



Board Report

File #: 2015-1279, File Type: Contract

Agenda Number: 60.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2015

SUBJECT: WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT DESIGN AND ENGINEERING SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0):

- A. AUTHORIZING the Chief Executive Officer (CEO) to award and execute a 37-month Firm Fixed Price Contract No. AE354280011791, to RNL Interplan, Inc. in the amount of \$3,835,439 for a base contract to develop advanced conceptual engineering design documents (60% design development drawings) for the **Willowbrook/Rosa Parks Station Improvements Project** (Project) and one of two optional tasks to advance the design to the construction document stage through either i) a Design/Build project delivery method in an amount not to exceed \$800,000; or ii) a Design/Bid/Build project delivery method in an amount not to exceed \$1,920,629 for a total not to exceed amount of \$5,756,068;
- B. AFFIRMING the Board's previous commitment to provide \$16 million in local match funding in line with the funding requirements of the US Department of Transportation (DOT) Transportation Investment Generating Economic Recovery Act (TIGER) VI Discretionary Grant program;
- C. APPROVING a Preliminary Project Funding Plan which includes additional funding up to \$32.8 million to be sourced from state or local funds to cover any funding gaps.
- D. APPROVING Contract Modification Authority specific to Contract No. AE354280011791 in the amount of \$1,151,214 or 20% of the total contract value, to cover the costs of any unforeseen design issues that may arise during the course of the contract.

ISSUE

In February 2011, the Board approved the Willowbrook/Rosa Parks Station Master Plan as a guiding document for the Station, and directed staff to return with a life-of-project estimate and a proposed funding and implementation plan to achieve the proposed improvements. Subsequent Board actions authorized funding for design and engineering services, and directed the CEO to complete the environmental review and begin appraisals for the required land acquisition.

To proceed with the Project, staff requires architecture and engineering services to advance the Project from existing conceptual design to 60 percent Design Development drawings pending the selected project delivery approach.

In addition, in order to ensure the full Project implementation, staff is requesting the Board to affirm its April, 2014 commitment to provide the full \$16 million in local funding associated with the TIGER VI award and approve a Preliminary Funding Plan which provides for an additional funding of up to \$32.8 million in state or local funds to cover any funding gap. Should additional grant resources be secured, the amount of required Metro funding would be reduced. The Federal Transit Administration (FTA) requires this full funding commitment in order to move forward with execution of a TIGER grant award for the Project.

DISCUSSION

Project Overview

The Willowbrook/Rosa Parks Station (Station) is a major regional transit hub connecting the Metro Blue and Green Lines to numerous Metro and municipal bus lines and community shuttles. The Station experiences the fourth highest number of passenger boardings in the Metro Rail system, yet suffers from the highest number of reported station crimes within the Metro service area. The Station is located in Willowbrook, an economically distressed community within unincorporated Los Angeles County that has a very high transit-dependent population (see Attachment A - Location Map). As currently configured, the Station suffers from: a lack of safe connections to the surrounding community; difficult wayfinding among transit elements exacerbated by a lack of illumination beneath the I-105 freeway where much of the intermodal connections currently occur; circulation facilities (elevators, escalators, etc.) that have exceeded their useful life; capacity limitations; and overall security and safety challenges.

The proposed Project will invest in a significant modernization and enhancement of the Station. Critical to addressing the pressing needs of the Station is the development of a new, open-air Civic Plaza to serve as a Station “gateway” and house a new Metro Customer Service Center, Security Facility, and Mobility Hub. Circulation improvements to enhance pedestrian safety and experience include a new Transit Hall beneath the freeway with lighting and acoustical features, and the replacement or upgrade of functionally obsolete vertical circulation elements. The Metro Blue Line platform will be extended south to relieve overcrowding and connect to a new proposed Station entrance within the Civic Plaza. The existing bus depots will be reconfigured and upgraded with new canopy shelters and lighting. Additionally, Station-wide site work (including reconfiguration of the existing Park & Ride lots), landscaping, and signage will be implemented to improve safety and circulation within the Station, and enhance connections to the surrounding community, including nearby medical, educational and cultural assets which are experiencing a renaissance. (Additional information on the proposed Site Plan and Project improvements is provided as Attachment B - Project Fact Sheet.)

The Project is to be implemented in partnership with the Los Angeles County Community Development Commission (CDC) which will contribute the fee ownership, at no cost, approximately 1.5 acres of the adjacent Kenneth Hahn Plaza Shopping Center necessary to construct the Civic

Plaza and improve access to the Station. Appraisals are currently under review to support the transaction, which includes valuation of the third-party leasehold interest for improvements on the site to be acquired by Metro.

