

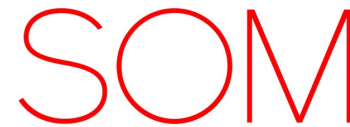


# INGLEWOOD TRANSIT CONNECTOR

Construction Network  
June 3, 2025



## ITC TEAM





## INGLEWOOD – TRANSFORMATION AS MAJOR SPORTS & ENTERTAINMENT DESTINATION



## WORLD CLASS VENUES AND PREMIER EVENTS



Jan 2021 **Super Bowl LVI**  
 Apr 2023 **Wrestlemania**  
 Aug 2023 **Taylor Swift Eras Tour**  
 Sep 2023 **Beyoncé Renaissance World Tour**  
 Jan 2025 **UFC 311: Makhachev vs. Moicano**

Mar 2025 **Rolling Loud Music Festival**  
 Apr 2025 **Beyoncé Cowboy Carter Tour**  
 Apr 2025 **NBA Playoff Game**  
 May 2025 **Monster Jam**  
 Jun 2025 **Netflix Tudum Concert/Film Festival**

Jun 2025 **WWE Money in the Bank**  
 Jun 2026 **FIFA World Cup**  
 Feb 2026 **75th NBA All-Star Game**  
 Jan 2027 **Super Bowl LXI**  
 Jul 2028 **Summer Olympic Games**

## CITY OF INGLEWOOD- TRANSFORMATION

RANDY'S DONUTS  
INGLEWOOD, CA  
RANDY'S DONUTS

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## INGLEWOOD'S REGIONAL ECONOMIC IMPACT

