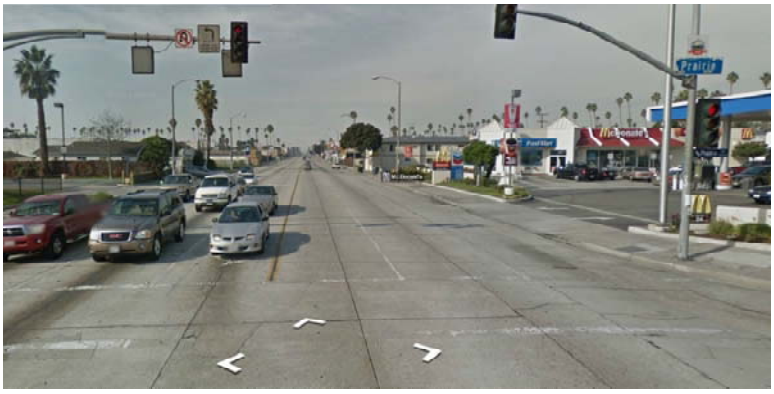
TIGER 2014 Discretionary Grant Application

Century Boulevard Mobility Improvement Project

Tiger 2014 Filing Name: Century Boulevard Mobility Improvement Project
Grant Application Submitted April 28, 2014



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ATTACHMENTS

All attachments submitted with the grant online application are listed on the following page

This entire application and supporting documents are available on line at:

http://www.cityofinglewood.org/depts/pw/current_projects/century_boulevard_mobility_improvement_project.asp

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ATTACHMENTS (Submitted with grant online application or separate submission):

No. 1 Mayor's Letter of Commitment

No. 2 Project Narrative

No. 3 Project Narrative Tables and Figures

Table 4a/4b. 2007 CA Statewide Integrated Traffic Records System (SWITRS) Traffic Accident Data

Table 5a/5b. 2008 CA Statewide Integrated Traffic Records Systems (SWITRS) Traffic Accident Data

Figure 4 AECOM Design Detail

LAWA – Notice of Determination

LAWA – Reference to Specific Plan Amendment Study

No. 4 Benefit-Cost Analysis Narrative Report

No. 5 Benefit-Cost Analysis Spreadsheet

No. 6 Project Cost Estimate

No. 7 Budget Summary, Funding Summary, Project At-a-Glance

No. 8 Project Schedule

No. 9 Federal Wage Rate Certification

No. 10 Letters of Support

This entire application and supporting documents are available on line at:

http://www.cityofinglewood.org/depts/pw/current_projects/century_boulevard_mobility_improvement_project.asp

CONTACT AND PROJECT INFORMATION

Sponsor Organization:	***City of Inglewood***
	James T. Butts, Jr., Mayor
	George W. Dotson, Councilmember
	Alex Padilla, Councilmember
	Eloy Morales, Jr., Councilmember
	Ralph L. Franklin, Councilmember
	Artie Fields, City Manager
	Louis A. Atwell, P.E., Director of Public Works
	Margarita Cruz, Redevelopment Manager
Name of Project:	*Century Boulevard Mobility Improvement Project*
Contact Information:	*Keith Lockard, P.E., Principal Transportation Engineer*
	City of Inglewood
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Project Website:	*http://www.cityofinglewood.org/depts/pw/current_projects/century_boulevard_mobility_improvement_project.asp*
Type of Project:	*"Complete Street" Corridor Improvement Project*
Location of Project:	*City/County/State: Inglewood, Los Angeles County*
Urban/Rural:	*Urban*
Funds Requested:	*$14,663,574*
DUNS Number:	*74118456*
Supporting Agencies:	*Members of the U.S. Senate: Barbara Boxer and Dianne Feinstein*
	Member of the U.S. Congress: Maxine Waters, 43rd Congressional District
	State Senator: Roderick Wright, 35th District
	State Assembly: Steven Bradford, 62nd District
	Los Angeles County Supervisor: Mark Ridley-Thomas, 2nd District
	Los Angeles World Airports: Gina Marie Lindsey, Executive Director
	Los Angeles County Metropolitan Transportation Authority: Arthur T. Leahy, Chief Executive Officer
	South Bay Council of Governments: Jacki Bacharach, Executive Director
	Southern California Association of Governments: Hasan Ikhrata, Executive Director

1. PROJECT SUMMARY

The Century Boulevard Mobility Improvement Project is a large public works project with numerous construction elements including; roadway excavation, pavement overlay, intersection geometry modification, new median alignments, new curb/gutter alignments, concrete sidewalk installation, traffic signal replacement, street lighting installation, streetscape/landscape, and public utility and storm sewer upgrades.

The project is needed to address several critical corridor and roadway deficiencies:

A. Eliminate current roadway defects which contribute to high maintenance costs
B. Implement safety improvements for pedestrians, bicyclists and motorists
C. Improve traffic flow
D. Improve and enhance pedestrian connectivity
E. Improve and enhance streetscape, providing a "Green Element" along the corridor
F. Improve stormwater runoff management along the corridor

The project limits start at Van Ness Avenue on the eastern end and extends westerly for approximately 3 miles along the corridor to the junction with La Cienega Boulevard.

PROPOSED IMPROVEMENTS

The project is intended to improve the section of Century Boulevard from Van Ness Avenue to La Cienega Boulevard in four (4) primary categories with long term outcomes:

- Infrastructure and State of Good Repair
- Economic Competitiveness and Sustainability
- Safety
- Quality of Life and Aesthetics

In addition, the project will provide secondary beneficial outcomes:

- Innovation: New City Traffic Management System
- Partnership: Madison Square Garden renovation of the Forum, and Hollywood Park Project

LONG TERM OUTCOMES - SUMMARY

Infrastructure / State of Good Repair

- Full depth reconstruction of the existing flexible/rigid pavement surfaces
- Improvement to sidewalk, curb ramps, driveways, crosswalk, bus pads and bus shelters
- Storm sewer upgrades
- Improvements to public utilities (sanitary sewer and water mains)
- Traffic signal and lighting modification

Economic Competiveness and Sustainability

- Investment to the corridor will provide an economic stimulus to over 129 businesses along and adjacent to the corridor
- Improvements to the corridor will provide a more competitive economic community

Safety

- Adding a raised median along the existing corridor will separate opposing directions of traffic and make the street easier to cross
- Bringing all travel lane widths to current California State Department of Transportation (Caltrans) Standards which means wider lanes and improved traffic flow
- Upgrading traffic signals to meet current Caltrans standards
- Re-design curb ramps to comply with ADA requirements
- Addition of new left turn lanes will allow vehicles to turn without blocking traffic
- At most bus stops, the road will flare to approximately 18 feet, where buses can pull to the side and vehicles can pass the stopped bus in the travel lane

Quality of Life and Aesthetics

- Replacing the existing street lights with a more efficient and aesthetic light system
- Adding a "green element" along Century Boulevard through the use of boulevard trees and landscaping elements within the corridor
- Addition of new landscape medians, parkways and porous pavement sections will reduce imperviousness, maintain natural drainage courses, enhance infiltration and groundwater recharge

SECONDARY OUTCOMES - SUMMARY

Innovation

- State of the Art Traffic Management System
- Investment in traffic signal controllers systems

Partnership

- Renovation of the Forum by Madison Square Garden
- Hollywood Park Development Project

2. **PROJECT PARTIES and STAKEHOLDERS**

Lead Agency CITY OF INGLEWOOD

James T. Butts Jr., Mayor
Artie Fields, City Manager
George W. Dotson, Councilmember
Alex Padilla, Councilmember
Eloy Morales, Jr., Councilmember
Ralph Franklin, Councilmember
Louis A. Atwell, PE, Public Works Director
Margarita Cruz, Redevelopment Manager

Supporting Agencies (Letters of support are included in Attachment Number 10 of the online grant application. Additional letters of support are forthcoming)

UNITED STATES SENATE
Hon. Barbara Boxer, (D-CA)
Hon. Dianne Feinstein, (D-CA)