Significant efforts are also underway surrounding the Station to transform the area into a transit-oriented community. In 2014 Metro awarded a Transit-Oriented Development Planning Grant to the County to develop a TOD specific plan for the 1/2-mile area surrounding the Station. The area has seen significant public and private investment in recent years, most notably with the \$172 million expansion and renovation of the Martin Luther King, Jr. Medical Center and Outpatient facility, the Charles R. Drew University of Medicine and Science, and a 102-unit senior housing project and library across the street from the Station, which is expected to break ground next year. In partnership with Metro, the County has also developed a comprehensive streetscape and bike plan for the corridors connecting to the Station, and will be underway with the first phase of these improvements in 2016.

The existing conceptual design for this project will be elevated to an advanced conceptual engineering design stage. The program is structured with optional tasks to support either a Design/Build or Design/Bid/Build approach. Metro will determine the approach at or before the 60 percent design submittal. Since the project specifics are not well defined and the project delivery path is not yet determined, staff recommends authorizing contract modification authority up to 20 percent of the total contract value (equivalent to \$1,151,214) to cover the cost of any unforeseen design support services that may be required to support project delivery.

Funding

In January 2014, under item No. 59, the Board directed the CEO to develop a detailed life-of-project budget estimate and to identify potential funding sources for the Project. A detailed life-of-project cost estimate was prepared identifying a total of \$66.7 million in life-of-project costs. The plan to fund the life-of-project cost is detailed in the table below and included as Attachment C (Preliminary Funding Plan). A summary of the funding plan is provided in the table below.

Table 1: Willowbrook/Rosa Parks Funding Plan Summary (\$ in millions)

Sources	TOTAL
April 2014 Metro Authorization for Preliminary Engineering	\$ 4.00
Federal (TIGER)	\$10.25
Local TIGER Match	\$16.00
Local and/or State TIRCP (Cap and Trade) funds	\$32.80
State Active Transportation Program	\$ 2.90
County CDC (in-kind)	\$ 0.75
TOTAL PROJECT COST:	\$66.70

Notes:

[1] Costs estimate is fully loaded and adjusted to assume YOY 2018.

[2] State Cap and Trade funds will be allocated to maximize the timing of Metro reimbursements and to comply with the usage guidelines of the TIRCP grant. Other funds may be substituted as necessary and available.

[3] County funds represent in-kind contribution of land from Los Angeles County Community

Development Commission.

TIGER VI

At its April 2014 meeting, the Board committed \$4 million to complete the Preliminary Engineering work required to implement the Station Master Plan and up to \$16 million in local match funds for a TIGER VI grant application to match a \$29.2 million request for TIGER funds. Though the application was successful, the FTA determined that it would fund only \$10.25 million of the Project, and has asked for Metro's commitment to fund the remainder of the Project using state or local funds. Metro staff recommends that, though the federal share was less than anticipated, the full \$16 million local commitment remain in place. The contract will count towards the local match, subject to receipt of pre-award authority which is anticipated later this calendar year. Staff are requesting Board authorization to execute Contract No. AE354280011791 once pre-award authority is received from the FTA.

Cap and Trade

In June 2015, Metro was selected to receive \$38.5 million in State of California Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) proceeds to fund the Willowbrook/Rosa Parks Station improvements, Metro Blue Line Signal System upgrades and the Washington Siding track improvements as one combined project. In order to maximize Metro's reimbursements and comply with the usage guidelines of the grant, staff may utilize the TIRCP grant to fund Blue Line improvement projects first, and reprogram local funds previously authorized for the Blue Line improvements to complete the Willowbrook/Rosa Parks Station improvements.

Active Transportation Program (ATP)

In September 2015, the Project was selected to receive up to a \$2.9 million in ATP funding from the State of California to complete the pedestrian promenade and bike mobility hub portions of the Project.

Having established the life-of-project estimate and secured significant non-local funds for the Project, staff recommends the approval of the Preliminary Funding Plan, which includes \$10.25 million in TIGER funds and a combination of state and local funds for a total commitment of \$32.8 million in addition to the \$20 million in local funding for preliminary engineering and TIGER match to meet the \$66.7 million Project estimate. The funding would be used for construction activities, leasehold acquisition and tenant relocation costs (in addition to the land which will be contributed to the Project by the CDC at no cost), final design/engineering and project management.

