

AMENDMENT # 6 TO AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
HDR ENGINEERING, INC.

THIS AMENDMENT NO. 6 to the agreement dated June 25, 2014, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC", and HDR Engineering, Inc., hereinafter referred to as "Consultant", is hereby entered into between TAMC and Consultant.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on June 25, 2014, hereinafter referred to as "Agreement";
- B. **WHEREAS**, the Agreement relates to the Salinas Rail Extension Kick Start Project (the "Project"), which is currently in the final design phase and for which Consultant is to provide design support during construction and as-built designs after construction;
- C. **WHEREAS**, the Agreement contains a Not to Exceed amount, which may be amended only by the written agreement of the parties, and which establishes the maximum amount of costs which may be incurred under the Agreement;
- D. **WHEREAS**, TAMC and Consultant approved Amendment #1 on April 27, 2016, to increase the maximum amount payable and expand the Scope of Services to add additional traffic analysis and other studies for the improvements to Highway 183 associated with the Project;
- E. **WHEREAS**, TAMC and Consultant approved Amendment #2 on May 24, 2017, to extend the agreement to June 30, 2019;
- F. **WHEREAS**, TAMC and Consultant approved Amendment #3 on August 23, 2017, to modify the contract budget to add task 17: Plans, Specifications, and Estimates (PS&E) for building demolition work for Package 1;
- G. **WHEREAS**, TAMC and Consultant approved Amendment #4 on February 28, 2018, to allow revised per task budgeted amounts while maintaining the current Not to Exceed amount as established in Amendment #3 to the Agreement;
- H. **WHEREAS**, TAMC and Consultant approved Amendment #5 on August 22, 2018, to allow revised per task budgeted amounts while maintaining the current Not to Exceed amount as established in Amendment #3 to the Agreement; and
- I. **WHEREAS**, TAMC and Consultant desire to amend the agreement for professional services, to increase the maximum amount payable and expand the Scope of Services to add additional utility coordination and design work for Package 1 and to delete final design for Packages 2 and 3, and extend the contract term;

NOW, THEREFORE, the parties agree to amend the Agreement as follows:

1. TERM OF AGREEMENT

The Paragraph 2 of the Agreement (Term of Agreement), as amended, shall be amended to replace the date "June 30, 2019" with the date "December 31, 2020".

2. BUDGET AND TOTAL COMPENSATION

The Budget attached to the Agreement as amended as Exhibit B is hereby replaced with the Budget designated Exhibit B-5 and shall be effective upon execution. Exhibit B-5 is attached hereto as Exhibit B-5 and provides for the addition of Two Hundred Ninety Seven Thousand, One Hundred Fifty One (\$297,151) and reallocation of budgeted amounts within the existing Not to Exceed amount of Two Million, Five Hundred Eleven Thousand, Nine Hundred Ninety-Seven Dollars (\$2,511,997), for a new Not to Exceed amount of Two Million, Eight Hundred Nine Thousand, One Hundred Forty Eight Dollars (\$2,809,148). Exhibit B-5 replaces previous versions of the Budget in the contract.

3. SCOPE OF WORK

The Scope of Work attached to the Agreement as Exhibit A, as amended, is hereby replaced with the Scope of Work and attached hereto as Salinas Extension Kick-Start Design Phase Scope of Work Amendment #6, Exhibit A-5.

4. REMAINDER OF TERMS UNCHANGED

All other terms of the Agreement, as amended, remain in full effect.

An executed copy of this Amendment No. 6 shall be attached to the Agreement and shall be incorporated as if fully set forth therein.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment #6 to the Agreement with HDR Engineering, Inc.

TAMC :

HDR ENGINEERING INC.:

Debra L. Hale
Executive Director

(date)

Approved as to form:

TAMC Counsel

(date)

(date)

EXHIBIT A.5: SCOPE OF WORK

PROJECT UNDERSTANDING

The Transportation Agency for Monterey County (“Agency”) has been working to extend passenger rail service from Santa Clara County to the City of Salinas by way of the “Salinas Rail Extension Project”. The project would function as an extension of existing state-sponsored Capitol Corridor passenger rail service. The service will start with two daily round trips between Salinas and Sacramento, with the first phase of the project called “the Kick-Start Project”.

