

INGLEWOOD TRANSIT CONNECTOR PROJECT

Pre-Submittal Conference
RFQ-0128 Transit Technology Eligibility
for the Inglewood Transit Connector Project

December 15, 2021

- 1. Welcome Remarks and Testimonials**
- 2. Overview of Inglewood Transit Connector (ITC) Project**
- 3. Process and Timeline**
- 4. Evaluation and Selection Process**
- 5. General Submittal Requirements**

Overview of ITC Project



Lack of Direction Regional Transit Connection

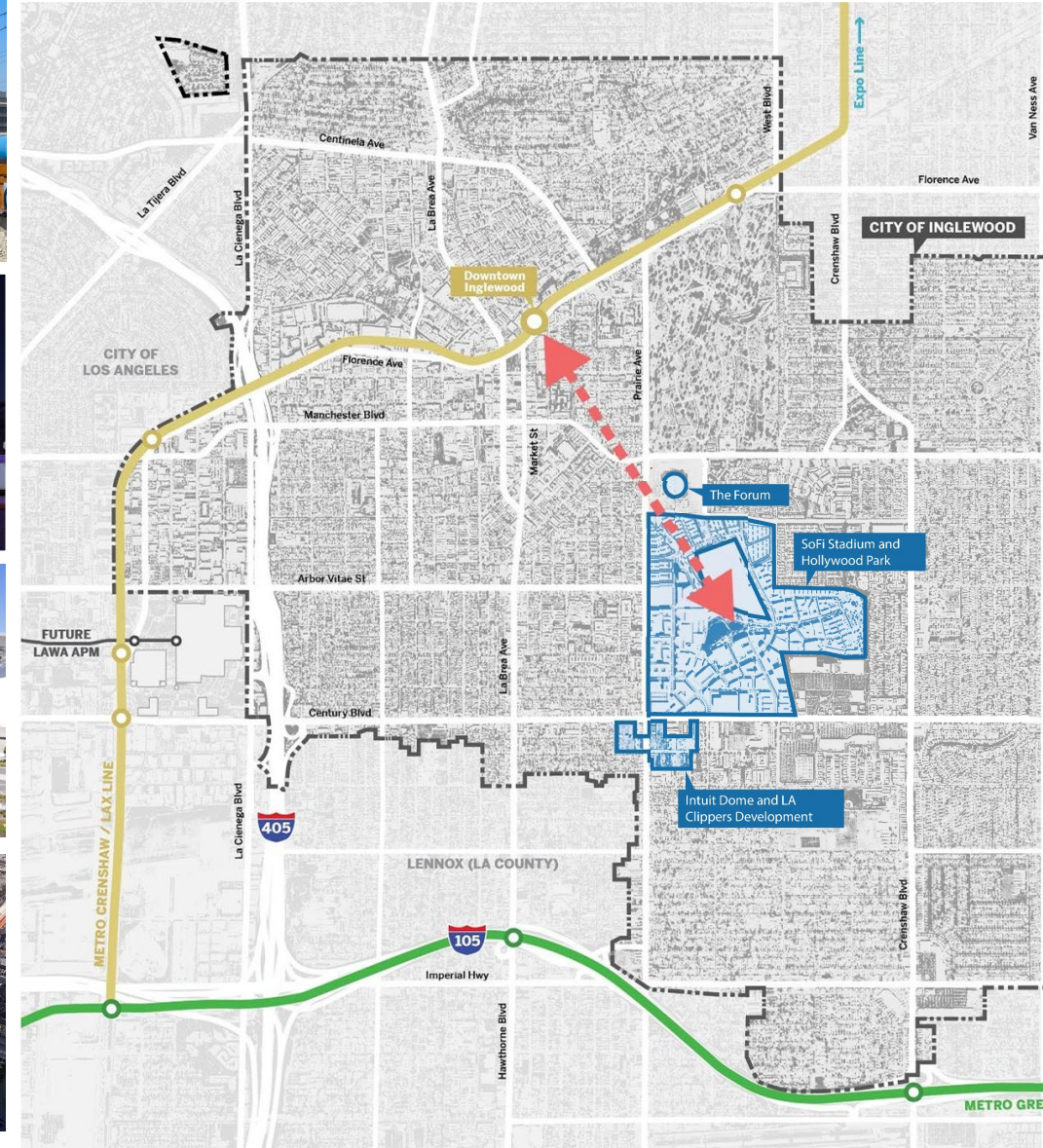
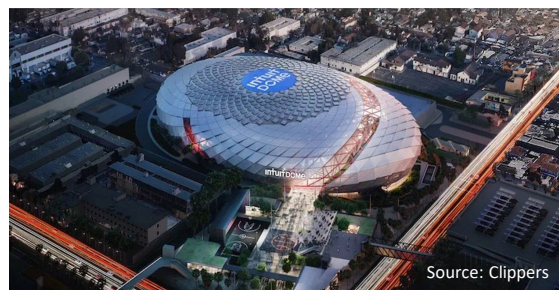


