility. The Project is designed to accommodate a projected demand (in 2045) of up to 11,000 passengers per hour per direction at ~2.5-minute headways during events and ~6.3 minutes during non-event service and will have the ability to increase capacity in the future. By completing the first/last mile gap between the existing countywide Metro Rail system and the City’s new activity centers, the ITC Project and the proposed scope additions will provide significant economic, environmental, congestion mitigation, equity, and safety improvements for passengers traveling from throughout the region and for the local residents of the existing disadvantaged and low-income communities located in the City of Inglewood.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	24
Rail/ Multi-Modal	Miles of new track	Miles	3.2
Rail/ Multi-Modal	New stations	EA	3

Date 02/28/2024 10:51:14

Additional Information

The ITC Project scope additions result in congestion reduction metrics of VMT and VMT per capita, and air quality/GHG metrics including PM 2.5, CO2 and NOx. Therefore, these metrics have been entered into the "Performance Indicators and Measures Section" as negative values to reflect the reduction in congestion and air quality/GHG metrics generated by the Project. Please also note that PM 2.5 reduction of 46,699 pounds have been converted to 23.35 tons; CO2 of 375,772 metric tons have been converted 414,100 tons; and NOx of 64,146 pounds have been converted to 32.073 tons using appropriate factors.

The water main relocation construction contract was awarded on February 27, 2024, but the larger development/construction contract for the ITC is estimated to be awarded in July or August 2024, consistent with the Project Report-equivalent.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	-1,134,796,685	0	-1,134,796,685
			VMT per Capita	-18.08	0	-18.08
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	20,585	0	20,585
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-23.35	0	-23.35
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-414,100	0	-414,100
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-32.073	0	-32.073
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.37	0.4	-0.03
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	25.43	25.43	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	2.23	2.4	-0.17
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	152.56	152.56	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	21,756	0	21,756
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

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Project Title
 Inglewood Transit Connector

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Inglewood
PS&E									City of Inglewood
R/W SUP (CT)									City of Inglewood
CON SUP (CT)									City of Inglewood
R/W									City of Inglewood
CON									City of Inglewood
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	18,306	1,694						20,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	11	33,632	41,557					75,200	
CON									
TOTAL	18,317	35,326	41,557					95,200	

Fund #2:	Other Fed - RAISE (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									United State Department of Transportation (USDOT)
PS&E									
R/W SUP (CT)									
CON			15,000						
TOTAL									
Fund #3:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	39,373	21,491	1,287					62,151	Los Angeles County Metropolitan Transportation Authority (LACMTA) Measure R program
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	20,394	385	73,184					93,963	
CON									
TOTAL	59,767	21,876	74,471					156,114	

Fund #4:	FTA Funds - Capital Investment Grants Program (Uncommitted)								Program Code	
Existing Funding (\$1,000s)										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									United States Department of Transportation (USDOT)	
PS&E										
R/W SUP (CT)										
CON			1,210,982							
TOTAL										
Fund #5:	Other Fed - Federal Earmark (Committed)									Program Code
Existing Funding (\$1,000s)										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									United States Department of Transportation (USDOT)	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			5,000					5,000		
TOTAL			5,000					5,000		

Fund #6:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code	
Existing Funding (\$1,000s)										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									TIRCP6	
PS&E										
R/W SUP (CT)										
			47,107							
CON			360,258							
TOTAL										
Fund #7:	Other Fed - HUD Appropriation (Uncommitted)									Program Code
Existing Funding (\$1,000s)										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W			3,000					3,000		
CON										
TOTAL			3,000					3,000		

Fund #8:	Other Fed - State Earmark (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON			9,000						
TOTAL									
Fund #9:	Local Funds - Fund Transfer b/w Caltrans and City of Inglewood (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,000					2,000	
TOTAL			2,000					2,000	