The Scope of Work for this contract is to complete full construction documents for bidding purposes for the Salinas Rail Extension Kick-Start Project (“Project”). The Project has completed California Environmental Quality Act (CEQA) review with a certified Environmental Impact Report (EIR) and an EIR Addendum. The Project consists of:

1. Modifications to the existing Salinas train station, including the extension of Lincoln Avenue, the construction of parking, track and platform improvements;
2. Construction of a two-train rail layover facility in Salinas;
3. Track and platform improvements at and adjacent to the Gilroy train station;
4. Station improvements at the Morgan Hill and Tamien train stations;
5. Track improvements required for operation of rail service between San Jose and Salinas.

AGENCY PROVIDED ITEMS AND SERVICES

The Agency shall provide the selected Consultant with:

1. Project Study Report
2. Alternatives Analysis
3. Environmental documentation
4. Sixty percent designs and value engineering report of the full build out project
5. Conceptual design for the Salinas interim layover facility
6. Topographic surveys obtained to date
7. Geotechnical investigations and reports obtained to date
8. Utility information obtained to date
9. Timely review of submittals

SERVICES PROVIDED BY HDR ENGINEERING

HDR Engineering and its subconsultants, BKF Engineers ~~and Pacific Railway Enterprises (PRE)~~, shall furnish design services and project management for the final design phase. HDR will be responsible for the overall project management, station design, layover facility, track and railroad coordination. BKF will be responsible for roadway, drainage, and utility design. ~~PRE will be responsible for railroad signals design.~~ The work is described as follows:

Task 1: Kick-off Meeting and Document Review

HDR will meet with Agency staff to discuss the project, perform a peer review of all available project materials, and develop a work plan to complete the design of the project and bid the project.

The project kickoff meeting is the start of a verification and validation process where HDR will verify that the design meets current criteria and validate that it is suited for the purpose intended. The kickoff meeting will provide HDR a first-hand accounting of the project's history including operational requirements, funding limits, stakeholder involvement, and the key decisions that lead to the current project definition. Once briefed, the Team will conduct a peer review to verify that the proposed design meets current design criteria and codes as well operational, regulatory, and functional requirements for the intended service. Geotechnical and survey data will also be verified for accuracy and completeness. As part of the peer review, HDR will review the value engineering review done by Harris & Associates to identify potential cost saving strategies. These strategies could include design changes, innovative contracting methods, and/or modifications to the proposed operating plans. HDR will also validate that the proposed improvements are appropriate for the intended service. At the completion of the peer review, the Team will present its findings and a go-forward work plan to TAMC and key stakeholders. Once the work plan is accepted, the Team will proceed immediately into the 75% design phase.

Deliverables:

1. Meeting notes
2. Work Plan

Task 2: Project Management

HDR will provide overall Project Management for completing the final design for the Kick-Start Project, preparing the project for the Construction phase. This includes:

1. Supervise and coordinate all design activities.
2. Track overall project schedule and design costs.
3. Attend twelve (12) Project Team meetings during the Final Design Phase. Consultant's design team members shall attend on an as needed basis.
4. Prepare a progress report and provide to the Agency Project Manager on a monthly basis with transmittal of the invoice (required for review and processing for payment).
5. Develop and implement design quality management plan (DQMP).
6. Project Manager shall review all quality assurance "check prints" and "review prints" prior to submitting deliverables.
7. Coordination of all design work with other work being performed by others within the project limits.

8. Coordinate with the Agency, Capitol Corridor Joint Powers Authority (CCJPA), Caltrain, and Caltrans including quarterly meetings, as needed.

HDR will also provide Project Management for completion of the Traffic Analysis and Caltrans Geometric Drawings and Fact Sheets. This includes:

1. Coordination with Caltrans.
2. Prepare for and attend two (2) Caltrans Traffic Focus Meetings via phone.
3. Prepare for and attend two (2) Caltrans Fact Sheet Focus Meetings.

The HDR team will also provide Project Management services for the anticipated 18 month construction phase for Package 1. It is anticipated that the construction phase will commence in June 2019 and be closed out by December 2020. This task includes:

1. Attendance on bi-weekly conference calls with TAMC PM and Construction Manager.
2. Development of invoices and progress reports and budget management.
3. Internal tracking of RFI and CCOs.
4. Design coordination and oversight.
5. Project close out.

Deliverables:

1. Quality Assurance Procedures
2. Monthly Progress Reports
3. Caltrans Focus Meeting Minutes (4)

Task 3: Topographic Surveys

The HDR team will finalize survey data for the proposed layover facility using ground based high definition scanners to collect field data. HDR will also verify the accuracy of the existing survey and collect additional information at the Salinas and Gilroy stations using the ground based laser scanners.