- E (EXPO) LINE
- K (CRENSHAW / LAX) LINE
- FUTURE LAWA APM
- C (GREEN) LINE
- L (GOLD) LINE
- B (RED) LINE
- D (PURPLE) LINE
- A (BLUE) LINE

NORWALK →

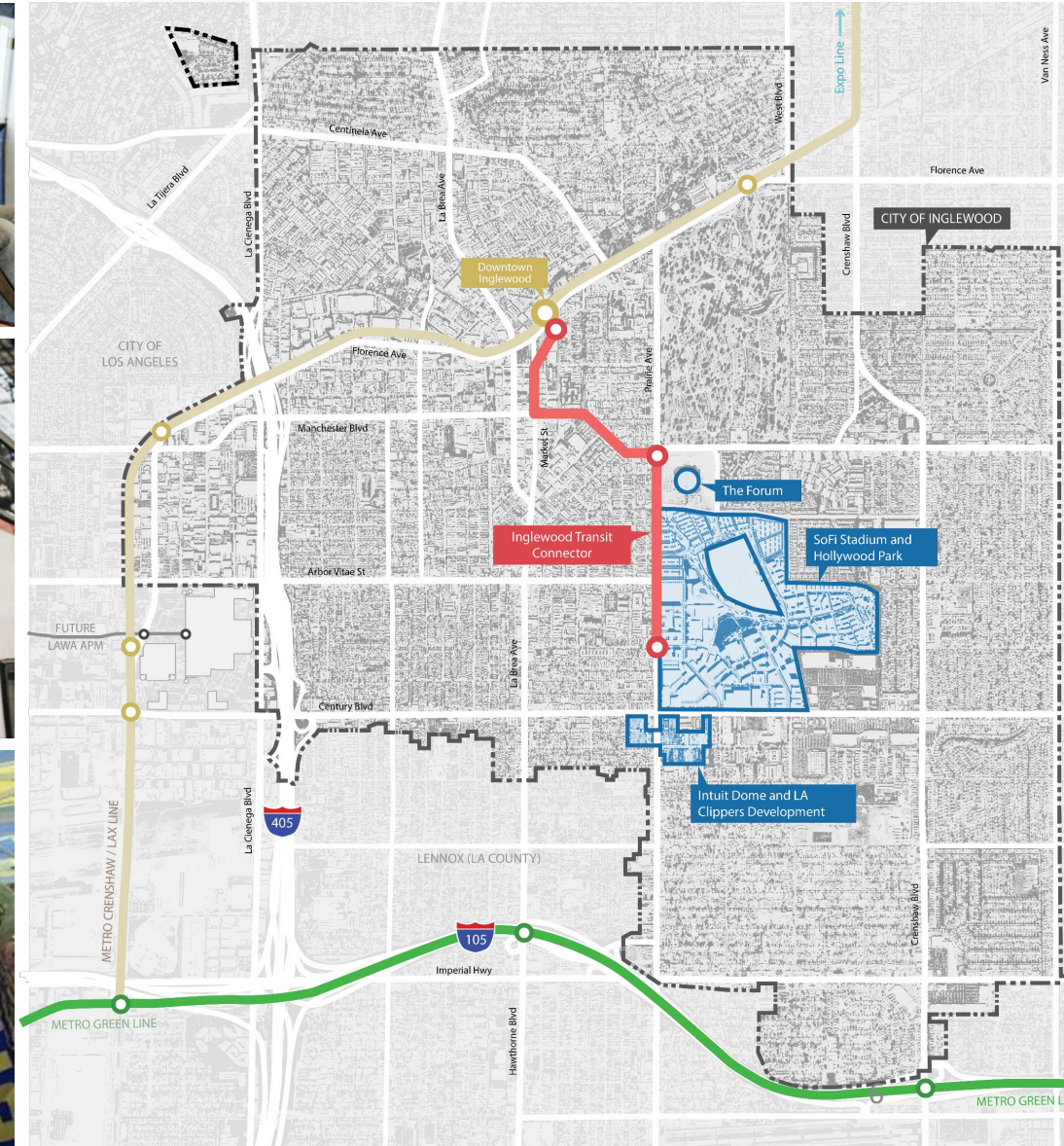
First / Last Mile Transit Connection

- Metro Crenshaw/LAX (K) Line will provide access to/from the City of Inglewood and greater LA region
- K Line's Downtown Inglewood station is located 1.5 mile from new transformative investments including The Forum, SoFi Stadium and the Intuit Dome
- Must complete first/last mile gap by providing new direct transit connection
- Significant long term environmental and socioeconomic benefits to local residents and the region
- Improves transit access to 2028 Olympic Games



Inglewood Transit Connector (ITC) Project

- **Increases transit ridership** and reduces vehicle miles traveled and greenhouse gas emissions locally and throughout the region
- **Reduces future traffic congestion** along major arterials on event and non-event days, and alleviates growing demand on limited roadway network
- **Improves local air quality** and throughout South Coast air basin
- **Enhances the fan and user experience**, and unlocks future investment and growth opportunities



