SOUTH BAY SBHP & MSP CANDIDATE PROJECT

PROJECT TITLE

Inglewood Intermodal Transit Facility at Hollywood Park

DEFINITION/PROJECT PURPOSE

The City of Inglewood (City) is proud to partner with the Los Angeles County Metropolitan Transportation Authority (Metro) to preparing a comprehensive Long-Range Mobility Plan for the City (Mobility Plan). One the primary goals of this new Mobility Plan is to enhance and increase the use of transit, creating a more viable option for local residents, employees, and visitors to the City for everyday commutes and for entertainment events such as concerts and sports games. As part of this effort, the City is working to create a new Intermodal Transit Facility (Project) at a central destination point in the Los Angeles Stadium Entertainment District at Hollywood Park. Given the limited supply of parking located along the Crenshaw/LAX Line in the City, the Project is designed to provide a large park and ride area for local residents and South Bay and sub-regional transit riders to have ample access regional transit opportunities. Conversely, the Project will also provide a centralized transit access pickup and drop-off area for hundreds of employees every day who will be employed at various office, commercial, and retail uses at LASED and the Forum, which is just north of the Project Site. Moreover, on events days at LASED, the Project site is designed to easily convert into a transit and parking shuttle drop -off area for remote parkers coming from parking lots adjacent to area highways. By developing the Project site to accommodate a transit hub with Park & Ride facilities that can covert to a shuttle plaza during special event periods, regional traffic congestion is anticipated to be alleviated by reducing automobiles on the existing roadway and highway system. This reduction is especially anticipated during special events at LASED (including the new Los Angeles Stadium), The Forum, the proposed Inglewood Basketball and Entertainment Center, and other activity centers in the area. Construction of this Project will increase transit mode split and reduce single occupancy vehicle trips and overall vehicle miles traveled to the City's major employment activity centers, and will improve overall air quality, public health, environmental outcomes, and reduce greenhouse gas emissions.

PROJECT LOCATION

The Inglewood Intermodal Transit Facility at Hollywood Park (Project), which will include a Park& Ride area and a transit plaza, is located in the southwestern portion of the City of Inglewood within Los Angeles County, approximately 10 miles southwest of Downtown Los Angeles. The project site is located in the Los Angeles Sports and Entertainment District (LASED) at Hollywood Park, and is depicted in more detail on **Figure 1** below. The LASED project mixed-

use, master planned community on the site of the former Hollywood Park racetrack and equestrian training facility includes the redevelopment of approximately 298-acre including 6,000 seat performing arts venue, 780,000 square feet of office space, 890,000 square feet of retail space, 300 hotel rooms, 2,500 modern residences, and approximately 25 acres of public parks. At the centerpiece of the LASED site is the construction of the 70,000 seat National Football League (NFL) stadium, which will be the home to the Los Angeles Rams and Los Angeles Chargers.

Located less than 1 mile from I-405 and I- 105, the Site is served by a network of transportation facilities that provide access to the greater metropolitan area. Regional access to the Project site is provided by the San Diego Freeway (I-405) located approximately 1.5 miles to the west, the Glenn Anderson Freeway, also known as the Century Freeway (I-105), located approximately less than one mile to the south; and the Harbor Freeway (I-110) located approximately 2.7 miles to the east. Local access is provided by Prairie Blvd, a major arterial that borders the Project Site on the west and is a major commercial corridor that provides north-south access through the City of Inglewood and beyond. Arbor Vitae is also a major commercial corridor which borders the Project site to the west. The Inglewood General Plan and SCARG RTP/SCS both classify Prairie Avenue and Arbor Vitae as major arterial roads providing high capacity service to I-405 and I-105. During events, the Project site is designed to be a destination point for public transit agencies and privately operated shuttles to the NFL Stadium from remote park-and-ride facilities.

In addition, the Project Site is centrally located at the midway point between other major regional transportation facilities, including airports and light rail. The Project Site is situated about 1.5 miles east of Los Angeles International Airport (LAX) and 2 miles north of Hawthorne Municipal Airport. The Project Site is less than a mile from the Hawthorne/Lennox Station on Metro's Green Line's Hawthorne. Metro's Green Line provides light rail service between Redondo Beach and Norwalk. Currently under construction, Metro's Crenshaw/LAX Line will provide a new light rail connection between two existing light rail corridors: the existing Exposition Line and the Green Line. The Crenshaw/LAX Line will serve the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, and portions of unincorporated Los Angeles County. The Crenshaw/LAX Line will also provide light rail service to LAX. Three stations associated with the Crenshaw/LAX Line are planned in the City of Inglewood: The Downtown Inglewood Rail Station, located approximately 1.3 miles north of the Project Site, the Fairview Heights Station located about 1.2 miles northeast of the Project Site, and the Westchester/Veterans Station located about 1.5 miles north of the Project Site. Construction of the Crenshaw/LAX Line is estimated to be completed in 2020.

As the City experiences a historic revitalization and benefits from Metro's major transit investment in the area, it is important to develop and enhance the transit network to the City and within City boundaries. The Project site is currently served by multiple Metro bus lines including Lines 40, 102, 110, 111, 115, 117, 120, 126, 209, 210, 211, 212/312, 217, 442, 607, 625, 710, and 740, as well as the City's local I-Line trolley, which provide limited route service within the City boundaries. As detailed below, the City is working vigorously to increase bus service to, from, and within the City boundaries—and views completion of the Project as a key piece to succeeding in this effort.