Through the review and verification of the previous survey data provided by Parsons for Salinas Station, it was discovered that there is a discrepancy between the benchmark elevation listed on Parsons 60% Plans and the National Geodetic Survey (NGS) published elevation. After further vertical review of the previous data, it was determined that it would not be suitable for design purposes. To develop design level survey, the HDR team will return to Salinas Station to conduct a level loop to tie into the benchmark using the NGS published elevation. The HDR team will also survey the areas along Market Street and Palmetto Street for which the design team was previously relying on the Parsons data.

It was also discovered that the Parsons did not provide any vertical information for the existing track at the Gilroy Caltrain yard and along the UPRR mainline. The HDR team will coordinate with Caltrain to obtain a right of entry permit to conduct non-intrusive survey work, and coordinate with UPRR to obtain a permit to conduct surveys on the mainline track between the Gilroy station and south of Luchessa Avenue.

HDR will update base mapping based on the new survey to complete the final design for the Kick-Start Project.

Key Assumptions:

1. No additional survey work is necessary at Morgan Hill and Tamien Stations
2. TAMC will provide aerial topographic mapping for Layover Facility Option 1 (John Street)
3. TAMC will provide all boundary information for parcels to be acquired.

Deliverables:

1. One hard copy of all survey raw data, field notes and sketches
2. One hard copy and one electronic file of the survey points and monuments collected including point numbers, coordinates, elevations, descriptions
3. Survey points
4. Existing track alignments and profiles
5. Topographic survey drawings with surface features and contours
6. Digital Terrain Model files
7. Survey and alignment calculations and traverses

Task 4: Utility Coordination

The Consultant will collect utility information from all utility owners for the Salinas Layover facility and the Gilroy Station track extension (i.e., storm drain, sanitary sewer, water and street lighting from the cities of Gilroy and Salinas). Utility information will also be obtained from California Water Service (water purveyor within Salinas), Pacific Gas & Electric, SBC (Pacific Bell), Comcast, AT&T Broadband, other cable, if any, the CCJPA and the Peninsula Corridor Joint Powers Board (PCJPB). The Consultant will commission and manage the work to obtain utility pothole information.

The Consultant will identify conflicts between existing utilities and proposed project improvements. For Package 1, the Consultant will send Relocation Claim Letters to each owner notifying them of the potential conflicts and requesting a formal Utility Owner Response in the form of a Claim of Liability, Cost Estimate and Utility Relocation Plan. The Consultant will coordinate with each utility owner to confirm that the proposed relocation is in agreement with the project improvements. Once complete Utility Owner Responses are received, the Consultant will prepare Reports of Investigation, Draft Utility Agreements for execution between the Owner and TAMC, and final Notice to Owner letters to initiate the relocation construction.

Consultant will also continue utility coordination activities during the construction phase of Package 1 which is anticipated to be 18 months as described in Task 2. The scope of work includes coordination with CalWater and PG&E and the City of Salinas. The relocations required for the Package 1 have been designed by both CalWater and PG&E, however the City of Salinas's on-going Sanitary Sewer and Storm Drain relocation, and City of Salinas on-going PG&E joint trench relocation to Lincoln Avenue may require redesign of the project's utility relocations. This scope assumes the following will be required to finalize the design and initiate construction of the project's required relocations:

- Monthly coordination calls with utility owners.
- Two (4) field meetings

- Coordination with PG&E, CalWater and City of Salinas SS/SD on a time and materials basis.

Deliverables:

1. Summary of utility information
2. Updates to utility owner contact information
3. Location, elevation and other utility information.
4. Existing Utility drawings
5. Package 1 - Relocation Claim Letters to Owners
6. Package 1 - Reports of Investigation
7. Package 1 - Draft Utility Agreements
8. Package 1 - Notice to Owner Letters

Task 5: Coordination with Union Pacific Railroad (UPRR)

Consultant will draft a letter to UPRR to schedule a kick-off meeting for the project and contact UPRR to discuss project status. Consultant will request as-built drawings for Gilroy project area and prepare draft CPUC applications for modifications to at-grade crossings in Gilroy. Consultant will work with TAMC to develop programming level cost estimates for TAMC's TIRCP grant applications for the Kick-Start Project and the full build-out of the project.

Key Assumptions:

1. This task will be performed on a time and material basis. Any work in excess of the established task budget will be considered extra work requiring additional compensation.

Task 6: Geotechnical Investigations

Task 6.1 Data Review

Prior to undertaking the field exploration, HDR will review available data, including geotechnical reports provided to HDR by TAMC, published geologic data, and other readily available sources of geotechnical and/or geologic information. If useful, relevant exploration data from previous geotechnical reports are found, HDR will assess whether the proposed field exploration program can be reduced. The geotechnical review will be conducted for the Gilroy, and Salinas Stations.