UNITED STATES CONGRESS
Hon. Maxine Waters, Congress Member 43rd Congressional District

CALIFORNIA STATE LEGISLATURE
Hon. Roderick Wright, Senator, 35th District
Hon. Steven Bradford, Assembly, 62nd District

CALIFORNIA DEPARTMENT OF TRANSPORTATION (Caltrans)
Malcolm Dougherty, Director

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
Hasan Ikhrata, Executive Director

SOUTH BAY COUNCIL OF GOVERNMENTS
Jacki Bacharach, Executive Director

LOS ANGELES COUNTY METROPOLITAN TRANSPORTION AGENCY (Metro)
Arthur T. Leahy, Chief Executive Officer

COUNTY OF LOS ANGELES
Hon. Mark Ridley-Thomas, Supervisor 2nd District
Gail Farber, PE, Director of Public Works

CITY OF LOS ANGELES
Jaime de la Vega, PE, General Manager, Department of Transportation

LOS ANGELES WORLD AIRPORTS
Gina Marie Lindsey, Executive Director

OAKLAND RAIDERS, NFL FRANCHISE TEAM
Mark Davis, Principal Owner

3. LONG TERM OUTCOMES - DETAIL

INFRASTRUCTURE AND STATE OF GOOD REPAIR

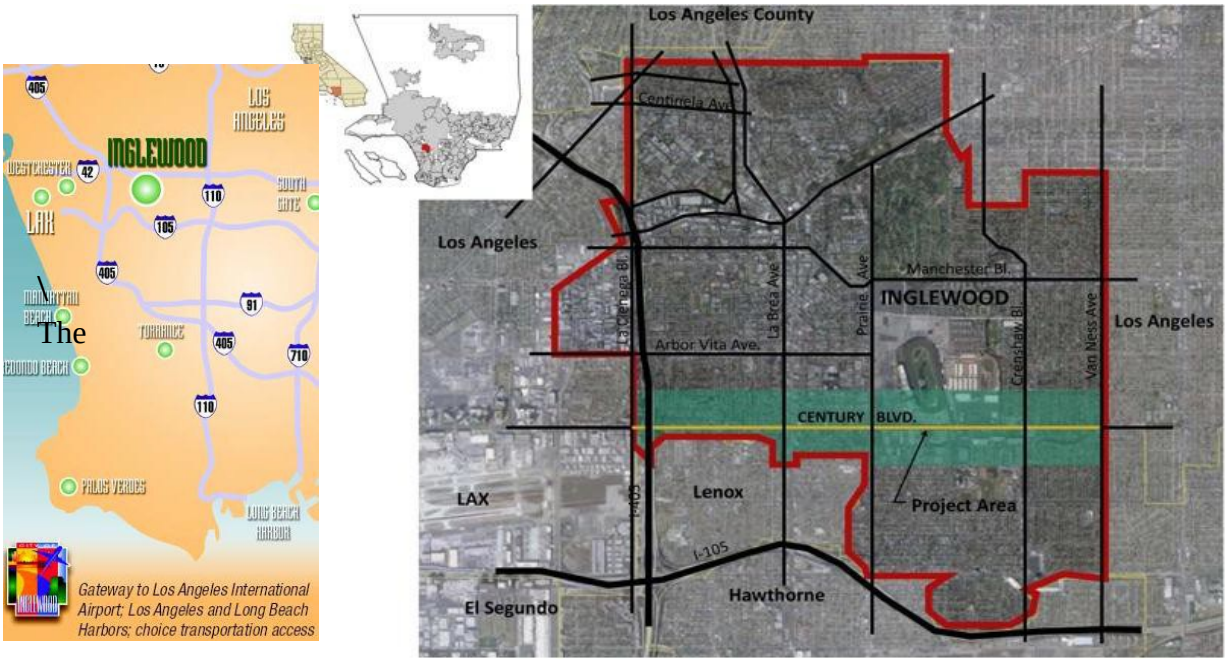
PROJECT SETTING

The project is located within the City of Inglewood, California. Inglewood has an area of 9.7 square miles, a population of 109,673, with a population density of 12,062 residents per square mile, (reference: 2010 U.S. Census). Century Boulevard is a major east-west arterial street that forms part of the National Highway System (NHS). Century Boulevard extends through Inglewood and is a direct route to and from Los Angeles International Airport (LAX) from most areas in Los Angeles County and the Metropolitan Area including the City of Los Angeles and cities of the South Bay area. The San Diego Freeway (Interstate 405) borders and extends through the westerly portion of Inglewood, with freeway interchanges at Century Boulevard.

The primary goal for the future of Century Boulevard is to restore the physical condition of the street and improve mobility through the corridor, particularly for commercial vehicles (goods movement), transit vehicles, and pedestrians. Secondary goals include improving the safety, functionality, environmental and aesthetic qualities of the street which serves as a gateway for visitors and residents destined for LAX or Inglewood commercial areas.

A significant portion of Century Boulevard is within the City of Inglewood. This portion runs from South Van Ness Avenue on the east to La Cienega Boulevard on the west, which is only 1.5 miles from the entrance to the LAX terminal area. Inglewood's Century Boulevard is surrounded by residential uses on the east, commercial shopping centers in the middle, and strip commercial along the western end. Industrial and warehouse uses, and the Hollywood Park development, are proximate to the middle segment of Century Boulevard within Inglewood.

City of Inglewood and Adjacent Region



The overall goal of the project is to improve existing deteriorated or substandard infrastructure conditions while transforming Century Boulevard into a "Complete Street" for multimodal use available to all residents, visitors, and workers in the region regardless of income and socio-economic status. Additionally, the objectives of the project are to generate economic activity, infuse capital, and create jobs. The U.S. Bureau of Labor Statistics' most recent dataset for the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical area notes an unemployment rate of 8.4%. In stark contrast, the current unemployment rate for the City of Inglewood was 12.4% as of March 2013 as noted in the City's Fiscal Year 2012-13 Mid-Year Budget Review & Report. Specific improvement objectives of the proposed project include:

- Improve mobility along the corridor, regional mobility and access to LAX
- Reconstruct damaged and deteriorated physical street infrastructure improvements
- Improve safety for all transportation modes (vehicles, buses, bicycles, and pedestrians)
- Reduce vehicle delay and fuel consumption, while improving air quality
- Enhance pedestrian connectivity between the residential and commercial areas, including improvements to pedestrian facilities to comply with ADA requirements
- Incorporate corridor wide parkway features through enhanced streetscapes
- Improve drainage to prevent roadway flooding

SCOPE OF PROJECT - SUMMARY

The proposed project will reconfigure and improve approximately 3 miles of infrastructure on Century Boulevard between La Cienega Boulevard and Van Ness Avenue. Improvements along the corridor include the addition of exclusive dedicated right and left turn lanes at major intersections, installation of raised landscaped medians, traffic signal and street light upgrades, crosswalk and sidewalk improvements, installation of bus shelters and concrete bus pads, and parkway landscaping. The project reconfigurations will promote more efficient traffic flow.

The project replaces water, sewer, and storm drain facilities along Century Boulevard. Pedestrian accessibility will be improved by the construction of Americans With Disabilities Act (ADA) compliant sidewalks and curb ramps, landscape, and hardscape improvements along the corridor. Additionally, the proposed project will decrease impervious area by 1.5 acres within the City's right-of-way, allowing for additional groundwater storage during rain events.

ABOUT CENTURY BOULEVARD

Century Boulevard is a major east-west arterial within the cities of Inglewood and Los Angeles. Century Boulevard was incorporated October 2012 into the National Highway System. It provides direct access to the San Diego (I-405), and Harbor (I-110) freeways and indirect access, via major north-south cross streets, to the Century (I-105) freeway and Metro light rail station. The street terminates at Los Angeles International Airport (approximately 1.5 miles west of Inglewood), and provides direct automobile access to both passenger and freight terminals.

