1. Welcome Remarks
   a. James T. Butts, Jr., Mayor, City of Inglewood
   b. Steven Bradford, California State Senator, District 35
   c. Autumn Burke, California State Assemblymember, District 62
   d. Phil Washington, Chief Executive Officer, Metro

2. Overview of Inglewood Transit Connector Project

3. Overview of Request for Information
Welcome Remarks
Mayor James T. Butts, Jr.
City of Inglewood History

1938 – Hollywood Park Racetrack Opens

1967 – Jack Kent Cooke builds The Forum a Premier Sports (NBA Lakers, NHL Kings) and Concert Venue
1999 – NBA’s Lakers and NHL’s Kings move to the New Staples Center – The Forum Closes

2012 – Hollywood Park Racetrack Closes
City of Inglewood Demographics

1. **Population and Race:**
   - 108,151 population
   - 50% Hispanic or Latino
   - 40% Black or African American
   - 4.5% White

2. **Median Household Income:** $54,400

3. **Poverty Rate:** 16.8%

4. **COVID-19 Statistics (as of March 9, 2021):**
   - Positivity Rate: 12.2
   - Deaths: 284
   - Vaccinations: 9,689 (11% population)

5. **Unemployment Rate**
   - Down to 4.7% in 2019 from 17.5% in 2010
   - COVID-19 caused rate to increase to 16.5% (as of Oct 2020)
Historic Transformative Investments

2014 – Construction Begins on the Metro Crenshaw/LAX Line

2014 – Madison Square Garden Reopens The Forum; No. 1 Venue in California

2016 – LA Rams and LA Chargers Announce Move to City of Inglewood

2017 – LA Clippers Announce Move to City of Inglewood
Historic Transformative Investments

2019 – Girl Scouts of Greater LA Relocates HQ from Marina Del Rey to Inglewood

2020 – NFL Network Relocates HQ from Culver City to Inglewood

2020 – SoFi Stadium Opens

2021 – LA Phil Youth Orchestra of Los Angeles (YOLA) Opens
New Residential Development and TOD Plans

1. New TOD Plans will increase density around new Metro Crenshaw/LAX transit stations and future ITC Project

- ~221 Housing Units by Thomas Safran & Associates in Downtown Inglewood
- ~2000 Housing Units at Hollywood Park
- ~226 Luxury Condominium Homes by Pulte Homes at Grace Park
- ~101 Low-Income Housing Units at Fairview Heights Apartments
SoFi Stadium Project created the following economic benefits to City of Inglewood residents:

<table>
<thead>
<tr>
<th>Job Measure</th>
<th>Statistic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Hire Positions</td>
<td>1,210</td>
</tr>
<tr>
<td>Local Hire Hours</td>
<td>1,106,385</td>
</tr>
<tr>
<td>Inglewood Apprentice Positions</td>
<td>193</td>
</tr>
<tr>
<td>Inglewood Apprentice Hours</td>
<td>181,325</td>
</tr>
<tr>
<td>MBE/DBE Contracts</td>
<td>$532 Million</td>
</tr>
<tr>
<td>Inglewood Wages</td>
<td>$19 Million</td>
</tr>
</tbody>
</table>
Citywide Benefits from Transformative Investments

1. Crime rate has dropped 73% since 1978, and in 2019 recorded the lowest crime in the history of the City for the 9th consecutive year

2. Median home sale prices have tripled since 2012 from $222k to $671k

3. City’s general fund reserves have increased 420% from $11M in 2008 to $57M in 2018

4. Moody’s upgraded the City’s bond credit rating to A+ in 2019 from BBB in 2011
<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Super Bowl LVI</td>
<td>2022</td>
</tr>
<tr>
<td>NCAA Championship</td>
<td>2023</td>
</tr>
<tr>
<td>WrestleMania</td>
<td>2023</td>
</tr>
<tr>
<td>Los Angeles Clippers</td>
<td>2024</td>
</tr>
<tr>
<td>FIFA World Cup</td>
<td>2026</td>
</tr>
<tr>
<td>Olympic Games</td>
<td>2028</td>
</tr>
</tbody>
</table>
Lack of Direct Regional Transit Connection
1. By 2040, ITC Project area is projected to generate 3x the growth rate in population, 2x in households, and 8x as much employment than the County of Los Angeles