Environmental Review

The Project has been cleared under the CEQA process. After consideration of the findings as well as the environmental analysis prepared to assess the impacts of the Project, no significant impacts or adverse effects were identified. All public comments received were addressed; and have been incorporated in the Final Initial Study/Negative Declaration (IS/ND) document. Per NEPA guidelines, a Categorical Exclusion was concurred with by the FTA.

Public Outreach

The preliminary design concept was presented to five community organizations serving the Project area. On May 28, 2015, staff also hosted a Public Hearing on the Draft IS/ND to solicit comments

from community members. Twenty-four hundred informational flyers regarding the public review and comment period were distributed throughout the community and at the Station. More than 30 individuals attended the hearing, which included a short presentation and opportunities to provide verbal and written feedback on the Project. Feedback included interest in the proposed mobility hub, local hire opportunities, public art and the Project's potential to turn the Station into a stronger gateway for the community.

The final design will be developed with extensive community outreach and participation. The scope of work for the Contract includes significant support for community engagement and a variety of means to increase public participation in the design process.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Project will increase overall safety and security at the Station by improving lighting and visibility, adding new crossing safeguards and technology, and activating the area with new uses such as the customer service center and the bike mobility hub.

FINANCIAL IMPACT

In April 2014, the Board committed \$4 million in local funds to complete preliminary engineering work. Approximately \$2.6 million has been set aside in the FY16 budget under Project 405555 (Rosa Parks Station Design Plan) in Cost Center 2210 (Joint Development). The proposed Funding Plan includes an additional \$1.7 million to complete design work under the Contract. Since this is a multi-year contract, the Chief Planning Officer will be responsible for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

The Board may decline to approve award the Contract, reaffirm the \$16 million previously committed TIGER Grant local match funding, and approve the Project Funding Plan which includes an additional local/state funding of \$32.8M. This is not recommended because it will delay the construction of improvements on the Willowbrook/Rosa Parks Station which are needed to address pedestrian low, lighting and safety issues at the station, improve transfer connections at the station and create better connections to nearby destinations. This would also jeopardize state and federal funds that are in place as well as the land transaction proposed with CDC.

Commitment to implement the full Project will allow the design of the full Project to progress, ensure that the required land is secured from the CDC, and assure the FTA and the State of California of Metro's commitment to completing the full Project. Staff has diligently researched and sought funding from external funding sources, and believe that currently available external sources have been reasonably exhausted.

NEXT STEPS

Upon Board approval, staff will execute the contract to commence work subject to pre-award authority from FTA, continue negotiations for land acquisition and return to the Board for

authorization to acquire the land needed for the Project.

