



September 30, 2022

To: Responsible Agencies, Trustee Agencies, Stakeholders, General Public, and Interested Persons

From: City of Inglewood, Planning Division One W. Manchester Boulevard, 4th Floor Inglewood, CA 90301

Subject: Notice of Availability of an Environmental Assessment and Section 4(f) Evaluation for the Inglewood Transit Connector Project

The Federal Transit Administration (FTA) in coordination with the City of Inglewood and with the financial and technical support of the Los Angeles County Metropolitan Transportation Authority (LACMTA), are proposing to construct the Inglewood Transit Connector Project (proposed Project) to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. The FTA is the federal lead agency pursuant to the National Environmental Policy Act (NEPA). The Environmental Assessment (EA) was prepared at the direction and under the supervision of the City of Inglewood as the local lead agency. Based on information contained in this EA and any comments submitted, the FTA will determine whether environmental effects are substantial to warrant preparation of an Environmental Impact Statement. If the FTA decides there are no adverse effects, it will prepare and sign a Finding of No Significant Impact. The determination will be made available to the general public and all who have commented on this EA.

Project Location: The proposed Project is located entirely in the central portion of the City of Inglewood, east of the San Diego Freeway (Interstate 405) and north of the Glen Anderson Freeway (Interstate 105) in Los Angeles County, California. As shown in Figure 1, the alignment would be primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue, with limited encroachments on adjacent private property.

Project Description: The proposed Automated Transit System, which is the Build Alternative, would include an approximately 1.6-mile long, elevated, guideway 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 proposed Project. The three stations include: (1) The Market Street/Florence Avenue station generally located between Market Street and Locust Street; (2) The Prairie Avenue/Pincay Drive station generally located at the intersection of Prairie Avenue and Pincay Drive; and (3) The Prairie Avenue/Hardy Street station located just north of the intersection of Prairie Avenue and Hardy Street. The proposed Project also includes a maintenance and storage facility (MSF) for the transit vehicles, two traction power substations for providing power to the system, and surface parking facilities at the Market Street/Florence Avenue station, the MSF, and at 150 Market Street. The proposed Project is planned to operate from 6:00 AM to 12:00 AM during the week and on weekends, with the possibility of extending operation hours as needed during special events. The proposed Project would open in time to operate for the 2028 Olympics



The EA also addresses a No Build Alternative. The No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated under the NEPA. The No Build Alternative does not include the proposed Automated Transit System. Specifically, the No Build Alternative reflects the reasonably foreseeable transportation network in 2027 and 2045 and includes the existing transportation network and planned transportation improvements that have been committed to and identified in the constrained LACMTA Metro Long Range Transportation Plan and the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, as well as additional projects funded by Measure M, a sales tax initiative in Los Angeles County approved by voters in November 2016.

Public Review Period: The EA is being made available for public review for a 30-day period which begins on October 14, 2022 and closes on November 12, 2022. Public comments on the EA will be received during this period, and must be received or postmarked on or before November 12, 2022. The City has created a virtual meeting room to describe the proposed Project and EA contents in lieu of a public meeting. The virtual meeting room can be viewed at <https://inglewoodtransitconnector.com/>. The website includes Spanish translations and the ability to submit comments on the EA.

Electronic versions of the EA and all documents referenced in the EA may be viewed at the following locations:

- <https://www.cityofinglewood.org/1016/Environmental-Documents>
- <https://envisioninglewood.org/transportation-solutions/itc/>

Hardcopy versions of the EA may be viewed at the following locations:

- Inglewood Public Works Department located in Inglewood City Hall at 1 West Manchester Boulevard.
- Inglewood Public Library located at 101 West Manchester Boulevard.
- Inglewood Senior Center located at 111 North Locust Street.

Comments may be submitted via email to inglewoodtransitconnector@cityofinglewood.org. In addition, comments may be mailed or emailed to the City of Inglewood or the FTA representative shown below:

Mr. Louis Atwell Public Works Director, City of Inglewood 1 West Manchester Boulevard Inglewood, California 90301 Email: inglewoodtransitconnector@cityofinglewood.org Phone: (310) 412-5333	Charlene Lee-Lorenzo Director, Los Angeles Metropolitan Office Federal Transit Administration, Region 9 Los Angeles Metropolitan Office 888 South Figueroa, Suite 440 Los Angeles, CA 90017-5467 Email: charlene.leelorenzo@dot.gov Phone: (213) 202-3952
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Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Mr. Louis Atwell at (310) 412-5333 or via email at inglewoodtransitconnector@cityofinglewood.org.

Thank you for your interest in this important transportation project.



Figure 1. Proposed Inglewood Transit Connector Project