2. Must close first/last mile gap between Metro Crenshaw/LAX Line and the housing and employment centers, and sports and entertainment venues

3. SoFi Stadium is hosting the Opening/Closing ceremonies of the 2028 Summer Olympics
Inglewood Transit Connector Project

1. Provides direct transit connection to new housing and employment centers, and event venues

2. Reduces future traffic congestion along major arterials on both event and non-event days

3. Alleviates growing demand on limited existing roadway network

4. Increases transit ridership and reduces vehicle miles traveled and greenhouse gas emissions locally and throughout the region

5. Improves air quality throughout the South Coast air basin
Widespread Support for ITC Project

- US Senator Dianne Feinstein
- US Congresswoman Maxine Waters
- State Senator Steven Bradford and former State Senator Holly Mitchell (now LA County Supervisor)
- State Assemblymember Sydney Kamlager-Dove and State Assemblymember Autumn Burke
- Los Angeles County Supervisors Janice Hahn, Hilda Solis and former Supervisor Mark Ridley-Thomas (now LA City Councilmember)
- City of Los Angeles, City Council Resolution; City of El Segundo, Mayor Drew Boyles; City of Carson, Mayor Pro Tem Cedric L. Hicks Sr.
- Los Angeles Rams and Chargers, Stadco Stadium
- Metro Chief Executive Officer, Phil Washington
- 2028 Olympics Committee, Casey Wasserman
- Caltrans, Los Angeles Department of Transportation, Los Angeles World Airports, South Coast Air Quality Management District, South Bay Cities Council of Government, UCLA, SCAG
- LA/OC Building Trades, Southwest Regional Council of Carpenters, Coalition for Clean Air, MoveLA, Los Angeles Cleantech Incubator, and other labor groups, environmental groups, transit advocates, and City stakeholders including homeowner associations, block groups and local church organizations
Welcome Remarks
Mayor James T. Butts, Jr.

State Senator Steven Bradford
Welcome Remarks

Mayor James T. Butts, Jr.

State Senator Steven Bradford

State Assemblymember Autumn Burke
Welcome Remarks
Mayor James T. Butts, Jr.
State Senator Steven Bradford
State Assemblymember Autumn Burke
▶ Phil Washington, CEO, Metro
ITC Project Description

1. 1.6-mile elevated automated transit system with three stations connecting the Metro Crenshaw/LAX Line to:
   a. Downtown Inglewood/Market Street
   b. The Forum
   c. SoFi Stadium and Hollywood Park
   d. Inglewood Basketball and Entertainment Center (IBEC)

2. Project includes a maintenance and storage (MSF) facility along Manchester Boulevard

3. Two traction power substations (TPSS)

4. Three new parking lots along the Project alignment route
1. In July 2018, the City initiated the environmental process pursuant to the California Environmental Quality Act (CEQA) for the ITC Project, released the first Notice of Preparation (NOP) and held Public Scoping meeting with over 100 attendees.

2. In September 2020, the City rereleased an updated NOP to reflect project refinements.

3. The Draft Environmental Impact Report (EIR) was released December 23, 2020 for 45-day review, and comment period closed on February 8, 2021. Over 81 comment letters received; overwhelming majority expressing support for Project.

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

5. City is coordinating with the Federal Transit Administration (FTA); National Environmental Policy Act (NEPA) process is anticipated to be initiated by Q2 2021.
## ITC Project Environmental Benefits

### Projected Annual Ridership:

<table>
<thead>
<tr>
<th>Year</th>
<th>Condition</th>
<th>Annual Ridership</th>
<th>Total Annual Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>2026</td>
<td>Non-Event Day</td>
<td>1.0 million</td>
<td><strong>2.9 million</strong></td>
</tr>
<tr>
<td></td>
<td>Event Day</td>
<td>1.9 million</td>
<td></td>
</tr>
<tr>
<td>2045</td>
<td>Non-Event Day</td>
<td>1.4 million</td>
<td><strong>3.7 million</strong></td>
</tr>
<tr>
<td></td>
<td>Events Day</td>
<td>2.3 million</td>
<td></td>
</tr>
</tbody>
</table>