ATTACHMENTS

Attachment A - Location Map

Attachment B - Project Fact Sheet

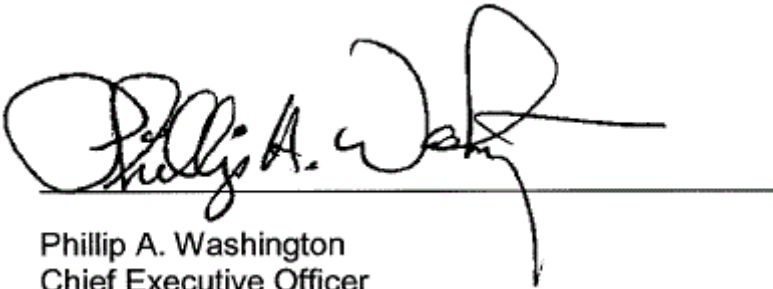
Attachment C - Preliminary Funding Plan

Attachment D - Procurement Summary

Attachment E - DEOD Summary

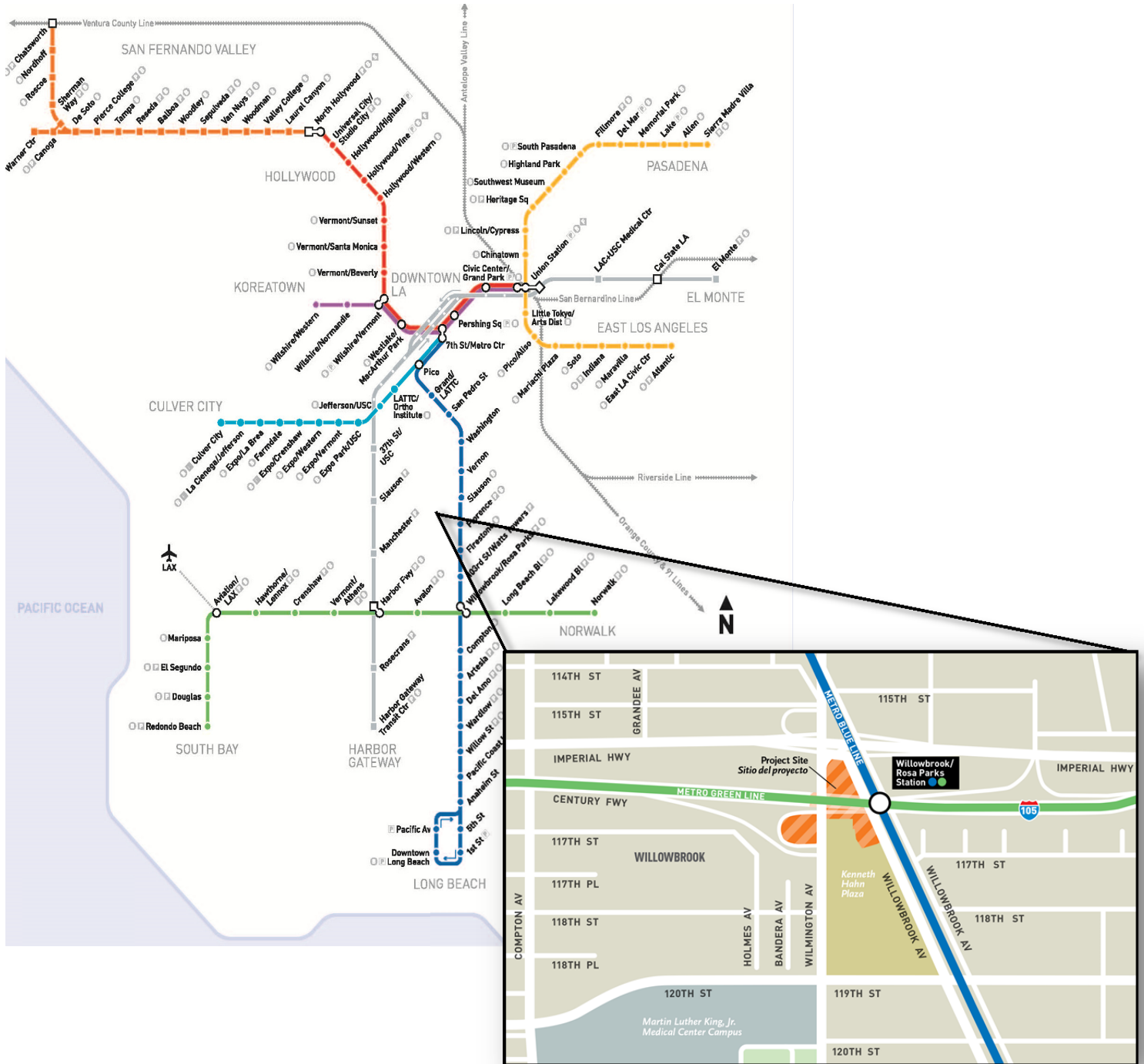
Prepared by: Wells Lawson, Director, Countywide Planning & Development, (213) 922-7217;
Nick Saponara, Director, Countywide Planning & Development, (213) 922-4313;
Cal Hollis, Managing Executive Officer, Countywide Planning & Development, (213)
922-7319

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Ivan Page, Executive Director (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A
Willowbrook/Rosa Parks Station Improvement Project
-- Location Map --