Figure 1: Los Angeles Stadium and Entertainment District (LASED) at Hollywood Park Site Plan

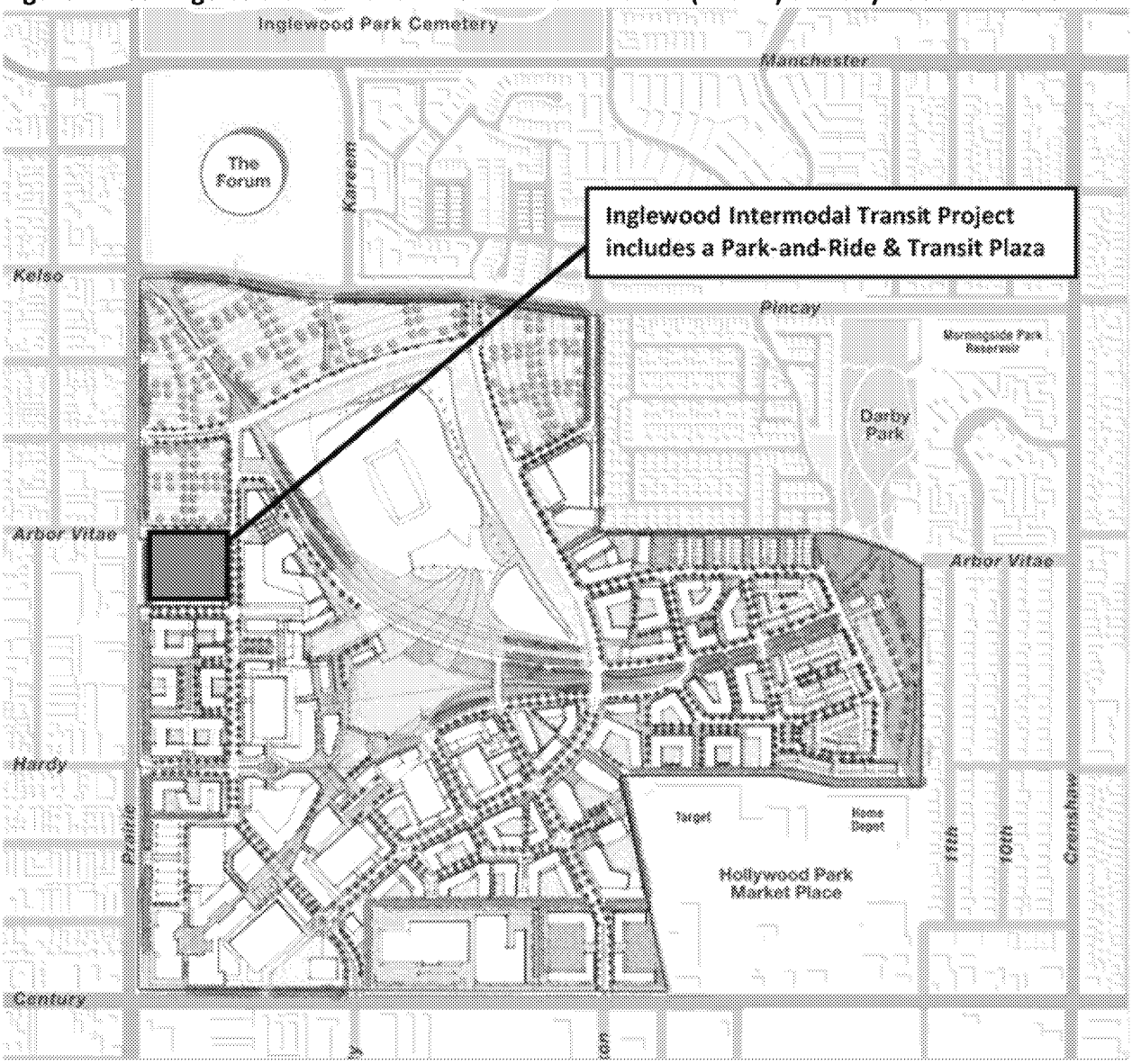
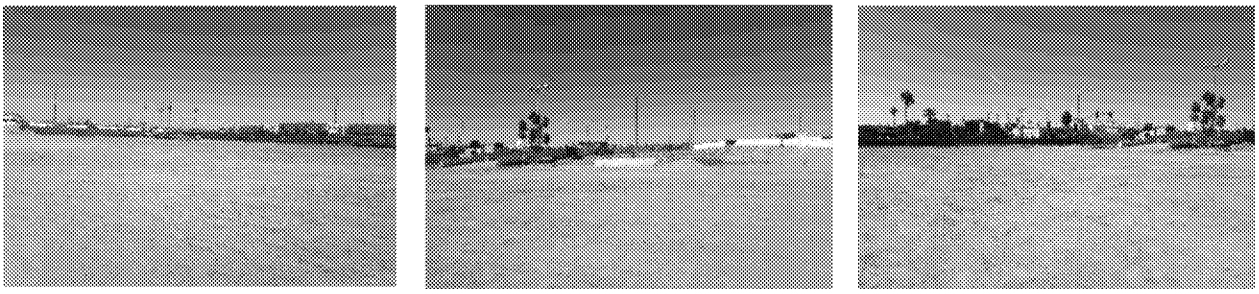


Figure 2: Existing Conditions at the Project Site (2018)



PROJECT BACKGROUND

An exciting transformation is underway as the City of Inglewood enhances its distinction as "The City of Champions" and redefines itself as a world-class sports and entertainment center in the greater Los Angeles region. The Metro Crenshaw/LAX Line is set to open in 2020, which will enhance transit access to the City. The Forum's revitalization actively hosts some of the largest entertainment acts in the country. The redevelopment of approximately 298 acres at Hollywood Park is now underway and includes new residential, commercial, and recreational uses, and at the centerpiece is the construction of the Los Angeles Stadium and Entertainment District at Hollywood Park and the new home of the Los Angeles Rams and Los Angeles Chargers. In 2018, the Los Angeles Clippers of the National Basketball Association (NBA) announced a proposal to relocate their headquarters, training facilities and new arena to the City. A new Los Angeles Philharmonic state-of-the art music and cultural campus for the Youth Orchestra Los Angeles (YOLA) designed by renowned architect Frank Gehry, will also be headquartered in Inglewood. All of these new venues along with new residential, retail, and commercial uses are bringing renewed energy and opportunity to the City contributing to its social and economic well-being.

As Inglewood transforms into a major regional employment and activity center, the number of trips in and around the City are increasing with higher growth rates anticipated in the future. Based on historic traffic counts, traffic volumes have been increasing at a rate of 1.5% per year and many key intersections and highway corridors are already experiencing congestions. According to the 2015 traffic study completed for the Hollywood Park Stadium Alternative Project, roughly 85% of event patrons were anticipated to use privately-owned vehicles and only 15% were anticipated to rely on transit or charter buses for stadium events and games. Transit and charter buses will compete to utilize the same traffic corridors that may be physically constrained or congested.