### Projected Reduction of Annual Vehicle Miles Traveled:

<table>
<thead>
<tr>
<th>Year</th>
<th>Condition</th>
<th>Total VMT Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2026</td>
<td>Event and Non-Event Days</td>
<td><strong>30 million</strong></td>
</tr>
<tr>
<td>2045</td>
<td>Event and Non-Event Days</td>
<td><strong>37 million</strong></td>
</tr>
<tr>
<td>2076</td>
<td>Event and Non-Event Days</td>
<td><strong>67 million</strong></td>
</tr>
</tbody>
</table>
## Projected Annual GHG Emissions Reductions:

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual GHG Emissions (MTCO₂e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2026</td>
<td></td>
</tr>
<tr>
<td>2045</td>
<td></td>
</tr>
<tr>
<td>Total GHG Emission Reductions (MTCO₂e)</td>
<td>58,540</td>
</tr>
</tbody>
</table>

## Projected Lifetime GHG Emissions Reductions:

<table>
<thead>
<tr>
<th>Year</th>
<th>GHG Emissions (MTCO₂e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total GHG Emission Reductions (MTCO₂e)</td>
<td>768,922</td>
</tr>
<tr>
<td>Fossil Fuel Use Reductions (gallons)</td>
<td>65,200,116</td>
</tr>
<tr>
<td>ROG Emission Reductions (pounds)</td>
<td>26,139</td>
</tr>
<tr>
<td>NOx Emission Reductions (pounds)</td>
<td>130,527</td>
</tr>
<tr>
<td>PM 2.5 Emission Reductions (pounds)</td>
<td>95,430</td>
</tr>
<tr>
<td>Diesel PM Emission Reductions (pounds)</td>
<td>162</td>
</tr>
</tbody>
</table>
1. 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 for the purpose of:
   a. Proactively assessing traffic conditions and establishing detour routes
   b. Coordinating with residential, commercial neighbors, police and fire personal

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

3. Business and Community Support Programs
   a. Advertisement support for businesses affected by construction
   b. Advance notice of construction activities that may affect businesses or the community
   c. Maintain and upkeep adequate access for businesses and residents
   d. Access to a Project Public Liaison to address community concerns
Design Guidelines for the ITC Project will accomplish the following:

1. Provide framework for enhancing the experience in and around Downtown

2. Encourage the development of sustainable and user-friendly spaces with a focus on unified high-quality architecture and urban design.

3. Enhance the streetscape, create walkable urban zones, and activate connectivity to businesses

4. Create a seamless interaction between a variety of users including pedestrians, cyclists, transit riders, and automobile drivers with an emphasis on the public experience.

5. Integrate the Project with the existing community and will harmonize with the surrounding urban landscape.
**Improve Access to Priority Populations**

1. **Benefits to Priority Populations: Disadvantaged/Low-Income Communities**
   
a. Project is located within 3 census tract boundaries of multiple Priority Populations including Disadvantaged (SB 535) and Low-Income Communities (AB 1550), as defined by the California Air Resources Board (CARB)

b. More than 90% of area surrounding the Project is designated as a Disadvantaged Community and Low-Income Community

c. Disadvantaged and Low-Income Communities are low-income areas that are disproportionately burdened by and vulnerable to multiple sources of pollution
1. **Job Creation Benefits**
   a. ~500-700 construction workforce jobs, and ~150 full-time jobs for O&M
   b. Over ~11,000 indirect jobs supported by Project budget

2. **The DBFOM Contractor will be required to comply with a project-specific Project Labor Agreement for the; City is in active discussion with building trades**

3. **City is committed to ensuring meaningful participation by small, local and disadvantaged businesses**

4. **Further information including policies and networking session will be provided in the Supplemental RFI**
The City of Inglewood held over 75 in-person and virtual community and stakeholder meetings over the past three years including but not limited to:

- Briarwood HOA
- Carlton Square HOA
- Century Heights Neighborhood Watch
- Renaissance HOA
- Holly Park Knolls
- Van Wick Block Club
- St John Chrysostom Church
- Faithful Central Bible Church
- First Lutheran Church
- Inglewood Around the Block Club

- Rotary Club of Inglewood
- Inglewood Chamber of Commerce
- Inglewood Cultural Arts Center
- Inglewood Senior Center
- Inglewood Unified School District
- LAX Area Coastal Chamber of Commerce
- Gateway LA Airport Business District
## ITC Project Progress to Date