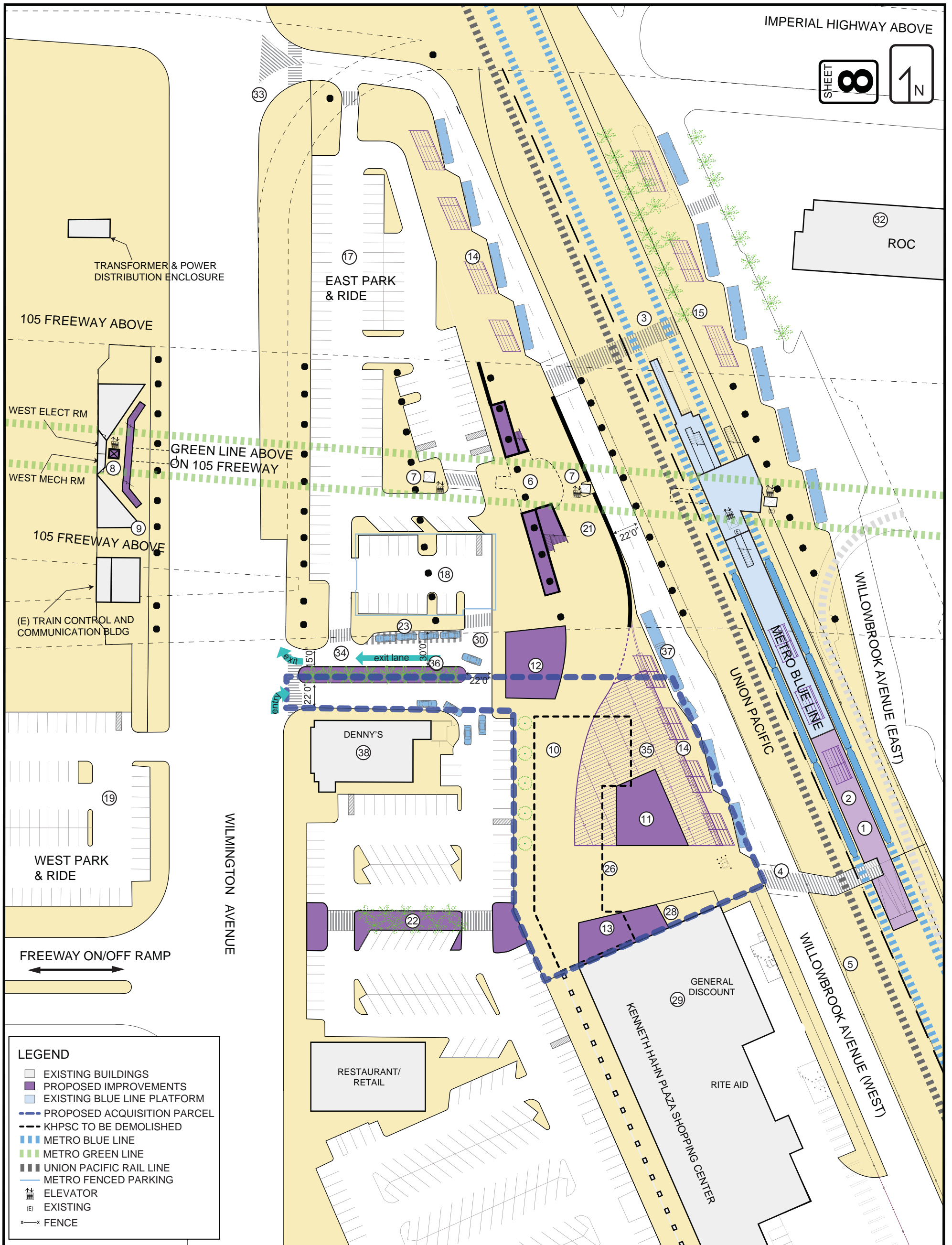
ATTACHMENT B
Willowbrook/Rosa Parks Station Improvement Project
-- Project Site Plan and Renderings --

SITE PLAN - DETAIL



CONCEPT DESIGN

JGM | H+F
7.31.15



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LEGEND

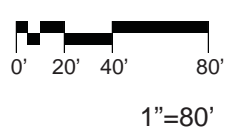
- EXISTING BUILDINGS
- PROPOSED IMPROVEMENTS
- EXISTING BLUE LINE PLATFORM
- PROPOSED ACQUISITION PARCEL
- KHPS TO BE DEMOLISHED
- METRO BLUE LINE
- METRO GREEN LINE
- UNION PACIFIC RAIL LINE
- METRO FENCED PARKING
- ELEVATOR
- EXISTING
- FENCE

- 1. ONLY PUBLIC ENTRANCE FOR NORTH PARK & RIDE
- 2. NORTH PARK & RIDE, 104 SPOTS + 5 HCP
- 3. WEST BUS DEPOT (NORTH) CANOPY
- 4. RECONFIGURED METRO BLUE LINE NORTH CROSSING
- 5. EAST BUS DEPOT CANOPY
- 6. METRO RAIL OPERATIONS CENTER (E)
- 7. WEST METRO GREEN LINE ACCESS IMPROVEMENTS ACOUSTIC WALL
- 8. CENTRAL ELEVATOR
- 9. RECONFIGURED METRO GREEN LINE STAIR, ESCALATOR AND MEZZANINE ABOVE
- 10. METRO GREEN LINE ELEVATOR
- 11. TRANSIT HALL

- 12. METRO FENCED PARKING, 18 SPOTS + 2 HCP
- 13. KISS & RIDE
- 14. ONLY PUBLIC EXIT FOR NORTH PARK & RIDE
- 15. PYLON SIGN RELOCATION (E)
- 16. METRO ACCESS ENTRANCE/EXIT ONLY
- 17. SHERIFF'S FACILITY (3,000 SF)
- 18. SHUTTLE & ARTICULATED BUS DROP-OFF
- 19. KISS & RIDE AND METRO EMPLOYEE ENTRANCE
- 20. WEST PARK & RIDE, 91 SPOTS + 2 HCP (E)
- 21. DENNY'S (E)
- 22. PLAZA
- 23. PLAZA CANOPY