Traffic volumes are projected to increase significantly over the next 20 years along the Century Boulevard corridor due to a variety of factors that include:

- Continued expansion of LAX, with increased passenger travel and freight movement; LAX is the 6th busiest airport in the world, with an estimated 63.7 million passengers and 1.9 million tons of cargo moved annually. A $4.11 billion capital improvement program at LAX is currently underway, (reference: Los Angeles World Airports website www.lawa.org)
- The Hollywood Park Redevelopment Project, a $2 billion mixed-use infill redevelopment of the 238 acre Hollywood Park Racetrack property which includes the construction of approximately 3,000 homes, 620,000 SF of retail development, and 75,000 SF of commercial office space adjacent to Century Boulevard
- A $100 million renovation and re-opening of the FORUM by Madison Square Garden as a premier venue for entertainment performances
- A significant number of development projects are currently proposed for the Century Boulevard corridor including airport-serving hotels, retail space, commercial office space, and independent "Mom and Pop" restaurants

DESCRIPTION OF THE PROJECT

The proposed project will reconfigure and improve approximately 3.0 miles of infrastructure on Century Boulevard between La Cienega Boulevard and Van Ness Avenue. Improvements along the corridor will include the addition of exclusive right and left turn lanes at major intersections, installation of raised landscaped medians, traffic signal and street light upgrades, crosswalk and sidewalk improvements, installation of bus shelters and concrete bus pads, and parkway landscaping. The project reduces the existing six-lane roadway to four lanes between Inglewood Avenue and Prairie Avenue, and to five lanes between 8th Avenue and 5th Avenue. The lane reductions, the installation of dedicated right turn and left turn lanes within these roadway segments will allow the traffic to flow more efficiently despite loss of throughput lanes.

The project will also construct improvements to water, sewer, and storm drain infrastructure along the Century Boulevard corridor, and introduce elements to improve water infiltration. No relocation of businesses or residences, or structure demolitions are required for this project. Limited right-of-way acquisition from private property will be required to accommodate construction of ADA compliant sidewalks and curb ramps, landscape installations, and hardscape improvements along the corridor. ADA compliant sidewalks, combined with installation of pedestrian scale lighting at selected locations will greatly improve access and walkability of the corridor. Additionally, the proposed project decreases the project site's impervious area by 1.5 acres within the City's right-of-way, allowing for additional groundwater storage during rain events.

PROJECT COMPONENTS

The following describes the proposed project's features along Century Boulevard from La Cienega Boulevard eastward to Van Ness Avenue.

- **La Cienega Boulevard to Inglewood Avenue**

Century Boulevard along this section will have a total of six lanes, three in each direction, with a minimum 6-foot-wide landscaped median. The westbound Century Boulevard will have two inner 11-foot-wide lanes and one outer 13-foot-wide lane. The sidewalk on the north of Century Boulevard will vary in width from 8 to 12 feet with landscape and hardscape treatments. The proposed project requires a permanent easement to move the existing right-of-way north into the current sidewalk. Eastbound Century Boulevard will also have two inner 11-foot-wide lanes and one outer 13-foot-wide lane. The southerly sidewalk will vary in width from 8 to 12 feet. A portion of this segment requires a permanent easement to construct new improvements outside of the current Century Boulevard's right-of-way.

At the two signalized intersections of Felton Avenue and Inglewood Avenue, the median will be eliminated to accommodate a left turn lane. The outer lane will be configured to a right turn lane on eastbound Century Boulevard at the intersection of Inglewood Avenue. The intersection approach lane configurations for north-south traffic on Inglewood Avenue will be modified to add exclusive right turn lanes.

- **Inglewood Avenue to Prairie Avenue**

Century Boulevard along this section will have a total of four lanes, two in each direction, with a median varying in width from 2 to 14 feet. Sidewalk widths will vary from 6 to 18 feet with varying hardscape and landscape treatments as described in the Landscape and Hardscape Treatments section. Through-lanes in this segment will typically be 12 to 14 feet wide.

- **Prairie Avenue to Crenshaw Boulevard**

Hollywood Park, a racetrack and casino, is located immediately north of Century Boulevard between Prairie Avenue and Yukon Avenue. The development group Hollywood Park Tomorrow has begun work on a substantial renovation of the site. Work will include construction of approximately 3,000 homes, hotel, retail, office, and commercial space. This project represents an investment of $2 billion of mixed use benefits to the City and region. The first phase of work valued at $180 million began in the first quarter of 2014, (reference: City of Inglewood, Mayor James T. Butts, Jr. State of the City Address). The Hollywood Park Redevelopment Project will include hardscape and landscape improvements to the northerly sidewalk of Century Boulevard and will complement the Century Boulevard Mobility Improvement Project.

- **Crenshaw Boulevard to Van Ness Avenue**

At this segment, Century Boulevard will have a total of four lanes, two in each direction, with a

median varying in width from 3 to 14 feet. This portion of the project area is mostly residential and includes a separation from the frontage road on the south side of Century Boulevard. Sidewalk widths will vary from 8 to 17 feet. Through-lanes will typically consist of one inner 12-foot-wide lane and one outer 14-foot-wide lane.

- **Pedestrian Crossings and ADA Ramps**

Pedestrian access is currently insufficient along Century Boulevard. The project will mitigate this dilemma by installing pedestrian crossings and ADA compliant ramps at locations that lack complying ramps along the 3.0-mile long proposed project, on both the north and south sides of Century Boulevard. At the following main intersections, new and/or enhanced pedestrian street crossings and curb ramps will be installed to accommodate pedestrians traveling along Century Boulevard and at cross streets (north to south):

- Felton Avenue (east side only)	- Doty Avenue
- Inglewood Avenue	- Yukon Avenue
- Fir Avenue/Firmona Avenue	- Club Drive
- Grevillea Avenue	- 11th Avenue
- La Brea Avenue/Hawthorne Boulevard	- Crenshaw Boulevard
- Myrtle Avenue (west side only)	- 5th Avenue
- Freeman Avenue (east side only)	- Van Ness Avenue
- Prairie Avenue	

Bus Way Improvements

In addition to pedestrian and vehicular improvements, the proposed project will enhance Century Boulevard through the installation of dedicated bus bays, concrete pads, and shelters. Dedicated 12-foot-wide bus bays, or turnouts, will be installed at the following locations:

- Eastbound Century Boulevard between Inglewood Avenue and Delarose Avenue
- Century Boulevard between Truro Avenue and Fir Avenue/Firmona Avenue
- Eastbound Century Boulevard between Crenshaw Boulevard and 8th Avenue

- **Landscape and Hardscape Treatments**

The proposed project will feature the planting of new trees along the Century Boulevard corridor. Camphor trees (Cinamomum camphora), date palms (Phoenix dactylifera), and drought-tolerant shrubs and ground covers as landscaping throughout the project area. Hardscape elements such as river rock and multi-colored concrete pavers will also be incorporated into the streetscape to develop a cohesive appearance along the corridor.

- **Stormwater Management**

Flooding along Century Boulevard will be addressed with this project. Currently, the existing storm water runoff flow rates along the route are larger than the Los Angeles County Flood Control District's (LACFCD) acceptable flow rates. As a result, the stormdrain system backs up

and floods Century Boulevard during storm events, creating potentially unsafe conditions for motorists. LACFCD requires the City's storm drain system to capture a minimum 10-year storm event runoff and surface runoff volume of 250,300 cubic feet. To comply with the water quality requirements of the City and LACFCD, the project will include construction of fourteen 8-foot-diameter perforated pipe infiltration systems ranging from 100 to 1,000 feet in length under the new center medians on Century Boulevard between Felton Avenue to Van Ness Avenue.

The proposed infiltration system will retain up to 250,300 cubic feet of storm water. This system will be able to treat 222% of water quality volume necessary to maintain acceptable LACFCD storm drain flow rates during peak times and eliminate potential flooding on Century Boulevard. The perforated pipe infiltration system replaces a proposed Century Boulevard storm drain system currently in the Century Boulevard Drainage Master Plan. The infiltration system represents an innovative solution to address water quality, storm drain and surface runoff.

