

**COUNCIL INITIATIVES**

**CI-1. MAYOR**

Initiative by Mayor James T. Butts, Jr., recommending authorization to transmit a formal request to the Chair of the South Bay Cities Council of Governments (COG) that an Automated Transit Network (ATN) project for the City of Inglewood be included in the South Bay COG’s Mobility Matrix list of transit and highway projects as a candidate for inclusion in the Metro Long Range Transportation Plan update in the Federal Transportation Administration’s Section 5309 “Small Starts” funding category.

Recommendation:

- 1) Authorize.

**AUTHORIZED.**

**CI-2. MAYOR and COUNCIL DISTRICT 3**

Joint Initiative by Mayor James T. Butts, Jr., and Council Member Eloy Morales, Jr., recommending adoption of a resolution ordering the City Manager to request that the Los Angeles County Board of Supervisors order Los Angeles Regional Interoperable Communications System (LA-RICS) to halt Cell Phone Tower Installation at Los Angeles County Fire Stations in Inglewood.

Recommendation:

- 1) Adopt resolution.

**RESOLUTION NO. 15-64 ADOPTED.**

**PUBLIC COMMENTS REGARDING OTHER MATTERS**

Persons wishing to address the City Council on any matter connected with City business not elsewhere considered on the agenda may do so at this time. Persons with complaints regarding City management or departmental operations are requested to submit those complaints first to the City Manager for resolution.

**MAYOR AND COUNCIL REMARKS**

The members of the City Council will provide verbal reports, including reports on City related travels where lodging expenses are incurred, and/or address any matters they deem of general interest to the public.

**ADJOURNMENT CITY COUNCIL**

In the event that today’s meeting of the City Council is not held, or is concluded prior to a public hearing or other agenda item being considered, the public hearing or non-public hearing agenda item will automatically be continued to the next regularly scheduled City Council meeting.

**\* No Accompanying Staff Report at the Time of Printing**



# CITY OF INGLEWOOD

OFFICE OF MAYOR JAMES T. BUTTS, JR.



**DATE:** March 17, 2015

**TO:** Mayor and Council Members

**FROM:** Mayor James T. Butts, Jr.  
Council Member Ralph L. Franklin

**SUBJECT:** Joint Council Initiative - Metro Long Range Transportation Plan Request

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**RECOMMENDATION:**

It is recommended that the Council Members authorize a formal request to the Chair of the South Bay Cities Council of Governments (COG) that an Automated Transit Network (ATN) project for the City of Inglewood be included in the South Bay COG's Mobility Matrix list of transit and highway projects as a candidate for inclusion in the Metro Long Range Transportation Plan update in the Federal Transportation Administration's Section 5309 "Small Starts" funding category.

**BACKGROUND:**

The South Bay Cities Council of Governments (COG) is currently in the process of working with the Metro staff to develop a "Mobility Matrix" consisting of proposed transit and highway projects in the South Bay cities that should be further explored as to their viability in terms of future transit and highway funding and contributing to the improved quality of life for the South Bay cities.

The submission of Mobility Matrices from all the County subregions are intended as a preliminary input into Metro's current efforts to update the 2009 Long Range Transportation Plan (LRTP). The Mobility Matrix document serves as a high level outline for the evaluation of subregional and local programs.

While the document before the South Bay COG represents a multitude of transit and highway related projects, it is not intended to be all inclusive or the final iteration; this process is designed to be a flexible and on-going planning effort.

Currently, the Crenshaw Light Rail project under construction, as designed, bypasses one of the most significant commercial corridors in the South Bay subregion: the Prairie Avenue/Market Street corridors extending from downtown Inglewood to the Forum and Hollywood Park properties. With the success of the Forum and the pending development of the Hollywood Park properties as a commercial, residential and sports center, it is imperative that public transit be developed from the Crenshaw Light Rail Line to provide access to these corridors.

CI-1

**DISCUSSION:**

Automated Transit Networks (ATN's) are composed of automated vehicles that run on dedicated guideways carrying passengers from station to station. ATN's are unique, however, in that stations are off-line, and vehicles travel from origin to destination without intermediate stops or transfers. Furthermore, with ATN, service is typically non-scheduled, like a taxi, and travelers can choose to travel alone or with companions.

ATN is a unique transportation mode that features:

- Direct origin-to-destination service with no need to transfer or stop at intermediate stations;
- Small guideways (narrow and light relative to light rail transit or LRT and bus rapid transit or BRT) that are usually elevated, but may also can be at or near ground level or underground; and
- Vehicles able to use all guideways and stations on a fully connected network.

The network nature of an ATN and its use of offline stations suggest that it could provide relatively high service levels by flexible station placements within a wide area compared with more conventional transit that aggregates demand in corridors.

Most urban transportation project planners, developers, and policy makers are not aware of ATN and its potential benefits, tradeoffs, and implications. The ATN is able to serve the dual purpose of transportation objectives and to serve as a development tool, as well as a tourism-promoting amenity. The ATN is not just a development tool, but also has the potential to function effectively as a transit service that attracts a broader ridership.

ATN's have the potential to promote growth and economic development in a variety of ways. ATN projects are designed to service historic downtown and commercial corridors. These include government offices, federal, state and local courthouses, unique businesses, sports venues, artists' villages, colleges, and a variety of organizations and venues that meet the community's needs. Such a transit project would address the Metro Mobility Matrix themes of Mobility, Economy, Sustainability, Accessibility and Public-Private Partnership opportunities.

The inclusion of an ATN project into the South Bay Mobility Matrix List is an important step for this city to provide transit access to the Prairie and Market Street corridors from the Crenshaw light rail line.

**FINANCIAL/FUNDING ISSUES AND SOURCES**

We would seek Metro (Local) funding through the updated LRTP and the possibility of a new ballot measure.

Potential Funding source:

- Federal 5309
- Metro local match, and

- Private funding in a Public Private Partnership

**LEGAL REVIEW VERIFICATION: N/A**

This report, in its entirety, has been submitted to, reviewed and approved by the Office of the City Attorney.

**FINANCE REVIEW VERIFICATION: N/A**

This report in its entirety, has been submitted to, reviewed and approved by the Finance Department.

**PREPARED BY:**

James T. Butts, Jr., Mayor  
Ralph L. Franklin, Council Member District 4  
Melanie McDade, Executive Assistant to the Mayor