- 24. WEST BUS DEPOT (SOUTH) CANOPY
- 25. METRO BLUE LINE PLATFORM EXTENSION
- 26. METRO CUSTOMER SERVICE CENTER
- 27. PEDESTRIAN CROSSING WITHIN KHPS
- 28. BIKE/MOBILITY HUB (3,000 SF)
- 29. BICYCLE STORAGE RACKS
- 30. KENNETH HAHN SHOPPING CENTER (E)
- 31. BLUE LINE SOUTH CROSSING
- 32. ROW FENCING
- 33. BLUE LINE CANOPY
- 34. RETAIL TO BE REMOVED
- 35. DELIVERY TRUCK ACCESS

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Aerial View



Gateway from Willowbrook and Hahn Plaza



Transit Plaza



View from proposed Blue Line crossing toward Mobility Hub (left) and Customer Service Center (Right)

ATTACHMENT C
Willowbrook/Rosa Parks Station Improvement Project
-- Preliminary Funding Plan --

	Sources	TOTAL
PE	April 2014 Metro Authorization for Preliminary Engineering	\$ 4.00
	TOTAL PE COST: \$ 4.00	
CONSTRUCTION, ACQUISITION	Federal (TIGER)	\$ 10.25
	Local TIGER Match	\$ 16.00
	Local and/or State TIRCP (Cap and Trade) funds	\$ 32.80
	State Active Transportation Program	\$ 2.90
	County CDC (in-kind)	\$ 0.75
	TOTAL PROJECT COST: \$ 66.70	

\$ in millions

Notes:

[1] Costs estimate is fully loaded and adjusted to assume YOY 2018.

[2] State Cap and Trade funds will be allocated to maximize the timing of Metro reimbursements and to comply with the usage guidelines of the TIRCP grant. Other funds may be substituted as necessary and available.

[3] County funds represent in-kind contribution of land from Los Angeles County Community Development Commission.

PROCUREMENT SUMMARY

WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT
PROJECT DESIGN AND ENGINEERING SERVICES

1.	Contract Number: AE354280011791 (RFP No. AE11791)	
2.	Recommended Vendor: RNL Interplan, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 1, 2015 LA Daily News, La Opinion and The Daily Breeze	
	B. Advertised/Publicized: May 1, 2015	
	C. Pre-proposal/Pre-Bid Conference: May 12, 2015	
	D. Proposals/Bids Due: June 10, 2015	
	E. Pre-Qualification Completed: August 20, 2015	
	F. Conflict of Interest Form Submitted to Ethics: June 11, 2015	
	G. Protest Period End Date: October 20, 2015	
5.	Solicitations Picked up/Downloaded: 162	Bids/Proposals Received: 4
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: (213) 922-7320
7.	Project Manager: Wells Lawson/Nick Saponara	Telephone Number: (213) 922-7217

A. Procurement Background

This Board Action is to approve Contract No. AE354280011791 to advance the existing conceptual engineering design documents (60% design development drawings) for the Willowbrook/Rosa Parks Station Improvements Project, and one of two optional tasks to advance the design to the construction document stage through either i) a Design/Build project delivery method; or ii) a Design/Bid/Build project delivery method.

The RFP was issued as an Architect and Engineer (A&E) qualifications based competitive procurement in accordance with Metro's Acquisition Policies and Procedures and the contract type is a Firm Fixed Price.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 14, 2015 provided copies of the Plan-Holders' List, sign-in sheets and presentation materials for the pre-proposal conference and prevailing wage flyer.
- Amendment No. 2, issued on May 22, 2015 provided changes to Exhibit A - Statement of Work, Tasks 8.2 and Deliverables for Tasks 8.1 through 8.3, revised the submittal requirements to exclude resumes from the 60-page limit for Volume 1 - Technical Proposal, and responded to proposer questions.
- Amendment No. 3, clarified changes issued in Amendment No. 2 and responded to additional proposer questions.

A pre-proposal conference was held on May 12, 2015, and was attended by 43 participants representing 36 firms. Forty-three questions were received and responses were released prior to the proposal due date.