<table>
<thead>
<tr>
<th>Key Dates</th>
<th>Major Accomplishments Achieved To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 2020</td>
<td>South Bay Cities Council of Governments unanimously approved transfer of $234 million from Measure R funds to ITC Project</td>
</tr>
<tr>
<td>April 2020</td>
<td>California State Transportation Agency awarded $95.2 million of Transit &amp; Intercity Rail Capital Program (TIRCP) funds</td>
</tr>
<tr>
<td>October 2020</td>
<td><strong>Completed procurement</strong> of financial, civil, architectural and APM operating system advisory services for the ITC Project</td>
</tr>
<tr>
<td>November 2020</td>
<td><strong>City and Metro executed Memorandum of Understanding (MOU)</strong> agreeing to negotiate a Joint Exercise of Powers Agreement for establishment of the Authority to own, manage and oversee the design, construction, financing, operations and maintenance of the ITC Project</td>
</tr>
<tr>
<td>February 2021</td>
<td>On February 23, 2021 City Council set public hearing to amend Ordinance to authorize use of the Design-Build-Finance-Operate and Maintain (DBFOM) delivery model; adoption scheduled for April 6, 2021</td>
</tr>
<tr>
<td>March 2021</td>
<td><strong>Request for Information (RFI) released to the industry on March 4, 2021;</strong> one-on-one meetings scheduled for March 24-26, 2021</td>
</tr>
<tr>
<td>March 2021</td>
<td>Inglewood City Council executed the Inglewood Transit Connector Authority Joint Exercise of Powers Agreement on March 16, 2021; Metro proposing same actions at Executive Management Committee on March 18, 2021, and Metro Board of Directors Meeting on March 25, 2021</td>
</tr>
<tr>
<td><strong>UPCOMING</strong></td>
<td><strong>Ballot Measure work efforts are underway</strong> for Real Property Transfer Tax and Transient Occupancy Tax including polling; voters projected to receive ballots August/September 2021</td>
</tr>
<tr>
<td></td>
<td>Completed refined cost estimates and capital project delivery schedule for Project, and <strong>actively preparing APM Prequalification and Request for Qualifications (RFQ) for the DBFOM Project Delivery model by early Summer 2021</strong></td>
</tr>
</tbody>
</table>
Request for Information
Request for Information (RFI) Objectives

1. The release of the RFI commences the City’s formal market sounding process for the Inglewood Transit Connector (ITC) Project

2. The City’s objectives for the RFI and overall market sounding effort is to secure industry feedback on the following key topics:
   a. Cost-effective transit technology options
   b. City’s proposed Project schedule and delivery model including approach to pre-qualifying transit technology suppliers, and proposed DBFOM contractor procurement process
   c. City’s proposed Project governance and ownership structure; and
   d. City’s consideration of federal funding, specifically the FTA’s Capital Investment Grants Program; and
   e. Other key topics

3. Responses to the RFI will inform the City’s decisions about the following:
   a. Appropriate technical requirements
   b. How much funding it will need and when to cover capital and operating costs; and
   c. Trade-offs involved among project characteristics, capabilities, and costs
Transportation Service Parameters

1. City is requesting industry input on cost-effective approaches to meeting the Project’s service demand, specifically Table 3.1 (Anticipated Line Capacity Distribution Summary) of Attachment 2-B.

2. City recognizes that driverless transit technologies other than self-propelled APMs may provide a base level of service at lower capital and operating costs.

3. Key objective of RFI is to understand if there are ITC-compatible technologies suitable for serving incrementally less than 100% of the service demand but can be materially more cost-effective.