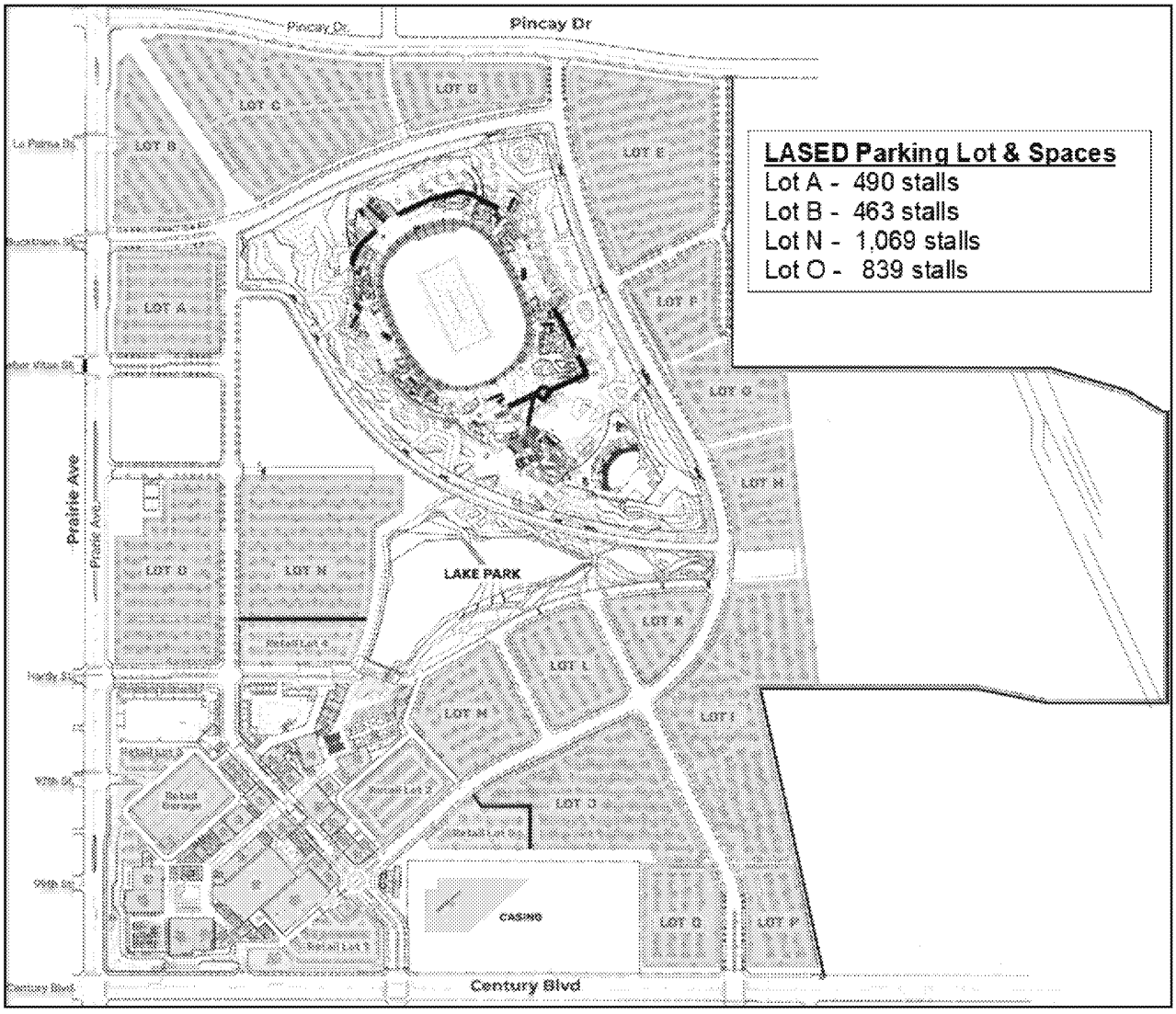
Non-Event Day Use for Intermodal Transit Facility – Park and Ride / Transit Plaza

Today, a combination of Metro Local and Rapid buses provide service to the City of Inglewood, with limited service during weekends and evenings. Inglewood is currently serviced by City-operated I-Line and Metro transportation agencies. The Metro lines serving Inglewood include: Lines 40, 102, 110, 111, 115, 117, 120, 126, 209, 210, 211, 212/312, 217, 442, 607, 625, 710, and 740. These lines connect the City of Inglewood to the greater Los Angeles region. Metro's new LAX/Crenshaw is currently under construction and will provide service to Inglewood at the Downtown Inglewood Station at Florence Avenue and Market Street.

The City is actively working to simultaneously build out transit service to the Stadium area and the Project site specifically through outreach efforts with various municipal transit agencies in the surrounding Los Angeles area. To date, the City has initiated robust discussions and held multiple round-table sessions as well as targeted, individual meetings with the following transit agencies: Los Angeles County Metropolitan Transportation Authority (Metro), GTrans (City of Gardena), Long Beach Transit (City of Long Beach), Culver City Bus (City of Culver City), Big Blue Bus (City of Santa Monica), Beach Cities Transit (City of Redondo Beach). These conversations have been very productive, and the City of Inglewood is working with multiple transit agencies to help them secure the necessary funding to increase route service to the Stadium area. Metro, the Big Blue Bus (City of Santa Monica) and GTrans (City of Gardena) were already working independently to achieve this goal. The City of Inglewood is looking forward to partnering with them to help them achieve their goals more expediently., The City of Inglewood is committed to adding route service and addressing funding needs for such services; it will continue to work with all of these transit agencies, providing the agencies with all available employment and development-related data to enable them to build out these service routes. The City is encouraging transit providers to extend existing routes to reach the Project Site, or increase frequencies of existing routes to the Project Site, and to create new routes to the Inglewood Intermodal Facility on a permanent basis to support the LASED employees and to conversely support local residents and sub-regional access to the transit system at large.