ITC Project Benefits – Environmental Justice

Projected Annual Ridership*:

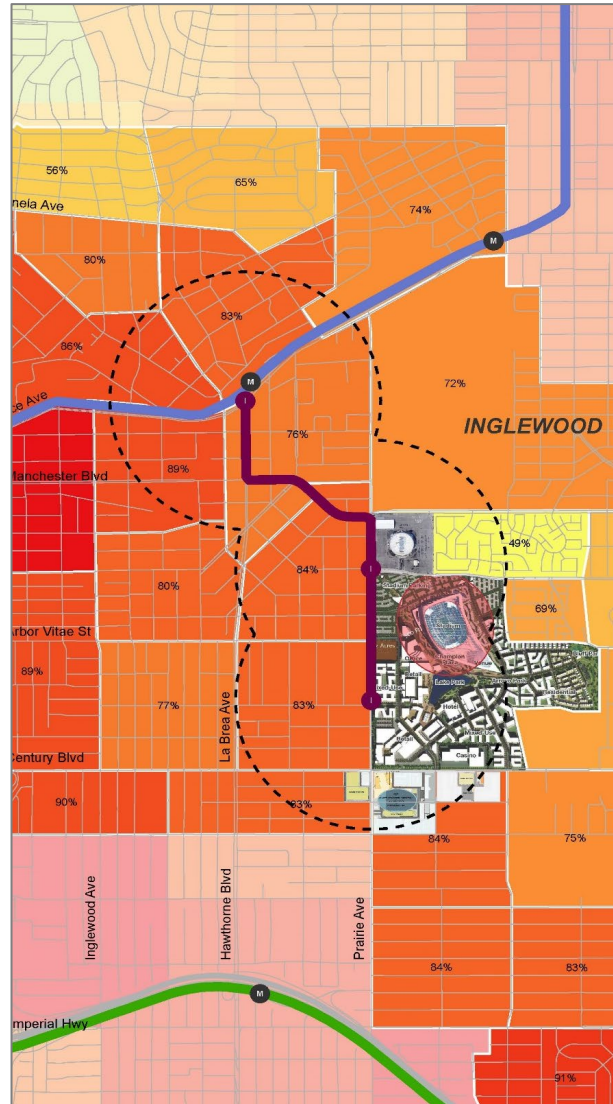
Year	Total Ridership
2027	3.1 million
2045	3.8 million

Projected Reduction of Annual Vehicle Miles Traveled (VMT)*:

Year	Total VMT Reduction
2027	36 million
2045	43 million

Annual GHG Emission Reductions*:

Year	GHG Emission Reductions (MTCO ₂ e)
2027	74,704
2045	74,844
Project Lifetime	768,922



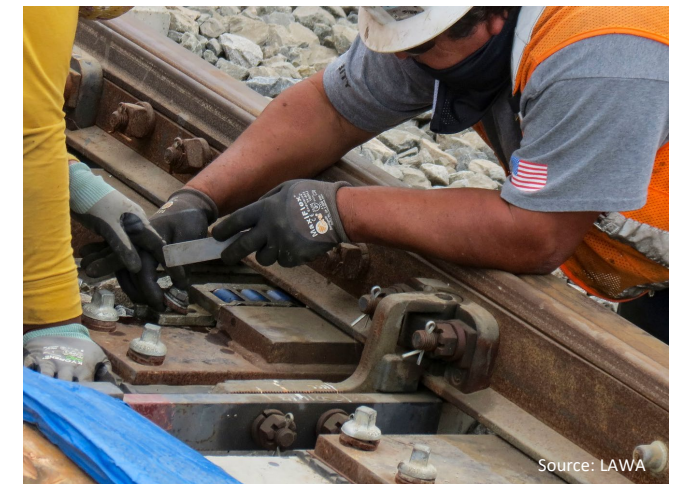
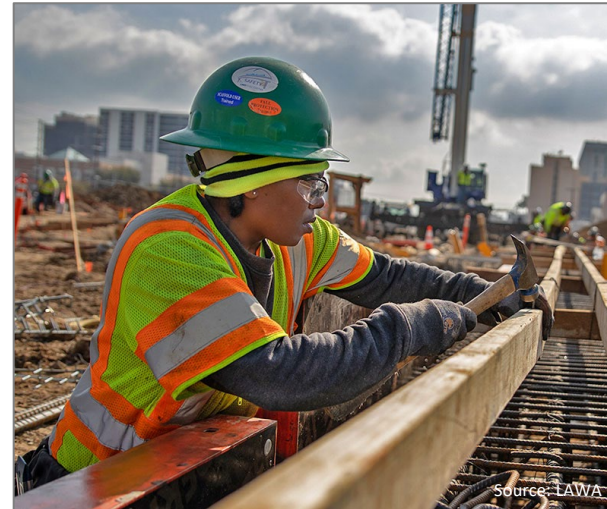
CalEnviroScreen 3.0 Percentile within ITC Project Area