A total of four proposals were received by the due date, June 10, 2015, from:

1. Owen Group Inc.
2. RAW International
3. RNL Interplan Inc.
4. Rosa Parks Joint Venture Partners

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development Department, Facilities Engineering Operations, Rail Operations, and the County of Los Angeles Regional Planning Department was convened and conducted a comprehensive technical evaluation and review of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|---|-----|
| • Degree of Skills and Experience of the Team | 40% |
| • Experience and Capabilities of Personnel on the Contractor's Team | 20% |
| • Management Plan | 20% |
| • Understanding of Work and Approach for Implementation | 20% |

For A&E procurements, price cannot be used as an evaluation factor pursuant to state and federal law. The evaluation criteria are appropriate and consistent with criteria developed for similar design and engineering services procurements. Several factors were considered in developing these weights, giving the greatest importance to the degree of skills and experience of the team.

Of the four proposals received, one was deemed non-responsive for failure to provide valid joint venture and pre-qualification documentation as required by the RFP.

On June 11, 2015, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the three responsive proposals to initiate the evaluation phase. Evaluations were conducted from June 11, 2015 through June 29, 2015.

On June 29, 2015, the PET reconvened and determined that all three firms, listed in alphabetical order below, were within the competitive range:

1. Owen Group Inc.
2. RAW International
3. RNL Interplan Inc.

On July 9, 2015, proposers in the competitive range were invited to make oral presentations. The project manager and key team members of each firm presented their team's qualifications, experience with required tasks, and responded to the evaluation committee's questions.

At the conclusion of the evaluation process, including oral presentations, RNL Interplan, Inc. was determined to be the highest technically qualified firm in support of this project.

The following is a summary of PET scores:

	FIRM	Weighted Average Score	Factor Weight	Average Score	Rank
1	RNL Interplan, Inc.				
2	Degree of Skills and Experience of the Team	85.38	40%	34.15	
3	Experience and Capabilities of Personnel on the Contractor's Team	88.38	20%	17.68	
4	Management Plan	89.50	20%	17.90	
5	Understanding of Work and Approach for Implementation	87.00	20%	17.40	
6	Total			87.13	1
7	RAW International				
8	Degree of Skills and Experience of the Team	78.19	40%	31.28	
9	Experience and Capabilities of Personnel on the Contractor's Team	85.88	20%	17.18	
10	Management Plan	84.00	20%	16.80	
11	Understanding of Work and Approach for Implementation	83.88	20%	16.78	
12	Total			82.04	2
13	Owen Group, Inc.				
14	Degree of Skills and Experience of the Team	79.19	40%	31.68	
15	Experience and Capabilities of Personnel on the Contractor's Team	79.38	20%	15.88	
16	Management Plan	79.50	20%	15.90	
17	Understanding of Work and Approach for Implementation	83.00	20%	16.60	
18	Total			80.06	3

Qualifications Summary of Recommended Firm:

RNL Interplan, Inc.

The recommended firm, RNL Interplan, Inc. (RNL), is a multi-disciplined architecture, interior design and engineering firm. The firm's local office in Los Angeles, California, specializes in

transit facility design, with emphasis on blending transit into Transit Oriented Development (TOD) settings. Over the past 40 years, RNL has built a transportation practice with experience on over 20 TOD and intermodal transit centers and over 150 operations and maintenance facilities, all with sensitive issues in designing facilities that enhance community development.

The RNL team is composed of transit and building design experts with deep understanding of the community and experience in working with Metro and other local, regional and national transit agencies. RNL has staffed the project with specific expertise necessary to deliver a high-functioning and pedestrian friendly transit station. RNL's strengths were in their depth of expertise and experience in the design and architecture of multi-modal transit facilities, experience working with transit agencies, proposed management plan, strong key personnel, project delivery techniques, and a clear understanding of the statement of work. Their expertise in sustainable design as well as their experience with the LEED rating system provides additional insight to this project.

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations.

The primary basis for the decrease in the proposal amount is the reduction of project community outreach efforts since this work is anticipated to be performed by either Metro or the future construction contractor. In addition, costs were significantly reduced by clarifying the nature of design administration support required during construction.

The negotiated amount includes labor escalation over the term of the contract, additional insurance coverage required by Metro due to the complexity of the project, and project management and coordination with subcontractors. These costs were not considered in the development of Metro's independent cost estimate, thus resulting in a higher negotiated price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
RNL Interplan, Inc.	\$8,956,824	\$5,239,898	\$5,756,068

D. Background on Recommended Contractor

RNL, in business for 59 years, is an international architecture, interior design, landscape architecture, and planning firm headquartered in Denver, Colorado with offices in Los Angeles, Denver, Phoenix, Washington D.C., and Abu Dhabi.