EL SEGUNDO



REDONDO BEACH



TORRANCE



## FROM INGLEWOOD EVENTS TO SOUTH BAY CITIES

COMMON SPACE  
HAWTHORNE BREWERY



MANHATTAN BEACH



LAWNDALE

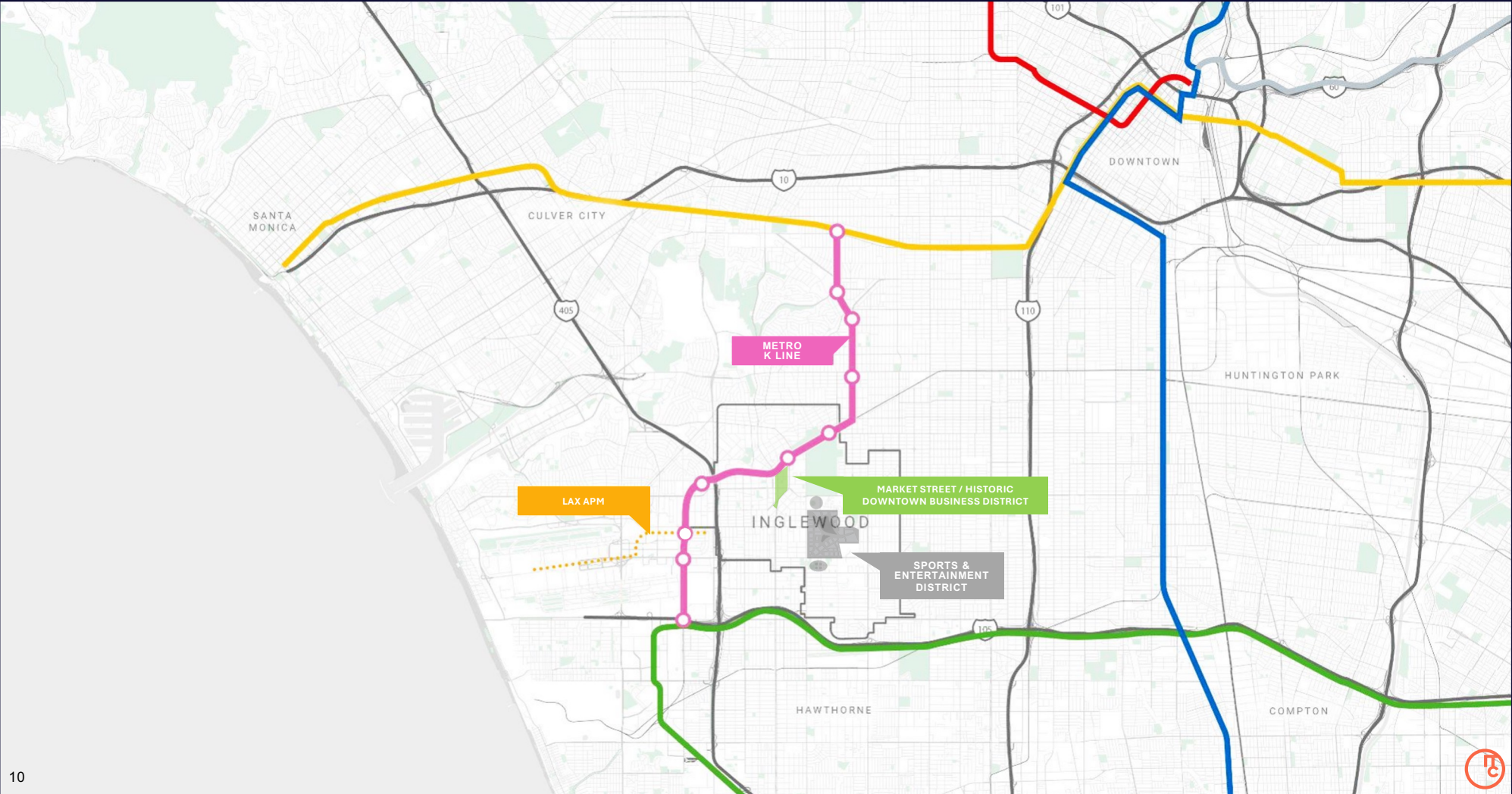


# ITC PROGRAM: BACKGROUND





ADDRESSING FOR A FIRST-LAST MILE GAP





## SOLVING FOR TRAFFIC CONGESTION TO IMPROVE QUALITY OF LIFE

HONOLULU



TOKYO



SEATTLE



## A PLAN FOR WORLD CLASS TRANSIT INFRASTRUCTURE

PARIS



SAN FRANCISCO

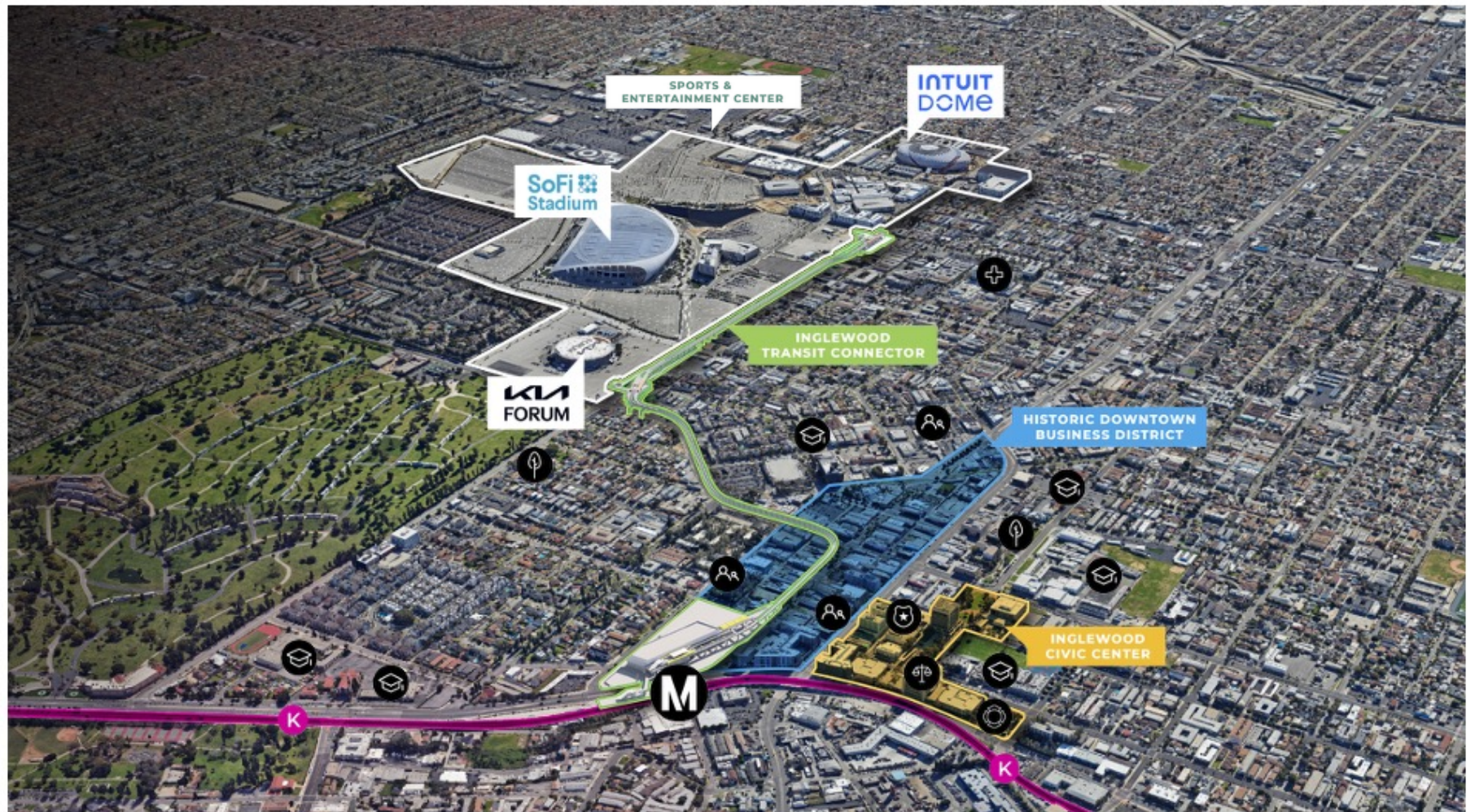


LOS ANGELES/LAX

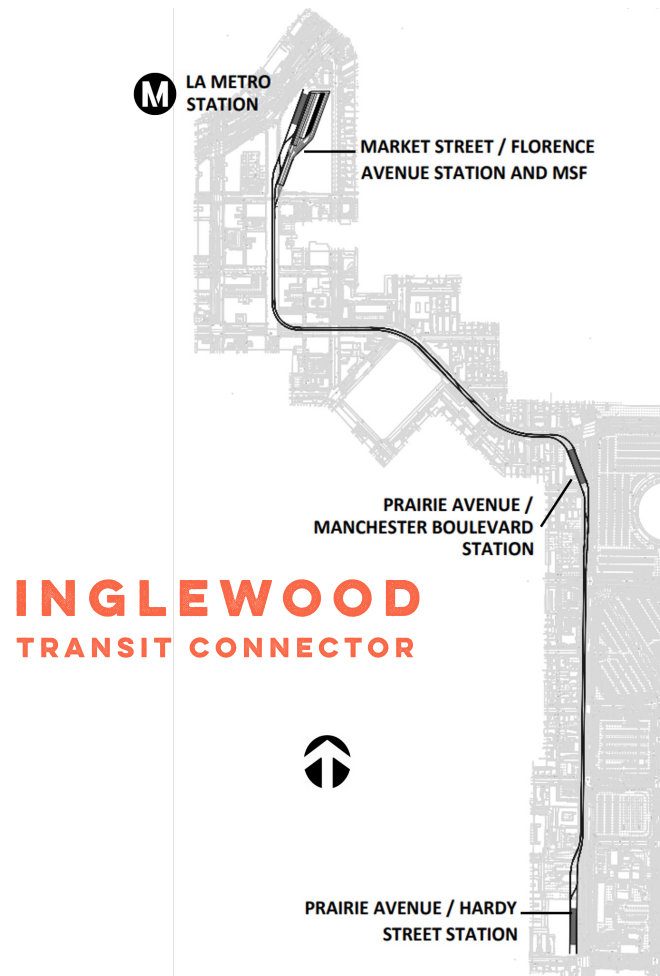




## A REPHASED ITC PROGRAM



## A REPHASED ITC PROGRAM



## BACKGROUND

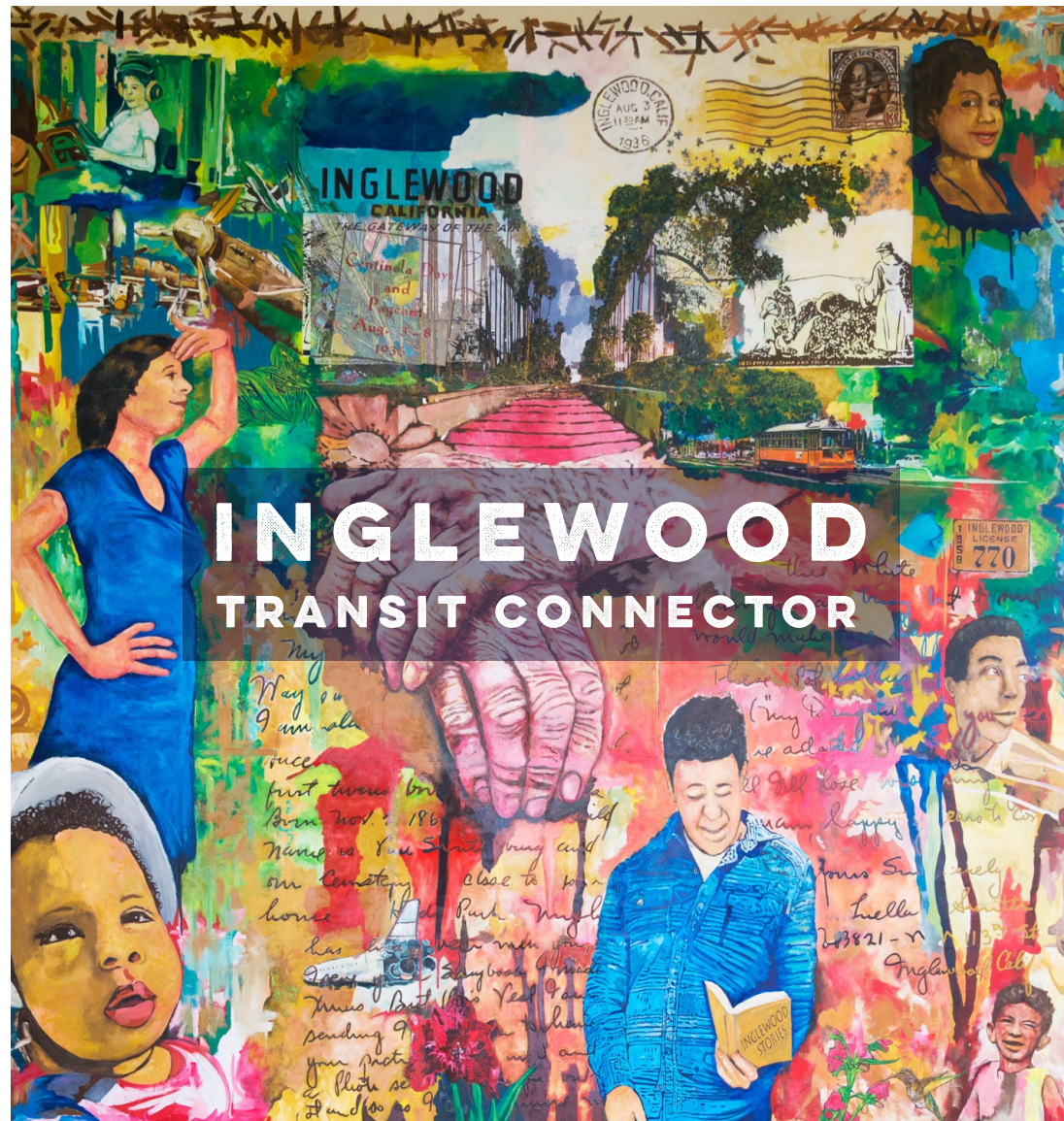
- Initiated Project in 2018 – LA Metro Motion to identify how to connect City Centers to Metro Regional Rail System
- By March 2022 – Project completed all CEQA and NEPA clearances
- By May 2022 – Completed RFQ process for DBFOM teams
- By December 2023 – Secured commitments of approx. \$1.9B of State, Local, and Federal Sources. Achieved FTA's approval of Entry to Engineering for 50% of Project cost (\$1B of CIG funds)
- By July 2024 – Elevate Inglewood Partners (EIP) led by Plenary was selected as best value proposers for DBFOM, however, bid exceeded anticipated project budget
- October 2024 – County of LA initiated Climate Resiliency District for ITC Backstop;
- October to Present – Reexamination of Path Forward / Community Engagement



# A REIMAGINED ITC PROGRAM







## CONNECTING INGLEWOOD, TODAY AND TOMORROW

The ITC is being reimagined and rephased.

We have modified our mobility plan to ensure it will improve daily life, support local businesses, and preserve Inglewood's culture while preparing for future growth.

Our plan is community centered and will deliver better mobility for locals and visitors, less traffic congestion, and investment in places like Market Street.

Ultimately, the ITC is more than a transit project. It's a people-first investment in Inglewood's future—built by Inglewood, for Inglewood.