<table>
<thead>
<tr>
<th>Period or Event Line</th>
<th>Line Capacity Range (pphp)</th>
<th>Desired Operating Headway (mins)</th>
<th>Service Hours</th>
<th>% of Annual Service Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-Peak &amp; Weekends</td>
<td>&lt; 1,000</td>
<td>11 to 14</td>
<td>2,400 hrs.</td>
<td>37%</td>
</tr>
<tr>
<td>Weekday Peak</td>
<td>Up to 1,000</td>
<td>5 to 7</td>
<td>1,800 hrs.</td>
<td>27%</td>
</tr>
<tr>
<td>Small Events</td>
<td>1,000 to 3,000</td>
<td>5 to 7</td>
<td>1,600 hrs.</td>
<td>24%</td>
</tr>
<tr>
<td>Medium Events</td>
<td>3,000 to 6,000</td>
<td>3 to 5</td>
<td>600 hrs.</td>
<td>9%</td>
</tr>
<tr>
<td>Large Events</td>
<td>6,000 to 11,000</td>
<td>1.8 to 3</td>
<td>160 hrs.</td>
<td>3%</td>
</tr>
</tbody>
</table>
Procurement Process Goals

1. **Foster a Competitive Environment**
   a. Best Value “Technical, Merit and Price”

2. **High Performing Operating Asset**
   a. Encourage market drive teaming of “Best Transit Technology” and “Best Infrastructure”
   b. Minimize / mitigate the possibility of a “risky” transit technology being selected

3. **Encourage Industry/Market Innovation**

4. **Incentivize On-Time and On-Budget Capital Project Completion (through risk allocation)**

5. **Threshold for Urban integration / “Look and Feel” and Sustainability**

6. **Minimize risk of procurement protests**

7. **Maximize / optimize ability and participation of local and small business enterprises in the Project procurement and delivery**
<table>
<thead>
<tr>
<th>Degree of Risk</th>
<th>Technical Maturity Level</th>
<th>Description</th>
<th>Evaluation Factors to establish Technical Maturity</th>
<th>Why Important?</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOW</td>
<td>Service Proven</td>
<td>Integrated transit technology in satisfactory passenger service of similar size/complexity</td>
<td>Ability to adapt, integrate and deploy measured through performance and reliability of operations</td>
<td>Different level of risk in obtaining the desired performance from the completed Capital Project i.e., safe, reliable transportation service</td>
</tr>
<tr>
<td></td>
<td>Technology Evolution</td>
<td>Some subsystems evolved/advanced</td>
<td>“Degree of Evolution”, # of subsystems, and ability to adapt, integrate and deploy</td>
<td></td>
</tr>
<tr>
<td></td>
<td>New Technology – Ready for Deployment?</td>
<td>Transit technology prototype(s) tested and integrated at “factory”/test track</td>
<td>Degree of design integration, prototype integration, past experience/ability to bring new technologies to market</td>
<td></td>
</tr>
<tr>
<td>HIGH</td>
<td>New Technology – Design and/or Concept level</td>
<td>Limited or no integrated prototype, limited design integration between subsystems</td>
<td>Capital and intellectual resources, degree of design integration, prototype integration, past experience/ability to bring new technologies to production/market</td>
<td>Threshold of acceptable level of risk to be ascertained as part of Technology Prequalification</td>
</tr>
<tr>
<td>Considerations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Are there more cost-effective transit technology options?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Integrated procurement (infrastructure and transit technology) approach would likely limit competitive pool OR introduce possibility of a “risky” APM technology being part of the integrated proposal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Develop procurement strategy to increase competitive pool and mitigate against “risky” technology</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th># of Potential Competitors</th>
<th>Infrastructure D-B and Equity</th>
<th>Transit Technology Suppliers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large</td>
<td>Range of variability</td>
<td>Range of variability</td>
</tr>
<tr>
<td>Limited</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Technical Merit Equivalency amongst Proposers</th>
<th>Infrastructure D-B and Equity</th>
<th>Transit Technology Suppliers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of variability</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Key Benefit being Procured</th>
<th>Infrastructure D-B and Equity</th>
<th>Transit Technology Suppliers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital delivery of infrastructure for transit technology</td>
<td>Safe, reliable, time-certain transportation service</td>
<td></td>
</tr>
</tbody>
</table>
Proposed Procurement Process

**Transit Technology Prequalification Process**

*Shortlisted Developer Teams and prequalified Transit Technology Suppliers Self-Select to form Integrated Team*

---

**Procurement Process**

- **Issue RFQ**
- **RFP – Developer Team (excluding Transit Technology) Shortlist Process**
- **Shortlist and Issue Draft RFP**
- **RFP – Integrated (Developer) Team Procurement Process**
  - **Issue Final RFP**
  - **Proposals Received**
- **Evaluation / Selection**
  - Commercial Close
  - Financial Close
  - Issue Notice to Proceed
1. **Streamlining of Procurement Process**

2. **Funding Plan** – confidence level for industry to participate in the following processes:
   a. Prequalification and RFQ / Shortlist
   b. Draft RFP / One-on-One Meetings
   c. Response to Final RFP

3. **Federal Funding** – City is exploring Federal Funding opportunities; any challenges, opportunities and implications?

