

Inglewood



California

Public Works Department

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October 20, 2026

Southern California Association of Governments
Transportation Conformity Working Group
900 Wilshire Boulevard., Suite 1700
Los Angeles, California 90017

Re: City of Inglewood Submittal to SCAG's Transportation Conformity Working Group; ITC Phase 1 Event-Based Pilot (FTIP ID LA99ITC101) PM Hot Spot Project Summary Form for the October 27, 2026 TCWG Meeting

Dear Transportation Conformity Working Group:

The City of Inglewood submits the attached Project Summary Form for Inglewood Transit Connector (ITC) Phase 1, a temporary pilot of event-day bus lanes. It works like the City's existing I Park and Go program: shuttles carry attendees from park-and-ride locations to the venues, and temporary lanes keep them out of event traffic. Service runs from July 2028-July 2029, only during 1) the 2028 Olympic and Paralympic Games, and 2) approximately 40 major events, for two hours before and after each event. In unincorporated Lennox the shuttles run in mixed flow traffic with no bus lane; an existing curbside lane is reserved for buses during events only north of 104th Street in Inglewood. The City's I Park and Go program will continue to utilize clean buses, either fully electric or CNG buses, for this temporary pilot program.

The City requests a TCWG determination that the pilot program is not a Project of Air Quality Concern and needs no quantitative hot spot modeling. It adds no lanes or capacity, removes no parking, involves no federal action, uses a clean fleet of electric and/or CNG shuttles, and changes no AADT, truck volumes or design-year conditions, much like LA Metro's Games Enhanced Transit Service (FTIP ID LA9919554).

Pilot data will inform a plan to address both event and non-event days and the future Phase 2, and the City will return to the TCWG before implementing any permanent or expanded service.

For questions please don't hesitate to contact me at tolmos@cityofinglewood.org, and direct all correspondence to lisa@trifiletticonsulting.com as well.

Sincerely,

Tony Olmos
Public Works Director

FTIP ID# <i>(required)</i> LA99ITC101				
TCWG Consideration Date: October 27, 2026 TCWG Meeting				
Project Description <i>(clearly describe project)</i> The Inglewood Transit Connector (ITC) Project is located in the City of Inglewood. Phase 1 of the ITC Project is a temporary, event-based pilot of event-day bus lanes for shuttles running between existing park-and-ride locations and the Intermodal Transit Facility at SoFi Stadium. Service runs only on major event days during the one-year pilot period, serving the 2028 Olympic and Paralympic Games (July–August 2028) and major Inglewood events (approximately 40 per year), from two hours before to two hours after each event. Phase 1 will use existing local roads, incorporating dedicated lanes on major event days and installing traffic control devices, aimed at optimizing traffic flow on the existing local roads. Additionally, temporary traffic control measures will be implemented to ensure safe and efficient traffic movement during pilot period. Phase 1 does not add or remove general-purpose travel lanes, and does not remove or restrict on-street parking on Hawthorne Boulevard in Lennox. No federal funding or federal action is required to implement the temporary, Phase 1 of the ITC Project. In accordance with 40 CFR § 93.126, Phase 1 is an Exempt Project that does not require a conformity determination for the following reasons: pavement markings, resurfacing, and directional and informational signage. Ridership, travel-time, and congestion data collected during the pilot will inform a plan to address both event and non-event days, and the future Phase 2 automated people mover, as funding is secured. Phase 1 is temporary in nature with an anticipated operational period from July 2028–July 2029; any permanent or expanded service will be brought back to the TCWG for separate interagency consultation.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Bus, rail, or inter-modal facility/terminal/transfer point				
County LA County	Narrative Location/Route & Postmiles Caltrans Projects – EA# NA			
Lead Agency: City of Inglewood				
Contact Person Tony Olmos	Phone# (310) 412-5333	Fax# (310) 412-5552	Email tolmos@cityofinglewood.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 N/A ☒				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: N/A – no federal action				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt	Section 326 –Categorical Exemption	Section 327 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	July 2018	May 2025	May 2025	November 2026
End	August 2023	October 2026	April 2026	June 2028

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Home to SoFi Stadium and the Intuit Dome, Inglewood is anticipated to host 200,000 daily visitors during the 2028 Olympic games, including Opening and Closing Ceremonies and numerous daily Olympic events.