- **Traffic Signal and Safety Lighting Improvements**

Traffic delays and back up along the Century Boulevard corridor are a major concern. Delays result in economic loss and environmental impact, (reference Attachment No. 4 Benefit-Cost-Analysis Narrative Report, and Attachment No. 5 Benet-Cost-Analysis Spreadsheet submitted with the online grant application for additional details). Traffic mitigations proposed for this project will significantly address these concerns.

Traffic mitigations include the replacement of traffic signal equipment (controllers, poles, vehicle and pedestrian detection, heads, etc.) at the 16 signalized intersections along the corridor. Implementation of more efficient demand-responsive adaptive traffic signal controls will replace current time-of-day coordination. The new control equipment will provide for transit vehicle priority activation to reduce delays to critical transit services such as the Metro route 117 buses operating along the corridor.

Street lighting poles will be replaced along the corridor. Existing poles and fixtures will be replaced with energy-efficient LED lighting fixtures and will achieve an average lighting level of 1.0 foot-candles. These improvements will provide energy savings, improve safety, and enhance visibility for vehicle and pedestrian traffic, (reference: plan detail sheets, available at City of Inglewood website, Public Works Department, Current Projects).

EXISTING CONDITIONS

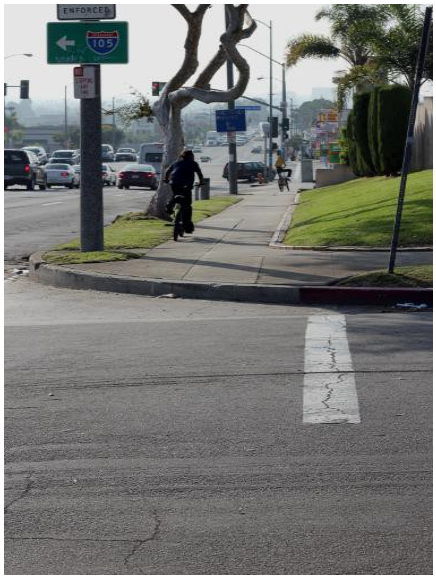
Century Boulevard has very few ADA compliant accessible sidewalk and curb ramps and lacks dedicated right turn lanes and left turn lanes. Century Boulevard has three travel lanes in each direction with a painted center median for left and right mid-block turns. No parking or stopping is allowed on either side. There are 16 signalized intersections along the corridor. Century Boulevard's freeway access with direct passenger and freight connectivity to LAX, and access

to major commercial and retail employment centers, and other major destinations results in high traffic volumes and travel delay. According to existing operating conditions and projected future conditions, four (4) of the 16 intersections within the corridor are currently operating at Level of Service (LOS) "D" during both AM and PM peak periods.

By the year 2030, traffic conditions will worsen, assuming the development of all planned projects along the Century Boulevard corridor. The number of intersections operating at LOS "D" or worse during AM and PM peak periods will increase to seven (7) of 16 signalized intersections. In addition, three intersections are expected to be operating at LOS "D" or worse during the PM peak period, (refer to City website for Transportation Engineer's Report).

Congestion is further worsened by Century Boulevard's obsolete and deteriorated physical condition. The existing pavement is deteriorated, lane alignments are outdated, turning radii need to be increased to allow safe truck-turning for goods movements at some intersections. Sidewalks are substandard and deteriorated, curb ramps are substandard and/or lacking at many intersections, and the street lacks raised median islands. In response to these conditions, the City proposes to improve the street's operating efficiencies through an approach that will result in a rebalanced multimodal urban thoroughfare in order to achieve the following goals:

1. Provide a cost-effective solution to improve transportation maintenance and operations
2. Promote the use of alternative travel modes as viable components to improve mobility for local and regional residents and workers
3. Improve Century Boulevard physical conditions in order to support future economic opportunities related to LAX operations and local economic development.



Century Boulevard view west at Crenshaw showing roadway deterioration

4. ECONOMIC COMPETITIVENESS AND SUSTAINABILITY

The overall improvement of this vital corridor as proposed will be a catalyst for new businesses and investment that will create better paying higher skilled jobs for longer term economic ladders of opportunity. This funding application points out the many transportation related improvements and efficiencies this project will provide if receipt of the required funding allows its completion. In addition to these more physical transportation and environmental related aspects, this project will provide multiple direct and indirect community and economic benefits in a City with many needs for new ladders of opportunity.

Century Boulevard is arguably the most significant east-west corridor within the City of Inglewood. It is very centrally located and connects the City to the Los Angeles International Airport (LAX), West Los Angeles and the Beach Cities. Locally, Century Boulevard serves as a major street bordering several local facilities such as The Home Depot, Costco, Food For Less Supermarket, Hollywood Park, The Forum (former stadium where the LA Lakers played), Mom & Pop Restaurants, Hotels, Schools, Hospitals, The Inglewood Cemetery, Golf Course and Parks. LAX is an economic and transit gateway for freight, services and passengers that funnels millions of car and truck trips annually to and from the area. The Average Daily Traffic (ADT) along Century Boulevard at La Cienega Boulevard is estimated to be 48,960.

This intensive level of use burdens that portion of Century Boulevard within the geographic limits of the City of Inglewood with major negative impacts on the street infrastructure, traffic flow, air quality and public safety. This project is also vital to overcoming the elimination of the Redevelopment Agencies (and its funding and tools by State Legislation) and the long term decline of some economic activity along the corridor namely: the closing of The Forum and the Hollywood Park Racetrack. Century Boulevard was a targeted redevelopment area with significant physical and economic blight. The loss of the Redevelopment Agencies put on hold the efforts to eliminate these blighting influences.

The City of Inglewood and immediate areas have disproportionate levels of lower income and transit dependent population. This project will improve mobility and job access to all levels of the income ladder where there are physical and economic barriers. The project will provide new economic opportunity by creating enhanced infrastructure to better attract new businesses.

The improvement will facilitate more multi-modal mobility and improved safety for vehicles and pedestrians. It will provide essential ADA accessibility for disabled and elderly persons as well as improved access for families with strollers. A list of some notable improvements are:

- 103 New handicap ADA accessible ramps will be installed
- 504 New trees and 116 new decorative tree grates will be installed
- 20 New lighted decorative bus shelters will be installed
- 101,000 Square feet of new and replaced landscaped area
- 111 New or upgraded street lights
- 82 New traffic, safety, and directional signs

- 16 New and repainted crosswalks with new signs and thermoplastic striping
- 128 New and upgraded traffic and pedestrian countdown signals at 16 intersections

The enhanced lighting, signage, crosswalks, raised median and pedestrian signals will greatly improve safety and pedestrian mobility. The new trees will provide much needed shade, comfort and add a green element along the corridor providing aesthetic improvement that is sorely lacking.

Finally, the improvement will provide tangible community and economic benefits by creating better connections for all levels of employees to existing and future employment destinations. The general public and students will benefit from the improved safer connections to bordering schools, parks, churches and religious buildings, community facilities and services, and shopping.