◀ *Inglewood Stories*  
By Michael Massenburg





### CONNECTING INGLEWOOD, TODAY AND TOMORROW:

1

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#### **Rephased Solution Reflects Community Priorities**

The ITC is a rephased solution that builds on past planning and is grounded in the needs we've consistently heard from Inglewood residents and local businesses: traffic relief, better local mobility, and investment in Market Street.

2

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#### **Consistent Communication, Ongoing Engagement**

We're not just announcing a plan—we're building it with community input at every turn, through consistent updates and outreach to help shape the experience, design, and impact

3

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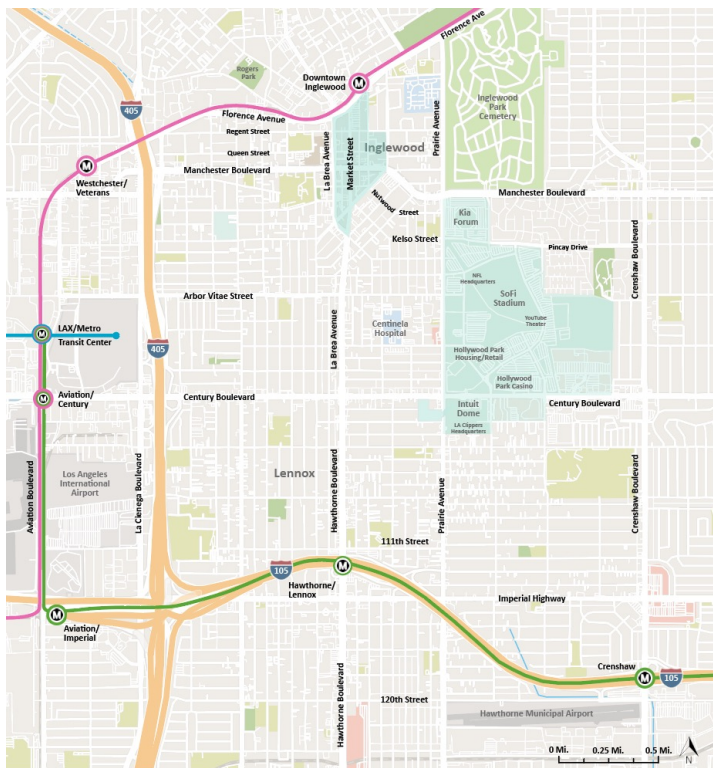
#### **Market Street, Reimagined & Investment for Locals**

The ITC brings long-term investment to Market Street—creating a corridor that's safer, more accessible, and more enjoyable to walk, dine, bike, or shop.

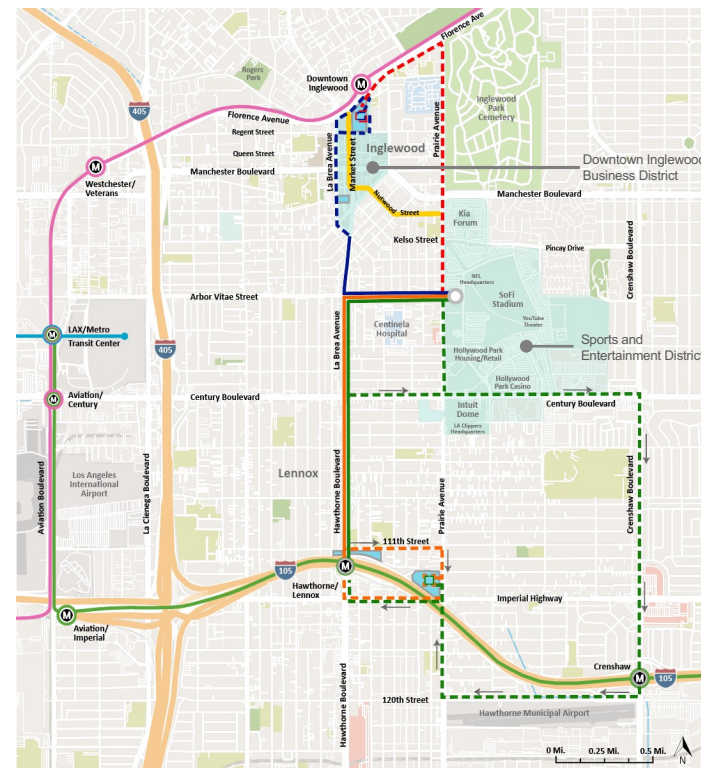
Revitalization means lifting up what's already vibrant and rooted—not replacing it.

# INCREASING MOBILITY + TRANSIT OPTIONS FOR RESIDENTS

Today



Phase 1 of ITC Program



- Existing Transit**
- Metro C Line
  - Metro K Line
  - Metro Stations
  - LAX Automated People Mover
- Existing and Proposed Transit Facilities**
- Proposed Mobility Hubs
  - Existing Intermodal Transit Facility
- Mixed-Traffic Bus Lane Routes**
- North Route A
  - North Route B
  - South Route A
  - South Route B
  - Direction of Bus Travel
- Dedicated Bus Lane Routes\***
- North Route A
  - South Route A
  - South Route B
- Corridor and Districts**
- Pedestrian Corridor
  - Districts
- \*Dedicated bus lane improvements include, but are not limited to:
- Lane reconfigurations
  - Roadway striping and repaving
  - Traffic signal improvements
  - Utility relocation or modifications
  - Curbs and gutter improvements
  - Dynamic signage
  - Intelligent transportation system/technology upgrades

## A REPHASED ITC PROGRAM

### A PHASED APPROACH

The ITC Project will be delivered in phases, with Phase 1 introducing a multi-modal transit hub network and event bus lanes to improve mobility, increase transit ridership, and address City environmental challenges.

Phase 1 preserves the option for a high-capacity 1.6-mile automated people mover designed to connect the Metro K Line to Inglewood City activity centers, serving the long-term growth of the City.

- ✓ **Increase mobility both within Inglewood and to the city from surrounding areas**
- ✓ **Reduce traffic congestion and improve air quality to improve quality of life for its residents**
- ✓ **Create a transit plan that serves both residential community, and can address also major events at 3 world-class venues**
- ✓ **Spur the revitalization of historic downtown Market Street**
- ✓ **Create a first/last mile solution from Metro rail to City activity centers**

### Successful Transit Center Examples





## A REPHASED ITC PROGRAM

The re-phased plan is based on insights gained from years of **engagement with the Inglewood community:**

- Workshops
- One-on-one meetings with stakeholders
- Open houses and townhalls
- Focus groups

**We are committed to robust and ongoing public outreach as we seek to further develop and deliver this the Phase 1 Project ahead of the Olympics.**







PHASE 1 PROJECT

# EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS





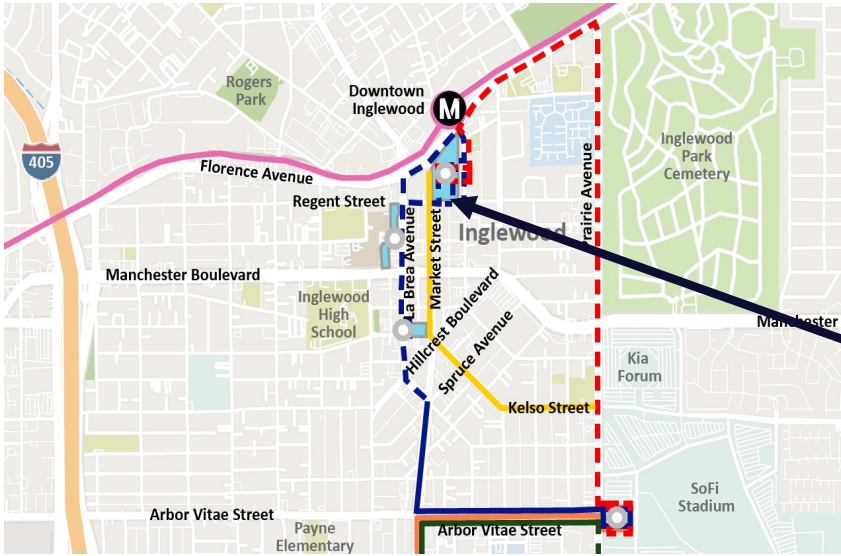
## Phase 1 ITC Project

- A network of Mobility Hubs with bus rotaries, transit amenities, pick up drop off, TNC access and parking
- Dedicated event bus-only lanes on La Brea & Hawthorne Blvd
- Enhanced Intelligent Transportation System



EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

Mobility Hub Site Plan –  
Market St / Florence Avenue



LEGEND

Metro Site

Surface Parking Lot

Proposed Improvements:

1

Pedestrian bridge connection connecting Metro K Line Downtown Inglewood station to Mobility Hub

2

Bus rotary with covered passenger alighting and boarding areas serving existing and future municipal bus lines and new proposed bus operations transporting passengers directly to the Civic Center site at Hollywood Park on event days

3

Transit amenities such as self-service kiosks, wayfinding signage, real-time transit information, bike share and repair stations, bike racks and lockers, etc.