Task 6.2 Exploration

Prior to the start of subsurface exploration, HDR will locate the proposed borings in the field and call the locations into Underground Surface Alert. HDR will present the proposed boring locations to TAMC and request that they provide HDR with any information they may have about the locations of known underground utilities in these areas. Boring locations would be adjusted so the drilling would not conflict with known existing utilities or obstructions.

Prior to drilling, HDR will obtain the required drilling permit from the Monterey County Health Department, Division of Environmental Health for the borings to be performed in Salinas. The borings in Gilroy are under the jurisdiction of the Santa Clara Valley Water District (SCVWD), which does not require a drilling permit for borings less than 45 feet deep.

HDR will perform a subsurface exploration program to log and sample approximately 10 exploratory borings using solid flight or hollow-stem auger drilling equipment, located as follows: a) three in the proposed Lincoln Avenue extension and parking lot area; b) two in the proposed Salinas layover facility (along Tracks SY1 and SY2); c) three along the proposed T119 track between 10th Street and Luchessa Avenue; and 2 within the limits of the platform extensions at Gilroy Station. The borings will be drilled to depths of about 5 feet. Soil samples will be collected at selected intervals using Standard Penetration and Modified California split spoon samplers, as well as bulk samples, as appropriate. The borings will be backfilled with cuttings from the borings, and cement or asphalt cold patched, as appropriate.

The borings at the proposed Salinas layover facility, along Track T119 in Gilroy will be within Union Pacific (UPRR) right-of-way (ROW). HDR has included the following in the scope and fee for these borings:

- Onsite personnel from HDR and the driller will take the required online Contractor Orientation Railroad Safety Course;
- Obtain the required UPRR right-of-entry (ROE) permit; a process that can take up to about 45 days; and
- A UPRR flagman for work in their ROW.

Task 6.3 Laboratory Testing

Laboratory testing of selected samples recovered from the exploratory borings will be conducted to confirm visual classifications and to provide geotechnical parameters for development of geotechnical recommendations. Testing will include, as appropriate:

- Classification and index tests such as gradation and Atterberg limits determinations to provide data for classification;
- Moisture content and dry density determinations to aid in the qualitative evaluation of the soil types encountered; and
- R-value tests to provide data for the development of pavement section recommendations.

Task 6.4 Engineering Analysis

HDR's evaluation will include geotechnical analysis to develop recommendations for earthwork and pavement sections for the proposed street extension and parking area. The evaluation for the new tracks and platforms are limited to confirming that the subgrade conditions encountered are consistent with those that will be used for the track rail bed design and platform design.

Task 6.5 Report Preparation

Based on the conditions encountered in the field explorations and laboratory test results, HDR will perform engineering analysis to develop geotechnical conclusions and recommendations for the project. HDR will prepare a report that will describe subsurface conditions encountered and will include as appropriate, field and laboratory test data, logs of the test borings, and a site plan showing the location of each exploration. The report will present discussions, conclusions, and recommendations regarding the following as appropriate:

- Site geology and seismicity;
- Soil and groundwater conditions encountered;
- Site preparation and grading for the street extension and parking area;
- Discussion of whether the subgrade conditions encountered are consistent with those that will be used for track rail bed design and platform design;
- Recommendations for earthwork, including subgrade preparation, allowable fill materials, placement and compaction of fill, and suitability of onsite soil for use as fill; and
- Asphalt concrete pavement section recommendations.

Schedule

Cost is based on requiring 12 weeks to schedule, coordinate, permit and undertake the field exploration program after receiving notice to proceed. This schedule is largely dependent on the schedule to receive the UPRR ROE permit. Laboratory testing, engineering analysis, and draft report preparation should take about 4 weeks after the field explorations to complete. Therefore, the time needed to complete the draft geotechnical investigation report is estimated to be 12 weeks following notice to proceed. The Final Geotechnical Report is anticipated to be complete 4 weeks after draft comments are resolved.

Key Assumptions:

1. Field work occurs during regular weekday hours.
2. Scope and fee assume that the soil encountered will be relatively free of contaminants. If that is not the case, additional fee would be required for special handling and disposal.
3. HDR assumes that they will not experience adverse weather conditions, or site access conditions that would prevent the timely completion of the work. This would include work stoppages or interruptions due to rail-related activities.
4. Geotechnical services during construction are not included in this scope of services.