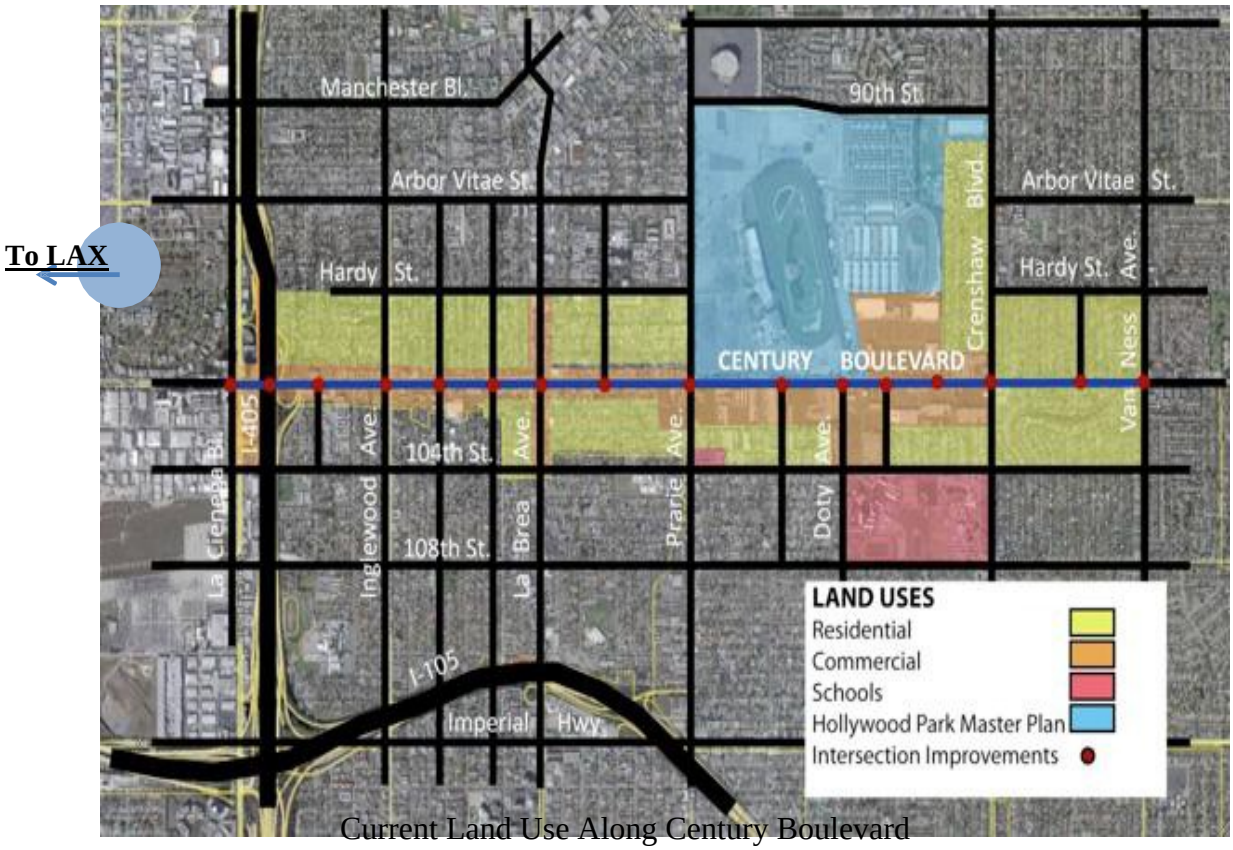
There are several important job centers existing and in the planning and development stages that are within walking distance of Century Boulevard.

- Centinela Hospital Medical Center, a nationally recognized hospital and the city's top employer, is a major employment source and is in the process of modernizing and expanding.
- The Forum, after being closed for several years, has received a $100 million renovation, and reopened in January 2014 as a premiere 17,500 seat entertainment venue.
- The Hollywood Park Tomorrow project, the 238 acre mixed use project that will replace the race track, is in the initial development stage. The Hollywood Park Tomorrow development will have over 600,000 square feet of commercial/retail/hotel space that will be the source of thousands of jobs.
- There are also many vacant and underutilized properties along the corridor that have languished due to the lack of upgrade and investment on Century Boulevard. The Hollywood Park Tomorrow project success will be very reliant on the Century Boulevard upgrade project for its initial build-out and attraction of business tenants as well as its long term economic success.

The Project will improve transportation options for Inglewood residents to access regional employment centers outside the City.

- Los Angeles World Airports, international and national distribution centers, and air carrier transfer centers.
- Employment centers to the west include passenger and freight facilities, and aerospace industrial centers
- Employment centers to the east and northeast include high density office towers of downtown Los Angeles, Culver City, and industrial complexes along the Alameda Heavy Rail Corridor.
- Entertainment centers to the north include the Wilshire Boulevard corridor and Hollywood entertainment industries.

The long term sustainability benefits of this project will also be evident due to improved infill development potential that reduces sprawl and will improve the local and regional jobs/housing balance with the retention, attraction, and creation of new jobs in an established yet growing residential community.



Current Land Use Along Century Boulevard

Economically Distressed Area Criteria

According to Section 301(a) (1) and (2) of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3161), an area is economically distressed if it has a per capita income of 80 percent or less of the national average or if it has an unemployment rate that is, at least one percent (1%) greater than the national average unemployment rate for the most recent 24-month period for which data are available.

The City of Inglewood meets both minimum criteria as identified above. According to the 2007-2011 American Community Survey 5-Year Estimates available from the US Census Bureau, the per capita income of Inglewood was $20,187 per year, which is only 72.3% of the national per capita yearly income of $27,915 in the same dataset (in 2011 inflation-adjusted dollars). (Source: US Census Bureau American FactFinder). Both short and long term changes in economic conditions resulting from the decline in the local real estate market, decline in retail, and other factors have resulted in increased unemployment and economic distress. The US Bureau of Labor

Statistics' recent datasets for Los Angeles-Long Beach-Santa Ana Metropolitan Statistical area reports an unemployment rate of 8.4%. The current localized unemployment rate for the City of Inglewood was 12.4% as of March 2013 as noted in the City's Mid-Year Financial Report.

Long Term Economic Benefits

The Century Boulevard Mobility Improvement Project current design work will improve capacity of primary arterial access to LAX by an estimated 25 percent traffic volume, with resultant decrease of traffic delay. Refer to the Benefit-Cost-Analysis Section 5 of this narrative, and Attachment Numbers 4 and 5 of the on-line grant application for details.

The Century Boulevard Mobility Improvement Project will provide cost-effective surface transportation to Los Angeles International Airport (LAX). The airport currently generates $60 billion in annual economic activity, accounting for nine percent (9%) of the economic output for Southern California. The project will help with the long-term efficiency of moving aviation-bound freight that supports 408,000 jobs in the region. Locally, it will help the movement of the 59,000 employees who work at LAX at every level of skill and wage in professional and business service; concessions and retail; construction and maintenance; and in airline related fields such as flight operations, ticketing, baggage handling, aircraft maintenance; passenger assistance, and security screening. The project will also contribute to future transportation needs of LAX renovations detailed in the LAX Master Plan. (Reference: Los Angeles World Airports, Master Plan Facts).

Immediate Economic Benefits

The project will put people to work immediately and help create 347 jobs based on Federal estimates of job creation potential for these types of projects (Source: Executive Office of the President Council of Economic Advisers, Estimates of Job Creation from the ARRA of 2009). The project will also enhance the local economy. Having attractive and safe alternatives modes of travel and options for future businesses and residential developments will help foster economic activity and growth, (refer to Attachment No. 4 of the online grant application for additional job creation information).

The project will enhance economic growth in two ways. First, it will enhance economic development in Inglewood and the region through the development of supporting infrastructure for the LAX Master Plan, which is expected to help LAX contribute $64 billion annually to the regional economy by 2015. Second, improved mobility in this major center of Inglewood will help both employee and visitor access to the City via the I-405 and SR-110 freeways, thus providing a local economic stimulus, and to LAX, thus promoting regional and national economic stimulus.

The project will benefit from future development projects planned along Century Boulevard which will attract new investment and generate employment opportunities including:

- Hollywood Park Tomorrow Master Plan – Redevelopment of the existing 238 acre Hollywood Park Racetrack property into a mixed use community consisting of 620,000 SF of retail, 75,000 SF of commercial office space, approximately 3,000 new homes, and 10,000 SF of civic uses. This project is estimated to generate 19,000 new jobs.

- Inglewood Promenade/LAX Satellite Parking and Check-in Facility - Construction of a satellite parking structure and passenger check-in facility for LAX and related commercial and retail development. This project is estimated to accommodate at least 3,500 daily travelers. The entire development project will create up to 2,500 new permanent jobs.