RNL's project manager has more than 33 years of experience as an architect and has been involved in the planning and design of transit facilities for over 25 years. He has extensive experience working on complex projects that require coordination between multiple stakeholders.

RNL has partnered with Metro for over 15 years. It was the design architect and owner's representative for Metro's El Monte Transit Station, completed in 2012. RNL is currently

working on the Division 13 Bus Operations and Maintenance Facility and the Expo Line Light Rail Maintenance Facility. RNL's performance on Metro projects has been satisfactory.

DEOD SUMMARY

Willowbrook/Rosa Parks Station Improvement Project / AE11791

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 23% Disadvantaged Business Enterprise (DBE) goal for this solicitation. RNL Interplan, Inc. exceeded the goal by making a 28.45% Race Conscious (RC) DBE and 4.85% Race Neutral (RN) DBE commitment.

SMALL BUSINESS GOAL	23% DBE	SMALL BUSINESS COMMITMENT	28.45% RC DBE 4.85% RN DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	AHBE Landscape Architects (RC)	Asian Pac American	2.77%
2.	Base Architects (RC)	African American	3.74%
3.	Coast Surveying, Inc. (RC)	Hispanic American	2.37%
4.	Diaz Yourman & Associates (RC)	Hispanic American	0.93%
5.	PBS Engineering (RC)	Sub-Asian American	5.47%
6.	SKA Design (RC)	Hispanic American	0.87%
7.	The Robert Group (RC)	African American	1.63%
8.	W2 Design (RC)	Asian Pac American	6.30%
9.	Pac Rim Engineering (RC)	Asian Pac American	4.37%
Total RC DBE			28.45%
10.	Lenax Construction Services (RN)	Non-Minority Female	3.74%
11.	Pacific Railway (RN)	Non-Minority Female	1.11%
Total RN DBE			4.85%

B. Living Wage Service Contract Worker Policy

The Living Wage and Service Contract Worker Retention Policy is not applicable to this

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

Willowbrook/Rosa Parks Station Improvement Project

Architecture & Engineering Contract and Preliminary Funding Plan

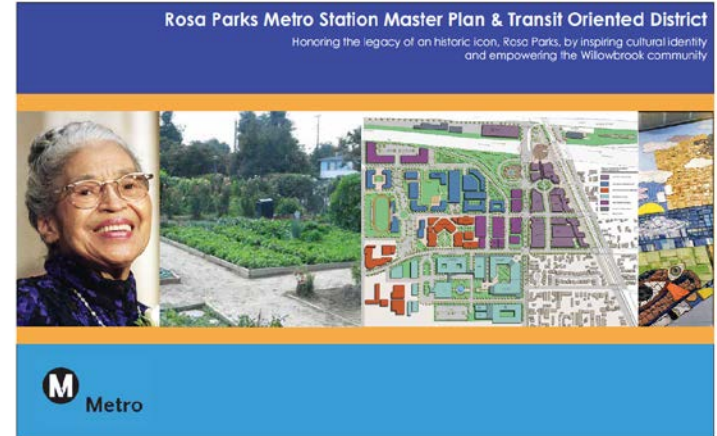
Planning and Programming Committee - October 14, 2015



Metro

Project Milestones

- February 2011 – The Metro Board adopted the Rosa Parks/Willowbrook Metro Station Master Plan.
- September 2014 – **\$10.25 million** in TIGER VI funding announced
- June 2015 – **\$38.5 million** in funding from the California Transit and Intercity Rail Capital Program (“Cap and Trade”) announced for Willowbrook/Rosa Parks and Metro Blue Line Improvements
- August 2015 – Initial Design Concept and CEQA and NEPA Completed
- September 2015 – **\$2.9 million** California Active Transportation Program (ATP) grant recommendation



Project Goals

1. Expand Station capacity
2. Improve multi – modal connections
3. Address safety and security concerns
4. Enhance connections to the surrounding community



Transit Plaza



Metro

Transit Hall



Mobility Hub and Customer Service Center



Preliminary Funding Plan

Local - Preliminary Engineering (April 2014 Board approval)	\$ 4.00
Federal (TIGER)	\$10.25
Local (TIGER Match)	\$16.00
Local and/or State TIRCP (Cap and Trade)	\$32.80
State Active Transportation Program	\$ 2.90
County CDC (in-kind land value)	<u>\$ 0.75</u>
TOTAL PROJECT COST:	\$66.70

Schedule

- Community outreach (Early 2016, ongoing)
- Site Acquisition (Spring 2016)
- Complete Engineering/Final Design (Late 2016)
- Begin Construction (Mid-2017)
- Completion (2019)