Deliverables:

1. Draft and Final Geotechnical Investigation Reports

Task 7: Final Plans

HDR will prepare final engineering plans, technical specifications, and cost estimates for bidding purposes. All plans shall be prepared in US Customary units and comply with all standards and requirements of UPRR. HDR shall provide the Agency with full plans, technical specifications and updated cost estimate for review at the 75%, ~~90% and~~ 100%, Final, and Issue for Bid (IFB) milestones.

Base on comments received from the 75% design submittal, HDR will revise the Package 1 plans to the ~~90~~100% design level. HDR will continue to work on the design details during the review period. Upon receipt of the ~~90~~100% comments HDR will incorporate them into the ~~100%Final~~ design plans for Package 1. Upon receipt of the Final comments HDR will ~~and~~ prepare an contract Issue for Bid package for Package 1.

Key Assumptions:

1. The City of Morgan Hill will perform all design work on the relocation of the existing station platform to the other side of the track. HDR will coordinate with the City's designer to incorporate the kick-start station requirements into the City's design.
2. Work includes extending the Gilroy Station Platform approximately 200 feet.
3. Work includes preparation of Caltrans encroachment permit for E. Market St. (SH183)
4. Package 2 and Package 3 were placed on hold after the 75% submittal in February 2016. It is assumed that the scope for 90% plans and 100% plans for Package 2 and Package 3 is deferred to a future contract.

Deliverables:

The milestone review sets shall be comprised of five full size plan sets, five half size plan sets, with the other items provided in PDF format on a thumb drive or other digital submittal means. The files for the plans shall be included on the thumb drive with each submittal. The plan set shall consist of the following:

1. Roadway Improvement Plans
- ~~2. Coast Main Line Track Improvement Plans~~
- ~~3. Railroad Signal Plans~~
- ~~4.2.~~ Grading and Drainage Plans
- ~~5.3.~~ Construction Staging Plans
- ~~6.4.~~ Utility Plans
- ~~7.5.~~ Architectural Plans
- ~~8.6.~~ Structural Plans
- ~~9.7.~~ Electrical and Communications Plans
- ~~10.8.~~ Landscaping and Irrigation Plans
- ~~11.9.~~ Station Parking Plans
- ~~12.10.~~ Traffic Signal Plans
- ~~13.11.~~ Land Parcel and Right-of-way Plan
- ~~14.12.~~ Caltrans encroachment permit for E. Market St. (SH183)

Task 8: Cost Estimates

After review of the Parsons 60% submittal for both Salinas Station and Gilroy, it was discovered that 60% Cost Estimates were no longer viable to modify and advance for the 75% submittal. Through the peer review process and development of preliminary engineering concepts with the ITC team, the project's construction scope changed significantly from the Parsons 60% plans and the original kick-start concept. The construction scope change requires the development of new quantity take-off calculations. In addition, the use a different Specification System for the project requires that HDR start over on the development of the cost estimates such that estimate bid items are reflective of the specifications. HDR will also update the cost estimate to reflect current unit costs.

HDR will develop estimates of probable construction cost for each of the three (3) packages to accompany the 75% submittals. HDR will revise the estimate for Package 1 to accompany the, 90%100%, and 100%-Final and IFB Plans and Specifications submittals.

Deliverables:

1. 75%, ~~90% and 100%~~ Cost Estimates - ~~Three Packages~~Package 2 and Package 3
2. 75%, 100%, Final and IFB Cost Estimates - Package 1

Task 9: Technical Specifications, Front End and Other Documents for Bidding

Task 9.1 – Technical Specifications

After review of the specifications developed by Parsons for the 60% design for the Salinas Station, it was discovered that the specifications followed the 2006 Caltrans Specification System, which Caltrans has since ceased to support or update. It was originally anticipated that HDR would build off of the 60% Specifications for both the Salinas and Santa Clara packages. However, in light of these findings, HDR will develop new specifications for each of the three (3) Packages.

It was determined that the appropriate specification system to use for Package 1 (Salinas Street Side Improvements) would be the Caltrans 2015 Specifications System. Since Package 2 (Salinas Track Side Improvements) and Package 3 (Gilroy, Tamien and Morgan Hill) have significant track and architecture improvements not sufficiently covered by the Caltrans Specification System, and since Package 3 is within Caltrain right-of-way, it was decided that use of the Caltrain Specification System would be best suited for Package 2 and Package 3.