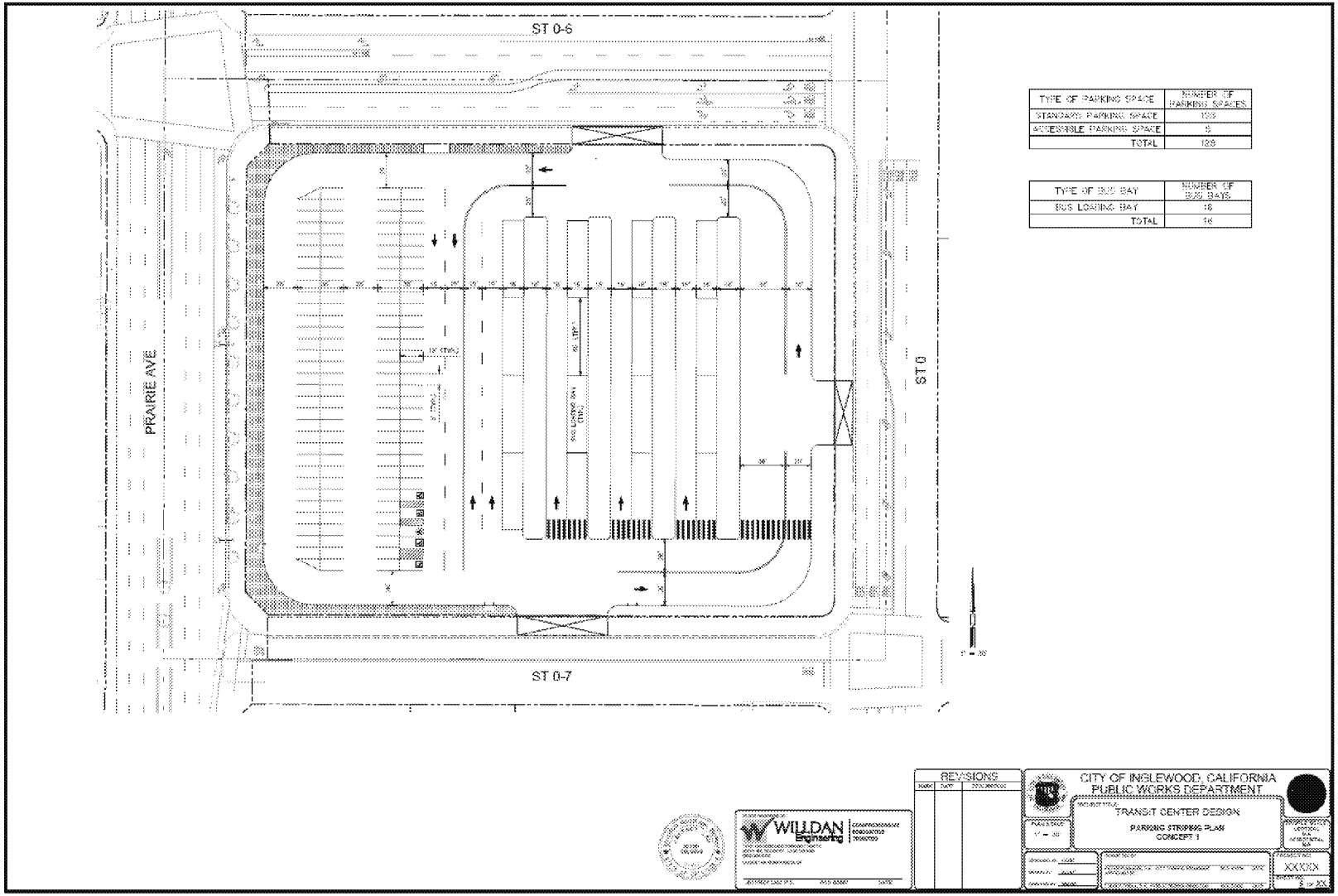
To support these goals, the City will create a Park & Ride facility at the Project Site, by working in collaboration with the Stadium operator to provide approximately 200 spaces at the parking lots located in close proximity to the Project Site during non-event days. To encourage access to the Park and Ride facility, 200 parking spaces in Lot A, Lot O, or Lot N (all depicted on **Figure 3** below)can be made available to the public for a reasonable fee. As the LASED program implements its development across the campus, the precise parking spaces made available to the public may change from time to time as necessary for the stadium to accommodate the construction staging and ultimately new development.

Figure 3 – LASED Parking Supply



Should some of the LASED parking not become available, the City can and will provide 128 parking spaces on the Project Site itself, while also providing space for 16 bus bays. Set forth on **Figure 4** below is the proposed Project Site design, as configured to provide for both the Park & Ride facility and the accompanying transit plaza within the **Project Site** footprint.