- **Existing Disadvantaged/Low-Income Communities**
 - More than 90% of area surrounding the Project is designated as a Disadvantaged and Low-Income Community
- **Environmental Justice**
 - Annual ridership of ~3.8m by 2045
 - Annual VMT reduction of ~43m by 2045
 - Will improve air quality by reducing carbon dioxide emission by over ~768k metric tons over the Project lifetime

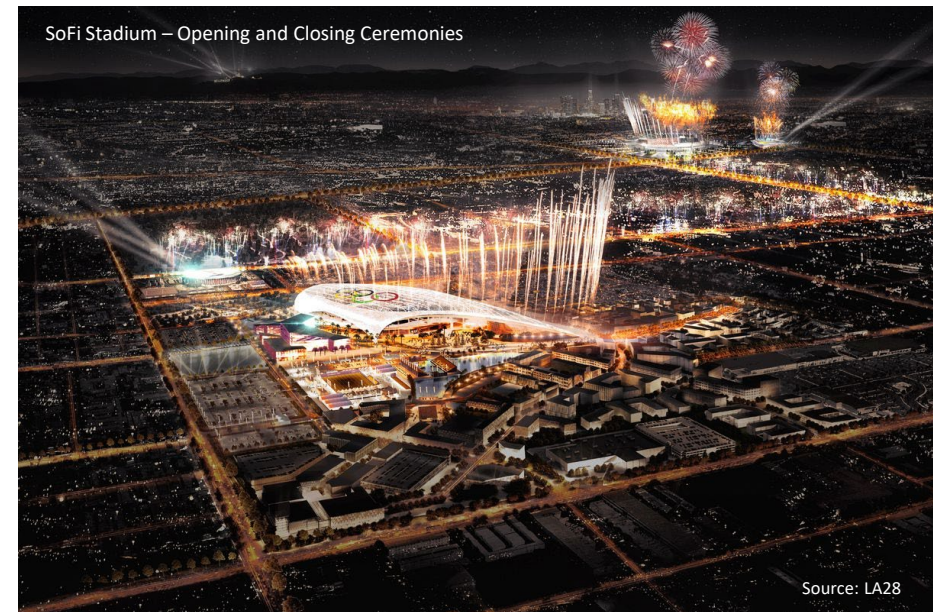
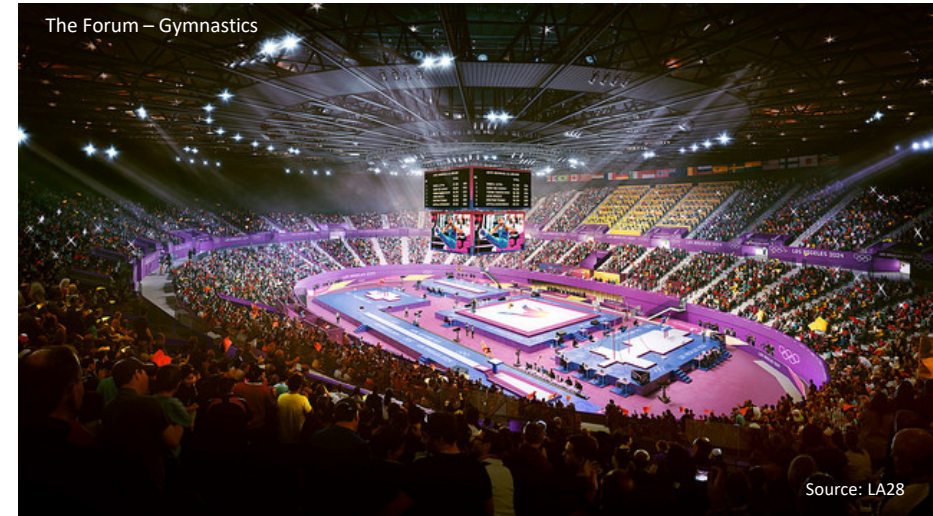
*Source: ITC Draft EIR

ITC Project Benefits – Creating Jobs and Promoting Equity

- **Job Creation Benefits**
 - ~500-700 construction workforce jobs, and ~150 full-time jobs for O&M
 - +~10,000 indirect jobs supported by Project budget*
- **Contractor will be required to comply with a project-specific Community Workforce Agreement;** nearly complete with LA/OC building trades
- **City is committed to ensuring meaningful participation by small, local and disadvantaged businesses**



- City will host at least 3 Olympic venues including The Forum, SoFi Stadium and Intuit Dome
- Planned games at the venues include Gymnastics at The Forum, Archery and the **Opening and Closing Ceremonies at SoFi Stadium** and others at the Intuit Dome
- Unique opportunity to showcase on the world stage America's ability to build modern sophisticated transit systems that advance the goals of the Bipartisan Infrastructure Law goals
- ITC Project is a legacy investment that will continue to serve the community and the region after the Olympic games