4

Transit-related supportive retail spaces within the ground floor of the parking structure, and kiosks within the public realm spaces/public plaza areas

5

Access to other modes of transit including bicycles, transportation network companies, kiss & ride facilities, and park & ride facilities

6

Various hardscape and landscape improvements including lighting, street furniture, and other similar improvements

OPEN PLAZA / KIOSK

PUBLIC PLAZAS / PEDESTRIAN WALKWAYS

BUS BOARDING & ALIGHTING

BUS BOARDING ALIGHTING

BUS BOARDING ALIGHTING BUS OPS CENTER

PARKING

LA METRO - DOWNTOWN INGLEWOOD STATION



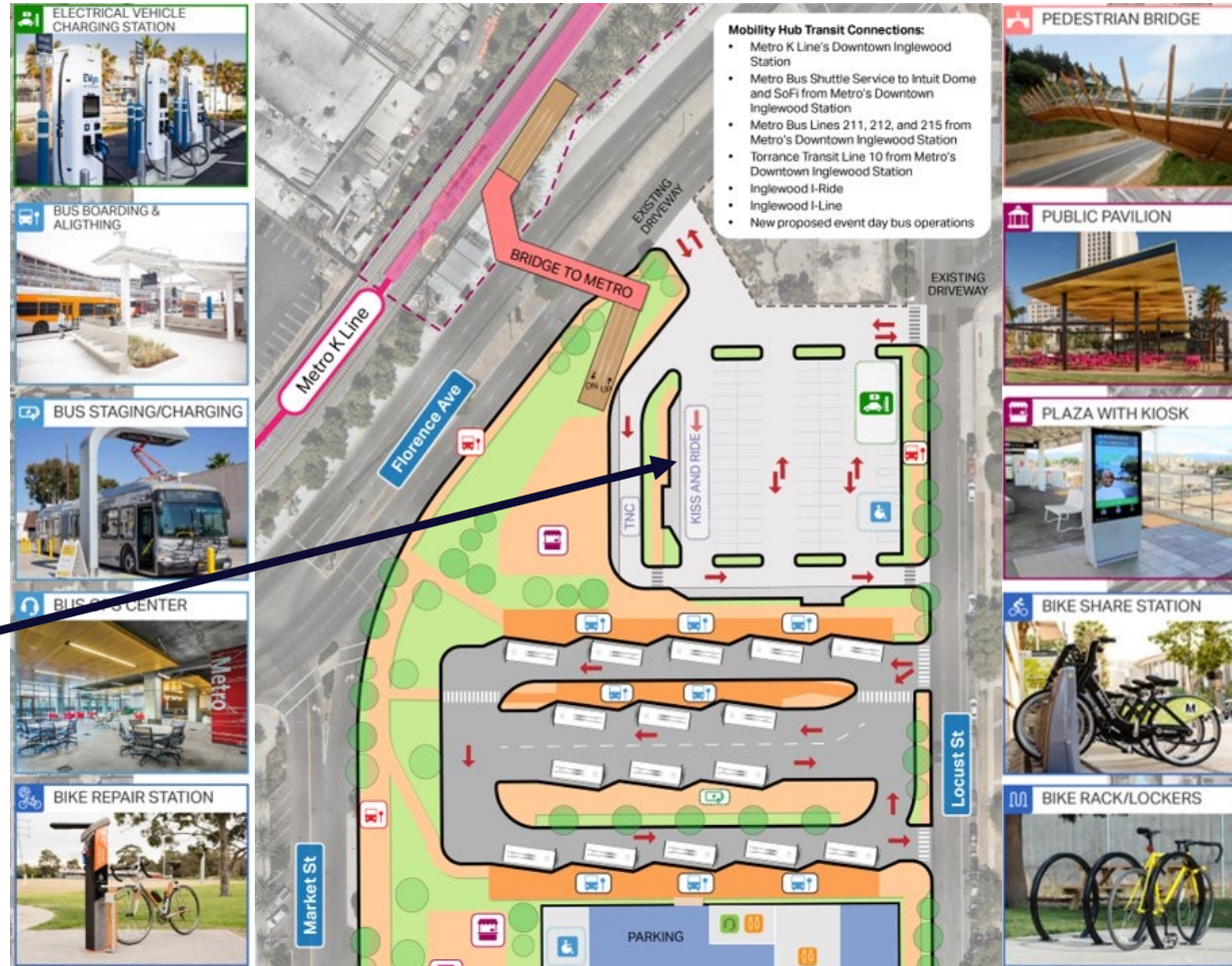


## EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

### Transit Amenities & Other Key Uses

Site will be designed to include transit amenities

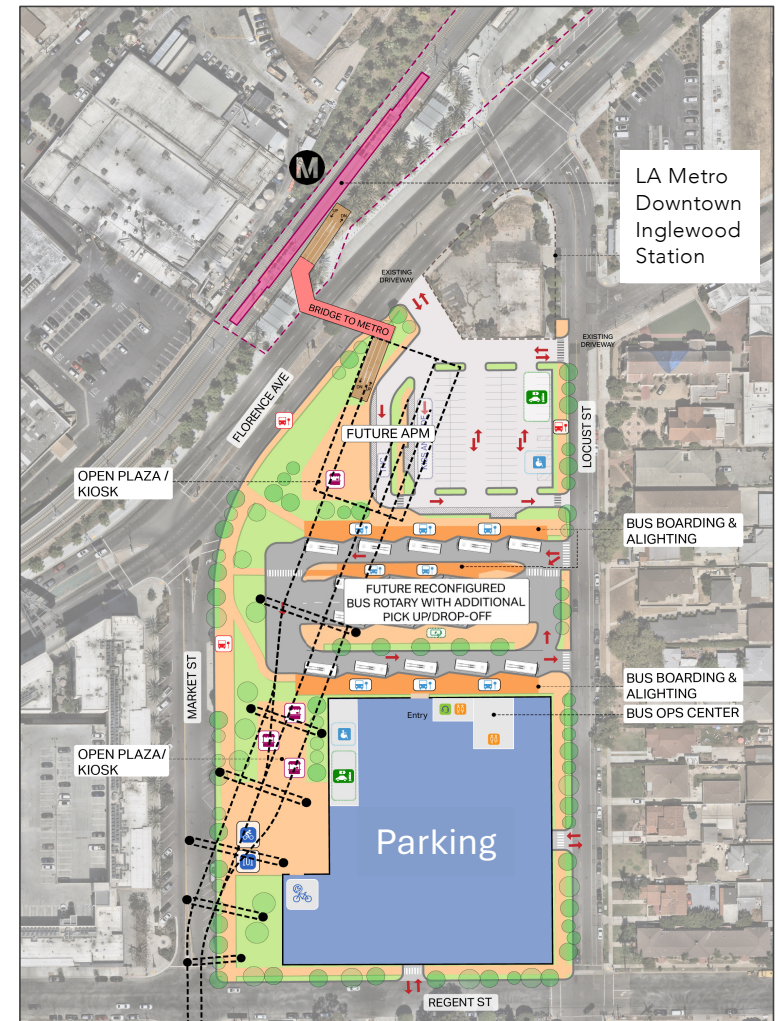
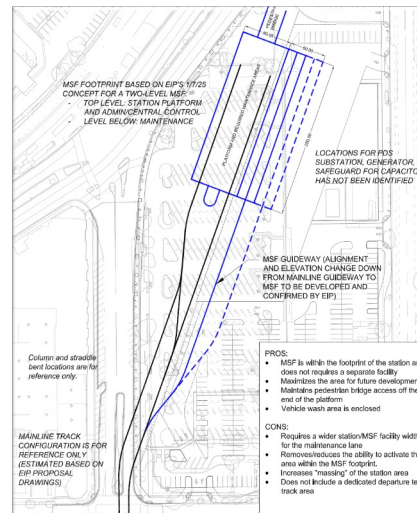
City will also develop incentives and strategies to create attractive and organized rideshare access to help address congestion near the City activity centers and surrounding residential community.



