

**ATTACHMENT 2: POST PREPROPOSAL
CONFERENCE RFP QUESTIONS AND RESPONSES**

**Development, Operation and Management of City Parking Assets, Remote Parking Facilities
and Shuttle Vehicle Services to Support the City of Inglewood Transportation Management
and Operations Plan for the City’s Sports and Entertainment District**

#	Question	Response
1	Can we assume that the management of the new NFL stadium will share their season ticket database with whoever wins the marketing assignment? Also, will they include links to off-site parking directions in any email communications to season ticket holders and individual game ticket purchasers?	The Stadium operator is working in close collaboration with the City of Inglewood and its Transportation Management Operations Plan (TMOP), which includes the coordination of data sharing, such as season ticket databases and email communications to season ticket holders and purchasers.
2	Possible off-site parking lots and garages are identified in the RFP for within and without City of Inglewood. Are there any opportunities or requirements to connect the shuttle system to transit connections within and without City of Inglewood?	There are no requirements, however, Metro is considering options for a Metro operated shuttle system that connects their stations to the Transit Plaza in Inglewood. There may be opportunities for the selected Proposer to collaborate with Metro as part of the on-going planning of their potential shuttle system.
3	Are shuttle connections to the nearest Metro stations to the stadium required, or will these be provided by others?	There is no requirement for connecting directly to Metro stations, however, the City is working to increase transit service from stations to the stadium. The Proposer team is encouraged to collaborate with the City as part of the on-going planning of a potential Metro shuttle system.
4	What will be the e-scooter and e-bike environment onsite at the stadium?	Currently, e-scooters/bikes are not licensed to operate within the City of Inglewood.

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5	How will the City of Inglewood manage new mobility services as they try to access the stadium for events?	The only “mobility services” the City of Inglewood has considered are e-scooters and e-bikes; currently those are not licensed to operate within the City. Should there be other mobility services to take into consideration, the City will address them accordingly.
6	Have you spoken with the City of Sacramento about their SacPark program for event parking at Golden 1 Arena?	The City has prepared the TMOP in coordination with national stadium vendors and operators including, but not limited to the City of Sacramento.
7	Is it expected that the proposer enters into a Letter of Intent (LOI) with each identified satellite parking lot prior to the submittal of the proposal? If yes, is the awarded proposer going to have sole negotiating rights with these stated satellite lots?	It is up to the Proposer on when to enter into an LOI with off-site lots. The Proposer will be required to negotiate with off-site parking lots. The City does not expect to secure the sole negotiating rights.
8	It is expected that all proposers will be reaching out and proposing operating agreements with all the same satellite parking lot owners. Is there a contingency plan of action, if multiple operators contract with different satellite lots (based on cost proposal, prior business relationships, etc.)?	The City is requesting the Proposer teams to recommend the most innovative and feasible plan. The City does not control satellite lots or who lot operator/owners enter into agreements with.
9	If we are not the awarded proposer and we are still able to procure satellite event parking, will the City (1) authorize this use, and (2) allow us to run our own shuttles and utilize the City’s Transit Plaza on event days (at no cost to the City)?	City anticipates using access fees for transit plaza use. All proposed off-site parking must meet City/RFP standards, and must be vetted by the City (i.e parking lot and access route); the City anticipates granting the awarded proposer exclusive rights to the Transit Plaza but may consider additional or other uses for the Transit Plaza, which could trigger fees if operational demand allows sufficient capacity.

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10	Will the City and/or the Rams and/or Chargers have any input regarding the fees charged for parking, or will the operator be allowed to dictate those fees themselves?	No. Fees will be determined by the operator but are expected to be developed in close coordination with teams and the City.
11	Please clarify any additional items that will be included in the City's Transit Plaza, such as gates, office space, fueling station, etc.?	The Transit Plaza will include a number of amenities for users including wayfinding signage, lighting, and potentially access to on-site or off-site restrooms.
12	Will subcontractors need to fill out any of the required forms? If yes, which ones?	Yes. Assume all forms.