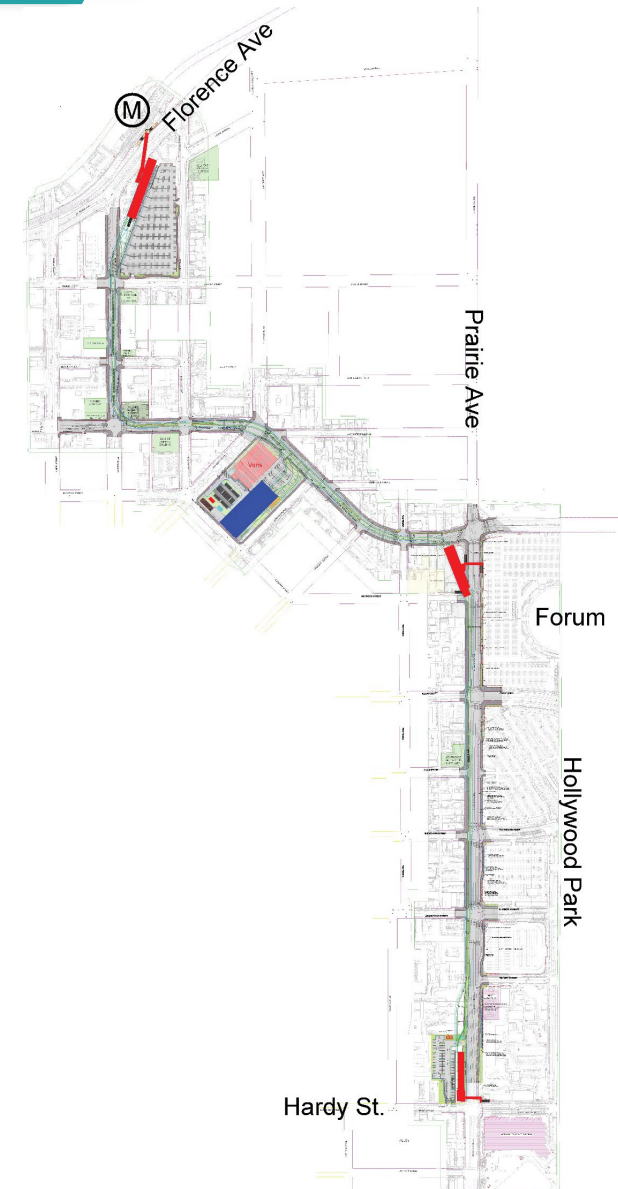


World-Class Sports, Entertainment and Employment Center

Event	Date
Super Bowl LVI	2022
NCAA Championship	2023
WrestleMania 39	2023
Los Angeles Clippers Arena Opens	2024
LA 28 Olympic and Paralympic Games	2028



- **~1.6-mile elevated automated transit system with three stations connecting the Metro K Line to:**
 - Downtown Inglewood/Market Street
 - The Forum
 - SoFi Stadium and Hollywood Park
 - Intuit Dome
- **ITC Project will be constructed using alternative delivery approach called Design-Build-Finance-Operate-Maintain (DBFOM)**
- **Automated Fixed Guideway Transit System**
 - Rubber-tire (self or cable propelled)
 - Monorail
 - Steel wheel/rail Automated Transit technologies
 - Must meet acceptable level of Technical Maturity (readiness for deployment)

