

**DEPARTMENT OF TRANSPORTATION**

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**Dec 14 2021**

**STATE CLEARINGHOUSE**

December 14, 2021

Mindy Wilcox, AICP, Planning Manager  
City of Inglewood, Planning Division  
One W. Manchester Boulevard, 4<sup>th</sup> Floor  
Inglewood, CA 90301

RE: Inglewood Transit Connector Project –  
Recirculated Draft Environmental Impact  
Report (RDEIR)  
SCH # 2018071034  
GTS # 07-LA-2018-03767  
Vic. LA-405/PM: 23.331

Dear Mindy Wilcox:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The Inglewood Transit Connector Project (ITC Project) is a 1.6-mile, three-station, fully elevated, electrically powered light-rail transit system, including, among other things, an Automated Transit System (ATS) mass-transit line, proposed by the City to close the last-mile gap and connect passengers between the Metro K (Crenshaw/LAX) Line and Downtown Inglewood to major event and activity centers, including the Forum, the Los Angeles Sports and Entertainment District, including SoFi Stadium, and the Inglewood Basketball and Entertainment Center (Intuit Dome). Three stations are proposed: (1) The Market Street/Florence Avenue station generally located between Market Street and Locust Street; (2) The Prairie Avenue/ Manchester Boulevard station located on the southwest corner of Prairie Avenue and Manchester Boulevard ; and (3) The Prairie Avenue/Hardy Street station located on the northwest corner of Prairie Avenue and Hardy Street. The ITC Project also includes a maintenance storage facility (MSF) for maintaining ATS trains, two power distribution substations (PDSs) for providing power to the ATS system, and public parking along the proposed alignment at the Market Street/Florence Avenue station, 150 South Market Street and the Prairie Avenue/Hardy Street station. 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 project is located approximately 1.5 miles away from the Interstate 405 (I-405) and Manchester Boulevard interchange, and approximately 2 miles away from the Interstate 105 (I-105) ramps at Prairie Avenue in Inglewood.

After reviewing the RDEIR, Caltrans concurs with the following statement: "The proposed Project would result in a reduction of VMT [Vehicle Miles Traveled] under all scenarios and would not, therefore, conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, impacts during operation related to VMT would be less than significant." Thus, the following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages Lead Agencies to

implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas emissions. For examples of TDM options to further reduce this project's VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways such as I-405 will need a Caltrans transportation permit. Caltrans supports limiting project construction traffic to off-peak periods to the greatest extent possible to minimize potential impacts on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit the Worksite Traffic Control Plans detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS # 07-LA-2018-03767.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: State Clearinghouse