Fund #10:	Other Fed - Transportation, Housing and Urban Development (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON			5,000						
TOTAL									
Fund #11:	Other Fed - Additional non-CIG (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			134,209					134,209	
TOTAL			134,209					134,209	

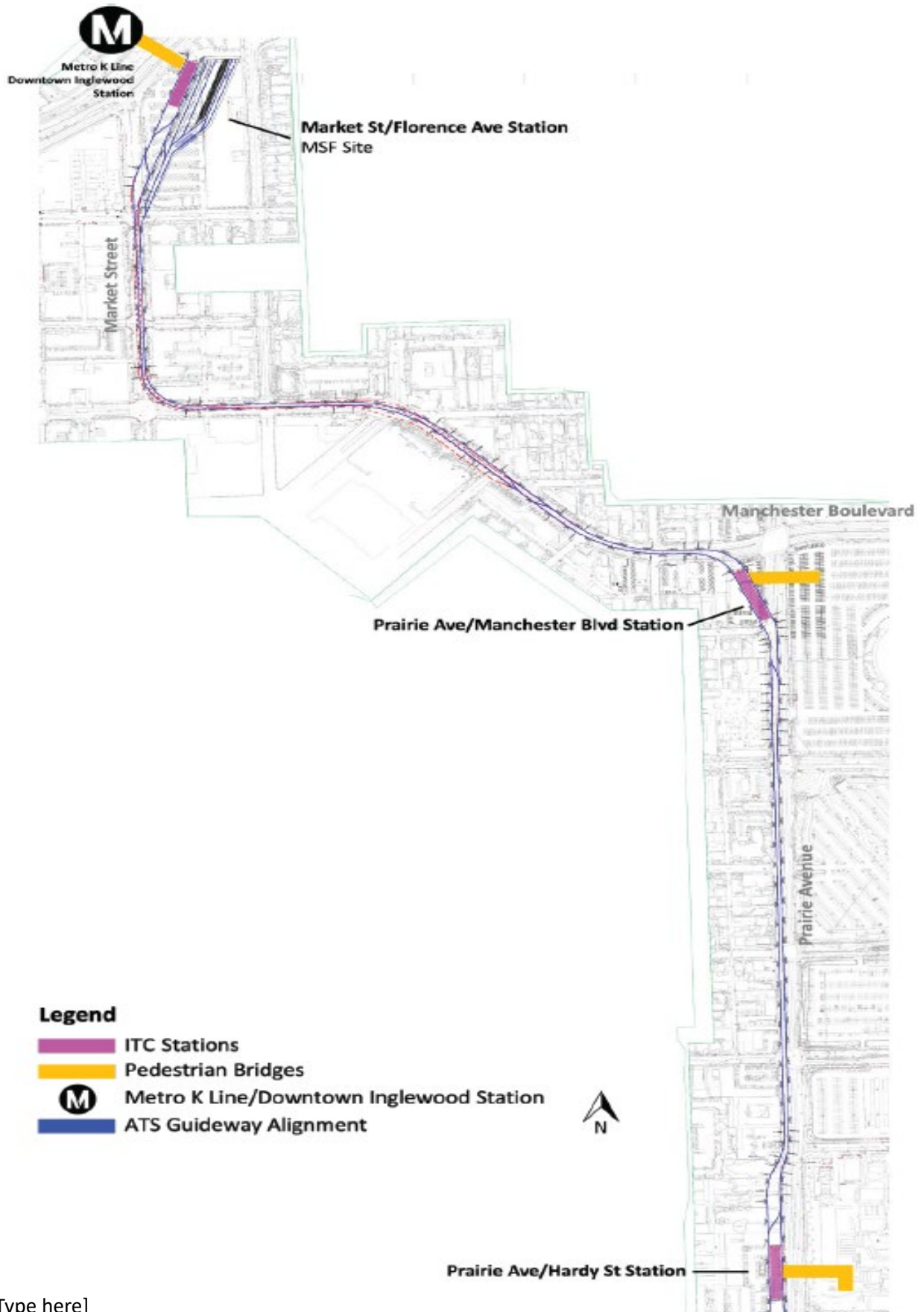
Fund #12:	Local Funds - City Contribution for Signal Improvement (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON			2,500						
TOTAL									
Fund #13:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,340					6,340	
TOTAL			6,340					6,340	