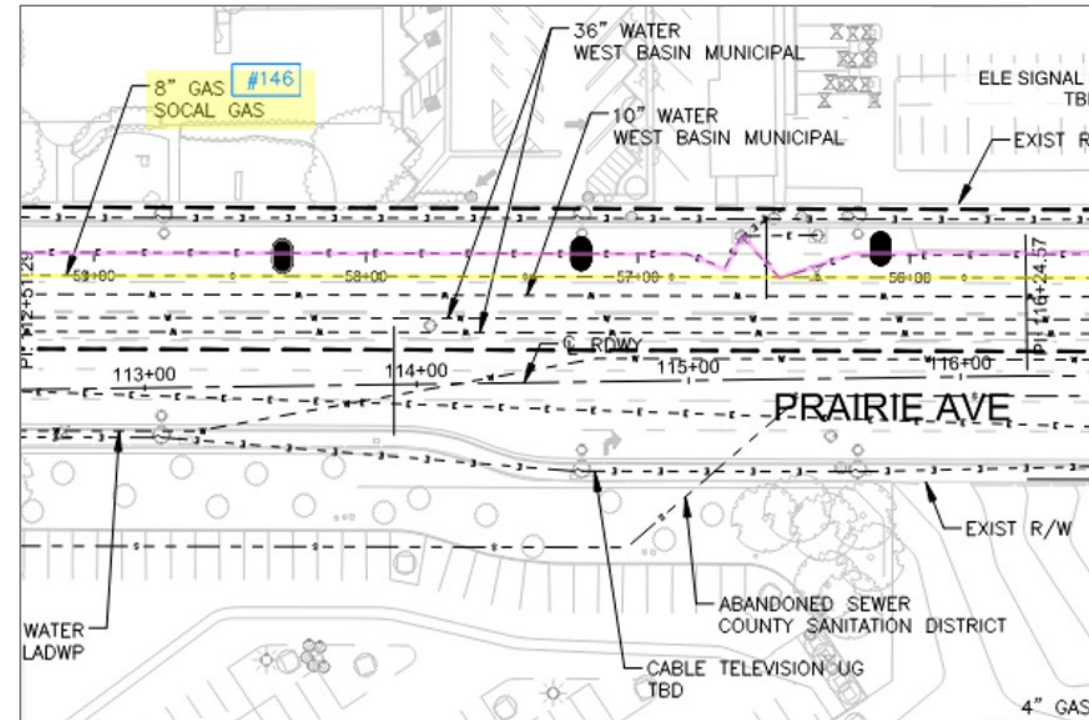


Major Milestones Accomplished to Date

- ✓ **Secured \$328.9 m in committed funding from State TIRCP and Metro Measure R sales tax (executed funding agreements)**
- ✓ **City passed Transient Occupancy Tax in Nov. ballot measure; will generate over ~\$1M annual towards O&M**
- ✓ **Secured authorization from Metro Board of Directors and Inglewood City Council to create Joint Powers Authority between the City, Metro and County of LA to oversee construction and operations of ITC Project**
 - City currently working with Metro to form legal entity Q1 2022
- ✓ **Amended the Inglewood Municipal Code to authorize the City to implement the Project through a DBFOM delivery model**
- ✓ **Inglewood City Council approved use of DBFOM delivery model and release of Transit Technology Eligibility (TTE), Request For Qualifications (RFQ) and Request For Proposals (RFP) for ITC Project**
- ✓ **Recirculated Draft EIR November 2021; on schedule to complete CEQA by March 2022 and NEPA by August 2022**

- **City on schedule to request entry into the engineering phase of the Federal Transit Administration (FTA) Capital Investment Grant Program and receive entry by September 2022**

Item	% Complete
Project Management Plan / Capacity and Capability	80%
Project Definition (30% design and engineering)	65%
Cost Estimates	75%
Project Schedule	80%
Third Party Agreements Plan	70%
Real Estate Acquisition & Management Plan	85%
Geotechnical	40%
Project Risk Analysis	50%
Value Engineering Report	10%
Safety and Security	25%
Accessibility	10%
Constructability Review	10%



- Extensive identification of existing utilities along the Project Study Area has been completed
- Ongoing utility coordination to support the RFP development process and early utility work prior to DBFOM NTP

Widespread Support for ITC Project

- *Senators Dianne Feinstein and Alex Padilla*
- *US Congresswoman Maxine Waters*
- *State Senators Steven Bradford and Sydney Kamlager-Dove*
- *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, Mayor Eric Garcetti and 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, Stephanie Wiggins*
- *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*



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**SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS**



- **March 2021 Inglewood City Council and Metro Board approved execution of the Inglewood Transit Connector Authority Joint Exercise of Powers Agreement**
- **Governed by a five-member Board of Directors include City, Metro and County representatives**
- **City is procuring agent and will assign the DBFOM contract to the JPA at or about Financial Close**
- **The JPA will be recipient of full funding grant agreement with FTA and will own, manage and oversee the design, construction, finance, operation and maintenance of the Project, including the DBFOM contract**
- **City and Metro currently working to stand up the ITC JPA in Q1 2022**

