In September 2018, the City released the first Notice of Preparation (NOP) for this Project and an updated NOP and Initial Study was rereleased in September 2020.

The Draft EIR was released December 23, 2020 for 45-day review, and comment period closed on February 8, 2021.

The Final EIR will be released at the beginning of Q2 2021, followed by certification and project approvals.
Topics Evaluated in the Draft EIR

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise and Vibration
- Population
- Employment and Housing
- Transportation and Circulation
- Tribal Cultural Resources
- Utilities and Service Systems

Topics Screened Out as Part of the Initial Study

- Agricultural and Forestry Resources
- Hydrology and Water Quality
- Mineral Resources
- Public Services
- Recreation
- Wildfire Impacts

The Draft EIR Identified Only Three Significant and Unavoidable Impacts:

1. Air Quality During Construction
2. Aesthetics
3. Historic Resources
ITC DEIR Public Comment Period

ITC Public Comment Period ended February 8, 2021. As of February 9, 2020, the City has received 73 comment letters from agencies, local organizations and residents including the following:

**Public Agency Letters**
- Caltrans
- City of Torrance
- Public Utilities Commission
- Los Angeles County Sanitation Districts
- Los Angeles Conservancy
- Inglewood Unified School District
- Metro

**Local Businesses**
- Hilltop Coffee + Kitchen
- Aero Collective
- Fast Signs
- Glaser Well
- Jamz Creamery
- Three Weavers Brewery
- Toragrafix
- WLM Financial (submitted two letters)
- Miracle Theater
- A Toast to Artistry
- Eye on Inglewood
- The Sammiche Shoppe
- R.Hicks Realty

**Local and Regional Unions**
- Local Union 250
- Ironworks Local 433
- International Union of Operating Engineers, LA County Chapter
- LIUNA Local 300
- Painters and Allied Trades District Council 36
- UA Local 398 Plumbers and Steamfitters

**Local Community Organizations**
- Century Heights Neighborhood Watch Association
- Renaissance HOA
- Inglewood Historic Preservation Alliance
- Van Wick Block Club

**General Public**
- 22 comment letters from Inglewood Residents
- 13 letters from General Public outside of Inglewood

**Other: Non-Local Comment Letters**
- BYD
- LA Historic Theater Foundation
Construction Commitment Program

**Traffic Management Plan:** The City will establish a Project Task Force for the ITC Project that would review worksite traffic control plans and other traffic management plans to:
- Proactively assess traffic conditions and establish detour routes
- Closely coordinate with residential, commercial neighbors, police and fire personal

**Aggressive Air Quality Commitments**
- Commitment to Clean Construction Program utilizing Tier 4 equipment
- Aggressive Dust Control Requirements
- City will designate a person to ensure the implementation of air quality mitigation measures through direct inspections, record reviews, and compliance investigations

**Business and Community Support Programs**
- Advertisement support for businesses
- Advance notice of construction activities that may affect businesses or the community
- Maintenance of adequate access for businesses and residents
- Access to a Project Public Liaison to address concerns
The City of Inglewood held over 50 community and stakeholder meetings over the past three years including:

- Briarwood HOA
- Carlton Square HOA
- Century Heights Neighborhood Watch
- Rotary Club of Inglewood
- Faithful Central Bible Church
- First Lutheran Church
- Holly Park Knolls
- Inglewood Around the Block Club
- Inglewood Chamber of Commerce
- Inglewood Cultural Arts Center
- Inglewood Senior Center
- Inglewood Unified School District
- LAX Coastal Chamber
- Renaissance HOA
- St John Chrysostom Church
- Van Wick Block Club
- Virtual Open House on January 13, 2021
Joint Powers Agreement (JPA) with Metro

- City and Metro executed a non-binding Memorandum of Understanding (MOU) in the Fall of 2020, agreeing to cooperatively work together to negotiate an agreement to establish a Joint Powers Authority (JPA) to serve as a special-purpose entity to own, manage, and oversee the design, construction, financing, operation and maintenance of the ITC Project.

- City and Metro have been in active negotiations, with goal of having a final proposed JPA Agreement to present to City Council and Metro Board in Spring 2021.

- The JPA would assist the City to deliver the ITC Project as follows:
  - JPA will be a special purpose entity that firewalls ITC Project finances from the City’s and Metro’s finances.
  - Combines City’s unique understanding of the community and its mobility needs with Metro’s experience as a successful manager of mega-rail transit projects.
  - Improved coordination to integrate (physically and operationally) ITC Project with Crenshaw/LAX Line.
  - Synergistic strengths of City and Metro combine to increase developer confidence, which could translate into better proposals from potential developers and better financing terms.