## Market Street Mobility Hub Design Will Anticipate And Preserve For Future APM

- ✓ Phase 1 will acquire the ROW necessary for APM
- ✓ Phase 1 will include the construction of the pedestrian bridge connection from Metro's Downtown Inglewood station; ped bridge will connect to future APM station
- ✓ City will update zoning code to ensure proper setbacks are required for any future construction adjacent along parcels adjacent to the APM alignment
- ✓ Mobility Hub parking structures will generate revenue to support future APM O&M costs

### Market Street Station





## City Will Work with EIP to Reexamine, Identify Additional Optimization Opportunities, and Preserve for a Future APM System

- ❖ Assess and revalidate transit technology, including review of upcoming autonomous bus technology.
- ❖ Review and refine ITC APM Project scope – station configurations, station locations, number of stations, fleet size, Maintenance & Storage Facility design and other ITC APM Project elements.
- ❖ Identify all actions to preserve APM, including preserving right-of-way, station zones, and MSF, as well as recommended actions that would support future constructability and delivery of the ITC APM Project, such as setbacks, footprints, foundations, utilities and infrastructure.

### Exploring Emerging Technologies



### Exploring Maintenance Facility Options



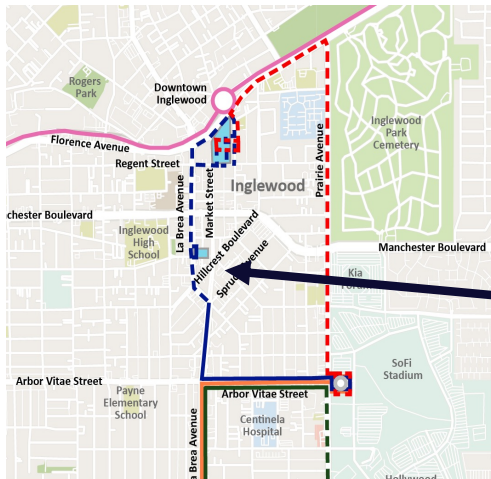
### Exploring Potentiality for the Future





## EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

# Mobility Hub at La Brea Ave & Hillcrest Blvd

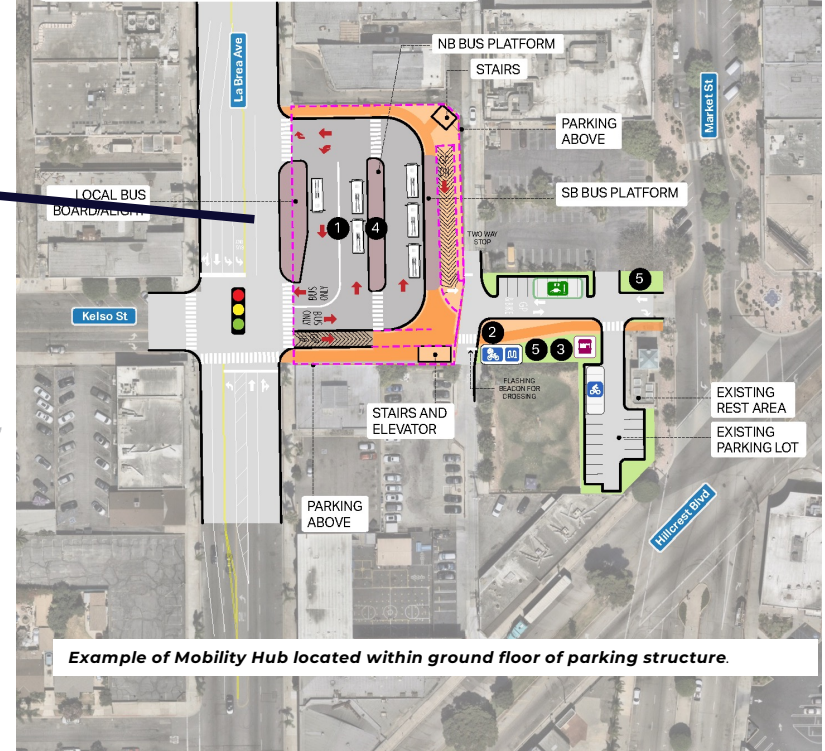


### Proposed Improvements:

- 1 Bus rotary with covered passenger alighting and boarding areas serving existing and future municipal bus lines and new proposed bus operations transporting passengers directly to the Intermodal Transit Facility at Hollywood Park on event days
- 2 Transit amenities such as self-service kiosks, wayfinding signage, real-time transit information, bike share and repair stations, bike racks and lockers, etc.
- 3 Transit-related supportive retail spaces and kiosks within the public realm spaces throughout the facility
- 4 Access to other modes of transit including bicycles, transportation network companies, kiss & ride facilities, and park & ride facilities
- 5 Various hardscape and landscape improvements including lighting, street furniture, and other similar improvements

### Transit Connections:

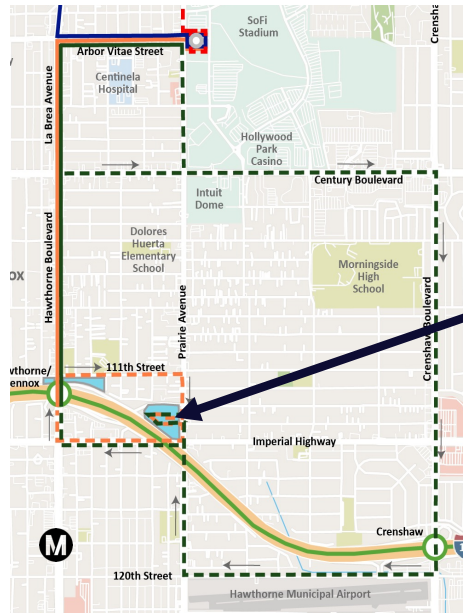
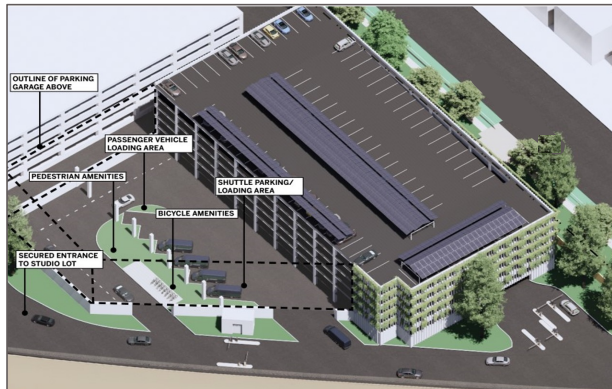
- Metro K Line via the Downtown Inglewood Station
- Metro Bus Shuttle Service to Intuit Dome and SoFi from Metro's Downtown Inglewood station
- Metro Bus Lines 115, 211, and 215
- Torrance Transit Line 10
- Inglewood I-Ride
- Inglewood I-Line
- New proposed event-day bus operations



Example of Mobility Hub located within ground floor of parking structure.