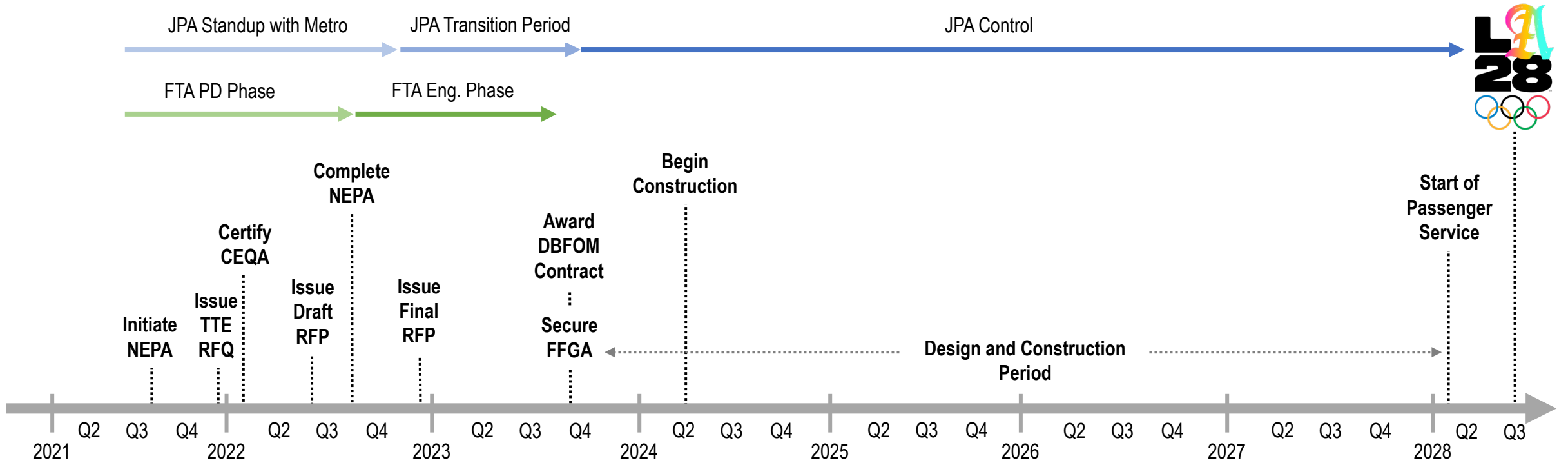


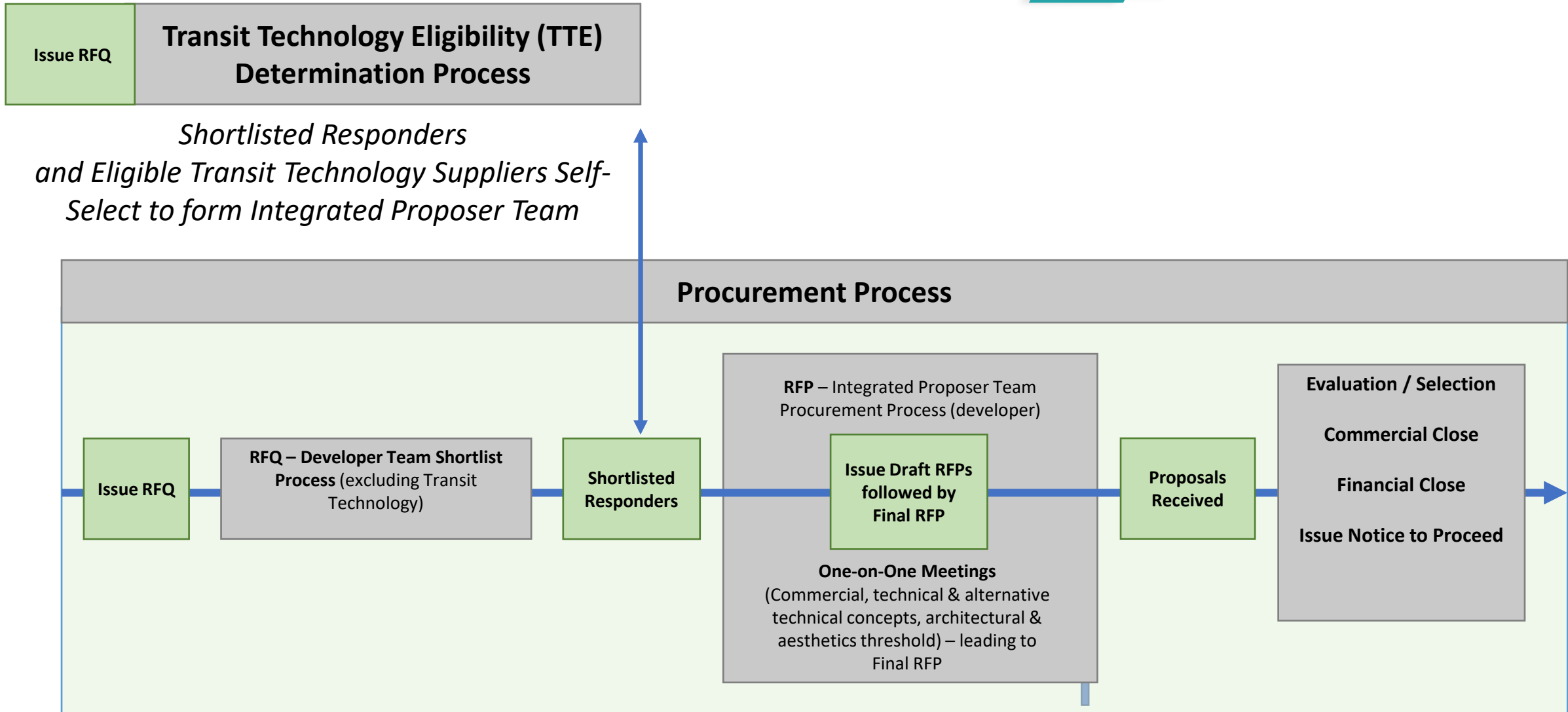
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- **City has secured a total of ~\$329 million; roughly 1/3 of the overall Project costs**
- **City will be committing Project and City generated revenue sources to repay the selected developer for capital and operating/maintenance costs**