- Century Boulevard Airport Gateway – This project consist of the redevelopment of the westerly portion of Century Boulevard (between La Cienega Boulevard and Inglewood Avenue) within the City of Inglewood into an airport-serving district consisting of hotels, restaurants, retail, and commercial office space. This project is anticipated to generate upwards of 3,500 new permanent jobs.

Livability

The project will reposition Century Boulevard as a way to travel safely and efficiently by foot, by bicycle, and by transit and will provide an attractive route to residential neighborhoods and employments centers within and surrounding the project area. Employment centers include LAX to the west with large passenger and freight facilities, downtown Los Angeles to the northeast with high density office towers, industrial complexes along the Alameda Heavy Rail Corridor to the east, Aerospace businesses in El Segundo to the south, and entertainment industries in Hollywood to the north. Encouraging non-motorized transportation and efficient transit will reduce the amount of vehicle emissions and fuel consumption.

Quantitative Measures for the Reduction of CO2 Emissions, Fuel Consumption

The Century Boulevard Mobility Improvement Project will reduce CO2 emissions through both systems management and demand management strategies. These are expected to reduce fossil fuel consumption by motor vehicles by 1,825 gallons per day. The installation of dedicated right-turn pockets along Century Boulevard will increase capacity on the six-lane arterial, increase average travel speeds, and reduce 4,345 pounds per day of running emissions of CO2 from vehicle tailpipes.

5. SAFETY

The project will reduce conflicts between pedestrians, passenger vehicles, bicyclists, and transit vehicles. Improved ADA compliant sidewalks and curb ramps will increase safety. Construction of landscape median improvements and the provision of protected signal phasing will reduce the incidence of left turn accidents.

Traffic incident data obtained from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) shows that a total of 91 traffic accidents occurred along Century Boulevard within the City of Inglewood for the 21-month period spanning from January 1, 2007 to September 30, 2008. These accidents accounted for a total of 77 people suffering injuries and one fatality, (refer to Attachment No. 3, Tables 4a/b & 5a/b in the application).

Most accidents involved vehicles traveling at unsafe speeds or making unsafe turning movements. All of the accidents involving pedestrians resulted from street crossings either at mid-block locations or crossing streets at unsignalized intersections. The City projects a 40% reduction in accidents along the corridor resulting from the project improvements.

The California Office of Traffic Safety (OTS) ranks cities with similar size populations in order to identify emerging traffic safety problem areas, facilitate funding decisions, and to assist cities in identifying disproportionate traffic safety areas. Inglewood falls within a grouping of 52 cities with similar-sized populations. Inglewood's composite ranking was 11 out of the 52 cities in terms of the greatest number of traffic accidents, (OTS data 2008).

	2007		2008		Total	
Accident Type	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Broadside	16	33%	18	42%	34	37%
Rear End/High Speed	15	31%	12	28%	27	30%
Side Swipe	4	8%	4	9%	8	9%
Pedestrian Involved	2	4%	6	14%	8	9%
Other	11	23%	3	7%	14	15%
Total	48		43		91	
Accidents with Injuries	40	83%	37	86%	77	85%
Accidents with Fatalities	1	2%	0		1	1%
Total Injuries/Fatalities	46		56		102	
Average Injury/Accident	.96		1.3		1.32	

6. QUALITY OF LIFE AND AESTHETICS

Livability

The project area is densely populated, (12,062 people per square mile, 2010 U.S. Census), and has a lower per capita income than the Region and the Metropolitan Area ($14,726 per capita versus $27,344 for Los Angeles County, 2010 U.S. Census). The surrounding area is also heavily dependent on public transportation.

The Project will provide alternatives to the single-occupancy vehicle. These alternatives include pedestrian and bicycle travel, and transit. These modes are significantly less costly to residents and workers than travel by way of the single-occupant vehicle. Transportation alternatives will provide increased access to employment within the City, and greater access to jobs in the region.

Project Area Labor Statistics

Data from the United States Census and Bureau of Labor Statistics was gathered and analyzed to identify the ways in which personal mobility significantly impacts the quality of life of Inglewood's residents, (refer to U.S. Census 2010). The City of Inglewood is located within Los Angeles County, approximately 8.5 miles southwest of downtown Los Angeles, and 1.5 miles west of Los Angeles International Airport. According to the data, approximately 85 percent of the city's workforce drive private automobiles to work and 73 percent of those who drive, drive alone. Only eight percent take transit, two percent walk, and two percent by other means. Fifteen percent of all City households do not have access to a car, and 43 percent have access to only one car. These figures are significantly higher than national data.

Further restrictions on personal mobility result from the relatively young age of the City's population, and economic conditions. The median age of the City's population is 33.4 years, or 10 percent lower than the national average. Twenty-nine percent of the City's population is younger than 18 years, and 54 percent of the all-family households have children below the age of 18. Inglewood's median family and per capita income is 28 percent lower than that of the United States, and the percentage of both families and individuals living in poverty within the City is significantly higher than the nation. Service, retail, and office employment comprise more than half of the jobs located within Inglewood, and the local unemployment rate is substantially higher than the national rate. Approximately 15 percent of all households in Inglewood receive some form of government financial assistance (supplemental security, food stamps, cash public assistance, etc.).

Quantifiable Measures of Community Life

The project will have a substantial positive impact on quantitative measures of community life, particularly in the areas of improved air quality, reduced congestion, increased job creation, and economic vitality. The project will reduce approximately 4,345 pounds of CO2 emissions from vehicle tailpipes per day. The reduced emissions are based on vehicle idling time lowered due to substantial decrease in hours of travel time. A conservative estimate of the reduction in delay resulting from these improvements is 4,563 hours of person time per day. This single positive measure of outcome from the project produces substantial benefit. Refer to Section 5 Benefit-Cost Analysis for greater detail. The project will reduce congestion by increasing capacity by up to 25 percent on Century Boulevard through the use of signal synchronization at 16 intersections and dedicated turn lanes along this major arterial.

If unaddressed, 10 of the 16 intersections are projected to operate at unacceptable levels of service (LOS "D" or worse) by 2030. With the proposed capacity enhancements at Van Ness Avenue, Crenshaw Boulevard, 11th Avenue/Village Street, Club Drive, Yukon Avenue, Doty Avenue, Prairie Avenue, Hawthorne Boulevard, and Inglewood Avenue, exclusive right-turn and left-turn movements will help increase capacity on the three through lanes in each

direction along Century Boulevard. When combined with signal timing through the entire major arterial corridor, capacity is expected to increase by up to 25 percent, with concomitant increases in travel speed. This will also improve the travel speeds and on-time performance of Metro bus lines that operate on this six-lane arterial. The result is a reduction in delay of 4,563 hours of person time per day.

Intermodal Connectivity

This project will implement physical improvements along Century Boulevard that provide the safest achievable access benefits for all users regardless of travel mode, economic conditions, or physical ability. Rebalancing Century Boulevard into a "Complete Street" will benefit all users whether they are involved in regional or local travel. At a regional travel level, the project will enhance connectivity for residents, employers, and others by improving access to the I-405 freeway, which is particularly important given the inability to build long-proposed interchange improvements at Arbor Vitae Street to the north. It will also provide improved access to the Harbor Transit Way that provides express bus service to downtown Los Angeles and Long Beach. It will also enhance connectivity to the future Crenshaw Corridor Light Rail Line. This line will use the existing Harbor Subdivision railroad right-of-way that intersects Century Boulevard near the San Diego (I-405) Freeway.

The project will link the rest of Los Angeles County and the region directly to LAX by providing critical east-west access to the airport, particularly for freight movement services that need to access the high density area east of LAX, but west of the I-405 freeway. Los Angeles County benefits from about $49 billion in economic output resulting from the airport activities.