# Mobility Hub – Prairie Ave & Imperial Hwy

## Example of Mobility Hub Located Within Ground Floor of Parking Structure

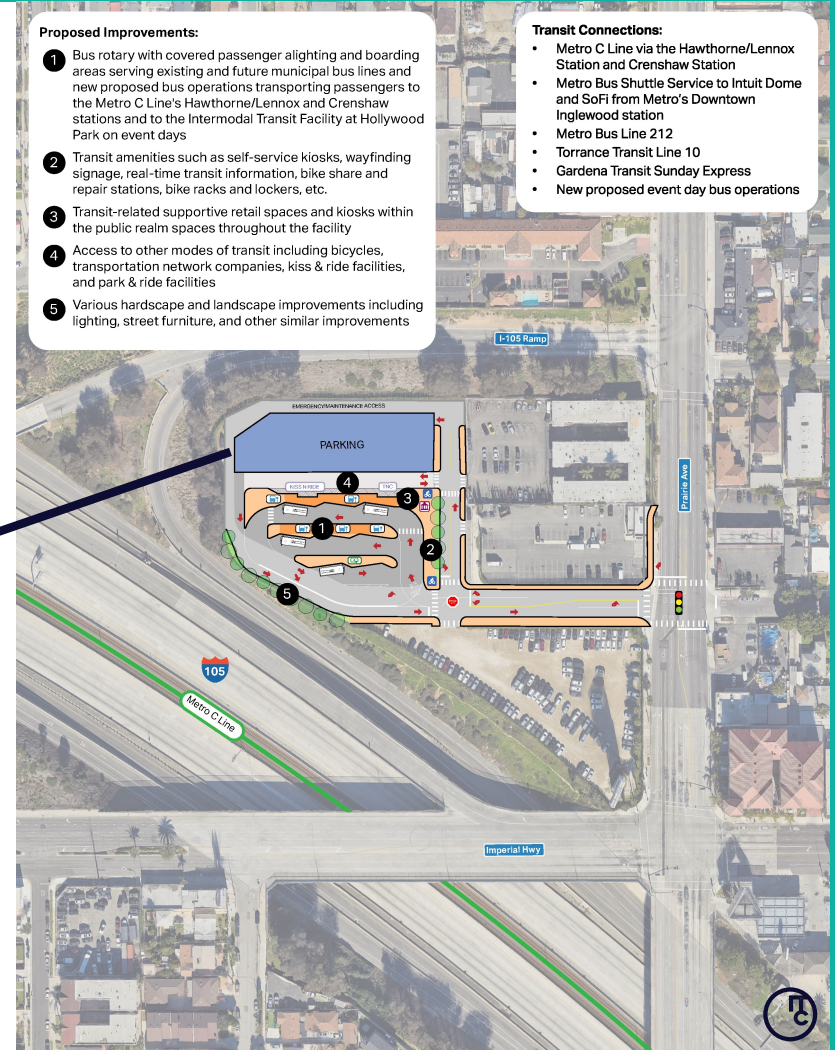


### Proposed Improvements:

- 1 Bus rotary with covered passenger alighting and boarding areas serving existing and future municipal bus lines and new proposed bus operations transporting passengers to the Metro C Line's Hawthorne/Lennox and Crenshaw stations and to the Intermodal Transit Facility at Hollywood Park on event days
- 2 Transit amenities such as self-service kiosks, wayfinding signage, real-time transit information, bike share and repair stations, bike racks and lockers, etc.
- 3 Transit-related supportive retail spaces and kiosks within the public realm spaces throughout the facility
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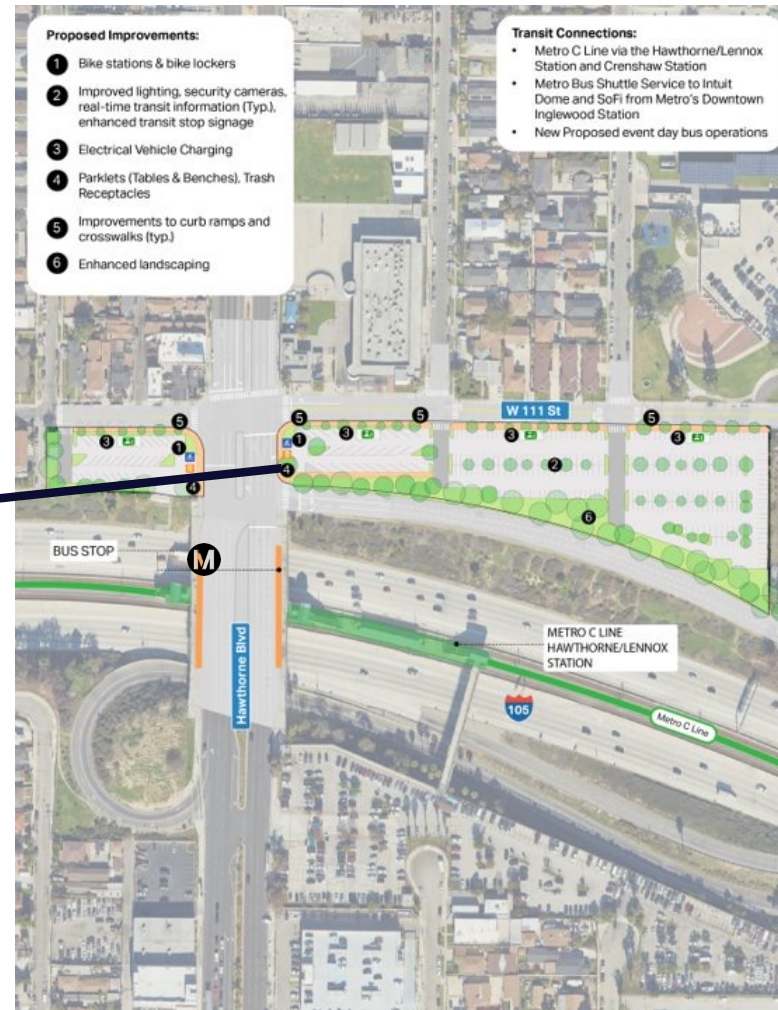
- Metro C Line via the Hawthorne/Lennox Station and Crenshaw Station
- Metro Bus Shuttle Service to Intuit Dome and SoFi from Metro's Downtown Inglewood station
- Metro Bus Line 212
- Torrance Transit Line 10
- Gardena Transit Sunday Express
- New proposed event day bus operations





## EVERYDAY MOBILITY DESIGNED FOR EVERYDAY RESIDENTS

# Mobility Hub at Hawthorne Ave & 111 Street



Will Develop in Partnership with Caltrans, County, Hawthorne, Metro and other partners.

## Bus-Only Lane Alternatives: Possible Lane Configuration

Team studied several bus lane concepts along La Brea/Hawthorne Corridor, including the following:

**CONCEPT 1:** *Side-Running Bus Lanes Along La Brea Corridor*

- Side-running dedicated bus lanes along entire La Brea within existing ROW.
- Converts two general-purpose lanes (one in each direction) adjacent to the curbside parking lanes to bus-only lanes.

**CONCEPT 2:** *Combination Side- and Center-Running Bus Lanes Along La Brea Corridor*

- Center-running dedicated bus lane on southbound La Brea Avenue south of E. Spruce Avenue to Arbor Vitae Street, where the ROW widens significantly.
- Side-running dedicated bus lane on northbound La Brea Avenue north of Arbor Vitae Street to E. Spruce Avenue.
- Side-running dedicated bus lanes on La Brea Avenue south of Arbor Vitae Street in both directions.
- Both the side- and center-running lanes convert general-purpose lanes to bus-only lanes.

**CONCEPT 3:** *Curb-Running Bus Lanes Along La Brea Corridor*

- Curb-running dedicated bus lanes along entire La Brea, removing existing on-street parking south of E. Spruce Avenue.
- Dedicated lanes would replace existing parking lanes while maintaining three general-purpose travel lanes in each direction.

### Reviewing Cost Benefits of Curb-Running Bus Lanes Along La Brea/Hawthorne Corridor

#### Benefits:

- ✓ Better passenger accessibility and bus operations by allowing drop-offs on curb with no lane changes
- ✓ Retains all existing travel lanes, limiting impacts to traffic
- ✓ Accessible and preferred by local transit agencies

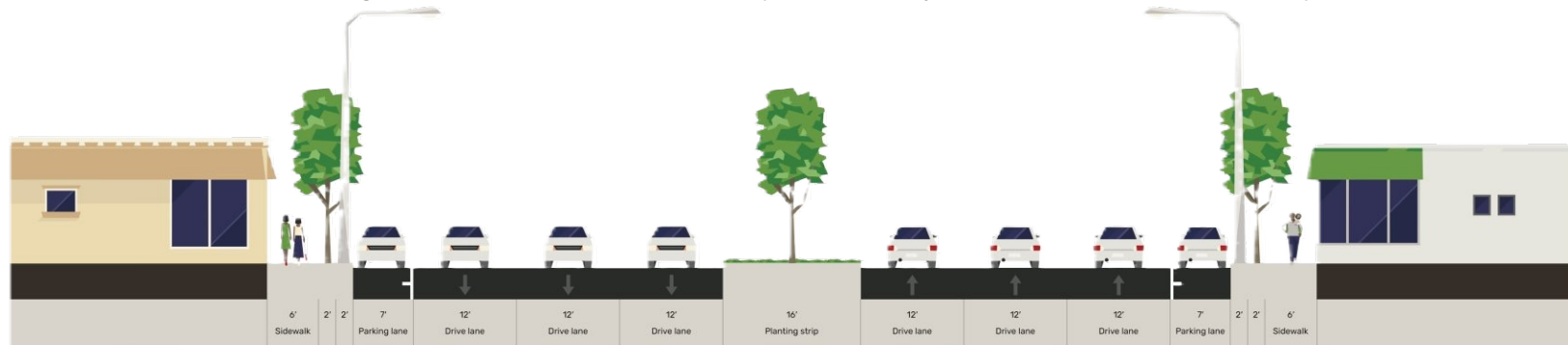
#### Required Infrastructure Improvements:

- ✓ Reconfiguration/narrowing of existing general-purpose travel lanes in northern and central portions of the La Brea corridor to accommodate 12-foot dedicated bus lanes due to ROW restrictions
- ✓ Dynamic signage for event-day restrictions