Attachment B
ITC Estimate
As of December 2023

Proposed Total Project Cost (\$1,000s)

Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total
E&P (PA&ED)	57,679	23,185	1,287	0	0	0	0	82,151
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	20,405	34,017	164,848	0	0	0	0	219,270
CON	0	0	1,750,289	0	0	0	0	1,750,289
TOTAL	78,084	57,202	1,916,424	0	0	0	0	2,051,710

Attachment C Project Schematic



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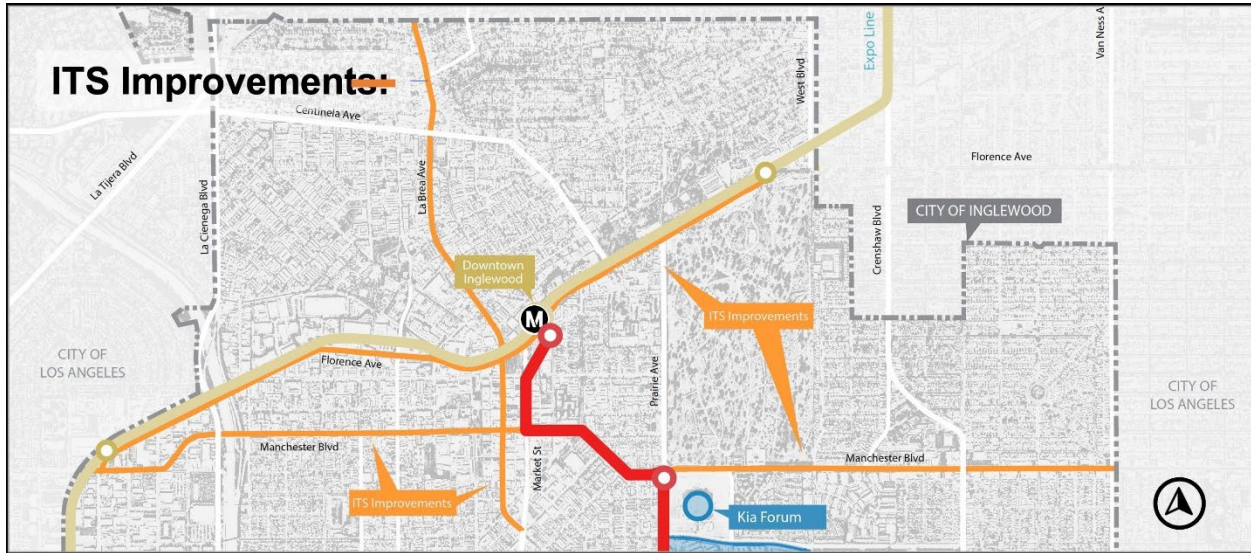
Caltrans D7- Los Angeles County – City of Inglewood
Planning Program Number (PPNO) 6206
Inglewood Intelligent Transportation System Improvements
March / 2024

PROJECT REPORT EQUIVALENT

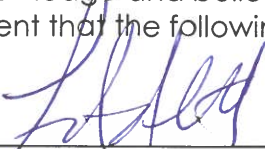
Project Title *Inglewood Intelligent Transportation System Improvements*

Project Location Description *La Brea Avenue, Manchester Boulevard, and
Florence Avenue in the City of Inglewood, CA 90301*

Vicinity Map



I, **Louis Atwell** have been given full authority by **City of Inglewood** to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