At the local level, the project will provide improvements that will support walking and bicycling as important parts of local travel for residents, workers, and visitors by fostering a complimentary relationship between the corridor's transportation and land use characteristics. The corridor currently has many of the characteristics of a walkable community including a mix of land uses within a close proximity of one another, mixed densities, street-facing building entries and a highly connected street network. Many walking and bicycling trips connect with public transit. There are 614 weekly bus transit movements along the corridor.

7. SECONDARY OUTCOMES - DETAIL

Innovation

- State-of-the-Art Traffic Management System
- Investment in traffic control systems

The Century Boulevard Mobility Improvement Project will continue to build on a commitment by the City of Inglewood for the use of innovation and technology. The City has invested over $4 million in the past ten years to develop and implement Intelligent Transportation System (ITS) technologies. A systematic program is in progress to continue upgrading and investing in the ITS system to serve arterial corridors throughout the city. The City has also established a Traffic Management Center (TMC), located in Public Works offices at City Hall. The TMC is used to provide real time traffic monitoring and control of arterial corridors.

The Project includes implementing transportation systems management strategies that will make Century Boulevard an "intelligent transportation corridor." Implementation of ITS technologies will include the sixteen signalized intersections along the project corridor. The intersections along this major arterial will operate with real-time control utilizing state-of-the-art Traffic System Management technology tools to maximize traffic flow along the corridor. The result of this innovation will be decreased traffic delays, increased traffic flow, and increased safety for vehicles and pedestrians.

Transit buses operating in and adjacent to the corridor will also experience improved service for riders to and from LAX, and to other Los Angeles County destinations. Transit riders will experience improved access to employment opportunities adjacent to the corridor, and in the region. Coupled with the regional transit operator's Bus Speed Improvement Program operated by Los Angeles County Metropolitan Transportation Authority (LACMTA), transit buses will travel in a more rapid-transit corridor. This will provide effective and efficient service for riders to and from LAX, and to other Los Angeles County destinations.

Partnership

- Renovation of Forum by Madison Square Garden
- Hollywood Park Development Project
- Project funding by a combination funds from Federal, State, regional and local agencies

Two major projects adjacent to the Century Boulevard corridor illustrate ongoing successful partnerships between the City and private entities.

The Forum was re-opened for operations in January 2014, after a $100 million renovation of the iconic venue by Madison Square Garden Company (MSG). The Forum was completely modernized to provide a state-of-the-art entertainment venue with seating for 17,500. The City worked closely with MSG to ensure timely completion of the project. Located .75 mile north of Century Boulevard corridor, access to the Forum will be enhanced by planned improvements to the Century Boulevard corridor.

Development of the historic Hollywood Park site is currently in progress. This $2.3 billion redevelopment project represents a partnership between the City and the Hollywood Park Tomorrow Development. Key elements of the project include a new 25 acre park system, a new retail and entertainment district, housing, new office spaces, a 300 room hotel, renovation of the Hollywood Park Casino, and a four acre civic site for future development of a public school.

The Hollywood Park Development Project provides an economic stimulus to the community and region. It will create 19,000 construction and permanent jobs.

The 238 acre Hollywood Park site is fronted by approximately one mile of Century Boulevard. The project Specific Plan entitlement requires the project to widen Century Boulevard, and to construct an exclusive right turn lane. Sidewalk and parkway landscaping adjacent to the project site will be improved as a part of the project. A traffic study was completed by project developers using methodology provided by the City. As a result, the project will include traffic signal synchronization at 19 key intersections, and will utilize Intelligent Transportation System (ITS) technologies in partnership with the City. The Hollywood Park Development Project will coordinate effectively with traffic improvements to be developed with the Century Boulevard Mobility Improvement Project.

Grant Funds and Sources of Project Funds

The Century Boulevard Mobility Improvement Project is supported and funded by a combination of Federal, State, regional and local agencies. Partnering agencies include the Federal Highway Administration (FHWA), State of California (CALTRANS), Los Angeles County Metropolitan Transportation Authority (METRO), Los Angeles World Airports (LAWA) and the City of Inglewood. All are committed to funding transportation projects that promote multimodal transportation alternatives for travelers and commuters, while increasing transportation efficiencies, economic stimulus, economic sustainability, and job creation.

The City has partnered with the following agencies to secure project financial commitments:

- US Congress: SAFETEA-LU: $2,719,722 Preliminary Engineering and Final Design
- City of Los Angeles: Los Angeles World Airports (LAWA) 1.: $10,000,000
- LA Metro - Local Return: $1,410,642 for Preliminary Engineering and Final Design; Metro Call for Projects: $3,223,025 for Construction
- City of Inglewood: Tax Allocation Bond: $12,500,000 for Construction

Grant Request
The City of Inglewood is applying for funding in the amount of $14,663,574 from the TIGER 2014 Discretionary Grant Program to fund 36.31% of the construction phase of project costs for the Century Boulevard Mobility Improvement Project. This amount of grant equals 39.05% of total project cost when combined with current Federal funding received (SAFETEA-LU). Award of TIGER funding will ensure completion of the Century Boulevard Mobility Improvement Project in its entirety as proposed. Refer to section 4.a6 Project Readiness for additional information regarding financial information and project readiness.

Funding Notes:

1. LAWA funds are contingent on request application by the City of Inglewood to LAWA, with submittal of project details.
2. Local Return funds include Proposition C and Gas Tax for transit related improvements
3. Call for Projects funds include Proposition C 25% for transit related improvements

8. ADDITIONAL CONSIDERATIONS

Energy Efficiency and Avoidance of Environmental Impacts
The project will improve capacity at key intersections through the Century Boulevard corridor between Van Ness Avenue and La Cienega Boulevard through exclusive turn lane enhancements for both left and right turns. This, along with signal timing of the corridor and transit service enhancements, will improve travel speeds for Metro buses that run on compressed natural gas. By improving mode share for transit buses, an increasing share of travel on Century Boulevard from natural gas vehicles will reduce the share of vehicles operating on less efficient gasoline or diesel fuels.

Substantial energy efficiencies are also achieved by reduction of daily hours travel. Benefit-Cost-Analysis indicates a daily savings of 4,563 vehicle hours. This results in substantial time savings, while also providing energy and emissions reductions.

Assuming that these delay reductions occur on weekdays only, and assuming 250 weekdays per year, the annual number of hours of travel time saved is conservatively estimated to be 1.14 million. This will result in a substantial reduction in consumption of fossil fuels and related vehicle emissions including emissions of particulate matter affecting areas east of Inglewood.

Reduced Transportation-Related Costs
The project will substantially reduce daily transportation-related fuel costs from the reduction as a result of daily savings of vehicle hours. Due to the heavy use of the corridor for goods movement, reduction of fuel use will occur with both gasoline and diesel fuels. Refer to Attachments Number 4 and 5 for additional quantitative detail.

Project Readiness

Project readiness is clearly identified as a primary criterion in the U.S. DOT TIGER 2014 Notice of Funding Availability (NOFA). In preparing this grant application, City Public Works Engineering staff have conferred with U.S. DOT to develop a clear understanding of readiness criteria which include: 1) Technical Feasibility 2) Financial Feasibility 3) Project Schedule 4) Assessment of Project Risks and Mitigation Strategies.

- **Technical Feasibility:** Significant work has been completed by City staff and City design consultant AECOM to establish technical feasibility of the project. Preliminary engineering work and site assessments were completed in 2010. An award of design contract to AECOM was made in July 2010. Subsequently, a number of activities have been evaluated and completed to establish feasibility of the project including:

- Pavement Condition Analysis	- Geotechnical Soils Survey	- Procurement constraints
- Aerial and land survey	- Evaluation of Right of Way	- Infrastructure constraints

- **Financial Feasibility:** Detailed information regarding project costs and project budget are provided in Attachment Numbers 6 and 7 of the online grant application. A total of $4.1 million was required for the design phase of the project. This requirement was met by a combination of Federal SAFETEA-LU funds ($2.7 million) and non-federal local match ($1.4 million). An estimated total of $40.4 million is required for the construction phase of the project. This requirement is proposed to be met by a combination of non-federal funds ($10 million LAWA Settlement, $3.2 million local match funds, $12.5 million City Tax Allocation Bond funds). The requested TIGER FY 2014 Discretionary Grant funding of $14.6 million will ensure sufficient funds for completion of project construction as proposed. The project demonstrates a substantial positive benefit to cost ratio (4.1:1), as described in Benefit-Cost Analysis Section 5, with detailed information included in Attachment Numbers 4 and 5 of the online grant application.