These changes have resulted in more work than originally anticipated to prepare the specifications for each package. HDR will develop specifications in the formats specified above for each of the three packages to accompany the 75%, ~~90% and 100%~~ Plans submittals. HDR will continue development of the technical specifications for Package 1 to accompany the 100%, Final and IFB plan submittals.

Key Assumptions:

1. The project will be bid in three packages.

Deliverables:

1. Draft Technical bid documents – Three packages
2. IFB Technical bid documents – Package 1

Task 9.2 – TAMC "Front End" General Provisions

HDR will prepare a set of "Front End" General Provisions for use by TAMC. HDR will prepare modifications to Division 1, Sections 1 through 9 of the 2015 Caltrans Standard Specifications, as required to address specific requirements of TAMC. The "Front End" General Provisions to be prepared will be in the current format used by Caltrans for Special Provisions and will consist of text to Add, Replace or Delete specific clauses, as required. After TAMC review of the draft "Front End" General Provisions, HDR will make revisions and will incorporate the final "Front End" General Provisions into the TAMC Salinas Rail Extension project specifications for Packages 1, 2 and 3.

HDR will also prepare a separate Bid Book that contains specific bid process requirements for bidders.

Key Assumptions:

1. TAMC's Legal Counsel will review Division 1, Sections 1 through 9 of the 2015 Caltrans Standard Specifications and provide an opinion on any language that they feel may need to be modified.
2. TAMC's Legal Counsel will review the draft "Front End" General Provisions prepared by HDR and provide their concurrence or comments.

Deliverables:

1. Draft "Front End" General Provisions in electronic Word format, for TAMC review
2. Final "Front End" General Provisions in electronic Word format
3. Bid Book

Task 10: Bid Support Services

HDR shall provide the following bid support services for the two bid packages:

1. Preparation of bid documents including invitation to bid.
2. ~~Organize and attend~~Prepare for and attend pre-bid construction conference
3. Respond to requests for information (RFI) including maintaining a log of RFI's and responses provided. Assumes 10 RFIs.
4. Prepare bid addendums as required. Assumes 5 Bid Addenda. The following significant bid addenda are anticipated:
 - a. Revisions to plans resulting from City of Salinas permit review.
- ~~4.5.~~ Conduct review of bids received and provide recommendations.
- ~~5.6.~~ Prepare a conformed set of contract documents incorporating any addendums.

Deliverables:

1. RFI ~~log and~~ responses
2. 5 Bid Addenda
- ~~2.3.~~ Bid recommendations
- ~~3.4.~~ Conformed set of contract documents

Task 11 Additional Items and Services to be Provided by HDR

The Consultant will provide various support services to the Agency, Agency Project Manager, and task-specific Agency teams on the following activities:

1. Design Support for Public Outreach including attending meetings and preparing exhibits. Stakeholder coordination including review of past meeting minutes and other available information.
2. Design Support for Permitting, including assisting staff with the National Pollutant Discharge Elimination System (NPDES) Permit. The City of Salinas is a Phase 1 Municipal Separate Storm Sewer System (MS4) with an individual NPDES permit that regulates discharge of stormwater for the entire City. The NPDES permit requires the City to adopt and enforce a stormwater ordinance (i.e. the Stormwater Development Standards). The project is required to design post-

construction stormwater BMPs in compliance with the Stormwater Development Standards, prepare a Conceptual (Preliminary) Stormwater Control Plan (SWCP) and submit it to the City for review and approval. NPDES permit will include preparation of erosion control plans and permit applications.

3. Design Support for Property Acquisition:

- a. Package 1: This task includes preparation of parcel descriptions and maps for the American Supply Property (APNs 002-031-030 and 002-171-028) and coordination with the ROW team on Package 1 property acquisition. It also includes the preparation of parcel description and plat map for the Public Utility Easement within Lincoln Avenue extension for proposed utility relocations.
- b. Package 2: This task includes right of way acquisition support services for the following parcels as summarized below:

TABLE 11.1		
Owner	Address	APN
A. Ronald & Joyce Selby	356 W Market St.	002-021-005
B. John Baillie (Tri-Counties Packing)	346 W Market St.	002-021-006
C. B & P Neubert Enterprises Inc. (Bryan Edward Neubert Trust)	330 W Market St.	002-021-007
D. B & P Neubert Enterprises Inc.	320 W Market St	002-021-008
E. TAMC	20 New St.	002-031-030
F. UPRR		002-021-014

Boundary Survey:

- Consultant will research and obtain filed maps and vesting deeds of the subject parcels. Consultant will also perform field survey for the location of the parcels listed in Table 11.1 by locating existing parcel corners, if any, street monuments and planimetric items appurtenant to the resolution of the boundary lines of the subject parcels.
- Additionally, Consultant will research and obtain filed maps and vesting deeds and perform field survey for the parcels that have completed plat and legal descriptions (APN 002-031-030 and APN 002-171-028) under item “a. Package 1”.
- Consultant will add this field collected information to the existing base files and create an AutoCAD drawing of the existing found boundary items.
- Consultant will resolve the boundary based on existing street monuments and any available existing property corners for the subject parcel.