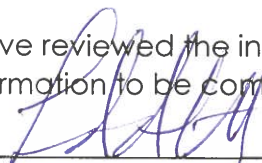


Louis Atwell

2/14/24
Date

Public Works Director, Project Manager
City of Inglewood

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate



Louis Atwell, Public Works Director, Project Manager

2/14/24
Date

City of Inglewood

1. INTRODUCTION

The City of Inglewood Intelligent Transportation System (ITS) Improvements consist of selected investments for enhancing the communication infrastructure, upgrading video detection and CCTV cameras, replacing traffic signal equipment, and providing clear directions to the public through technologies such as Blank-Out Signs and Changeable Message Signs (CMS), to enhance mobility and efficiency by improving signal timing and directional wayfinding to respond to ongoing traffic. The ITS Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City. These benefits will address environmental and community impacts on mobility, congestion, GHG emissions and safety. By streamlining traffic flow and reducing congestion and travel times, these ITS upgrades improve the vehicular transportation experience, reduce pedestrian/vehicular conflict and thus make streets safer, and thereby improve quality of life for City residents, visitors, and commuters.

Project Limit/Footprint	La Brea Avenue, City of Inglewood from Market Street to 64 th Street Manchester Boulevard, City of Inglewood from Aviation Boulevard to 3 rd Street Florence Avenue, City of Inglewood from Manchester Boulevard to High Street
Total Project Cost	\$21.4m
Outputs	Communications (fiber optics) - 3 Miles Traffic Monitoring detection systems – 40 Real-Time Transit Information – 54 units Closed circuit television cameras - 80
Outcomes	The ITS Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City of Inglewood and in the I-405 and I-105 corridor. The ITS upgrades will improve the vehicular transportation experience, reduce pedestrian/vehicular conflict and thus make streets safer, and thereby improve quality of life for City residents, visitors, and commuters.

Environmental Determination or Document	Categorically Exempt (CE) Public Resources Code section 21080.21 (a)
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2. BACKGROUND

The City of Inglewood, a majority minority community, was largely overlooked in past ballot measures for transportation infrastructure. Inglewood was not viewed as a growing area with large employment or destination centers worthy of new transportation infrastructure investments, other than previously committed Projects, such as the K Line, which primarily focused on creating a transit connection to LAX not Inglewood. The lack of investment in transportation infrastructure, however, did not include a lack of a need for high-quality transit. Congestion and associated issues, like safety, have been a problem in the City for many years. Now, the City is undergoing a historic revitalization, and in 2020 was identified as the fastest-growing municipality in LA County by the County Assessor.

In 2019, in preparation for numerous special events such as the Super Bowl in 2021 and the 2028 Olympics, the City began exploring Intelligent Transportation System (ITS) gap closure improvements to mitigate the impact of those events on the existing transportation network. Fast forward to 2024, and the ITS Improvement Project is beginning design and implementation.

3. Purpose and NEED

Purpose:

The purpose of ITS Improvements Project is to reduce congestion through by improving the flow of traffic in the City of Inglewood.

Need:

The City of Inglewood is one of the fastest-growing housing and employment centers in Los Angeles County. Without the ITS Improvement Project, the anticipated growth in the City will put an unsustainable burden on the local roadway and freeway networks.

A. Problem, Justification (purpose and need)

Area residents and travelers to the region experience extreme traffic congestion as they travel along the I-405, I-105, and through the local streets in the City of Inglewood. With over 440 performances, games, and concerts held at the City's sports and entertainment centers, thousands of travelers drive into the area regularly, creating often impassable gridlock and severe traffic conditions – both before and after events. When the 2028 Olympic Games are hosted at those Inglewood venues, the area's transportation network will be overwhelmed.

The ITS Improvements will enhance mobility and efficiency by improving signal timing and directional wayfinding to respond to ongoing traffic. In addition, the ITS

Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City.

B. Regional and System Planning

The ITS Improvements project is consistent with the region's Statewide Transportation Improvement Program (STIP) and Sustainable Communities Strategy.