- **Project Schedule:** A detailed project schedule has been prepared by AECOM and is included as Attachment Number 8 of the online grant application. Critical project milestones include:
    - Award of contract for design, July 2010
    - 50% design - completed March 2011
    - 95% design - completed May 2014
    - 100% design - estimated by July 2014
    - Design approvals - estimated by November 2014
    - Award of construction contract, construction start - estimated July 2015
    - Construction work completion - estimated by August 2018
    - Project closeout - estimated by January 2019

- **Assessment of Project Risk and Mitigation Strategies:** Risk assessment has been included by City Engineering staff and AECOM as a critical component of project readiness. Key risk elements which have been identified and evaluated to date include real estate costs, environmental uncertainties, procurement delays, public outreach and stakeholder support, and political support.
    - Real estate costs: A total of 55 properties have been identified for right-of-way procurement. However, 28 of the 55 properties have minimal right-of-way impact and require easement recordings only, with no land purchase. The remaining 27 properties require minor to moderate procurements. A total of $700,000 is identified in the construction budget for procurements. It is expected that no businesses or structures will be taken for this project.
    - Environmental uncertainties: City Engineering staff and design consultant AECOM have completed substantial environmental review and analysis consistent with NEPA/CEQA requirements. A mitigated negative declaration is anticipated for this project and expected to be completed and approved by November 2013. Refer to the City website for preliminary environmental documents.
    - Procurement delays: City Engineering staff and AECOM have utilized critical path planning analysis to prepare a realistic project construction schedule. Staff has also established a project delivery team approach to anticipate and respond to administrative or procurement delays.
    - Public outreach: Extensive outreach has been performed consistently through the design phase of the project. Outreach activities have included presentations at public City Council meetings, community group meetings, community block club meetings, and City Councilmember Town Hall meetings. Community support for the project has been positive. Outreach will continue through the design phase and construction phase of the project to ensure continued support.
    - Political support: Presentations to City Council, the Mayor and City Manager have resulted in positive support for the project. The Mayor and City Manager traveled to Washington, D.C. in April 2013 to request support from U.S. DOT and elected Congressional representatives. Support for the project has also been expressed by a number of local agencies, including the director of the California Department of Transportation (CALTRANS). Outreach and project status updates will continue through the design phase and construction phase of the project to ensure continued support. Refer to Attachment Number 8 of the online application for project Letters of Support. Refer to the City website for a complete list of support letters:

9. BENEFIT COST ANALYSIS

The Benefit-Cost Analysis (BCA) evaluates the extent to which residents of the United States as a whole are made better off as a result of the project. The analysis accounts for the net benefits and net costs based on the criteria described in the TIGER BCA Resource Guide.

A Benefit-Cost Analysis of the Century Boulevard Mobility Improvement Project was completed for the City of Inglewood in May 2013 by Willdan Financial. Source information for the BCA included, but was not limited to, City of Los Angeles Department of Transportation, L.A. County Metropolitan Authority (Metro), AECOM design studies, and 2010 U.S. Census.

The BCA shows that anticipated quantifiable benefits of the project exceed anticipated costs by a ratio of 4.1:1 at a 3 percent discount

The following table presents the total project benefit and cost over the life-cycle (20 years) of the project discounted at 3 and 7 percent. The 3 percent discount is a more appropriate rate for the analysis because the alternative use of funds to be dedicated to the project will be for other public expenditures, rather than private investment. The project benefits are presented below using the more conservative 7 percent discount rate to demonstrate that the project's long term benefits clearly outweigh the project's costs.

Benefit-Cost Summary

	3%	7%
Present Value of Benefits	$173,551,857	$93,503,797
Present Value of Direct Project Costs	$41,830,313	$38,661,301
Benefit/Cost Ratio	**4.1**	**2.4**

Analytical Approach

The assessment of project benefits and costs was performed in accordance with U.S. Department of Transportation guidance in the TIGER 2014 Notice of Funding Availability (NOFA). The detailed assessment is included as Attachment Number 4 and 5 of the online grant application.

Findings

It is important to note that BCA ratios are not a comprehensive measure of a project's total benefits, as many benefits cannot be readily quantified or occur under conditions of uncertainty. The following table presents a summary of both quantifiable and difficult-to-quantify benefits included in our analysis. The benefits are segmented by criteria described in the Grant NOFA.

Benefit Summary by Selection Criteria

Selection Criteria	Discounted at 3%	Discounted at 7%
Livability		
Accessibility	Qualitative	Qualitative
Land Uses Changes	Qualitative	Qualitative
Transit and Bicycle/Pedestrian Improvements	Qualitative	Qualitative
Affordability	Qualitative	Qualitative
Economic Competitiveness		
Travel Time Savings	$160,261,589	$85,745,132
Fuel Costs Savings	$11,608,934	$6,211,155
Vehicle Maintenance Savings	Qualitative	Qualitative
Safety		
Savings from Reduction in Accidents	Qualitative	Qualitative
State of Good Repair		
Maintenance & Repair Savings	Qualitative	Qualitative
Sustainability		
Value of Reduced Emissions	$1,681,334	$1,547,510
Total Benefits	**$173,551,857**	**$93,503,797**

ENVIRONMENTAL REVIEWS and APPROVALS

National Environmental Policy Act (NEPA)

The Project is subject to environmental review under both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The joint NEPA/CEQA documents are substantially complete for this project, and will be completed consistent with the project schedule. City Engineering staff and AECOM have completed substantial environmental review and analysis. A mitigated negative declaration is anticipated for this project and expected to be completed and approved by November 2013. Refer to City website for preliminary environmental documents.

Legislative Approvals

Receipt of all legislative approvals as stipulated in the 2014 NOFA include: legislative authority to set fees and toll rates (does not apply); evidence of support from State and local elected officials (reference Attachment No. 10 Letters of Support of the online grant application). There are no known significant legislative barriers to this project. As noted earlier in the section regarding risk assessment, support for the project has been expressed by a number of local

agencies, and the director of the California Department of Transportation (CALTRANS). Funding has been secured from Federal, State, regional, and local agencies.

The proposed project schedule (Attachment No. 8 of the online grant application) will conform to the strict deadlines of the TIGER 2014 funding requirements. This includes "all necessary pre-construction activities will be complete to allow for any potential grant funding award to be obligated no later than 30, 2014" as stated on page 16 of the NOFA.

State and Local Planning

The project has been programmed with Los Angeles County Metropolitan Authority (MTA), and the Southern California Association of Governments (SCAG), as required in the 2013 NOFA. State CEQA documents are substantially complete for this project and are expected to be completed and approved by November 2013. The project is consistent with the following plans:

- City of Inglewood General Plan
- City of Inglewood Capital Improvement Program
- Airports Council International, 2012 North American Airport Traffic Summary
- Los Angeles County Metropolitan Transportation Authority, 2010 Long Range Transportation Plan
- Southern California Association of Governments, 2008 Regional Transportation Plan
- Los Angeles County Metropolitan Transportation Authority, 2004 Short Range Transportation Plan
- Los Angeles County Congestion Management Plan
- Los Angeles County Arterial Master Plan

10. FEDERAL WAGE RATE CERTIFICATION

The City of Inglewood has signed a federal wage rate certification stating compliance with Subchapter IV of Chapter 31, Title 40 of the U.S.C., (reference: Attachment No. 9 of the online grant application).