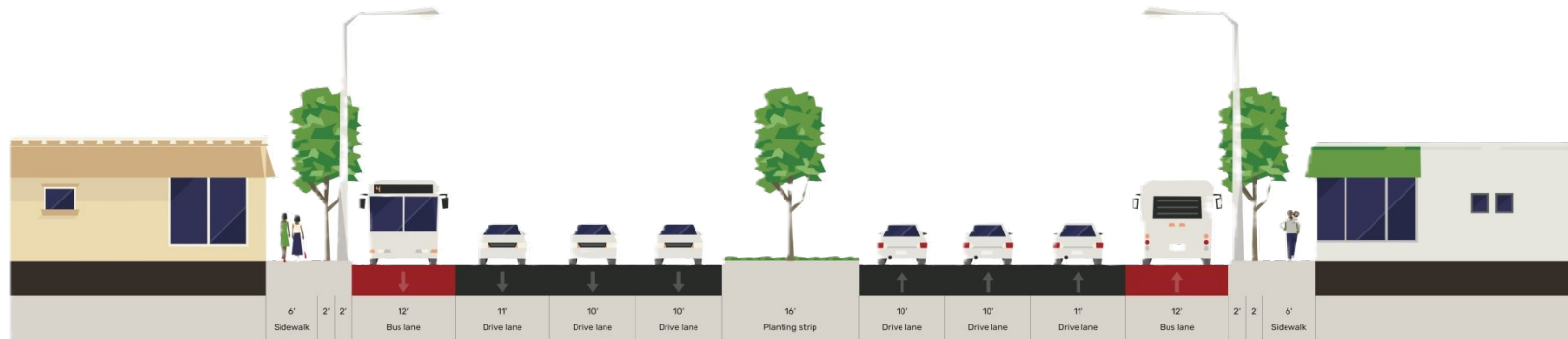


## Curb-Running Bus Lane Configuration

Existing Conditions: La Brea Avenue (Immediately South of Arbor Vitae Street)



Proposed Event Day Conditions: La Brea Avenue (Immediately South of Arbor Vitae Street)



## Modeling Validates Substantial Event Transit Demand With Mobility Hub Plan / Bus Only Lanes

- Updated transit ridership projections revalidate and reconfirm that substantial transit demand exists on event days to the City of Inglewood's activity centers
- Transit modeling, using approved STOPS and TIRCP methodology, shows
  - 2.36M annual event day riders
  - 817,030 non-event day riders

SUMMARY OF UNLINKED TRIPS - FUTURE OPENING YEAR (2028) CONDITIONS  
AT-GRADE BUS ALTERNATIVE (NORTH & SOUTH ROUTES 4,000 PPHPD)

	ANNUAL RIDERSHIP - YEAR 2028				
	# Unlinked Trips_Metro LR	# Unlinked Trips_Metro BRT/RB	# Unlinked Trips_Metro MB	# Unlinked Trips_Bus Alternative	Total
TOTAL (2028) UNLINKED TRIPS - NON-EVENT	918,081	139,093	61,794	817,030	1,935,997
TOTAL (2028) UNLINKED TRIPS - EVENTS	2,432,143	353,960	169,045	2,366,992	5,322,140
TOTAL (2028) UNLINKED TRIPS	3,350,224	493,052	230,839	3,184,022	7,258,137

NOTES:

LR = LIGHT RAIL  
BRT/RB = BUS RAPID TRANSIT/RAPID BUS  
MB = MUNICIPAL BUS (LOCAL BUS)

\* assumes Hollywood Park Phase I build-out



## 2028 Ridership Continue to Demonstrate Need for Near Term Solution

**City is analyzing the right level of services for bus operation in the short term to address the transit demand, while also :**

- Assessing roadway traffic capacity to ensure no traffic disruption, especially during event days;
- Evaluating cost effectiveness to provide optimal service while managing total ITC Program Development and Construction and Operation and Maintenance costs

**City will move forward with enhanced ITS technology to improve roadway operations for bus plan.**

- Improvements include updating the central control of traffic flow through technology improvements
- Will enable traffic engineering, event staff and emergency services to pre-define the behavior of the signal controllers by scenarios
- Will facilitate monitoring in real time
- Will facilitate communication to the public and staff through dynamic signage

**City will also work to improve the City's Event Traffic Management Operations team to align access and circulation plan with technology improvements**

- Will facilitate communication to the public and staff through dynamic signage
- Will explore how to potentially intercept and steer TNCs at Mobility Hubs

RIDERSHIP PER EVENT - FUTURE OPENING YEAR (2028) CONDITIONS  
AT-GRADE BUS ALTERNATIVE (NORTH & SOUTH ROUTES 4,000 PPHPD)

Venue/Event Type	Number of Events/Year	Bus Ridership per Event	Annual Bus Ridership
NFL Game	22	15,612	343,464
College Game	1	15,612	15,612
NFL - Small Size Event	8	9,674	77,392
NFL - Mid-Size Event	20	14,510	290,200
Olympic Opening/Closing Ceremony	2	15,612	31,224
Olympic Archery	9	3,359	30,234
Performance Arena - Concert	75	2,437	182,740
The Forum - Concert	75	7,201	540,099
Olympic Gymnastics	14	6,050	84,694
IBEC - NBA Game	49	7,473	366,175
IBEC - Other Sporting Event	35	3,087	108,033
IBEC - Large Concert	5	7,588	37,940
IBEC - Medium Concert	8	5,915	47,323
IBEC - Small Concert	10	3,879	38,791
IBEC - Family Shows	20	3,492	69,847
IBEC - Corporate Events	100	783	78,317
IBEC - Plaza Events	16	1,557	24,907
Total - Event Ridership	469	-	2,366,992
Non-Event Ridership	-	-	817,030
Total Annual Ridership	-	-	3,184,022

## As Part of the Comprehensive Plan, the City will Assess Ridership and Feasibility of a Revamped Community Circulator System



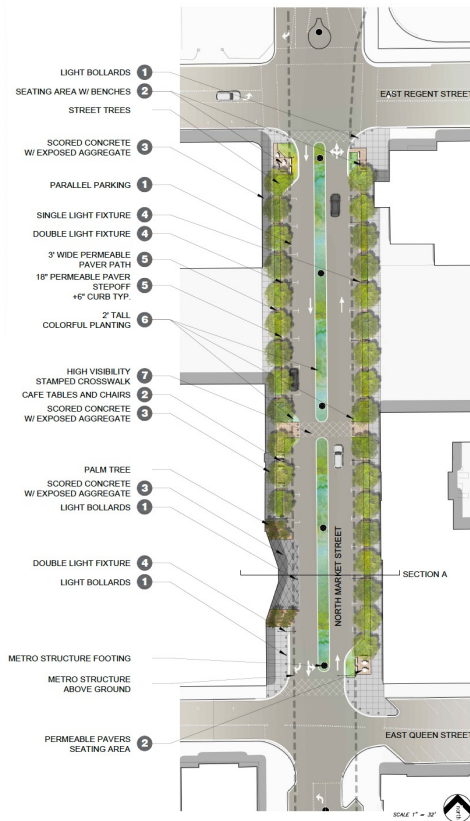


A photograph of a man and a woman looking at a smartphone together. The man is on the left, wearing a light-colored hoodie, and the woman is on the right, wearing a white sweater. They are both smiling. In the foreground, there is a white coffee cup with a brown lid. The entire image has a warm, orange-yellow tint.

# **DOWNTOWN & MARKET ST INVESTMENT THAT SUPPORTS LOCAL BUSINESSES & RESIDENTS**



# Market Street Streetscape & Pedestrian Improvements



## PRECEDENT IMAGES



1 LIGHT BOLLARDS



2 SEATING AREA



3 SCORED CONCRETE W/ AGGREGATE



4 SINGLE/DOUBLE LIGHT FIXTURE



5 PERMEABLE PAVING



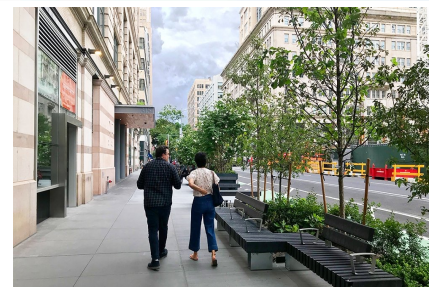
6 COLORFUL PLANTING



7 HIGH VISIBILITY STAMPED CROSSWALK



1 6 7 BOLLARDS, PLANTING, CROSSWALK



2 SEATING, PLANTING



4 LIGHTING

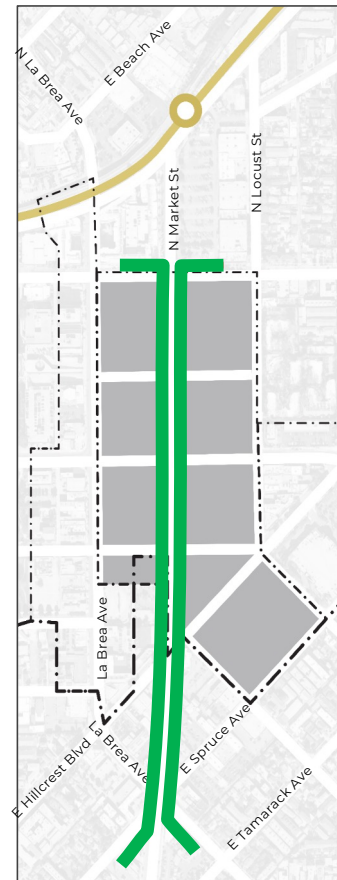


## DOWNTOWN & MARKET STREET INVESTMENT

# Initiating Downtown Market Street Revitalization Efforts In Parallel with Transit Plan Implementation



Existing conditions along Market Street include vacancies, worn exterior finishes, and lack of pedestrian, streetscape, and safety improvements as shown in the example below.