4. **Site Conditions** – what Site Condition information should be available at what stage (i.e., Draft RFP, Final RFP, other)

5. **Risks** – what are the Risks and how best to address them; transfer, retain or avoid?

6. See RFI Attachment 1-A for a list of discussion topics/questions to address.

7. **A supplemental RFI is expected to launch in May 2021**
   a. focused on funding and finance, risk mitigation and allocation, right-of-way planning, diversity and inclusionary policies and summary of market feedback from initial RFI
1. To date, the City has secured a total of **$329M**, or roughly 1/3 of the overall Project costs
   a. **$95.2M** from the California State Transportation Agency’s (CalSTA) Transit and Intercity Rail Capital Program
   b. **$234M** in County Measure R funds, showing strong support from the region and State to deliver this Project
1. City is considering pursuit of additional capital from the Federal Transit Administration’s (FTA) New Starts Capital Investment Grant (CIG) Program

2. The City will be committing Project and City generated revenue sources to repay the DBFOM developer for capital and operating costs, and pursuing additional funds as listed below. Additional details will be provided as part of the supplemental RFI.

<table>
<thead>
<tr>
<th>Project Generated</th>
<th>Federal Funds</th>
<th>State Grants</th>
<th>City Sources</th>
<th>Ballot Measure Taxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox</td>
<td>New Starts Capital Investment grant program (CIG)</td>
<td>State Low Carbon Fuel Savings Credit Program (CARB)</td>
<td>Infrastructure impact fees</td>
<td>Real Estate Property Transfer Tax, and Transient Occupancy Tax in Summer/Fall 2021</td>
</tr>
<tr>
<td>Corporate sponsorship and advertising</td>
<td>FTA Expedited Project Delivery (EPD) Program</td>
<td>Transit Intercity Rail Capital Program (CalSTA)</td>
<td>Enhanced infrastructure finance district (EIFD)</td>
<td></td>
</tr>
<tr>
<td>Joint Development</td>
<td>Federal earmarks</td>
<td>Solutions for Congested Corridors (Caltrans)</td>
<td>Conduit and Fiber</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Local Business Tax</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Admissions Tax: IBEC at 2.5%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Existing property taxes and billboard advertising revenue</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
ITC Project Milestone Dates

- **2021**
  - Issue Draft RFP
  - Secure EA/FONSI
  - Issue Tech Pre-Qual and RFQ
  - Issue List of Tech Pre-Qual and Shortlist

- **2022**
  - Certify CEQA / Initiate NEPA
  - Award DBFOM Contract/Close Financing

- **2023**
  - Begin Construction
  - Issue Final RFP

- **2024**
  - Complete Testing and Commissioning

- **2025**
  - Begin Testing and Commissioning

- **2026**
  - Complete Testing and Commissioning

- **2027**
  - Start of Passenger Service

- **2028**
RFI Process and Timeline

1. **RFI includes a list of discussion topics/questions for which the City is requesting written feedback on from the industry**
   a. List of discussion topics/questions can be found in Attachment 1-A
   b. Submit responses to ITC.RFI@cityofinglewood.org by April 2, 2021

2. **City will host virtual One-on-One Meetings on March 24-26, 2021 with selected firms or teams to obtain a better understanding of the industry’s insights on the discussion topics and questions included in the RFI**
   a. Submit Registration Form (Attachment 1-C) to ITC.RFI@cityofinglewood.org by March 18, 2021 (original due date extended via Addendum No. 1)
   b. City will select firms, teams and/or unaffiliated transit technology suppliers that have demonstrated experience with delivery of such projects
   c. Additional instructions will be provided to selected participants by March 22, 2021
CLOSING REMARKS - THANK YOU

General Questions:
For assistance with submittals or if you have any general questions regarding the RFI process, please email ITC.RFI@cityofinglewood.org