Figure 4 - Park and Ride Supply at the Project Site

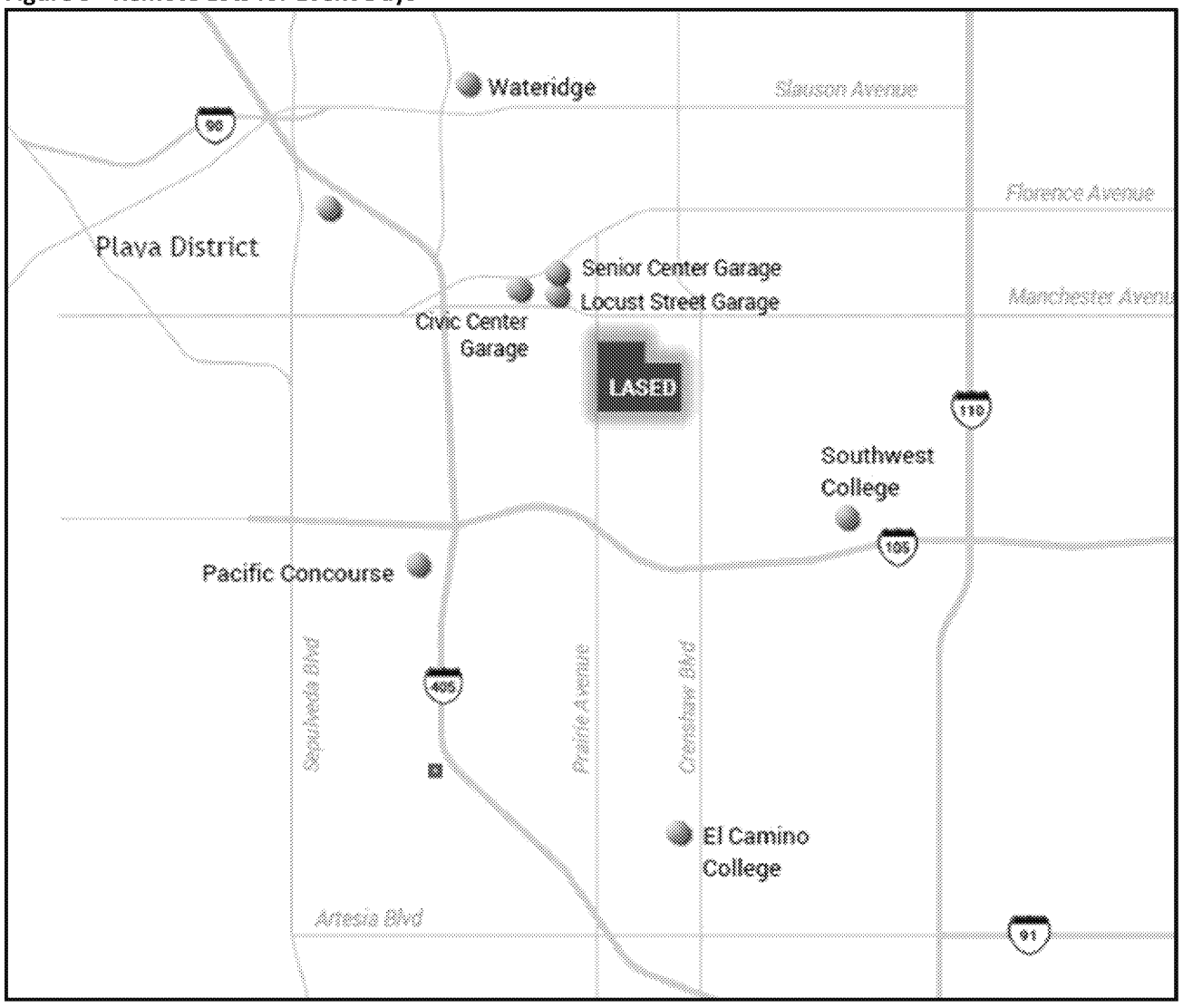


Event Day Use of Project Site: Transit Plaza to Support Remote Park & Ride Riders and Shuttle Operations

The City is actively developing a Transportation Management and Operations Plan (TMOP) to create a comprehensive access, circulation and traffic management plan and to help ease traffic congestion for visitors and residents on NFL game days. Because the LASED is only required to provide 9,000 parking spaces to support the new Los Angeles Stadium pursuant to the Hollywood Park Specific Plan requirements, the City is working to control for the additional patron demand needs by establishing off-site satellite parking with efficient and reliable shuttle service to the Project Site on NFL game days. The locations of the off-site satellite parking lots that have been identified for use (as well as the anticipated parking supply figures) are depicted on Figure 5 below. As part of this overall endeavor, the City will also create an intuitive, easy-to-use, and cutting edge centralized parking reservation system that will allow patrons to purchase remote parking in advance and then take shuttles to the Project Site (though the system will also be flexible enough to accommodate walk-ons and patrons who did not purchase parking or reserve shuttle space in advance). This new system and the therein-offered parking and shuttle options will be widely publicized and promoted by the City and its parking shuttle operations partner through local, regional, transit, sports, and event production websites, as well as social media and traditional media outlets.

The Intermodal Transit Facility is truly the most essential and critical component of the TMOP because while a comprehensive satellite parking and shuttle program is being developed for the Los Angeles Stadium's opening day (as detailed above), ample staging areas for the shuttles and buses are required in close proximity to the Stadium for the program to work and effectively reduce congestion on City streets and local highway corridors as a result of NFL games. Currently, no other centrally located site that would serve as the hub for transit coordination activities to the NFL Stadium and LASED site has been identified. Without this Project, the TMOP cannot be successfully implemented as this site is the only location available on LASED's property that has the capacity to serve as a reliable destination for the volume of shuttles and buses needed to effectively combat event day congestion and provide alternatives to thousands of automobiles converging on the stadium site.

Figure 5 - Remote Lots for Event Days



	El Camino College	Southwest College	Playa District	Wateridge Office Park	Pacific Concourse	520C W Century Garage	Civic Center Garage	Locust St Garage	Senior Center Garage	Transit Hub	Total
# Spaces	4,071	1,580	2,709	2,077	800	1,050	465	300	151		13203
# Shuttles	66	20	38	29	10	11	2	1	1		180
Staff											
Cashiers	12	5	4	5	3	5	2	1	1		38
Flaggers/ Ambassadors	4	2	2	3	3	3	1	1	1	8	28
Traffic Directors	10	5	9	8	3	3	2	1	1	4	46
Supervisors	2	2	1	1	1	1	1	1	1	1	12
Security Personnel	4	3	3	2	1	1	1	1	1	5	22
Projected # Food Trucks	10	5	--	5	--	--	--	--	--	--	20

LEVEL OF BENEFIT TO THE STATE HIGHWAY SYSTEM

A traffic study prepared in 2018 for the Mobility Plan, analyzed the existing traffic conditions within the City of Inglewood and concluded that several travel corridors within the City of Inglewood are currently experiencing Level of Service (LOS) D-F at critical intersections on major arterials that connect to the regional highway network. These corridors include Manchester Blvd, Prairie Avenue, La Brea Avenue, Centinela Avenue and Florence Avenue. The report also concluded that the I-10, I-105, I-110, and I-405 all currently experience high levels of congestion, particularly during peak commute periods. The I-105 and I-405 experience heavy traffic throughout the day as they provide regional access to West Los Angeles and LAX.

In light of the foregoing, there is clearly already an existing need to develop solutions to relieve congestion on the highways surrounding the City and the supporting arterials that provide access between the highways and local neighborhoods. Furthermore, as Inglewood transforms into a major regional activity center, trip volume in and around the City are anticipated to increase, well beyond the historic rate of 1.5% per year. Indeed, many key intersections in Inglewood and key throughput corridors are already experiencing growing congestion. Thus, the physical capacity of the existing local and regional network will increasingly challenge the ability of Inglewood employees, residents and visitors to conveniently access LASED during non-event average weekdays and before, during, and after NFL games, as well as their ability to efficiently travel to local and regional destinations from the City.