The ITS Improvements are included in the Fall 2022 I-405 Comprehensive Multimodal Corridor Plan (CMCP) ([hyperlink](#)) (see SPOTLIGHT—Inglewood and the SoFi Stadium, pgs. 39-40). The ITS Improvements comprise components of the ITS projects identified in the CMCP as part of a bundle of necessary Technology and Operational Improvements in Inglewood and the Sofi Stadium area to reduce congestion and improve the flow of vehicular traffic throughout the City.

C. Traffic

Residents and visitors to the City of Inglewood currently experience traffic congestion along Prairie Avenue, Manchester Boulevard and Florence Avenue on event and non-event days. The City of Inglewood is one of the fastest-growing housing and employment centers in Los Angeles County. The anticipated growth in the City and the 440 events per year at the venues along Prairie Avenue will put an unsustainable burden on the local roadway and freeway networks leading to extreme traffic congestion in the City and along the I-105 and I-405 corridors.

The ITS Improvements will enhance mobility and efficiency by improving signal timing and directional wayfinding to respond to ongoing traffic. In addition, the ITS Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)

According to Public Resources Code (PRC) section 21080.21 (a) and (b) CEQA does not apply.

Application of Division to Public Right-Of-Way Pipeline Projects Less Than One Mile in Length Reasons why project is exempt: According to Public Resources Code (PRC) section 21080.21 (a), CEQA does not apply to public right-of-way pipeline projects of less than one mile in length within a public street or highway or any other public right-of-way for the installation of a new pipeline or the maintenance, repair, restoration, reconditioning, relocation, replacement, removal, or demolition of an existing pipeline. For purposes of this section, "pipeline" includes subsurface facilities but does not include any surface facility related to the operation of the underground facility. As the project is

installation of subsurface conduit to accommodate fiber optic cable and is less than one mile in length, it qualifies as a pipeline project that would be statutorily exempt from CEQA pursuant to PRC Section 21080.21(a).

5. CONSIDERATIONS REQUIRING DISCUSSION (if not applicable, state N/A and justification)

5A. Hazardous Waste

N/A, the City does not expect to encounter hazardous waste while upgrading the ITS network.

5B. Value Analysis

The Project is divided into different phases and segments. Each phase or segment is put out for competitive bids. Through this process, the City selects the best value proposal.

5C. Resource Conservation

N/A

5D. Right-of-Way Issues

The ITS Improvements impact infrastructure in the public right-of-way. The City will not acquire any private property for the project.

5E. Environmental Compliance

See section 4 above. The Project is categorically exempt from CEQA by Public Resources Code (PRC) section 21080.21(a).

5F. Air Quality Conformity

N/A

5G. Title VI Considerations

The ITS Improvements will be implemented through competitive bid process that does not discriminate.

5H. Noise Abatement Decision Report

N/A

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is not eligible for Federal-aid funding.

Programming

Proposed Total Project Cost (\$1,000s)

Current Total

Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	3,740	1,500	0	0	0	5,240
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	16,160	0	0	0	16,160
TOTAL	0	0	3,740	17,660	0	0	0	21,400

Local Funds – Measure M (Committed)

Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	3,740	1,500	0	0	0	5,240
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	16,160	0	0	0	16,160
TOTAL	0	0	3,740	17,660	0	0	0	21,400

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	8/21/2019	Actual
Begin Environmental (PA&ED) Phase	03/01/2023	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	4/15/24	Target
Draft Project Report	6/15/24	Target

End Environmental Phase (PA&ED Milestone)	12/31/23	Target
Begin Design (PS&E) Phase	9/1/24	Target
End Design Phase (Ready to List for Advertisement Milestone)	3/1/25	Target
Begin Right of Way Phase	3/1/25	Target
End Right of Way Phase (Right of Way Certification Milestone)	3/1/25	Target
Begin Construction Phase (Contract Award Milestone)	7/1/25	Target
End Construction Phase (Construction Contract Acceptance Milestone)	4/1/26	Target
Begin Closeout Phase	5/1/26	Target
End Closeout Phase (Closeout Report)	10/1/26	Target