Olympic organizers have removed spectator parking at or near venues, requiring spectators to access Olympic games and ceremonies without driving to and parking at individual venues. With no venue parking, spectators are instead incentivized to park at remote mobility hubs or travel by transit to connect with bus only lanes or microtransit for Olympic Games events in Inglewood.

Phase 1 of the ITC Project will facilitate spectator access to the 2028 Inglewood Olympic venues, and to major events during a pilot period of approximately one year, by running event-day shuttles on temporary bus lanes from park-and-ride locations near the Metro C Line (Hawthorne/Lennox) and K Line (Downtown Inglewood) stations. As with the City's existing I Park and Go program, drivers park away from the congested venue area and ride a shuttle in; the temporary lanes keep those shuttles moving through event traffic, reducing congestion approaching the venues. The pilot will test these connections on event days only and generate the data needed to plan permanent service.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Serves the Inglewood event venues (SoFi Stadium, Intuit Dome, Kia Forum, and YouTube Theater) on event days only, during the 2028 Games and a pilot period of approximately one year. Shuttles are small minibuses comparable to the existing Lennox Link community shuttle (approximately 23 feet long), operating at approximately 5-minute headways (12 shuttles per hour) only during event windows. The shuttles will be procured as a clean fleet of electric and/or CNG vehicles, so the pilot introduces no diesel buses and generates no truck traffic.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not applicable. Phase 1 is a temporary event-day pilot that adds no permanent roadway capacity and no general-purpose lanes. It does not change AADT, truck percentage, or truck AADT on any facility. Service operates on fewer than 60 event days per year, for two hours before and after each event, during the 2028 Games and a pilot period of approximately one year.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not applicable. The pilot is temporary and ends at the close of the pilot period, so there is no horizon-year or design-year condition as this is designed to last a year or 2 while the long term plan for both event and non-event days are developed. Any permanent Phase 1 service, or Phase 2, will be submitted to the TCWG separately.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable. No interchange or intersection is reconfigured; work is limited to temporary event-day lane designation and signal/ITS timing. Pilot operations begin in 2028.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable. No interchange or intersection is reconfigured, and the pilot has no horizon-year or design-year condition.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Venue parking elimination. Olympic organizers have removed spectator parking at or near venues, eliminating the primary incentive to drive all the way to competition sites. Spectators are instead incentivized to park at remote mobility hubs or travel by transit to connect with event-day bus lanes.

Intercepting event traffic. During the pilot period, park-and-ride locations give event attendees an alternative to driving and Uber/Lyft trips into the venue area and to event parking on Lennox residential streets. Redistribution is limited to event windows; non-event traffic patterns are unchanged.

Comments/Explanation/Details (*attach additional sheets as necessary*)

(Continued – traffic redistribution effects)

Making transit faster than driving. Connections to event-day bus lanes make transit more time-competitive than driving to the venues. The Hawthorne Mobility Hub route is estimated to save approximately 3 to 6 minutes, for a total trip time of approximately 21 minutes to the Intermodal Transit Facility.

Mobility Hubs as a car trip terminator. Mobility hubs capture car trips further away from the congested venue locations. Parking at a mobility hub and accessing shuttles using bus-only lanes and/or micromobility options will reduce congestion approaching the Inglewood Olympic venues.

Expanding the rail network underneath. Mobility hubs (connecting to event-day bus lanes and micromobility options) will be sited at or near the Metro C Line (Hawthorne/Lennox) and K Line (Downtown Inglewood) stations.

Limited scope and duration. South of 104th Street in unincorporated Lennox, shuttles run in mixed flow on Hawthorne Boulevard; there is no bus lane in the County. North of 104th Street (City of Inglewood), a curbside lane is reserved for buses only during event windows. No travel lanes are taken and no parking on Hawthorne in Lennox is removed or restricted. Service timing will be coordinated with nearby schools.

Comparable to Metro GETS. Like LA Metro's Games Enhanced Transit Service (FTIP ID LA9919554), Phase 1 is temporary event service using a clean fleet of electric and/or CNG buses, with no permanent change to any roadway.