- Precedents for JPA: Metrolink, Alameda Corridor Transportation Authority, Orange County Transportation Corridor Agencies.
Requests industry input on multiple topics with the goal of optimizing the project and maximizing competitive interest in the project.

City will issue a “Request for Information” in 2 stages:
- Stage 1 – focused on project optimization opportunities (that can reduce costs, schedules, risks), and City’s current thinking on procurement and contracting strategy, governance/ownership and business inclusivity policies.
- Stage 2 – focused on the project funding plan and anticipated risk allocation strategy.

Key Dates:
- Mid March 2021 - Release RFI – Stage 1
- Mid to Late March 2021 – One-on-One meetings with interested industry bidders
- Early April 2021 – Written comments due in response to the RFI
- May 2021 – RFI – Stage 2 initiated with advanced funding plan and anticipated risk allocations
- Mid-late May 2021 – One on One meetings with interested industry bidders
- June 2021 – Supplemental written comments due in response to the RFI
What is a Design-Build-Finance-Operate-Maintain (DBFOM) delivery strategy?

- Selected developer assumes responsibility for design, construction, financing, manufacturing, installation, testing/commissioning, safety certification, operations and maintenance of a project, and does so in a way that meets performance-based, technical, aesthetic, financial, and other requirements established by the procuring agency.

Does the City Charter Authorize the DBFOM today?

- City Charter (Art. XXXIII § 2) and City’s Municipal Code (§§ 2-196 and 2-198) contain City’s standard procurement and contracting procedures and requirements for public projects
  - Need to update current authority to implement key features of DBFOM procurement methodology

- City Charter (Art. XXXIII, § 1 and 4) authorizes City Council to exempt contracts from City’s standard procurement and contracting procedures and requirements, if the alternative procedures established for those contracts meet the following requirements: (1) preserve the integrity of the competitive bidding process, (2) insure the protection of public funds, and (3) provide the opportunity to effect economies in the operation of the City which are in the best interest of the public
City Ordinance to Authorize DBFOM – Rationale

- ITC Project is highly specialized, technically complex major project, that is different from any other public project implemented within the City to date
  - Procedures authorized by Ordinance are helpful to successful delivery and long-term operation of the ITC Project and are necessary to meet the City Charter’s procurement and contracting requirements with respect to this project

- Ordinance to be presented to City Council would allow (not require) use of DBFOM delivery model and procurement methods for ITC Project only
  - No effect on City’s standard procurement and contracting procedures and requirements for any other project;
  - Based on best practices drawn from other mega-rail project procurements;
  - Allows for early, sustained contractor involvement through RFQs, RFPs, one-on-one pre-proposal meetings, alternative technical-financial concepts (which encourage innovation), and best-and-final offers;
  - Use of a best value approach, which allows for the establishment of various selection criteria (which may include price, experience, qualifications, and technical ability.)
  - Pre-contract award negotiations to allow for clarification and proposal modifications
  - If desired, payment for work product agreements and/or stipends for proposer work product;
  - Use of performance-based technical specifications and requirements
  - Inclusion of specific contract provisions that are central to DBFOM contracting, such as availability payments
### ITC Project Milestones

<table>
<thead>
<tr>
<th>ITC Project Milestones</th>
<th>Target Dates</th>
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<tbody>
<tr>
<td>Draft EIR Release</td>
<td>December 23, 2020</td>
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<tr>
<td>Draft EIR Public Comment Period (45 days)</td>
<td>December 23, 2020 – February 8, 2021</td>
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<td>Public Virtual Open House</td>
<td>January 13, 2021</td>
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<td>Certification of CEQA Final EIR and Entitlements</td>
<td>Q1/Q2 2021</td>
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<td>NEPA</td>
<td>2021</td>
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<td>Acquisition Process</td>
<td>2021 - 2022</td>
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<tr>
<td>DBFOM Ordinance Hearing Date</td>
<td>April 2021</td>
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<tr>
<td>Award DBFOM Contract</td>
<td>Q4 2022 / Q1 2023</td>
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<tr>
<td>Design and Construction</td>
<td>Q1 / Q2 2023 – Q2 / Q3 2027</td>
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<tr>
<td>Testing and Commissioning</td>
<td>Q2 2026 – Q1 / Q3 2027</td>
</tr>
<tr>
<td>Start of Passenger Service</td>
<td>Q2 / Q3 2027</td>
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Thank you!