As part of the Mobility Plan and the TMOP, the City is proposing to relieve congestions on the local highways and supporting arterials by aggressively promoting public transit use. However, the City's obstacles in this respect are multiple, but primarily involve the need to address both (1) the historic lack of a significant public transit presence in the City, and (2) "The Last Mile Problem." Implementation of the Project is a key component to surmounting both of these obstacles.

First, as detailed below, development of the Project Site with a transit center and Park & Ride component will allow the City to more aggressively push for an increased public transit presence in the area because it provides a comprehensive, centralized facility for buses and shuttles to direct their routes. Before the anticipated 2020 opening of the various Inglewood stations on the Crenshaw/LAX Line, there was no connection to light rail offered anywhere within the vicinity of the City's core commercial districts. The arrival of the Crenshaw/LAX Line is a much-heralded step in the right direction, but it is still necessary to better integrate that light rail connection with the rest of the City. This needs to be done by increasing bus service in the City. While the City is serviced by some Metro bus routes and the City's own I-Line trolley, additional bus routes and connections are necessary to increase connectivity and build out

public transit use in light of these new light rail offerings (as well as the existing light rail stations on the Green Line). Being able to demonstrate to transit agencies that there will be ridership demand at the Project Site (as a result of the adjacent parking available at the Park & Ride facility) will facilitate the City's existing efforts to enhance bus routes in the area.

Second, the City views development of the Project as a necessary component of its work to address "The Last Mile Question." The Project will address "The Last Mile Question" for transit users coming to the City to access LASED by providing a centralized destination for buses and shuttles on special event days and non-event days. The Project will also address "The Last Mile Question" for transit users residing in the City to access Metro light rail and other transit routes by serving as a centralized Park & Ride destination on non-event days.

Level of Benefit to Highway State System on Non-Event Days

Both the new Downtown Inglewood light rail station located on the Crenshaw/LAX Line and the existing Crenshaw and Hawthorne/Lennox light rail stations located on the Green Line have limited parking supply for Inglewood residents wanting to use light rail transportation. The new Downtown Inglewood station on the Crenshaw/LAX Line is expected to have only about 100 parking spaces when it opens in 2020. In addition, on-street and off-street parking options in the surrounding downtown areas of the City are limited. Consequently, there is concern on the City's part that not all Inglewood residents will be able to effectively take advantage of the new Crenshaw/LAX line to the maximum extent envisioned without an alternate solution that provides overflow parking options. The Crenshaw and Hawthorne/Lennox stations on the Green Line have 513 parking spaces and 362 parking spaces, respectively. Here, the parking demand is arguably less, but because these parking spaces are also used by residents of Lennox, the City of Hawthorne, and the City of Gardena, there is still some concern that the existing parking supply may be insufficient as the City of Inglewood works to increase transit ridership in the upcoming years, as envisioned in its Mobility Plan. Increasing the available parking supply for local residents wanting to use the Crenshaw/LAX Line or Green Line on typical weekdays will support the Mobility Plan's goal of increasing light rail and transit ridership.

As part of the Project, it is therefore proposed that approximately 200 total additional parking spaces be made available for vehicular parking adjacent to the Project site. From there, public transit buses will shuttle parkers to the Downtown Inglewood station on the Crenshaw/LAX Line and the Crenshaw and Hawthorne/Lennox light rail stations on the Green Line. In addition, other buses would hopefully come to the site to provide direct transit connection to other areas in Los Angeles, including LAX, Torrance, Gardena, El Segundo, Manhattan Beach, Redondo Beach, Culver City, Santa Monica and Downtown Los Angeles.

Level of Benefit to Highway State System on Event Days

The goal of the Project is to incentivize visitors who would otherwise use the state highway system to access the NFL Stadium or any other entertainment venue in Inglewood to take public transportation or participate in the comprehensive shuttle service program. The existing and problematic traffic conditions being experienced in the City today will worsen as a result of entertainment and football events at the LAESD site, unless proactive solutions are created and implemented in a timely manner.

The Los Angeles Stadium has a capacity of approximately 70,000 patrons and will employ 6,000 employees—all with only 9,000 entitlement-required parking spaces to be located on-site. Therefore, there will be approximately 54,600 patrons and employees requiring mass transportation and some form of off-site parking (including remote parking with Park & Ride accessibility). Assuming that approximately 85% of the patrons will be using the regional highway network with 2.6 persons per vehicle, there would be 46,410 patrons (or nearly 20,000 vehicles) traveling on the major highway corridors and major City arterials that provide direct connections to the freeways by car to attend an event without the proposed Project. Preliminary VMT analysis show that If the TMOP is successfully implemented, the Project would potentially reduce the vehicle miles by 54,669 per game on the regional highway network and major City arterials anticipated as result. Table 1, 2 and Figure 6 provide specific information on VMT reductions per freeway as result of this Project.