Preparation of Plat and Legal Descriptions:

- Consultant will calculate the location of the Parcel properties to be acquired based on the resolved boundary survey.
- Consultant will prepare the legal descriptions and plats for the parcel properties shown in Table 11.1.

- Consultant will also prepare the mathematical closure calculations for checking the bearings, distances and the area shown on the legal description and plat.

Post-Acquisition Record of Survey:

- Based on the new parcel acquisitions listed in Table 11.1, and the partial acquisition limits from APN 002-031-030 and APN 002-171-028, Consultant will set the boundary corners of the parcel properties and file a Record of Survey with the County of Monterey.
- This post acquisition Record of Survey is prepared showing the results of the field survey and the description and location of the monuments set or found at the exterior boundary corners of subject site Parcels. This Record of Survey is prepared and submitted with the County review fee to the County Surveyor's Office of Monterey County with the referenced maps and deeds used in the preparation of the Record of Survey.
- After the review and approval of the Record of Survey by the County Surveyor's Office, Consultant will prepare the original Mylar(s) of the Record of Survey and submit to the County Surveyor's Office with the recording fee for filing the Survey with the County Recorder's Office.

4. Initiate Design Support during Construction ~~for the two months of construction. This task includes the following:~~

- a. Attendance at weekly construction conference calls
- b. Preparation of responses to Request for Information (RFI). Assumes 8 RFIs.
- c. Preparation of Construction Change Orders (CCO). Assumes 2 CCOs. ~~including attending construction meetings, reviewing shop drawings, responding to RFIs, reviewing contractor requested changes, and preparing change orders.~~

Key Assumptions:

1. The Consultant will not provide the direct work on public outreach, permitting, property acquisition or construction work, but will provide support for Agency efforts via the contracted design work. Agency staff or other consultants will be responsible for taking the lead on these additional activities.
2. Design support for Public Outreach will be performed on a time and materials basis. Any work in excess of the established allowance of \$25,868 will be considered extra work requiring additional compensation.
3. A design support allowance for property acquisition of ~~\$8695,300-800~~ is included in the fee proposal. The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation.
 - a. TAMC will provide all title reports.
 - b. Consultant will address comments in one round of reviews.
 - c. Because these newly created parcels are not shown on any existing subdivision map, setting the boundary corners for the newly created parcels will trigger a Record of Survey per the State of California Land Surveyors Act.

4. An initiate design support during construction allowance of \$25,000 is included in the fee proposal. ~~The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation. It is estimated this budget will be sufficient for two (2) months of support which is the anticipated timeframe between bid-opening to the first working day of construction.~~

Deliverables:

1. Presentation exhibits and materials
2. Technical data for permits including ~~GO 88-B and~~ NPDES
3. Plat Maps and Legal Descriptions for parcels listed in Table 11.1
4. PDF copy of recorded Record of Survey for parcels listed in Table 11.1

Task 12 - Hazardous Materials Reports

Phase II Site Investigations may need to be conducted for parcels comprising the Salinas station. These Phase II investigations shall update Phase I ESAs conducted in November 2002.

Key Assumptions:

1. An allowance of \$50,000 is included in the fee proposal for Phase 2 environmental investigations. Upon further investigation, it was determined that it was prudent to update the Phase I ESA due the lapse of time. HDR added this additional scope to Task 12 as described below. The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation.

TASK 12.1 - Phase I ESA

Task 12.1 activities include government database search, environmental records review, visual site inspection, and knowledgeable Site contact interviews. The activities are presented below:

- Government Database Search, Environmental Records Review, and Visual Site Inspection. HDR will perform a review of available government database records to identify environmental contamination associated with the Site or its immediate vicinity. In addition, HDR will review available environmental documents, aerial photographs, and historic topographic maps; perform interviews of individuals knowledgeable of the project site and past practices; and perform a site visit. The Site will be evaluated for the presence or likely presence of contaminants as defined in ASTM E1527-13. Building materials will be qualitatively assessed for the likely presence of asbestos and lead-based paint. HDR will not perform any sampling for the preparation of the Phase I ESA.
- Report Preparation. HDR will prepare a report summarizing the activities performed and environmental contamination affecting the project site. The report will present findings and conclusions regarding the presence or potential presence of hazardous materials or petroleum products in the soil or groundwater and recommendations for further work, if necessary. HDR will also present findings regarding the potential presence of asbestos containing material and lead-based paint based upon a qualitative assessment.