Project Generated	State Grants	City Sources	Federal Sources
<ul style="list-style-type: none"> • Farebox • Corporate sponsorship and advertising • Joint Development 	<ul style="list-style-type: none"> • State Funds for Olympics Transportation Infrastructure • Transit Intercity Rail Capital Program (CalSTA) • State Low Carbon Fuel Savings Credit Program (CARB) • Solutions for Congested Corridors (Caltrans) 	<ul style="list-style-type: none"> • Infrastructure impact fees • Enhanced infrastructure finance district (EIFD) • Conduit and fiber • Local business tax • Admissions Tax: IBEC at 2.5% • Existing property taxes and billboard advertising revenue • Transient Occupancy Tax increase 	<ul style="list-style-type: none"> • Pursuing ~\$575 million from the FTA CIG New Starts Program • City seeking ~\$400 million from State

Overall Project Schedule





Process and Timeline



RFQ Process (for EDR)	Date and Time
Public Release of Request for Qualifications	12/6/21
Pre-Submittal Conference	12/15/21 at 9am PT
Questions from Responders Due	2/2/22 at 4pm PT
Answers to Questions Posted on PlanetBids	2/9/22
Deadline for EDR Submittals (“EDR Due Date”)	2/23/22 at 4pm PT
Publication of the Eligible Transit Technology(ies)/Suppliers	March/April 2022

Contact Person During Proposal Period:

Bianca Plascencia, Purchasing and Contracts Services Manager, City of Inglewood

Email: bplascencia@cityofinglewood.org

Phone: (310) 412-5266

However, all questions, responses and Addenda if any, shall be through PlanetBids. Respondent shall be solely responsible for any consequences for not following the process outlined in the RFQ

Evaluation and Selection Process



Refer to Section 5 of the RFQ for Evaluation Criteria

- The written EDR will be evaluated using the following criteria:

Item	Criteria Description	Score
1	Mandatory Administrative Criteria	Pass/Fail
2	Technical Maturity of the Proposed ATS Operating System	Pass/Fail
3	Critical Performance Requirements	Pass/Fail

General Submittal Requirements



Respondents are advised that neither the release of this solicitation, nor any other document related to the procurement process for the Project, shall be interpreted as a commitment by the City to take any specific course of action with respect to the Project. Following the completion of the environmental review process, the City may, in its sole discretion:

- a. Require modifications to the proposed Project or implementation of specific measures to mitigate significant adverse environmental impacts;
- b. Select a feasible alternative that avoids significant adverse impacts of the proposed Project, including the “no project” alternative;
- c. Reject all or part of the proposed Project if its economic and social benefits do not outweigh otherwise unavoidable significant adverse environmental impacts of the Project;
- d. Approve the proposed Project upon a finding that its economic and social benefits outweigh otherwise unavoidable significant adverse environmental impacts of the Project; or
- e. Decline to approve the proposed Project.

FTA Local Hire Pilot Program - The City is seeking approval by the FTA to participate in the Equitable Economic Recovery and Workforce Development Through Construction Hiring Pilot Program, a four-year pilot program that allows recipients of FTA funding to use geographic, economic, and other hiring preferences on FTA-funded construction projects.

Through the FTA pilot program, the City intends to utilize hiring preferences to promote equitable creation of employment opportunities and workforce development activities, particularly for economically or socially disadvantaged workers.

Details of the program can be found in the Federal Register at [Federal Register :: Equitable Economic Recovery and Workforce Development Through Construction Hiring Pilot Program](#). The Infrastructure Investment and Jobs Act is expected to have as yet unidentified impacts on the pilot program. The final terms for such hiring preferences related to the ITC Project are subject to FTA approval and will be provided in the RFP.

“The Project is expected to be funded in part with federal funds and, therefore, be subject to the U.S. Department of Transportation's Disadvantaged Business Enterprise (DBE) Program, set forth in Title 49 CFR Part 26. Proposers shall be fully informed of the requirements of the regulations and the City's DBE program developed pursuant to these regulations. Proposers involved in the performance of work resulting from this RFQ shall take all necessary and reasonable steps to ensure that DBEs have the maximum opportunity to compete for and perform on this contract.

Information regarding DBE requirements and applicable goals will be included in the RFP. In responding to this RFQ, a Proposer is not required to include team members to satisfy DBE goals. It is currently anticipated that each Integrated Proposer Teams will, as part of its Proposal in response to the RFP, list all DBEs on its team as of the Proposal submittal deadline. Proposer's plan for how it intends to meet the DBE goals for the Project may also be required. Additional creative efforts to expand inclusion of other disadvantaged, minority, and women-owned firms and workers shall be encouraged.”

Refer to Section 2 of the RFQ for specific instructions on Content and Format of submittals

Submit the complete package to:

Attn: Bianca Plascencia, Purchasing and Contracts Services Manager
City of Inglewood
Office of Purchasing Division, 8th Floor
One Manchester Boulevard
Inglewood, CA 90301

THANK YOU