Table 1 - VMT Reductions for Main Parking Facilities

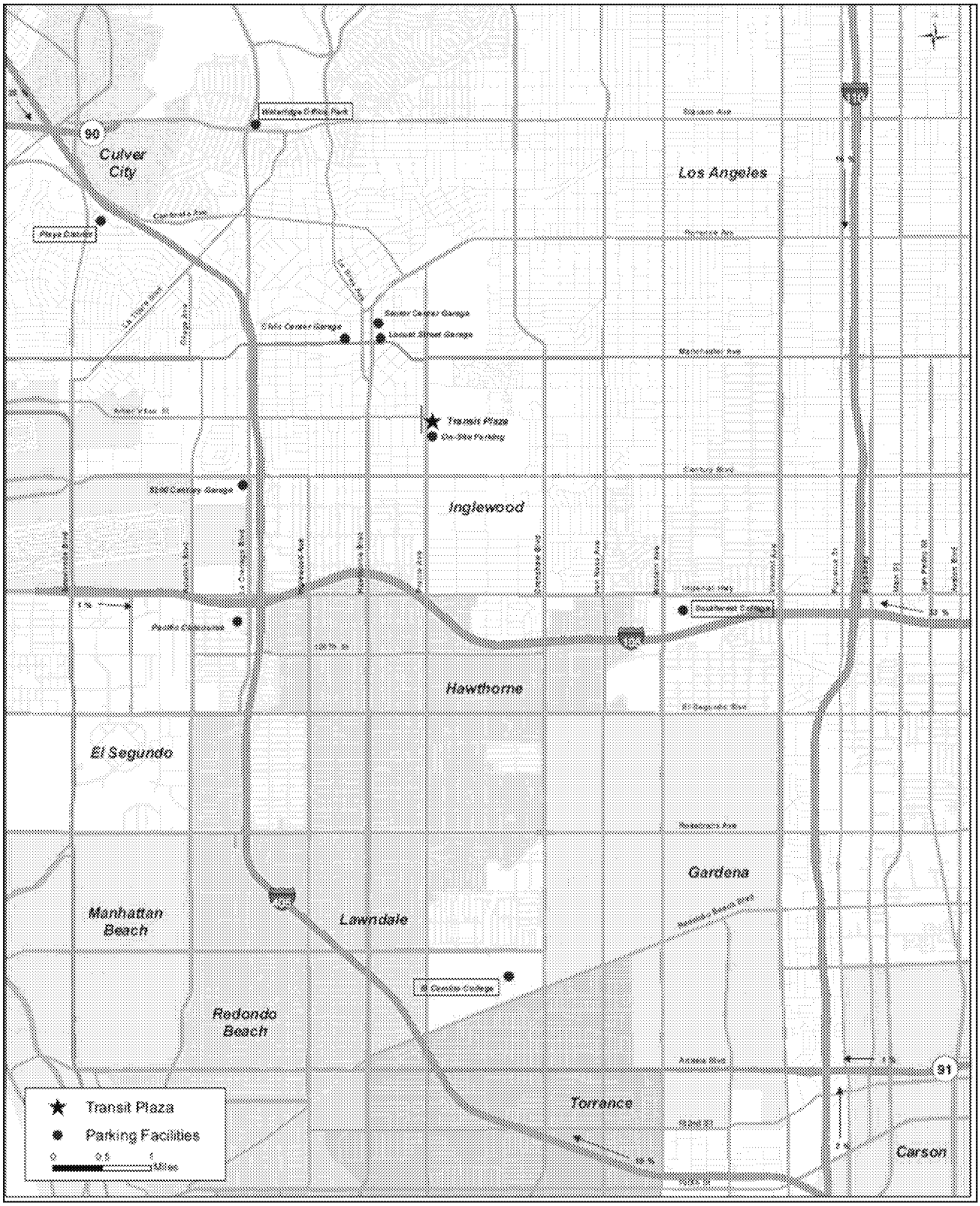
Parking Facilities	Parking Spaces	Estimated Trips Based on Trip Distribution/Parking Capacity	Freeway Usage	Freeway Travel-Mile Reductions (Mile)	Trip Distribution	VMT Reductions – One Way	VMT Reductions – One Way
El Camino College	4,071	2,073	I-405 NB	5.9	15%	10,194	20,388
			I-110 NB	8.9	2%	2,050	4,101
			SR-91 WB	8.9	1%	1,025	2,050
Southwest College	1,580	1,580	I-105 WB	3.5	33%	5,530	11,060
Playa District	2,709	1,497	I-405 SB	2.7	13%	4,043	8,086
Wateridge Office Park	2,077	1,497	I-405SB	3.0	13%	4,492	8,984
Total	**10,437**	**6,647**				**27,335**	**54,669**

Table 2- Summary of VMT Reductions for Main Parking Facilities

Number of Visitors	58,100
Vehicle Occupancy Rates	2.7
Number of Trips	21,519
Number of Trips (Excluding On-Site Parking)	11,519
VMT Reductions per Game	54,669
VMT Reductions per Season (20 Games)	1,093,382

Source: Raju Associates, 2019

Figure 6 - Transit Plaza – NFL Gameday Trip Distribution



Source: Raju Associates, 2019

The Project would serve as a destination point for several park-and-ride facilities located within the South Bay and sub-regional areas. These park-and-ride facilities are located strategically along main corridors that would connect fans coming from various directions. As shown in Figure 3, several park-and-ride facilities are located before major highway interchanges along the I-405, I-105, I-110, and would potentially reduce congestion at already highly congestion corridors. Furthermore, three potential park-and-ride facilities are located near the Downtown Inglewood Crenshaw/LAX rail station. The location of these facilities would incentivize event attendees to utilize the Metro regional rail system to access the NFL Stadium further reducing the number of vehicle trips on the regional freeway and state highway network for events at the LAESD site.

In addition to serving as a destination point for private shuttles, the Project will also serve as a destination point for park-and-ride facilities managed by public transportation agencies. Although, multiple transportation agencies expressed interest in providing transit service to the City of Inglewood, the consensus was that their ability to serve the entertainment district would be contingent on the availability of a destination point on-site of the LASED. The construction of the Project is imperative to addressing critical regional mobility issues as it will increase transit mode split and reduce single occupancy vehicle trips relieving congestion on major arterial roads in the City of Inglewood and surrounding jurisdictions as well as the regional state highway system with a significant benefit the I- 405, I-105, and I-110.

In summary, the purpose of the Project is to reduce regional traffic congestion and alleviate demand on the existing roadway and state highway system for non-event days and event days by serving as a shuttle/transit access center for the NFL Stadium, LASED mixed used development, the Forum, and the proposed Inglewood Basketball and Entertainment Center. The construction of this facility will increase transit mode split and reduce single occupancy vehicle trips and overall vehicle miles traveled to the City's major activity centers, which will improve overall air quality, public health, environmental outcomes, and reduce greenhouse gas emissions.