The City has partnered with PCR Finance and Capital to administer a Façade and Tenant Improvement Program, also known as "Destination Market Street".

Businesses will be able to receive up to \$250,000 in grants for eligible improvements.

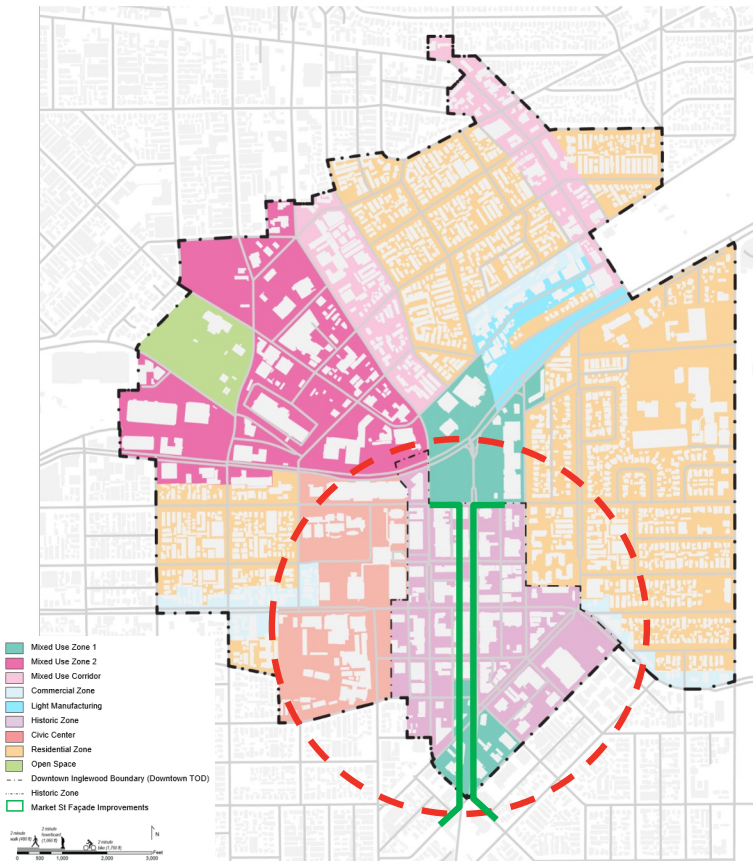
Program launch will align with business relocations associated with the implementation of the Phase 1 Project.

- Eligible Near Term Facade Improvements
- Downtown Inglewood Boundary (Downtown TOD)
- ... Historic Zone Boundary
- Historic Market Street District

## Update TOD Plan to Revitalize Downtown and Preserve for APM

### Will work with Stakeholders to Develop Downtown Inglewood TOD Updates for Council Consideration to:

- Update parking requirements, include parking district activation and mobility hubs
- Designate circulation, pedestrian, mobility areas, including universal valet, transportation network companies (Uber/Lyft), and mobility hubs
- Revisit height restrictions, allow smaller scale retail units to keep the “small town” feel, eliminate lot size requirements
- Create a design guide/checklist, set clear historic resources requirements and create shorter permitting and ministerial project review; streamline entitlement process
- Set requirements to preserve for future APM (e.g. setbacks, balcony protrusions to prevent fire life safety issues)





## Transit Plan To Support Housing In the City



303 E. Florence Avenue



The Astra at 215 Regent Street



La Brea Lofts at 201 N. La Brea Avenue



225 N. La Brea Avenue



336 E. Hillcrest Boulevard



The Crosby & The Wesley at Hollywood Park

Both Phase I and Phase II will benefit the City's existing housing centers as well as current and future renters:

- Mobility hubs and future APM stations are located in existing high-density communities, including the **Downtown Transit Oriented Development Plan** area, with an average of 14,302 residents per square mile. Many do not own cars, and those that do welcome an affordable transit alternative throughout the City and region.
- There are already almost **10,000 housing units**, including over **600 affordable housing units**.
- Additionally, the City and County are continuing the creation of a **Climate Resilience District**, or CRD, to help fund the Project. When implemented, the **CRD would also set aside \$50 million for the creation of affordable housing in Inglewood**.



## STATUS AND NEXT STEPS

- **APRIL 22, 2025:** Inglewood City Mayor authorized the Mayor to sign a Phase 1 Development Agreement with EIP.
- **May 15/16, 2025:** CTC approved TIRCP Grant reallocation for Phase I Project at California Transportation Commission
- **May 12, 2025:** (Committee) and May 22 (Board): SBCCOG to consider support of proposed updates to Measure R Agreement.
- **May 2025- Q3/Q4 2026:** Planning & Feasibility Analysis, Advancement of Design, Real Estate Acquisition, Utility & Enabling Work
- **2026-2028:** Final Design and construction of streetscape improvements, mobility hubs and bus lanes prior to the Olympic Games





## PROJECT STATUS

Sources of Funding	Total (\$ m)
Measure R	250
Measure M	108
State Appropriations	11
Solutions for Congested Corridors Program	6.3
TIRCP Cycle 4	95
TIRCP Cycle 6	407
Federal Appropriations	8
RAISE (Now BUILD)	15
<b>Total Sources</b>	<b>900.3</b>

- To date, the City has purchased real estate, completed utility relocations including the replacement of water main utility, completed planning and design to achieve Entry to Engineering with the Federal Transit Administration, and completed predevelopment and procurement activities.
- Measure M funding has been reserved by the SBCCOG for “backstop” purposes to meet FTA requirements.
- CEQA has been completed and teams are assembled to implement the program.
- Project is still in CIG Program and in Engineering Phase; City is also working with FTA, and will seek a Letter of No Prejudice from FTA to achieve local match requirements for future APM.



Federal Transit  
Administration



SOUTH BAY CITIES  
COUNCIL OF GOVERNMENTS



California  
Transportation  
Commission

**ACTIVELY WORKING WITH TRANSIT PARTNERS**



# COMMUNITY COMMITMENT

- **The ITC Team is preparing an Implementation Plan and Master Schedule** that will guide the delivery of Phase 1 elements including Destination Market Street Façade and Tenant Improvements, streetscape improvements, bus-only lanes, and the establishment of mobility hubs.
- **The ITC Team is now planning workshops, focus groups, and community meetings to:**
  - Solicit input to help advance and finalize the designs of the Phase 1 Improvements
  - Ensure smooth construction communication and relocation
  - Support the activation of local business engagement and opportunities for participation in the construction and ultimate operations of the Project.



"I appreciate the rephasing approach for the Inglewood Transit Connector. The updated plan for the Inglewood Transit Connector puts us—the residents and business owners of Inglewood—at the center. It reflects what neighbors, small business owners, and community members have been asking for."

"We are located on Market Street and have been envisioning a revitalization of the Downtown area for years. The Phase 1 improvements will energize our historic downtown Market Street, sparking even better programming. Our beloved city needs to reflect all the positive changes"

"The rephasing of the ITC will bring the revitalization of Market St. to create a downtown area where our youth and their families can dine, shop, and relax within our community. We will no longer have to leave our city and spend our money somewhere else. It will help with all the traffic on event days and make it easier for us residents to benefit from the new transit system, along with all the visitors."

"I am so excited about this new direction that the ITC project is taking and the benefits that will come thanks to the improvements to the city's transit system. The families in our program rely on transportation in their daily lives, and residents as well as visitors will all benefit from this project for many years to come."

**Odest Riley**

*Principal & CEO, WLM Financial  
City Commissioner*

**Mariana & Owen Smith**

*Owners, Miracle Theater, Inglewood*

**Mari Morales**

*Founder, One For All- OFA  
Block Captain- District 2*

**Ricardo Rosales**

*Non-Profit Director  
HomeLight Family Living*