8. RISKS

N/A

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

N/A

10. ADDITIONAL INFORMATION

N/A

11. ATTACHMENTS (Number of Pages)

A. Project Programming Request PPR (# of pages: 5)

B. Project Location Map (# of pages: 1)

C. Engineers Estimate (# of pages: 1)

ATTACHMENT A

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/29/2023 08:48:48
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			6206	City of Inglewood		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
VAR				Caltrans District 7		
VAR				MPO	Element	
VAR				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Louis Atwell			310-412-5333	latwell@Cityofinglewood.org		

Project Title
 The Inglewood Mobility and Congestion Relief Program ITS Elements

Location (Project Limits), Description (Scope of Work)
 The Inglewood Mobility and Congestion Relief Program ITS Elements consist of a package of Intelligent Transportation System improvements along Florence Ave, Manchester Blvd, and La Brea Ave in the City that connect to the I-405. These investments aim to enhance the communication infrastructure, upgrade video detection and CCTV cameras, replace traffic signal equipment, and provide clear directions to the public through technologies such as Blank-Out Signs and Changeable Message Signs (CMS), to enhance mobility and efficiency by improving signal timing and directional wayfinding to respond to ongoing traffic. ITS Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City. These benefits will address environmental and community impacts on mobility, congestion, GHG emissions and safety.

Component	Implementing Agency
PA&ED	City of Inglewood
PS&E	City of Inglewood
Right of Way	City of Inglewood
Construction	City of Inglewood

Legislative Districts

Assembly:	35	Senate:	4	Congressional:	43
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Project Milestone	Existing	Proposed
Project Study Report Approved	08/21/2019	
Begin Environmental (PA&ED) Phase		03/01/2023
Circulate Draft Environmental Document Document Type CE		04/15/2024
Draft Project Report		06/15/2024
End Environmental Phase (PA&ED Milestone)		12/31/2023
Begin Design (PS&E) Phase		09/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		03/01/2025
Begin Right of Way Phase		03/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2025
Begin Construction Phase (Contract Award Milestone)		07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		04/01/2026
Begin Closeout Phase		05/01/2026
End Closeout Phase (Closeout Report)		10/01/2026

Purpose and Need

The City of Inglewood is one of the fastest-growing housing and employment centers in Los Angeles County. By 2045, population and employment growth within the service area of each transit station (located within a ½ mile walking distance) is projected to be three and 13 times that of the County’s overall growth rate, respectively. The purpose of this component of the Project is to modify the City’s ITS infrastructure for maximum impact on communication, data-sharing, and network interconnectivity, allowing for congestion reduction despite population growth. Suggested improvements include replacing outdated video detection systems, installing new variable messaging signs, installing new software for monitoring, device management, and alerts, and installing new CCTV camera systems. These improvements, combined with other proposed multimodal enhancements, will produce an outsized impact on congestion reduction on local and interstate roadways, leading up to and including I-405. Strategic optimization of the streets as they are built will both improve their capacity and enhance safety standards. This will provide increased availability for locals and visitors alike, better distributing traffic and equalizing speeds on I-405 and its adjacent surface streets. ITS improvements will enable the coalescence of a Nexus of Transportation System Mobility Improvement. These proposed enhancements will use technology to collect real-time traffic data that can then be used to adjust traffic signals or provide information to drivers through real-time electronic signals or their car’s navigation system. The effects will be felt in daily commutes as well as before and after major sporting and entertainment events in the City. Upgrades to existing hardware, software, and equipment along the corridor will ensure interconnectivity between key junctures in the City’s Public Works Fiber Optic Network and the Traffic Management Center. Filling in these gaps in connectivity by installing conduit and fiber optics will create a redundant fiber-optic ring and establish the framework for regional connectivity to surrounding agencies in the region and state. Benefits to congestion will be evident as La Brea Ave and Prairie Ave serve as key arterials that parallel I-405, increasing their capacity will allow commuters to opt out of freeway traffic and use surface streets instead. ITS improvements will enhance the existing framework for safety by improving the monitoring systems at key intersections. For example, CCTV installation at the heavily trafficked I-405 on ramp will enable quicker and more accurate accident detection and streamline the dispatch of emergency services when necessary. This capacity, combined with reductions in traffic congestion, will entail safer streets, drivers, and first responders. The resulting improved distribution of traffic will in turn lead to more consistent travel speeds, culminating in lower idling emissions compared to stop-and-go traffic. ITS infrastructure will be increasingly necessary in the coming years for connection to autonomous vehicles and integration into the regional transportation smart network. This will serve as a critical foundation for enablement of future technology and data sharing between the City and the greater Los Angeles County and Region. In this way, strategically placed investments can yield massive gains to connectivity in the City of Inglewood and beyond.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	3
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	40
TMS (Traffic Management Systems)	Real-Time Transit Information	EA	54
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	80