REQUESTED FUNDING SOURCE

__x__ Measure R South Bay Highway Program

____ Measure M Highway Efficiency and Operational Improvements Program

____ Measure M Transportation System and Mobility Improvements Program

PROJECT BUDGET

Component	Total	Measure R	Local Funds
Project Development	$ 342,464.00	$ 273,971.20	$ 68,492.80
Plans, Specs and Estimate	$ 410,000.00	$328,000.00	$ 82,000.00
Bid and Award	$ 99,149.56	$ 79,319.65	$ 19,829.91
Construction and Engineering Support	$ 920,000.00	$ 736,000.00	$ 184,000.00
Construction Cost	$ 9,719,740.00	$ 7,775,792.00	$ 1,943,948.00
Total Budget	$ 11,491,353.56	$ 9,193,082.85	$ 2,298,270.71

SCOPE

The proposed Project is designed to reduce street traffic congestion, improve air quality, promote park and ride facilities, and provide a destination point for the park and ride facilities. The scope of work is to include but no limited to:

I. Design

Tasks to be performed include, but are not limited to, the following:

- Develop the project definition plan and project work plan for the proposed site.
- Account for field visits of the project to identify existing site conditions for the Conceptual Design Development
- Review and include city maps, easement and zoning requirements to meet city zoning requirements for the property.
- Coordinate with all levels of stakeholders for review and finalization of the proposed site.
- Provide a complete survey of the project area, establishing horizontal and vertical control for the project.
- Perform a geotechnical survey of existing site soil conditions and determine if any remediation is require.

- Identify and coordinate with all utilities in the project area to facilitate the final design of the project.
- Incorporate design layout plans, and design standards for the design engineering services contract.
- Prepare a construction schedule for Budget Purposes and Funding.
- Prepare and submit an Engineer's construction cost estimate for all recommended improvements identified in the project definition plan.
- Prepare Request for Proposal for Design and Engineering contracts.
- Manage the Bid and Award Process for the Design and Engineering services proposals and contracts.

II. Environmental Analysis

Tasks have been performed as part of the Hollywood Park Specific Plan EIR.

III. Final Design – Plans, Specifications and Estimates

Tasks to be performed include, but are not limited to, the following:

A. Design Consultant to prepare the design drawings plan to include Title Sheet, Site Plan, General Construction notes, Typical Sections and Details, Plan and Profiles, Site Layout of Transit bays, Typical ADA requirements for Street and Surface improvements, Details and Elevations, Drainage/ BMP details, Traffic Striping/Signage, and Electrical, Communication and Site Lighting.

B. Design Consultant shall meet as needed with the City / Grantee and Construction Management to accomplish project tasks as outlined. Meeting expected between the Consultant and the City/ Grantee shall include, but not limited to, Pre-Construction Meetings, Progress Meetings, Bid and Award phase, as well as the Construction Phase.

C. Designer to Provide Construction Administration Design services during Construction phase, tasks include but not limited to, Submittals, RFIs, and Change Orders as needed.

D. Submittal of plans sets shall be delivered at 30%, 60%, 90% and final bid set, consisting of five (5) sets. When project is complete, the Design Consultant shall

provide AutoCAD files for all plan sheets

E. Prepare Construction Specifications consistent with City format (SSPWC "Greenbook") APWA current edition with updates.

F. Submittal of Specification shall be delivered to the City at 90% complete and final. When project is complete, the Consultant shall provide a digital file of specification package in Microsoft Word format for Windows.

G. Prepare an engineer's construction cost estimate based on the itemized quantity take-off from the contract documents.

H. Submittal of the engineer's construction cost estimate shall be delivered to the City at 60%, 90%, and final in a spreadsheet format.

IV. Project Management and Preparation of Periodic Updated Schedule, Deliverables and Meetings

Tasks to be performed include, but are not limited to, the following:

A. Meet as needed with the Consultants and other as needed, to accomplish Project tasks as outlined. Meetings expected between the Consultants and City and stakeholders, but not be limited to: Project Meeting during the Project Definition Developments, the Design Development, Bid and Award Phase, as well as Construction Phase.

B. Prepare a Project Schedule indicating Milestones and Deliverable

C. Provide periodic schedule updates on deliverables and meetings as changes to original schedule occur

D. Provide periodic schedule updates on deliverables and meetings as changes to original schedule occur or as needed based on the needs of the project.

E. Provide constructability reviews and documents as each design deliverables, estimate deliverable, and permit deliverable.

V. Construction

Grantee expects to provide construction oversight, procure a consultant for

construction management, award a contract for construction and to perform the following tasks:

A. Contract with a separate firm to provide Construction Management for the Project duration.

B. Contract with a Contractor for construction.

C. Perform Contractual Obligations in regarding the contract monitoring, progress payments and other City requirement related to Construction and Professional Service Contracts.

MILESTONES

The implementation schedule for this is project is as follows:

Project Milestone Schedule
Park N Ride and Transit Plaza Facility

Wed 5/1/19

ID	Ta Mc	Task Name	Start	Finish
1		**Park N Ride Transit Facility Milestone Schedule**	**Mon 2/4/19**	**Fri 6/5/20**
2		Engineer Surveying	Mon 2/4/19	Mon 2/25/19
3		Design Development & 30% Design	Mon 2/4/19	Fri 6/7/19
4		Soil Investigation Sampling & Testing Services	Wed 5/15/19	Fri 5/24/19
5		90% Design	Mon 6/10/19	Fri 8/16/19
6		100% design	Mon 8/19/19	Fri 8/23/19
7		Bid and Advertise	Mon 8/26/19	Fri 9/13/19
8		Award	Mon 9/16/19	Fri 11/8/19
9		Construction Phase (NTP)	Mon 11/11/19	Mon 11/11/19
10		Mobilization and Pre-Construction Reqt's.	Mon 11/11/19	Fri 12/13/19
11		Soil Testing @ excavation with Lab Testing Reqt"s'	Mon 12/16/19	Fri 1/10/20
12		Arsenic and Contaminant Soil, Excavation and Disposal	Mon 1/13/20	Fri 3/20/20
13		Utility Adjustment	Mon 3/23/20	Fri 3/27/20
14		Subsurface Drainage System	Mon 3/30/20	Fri 4/24/20
15		Backfill to Finish Grade	Mon 4/27/20	Fri 5/15/20
16		Site Utilities and Safety Bollards	Mon 5/18/20	Mon 5/18/20
17		Asphalt Pavement	Tue 5/19/20	Mon 5/25/20
18		Permiter Curbs and 3 Driveways	Tue 5/19/20	Fri 5/29/20
19		Sidewalks and Walkways	Mon 6/1/20	Fri 6/5/20
20		Stripping, Signage, Site Furnishings	Tue 5/26/20	Fri 5/29/20
21		Completion	Mon 6/1/20	Mon 6/1/20