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Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

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Project Title
 The Inglewood Mobility and Congestion Relief Program ITS Elements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Inglewood
PS&E									City of Inglewood
R/W SUP (CT)									City of Inglewood
CON SUP (CT)									City of Inglewood
R/W									City of Inglewood
CON									City of Inglewood
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #1:	Local Funds - Measure M (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			3,740	1,500				5,240	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				16,160				16,160	
TOTAL			3,740	17,660				21,400	

Attachment B Project Location Template

Record the address, intersection, or postmile of your project's location(s). If work is being performed at multiple locations, record the top three locations where majority of the work is taking place.

Project Title:	Intelligent Transportation System Improvements
Location 1 (off system)	La Brea Avenue, Inglewood, CA 90301 from Market Street to 64 th Street, Inglewood, CA 90301
Location 2 (off system)	Manchester Boulevard, Inglewood, CA 90301 from Aviation Boulevard to 3 rd Street, Inglewood, CA 90301
Location 3 (off system)	Florence Avenue from Manchester Boulevard to High Street, Inglewood, CA 90301

Attachment C

ITS Estimate

As of December 2023

Proposed Total Project Cost (\$1,000s)

Current Total*

Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	3,740	1,500	0	0	0	5,240
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	16,160	0	0	0	16,160
TOTAL	0	0	3,740	17,660	0	0	0	21,400

Inglewood Transit Connector Project
 PPNO CP062C
 Baseline Agreement Exhibit C – Performance Metrics

Existing Average Annual Vehicle Volume on Project Segment	7,253,689
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	9,197,227

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	Miles: -1,134,796,685 VMT per capital: -18.08	0	Miles: -1,134,796,685 VMT per capital: -18.08	Decrease
	Person Hours of Travel Time Saved		20,585	0	20,585	Increase
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only				
	Level of Transit Delay	Transit Rail and Transit Bus				

Inglewood Transit Connector Project
 PPNO CP062C
 Baseline Agreement Exhibit C – Performance Metrics

	(Optional) Other Information	All				
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Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Safety	Number of Fatalities	All	.37	.40	-.03	Decrease
	Rate of Fatalities per 100 Million VMT		25.43	25.43	0	No change
	Number of Serious Injuries		2.23	2.4	-0.17	Decrease
	Rate of Serious Injuries per 100 Million VMT		152.56	152.56	0	No change
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All				
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)		-23.35	0	-23.35	decrease
	Carbon Dioxide (CO2)		-414,100	0	-414,100	decrease
	Volatile Organic Compounds (VOC)					
	Sulphur Oxides (SOx)					
	Carbon Monoxide (CO)					

Inglewood Transit Connector Project
PPNO CP062C
Baseline Agreement Exhibit C – Performance Metrics

	Nitrogen Oxides (NOx)		-32.073	0	-32.073	decrease
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Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All				
	(Optional) Other Information					