Key Assumptions:

1. The Site and buildings will be accessible to HDR,
2. Soil, groundwater and building material sampling is not included; and
3. The Owner(s), or knowledgeable Site contact(s), will be available for a telephone, questionnaire, or in person interview.

Deliverable:

HDR will prepare one draft and one final Phase I ESA report. One copy of the draft will be provided for your review and comment; and up to two hard copies with one electronic copy of the final report will be submitted.

Task 12.2 - Phase II Sample Collection For Construction

Task 12.2 activities include preparation of a work plan, sampling, laboratory analysis and reporting. These activities are presented below:

Work Plan

The purpose of preparing a sample collection Work Plan (Work Plan) is to present means and methods for sample collection and reporting. The Work Plan will be prepared under the supervision of a professional geologist and will be submitted for review and comment before finalizing. The Work Plan will propose methods to collect soil samples and identify laboratory analytical methods. Sample collection and analysis will be performed in conjunction with planned site development.

Sample Collection and Analysis

The purpose of this task is to collect soil samples to identify the presence of contaminants. Shallow soil samples will be collected from areas where only shallow soil disturbance is expected (i.e. street improvements). Deeper samples will be collected from areas planned for stormwater infiltration and deep utility trenching. For cost estimation purposes, this scope assumes up to 32 soil samples collected from up to 20 discrete locations. The coordinates of each sampling location will be recorded with a hand-held global position system (GPS).

Estimated Laboratory Analyses

Up to 32 soil samples will be collected and submitted to a California accredited laboratory for the following analysis:

- California Accreditation Manual (CAM) 17 metals by EPA Method 6020/200.8,
- Semivolatile organic compounds (SVOCs) by EPA Method 625/8270C,
- Chlorinated pesticides and polychlorinated biphenyls (PCBs) by EPA Method 608/8082,
- Total extractable hydrocarbons by EPA Method 8015B, and
- Polyaromatic Hydrocarbons by EPA Method 8270.

Key Assumptions:

1. Borings will be advanced to a maximum depth of 10 feet below ground surface.

2. Groundwater sampling is not included.
3. The sampling and drilling activities are anticipated to take no more than two days.
4. HDR will prepare a site-specific health and safety plan (HASP) which identifies site hazards and a route to the nearest hospital.
5. Decontamination water can be disposed of onsite at no cost.
6. Traffic control and encroachment permits are included.
7. Investigation derived waste can be temporarily stored pending profiling and disposal.
8. Sampling can be performed with Level D personal protective equipment.

Deliverable:

A draft copy of the Work Plan will be submitted for review and comment. Comments received will be incorporated into a final Work Plan.

Task 12.3 – Site Investigation Technical Memorandum

A Technical Memorandum (TM) will be prepared to document the investigation activities, tabulate the laboratory analytical results, and to compare the laboratory analytical results to applicable state and federal criteria. The TM will include the following:

- A description of the methods used to excavate the trenches and collect the soil samples;
- A figure identifying the location of the borings including GPS coordinates;
- A table summarizing the laboratory analytical results;
- An appendix containing the laboratory analytical reports; and
- A discussion of the laboratory analytical results with comparison to regional background metals concentrations and applicable regulatory agency screening levels.

Deliverable:

A draft copy of the TM will be submitted to for review and comment. Comments received will be incorporated into a final TM.

Task 13: Traffic Analysis

This task will update the traffic analysis conducted in 2006 for the TAMC's rail service extension to Salinas. The update will be conducted to:

- Update Baseline conditions from 2002, 2003, and 2006, to 2016 conditions which will account for changing local and regional travel patterns over the past 10 years; and
- Prepare both new Background (No Project) and Project conditions analysis, from the previous horizon years of 2008 and 2013, to 2018 and 2023.

Task 13.1 – Traffic Data Collection

Obtain and Review Data

HDR will obtain, review, and compare all of the input assumptions (traffic counts, geometrics, controls/signal phasing, forecasts, software – Synchro, and peak analysis) and results of the 2002, 2003,

2006 Baseline Conditions, and 2008 and 2013 Background and Project conditions analysis for the five intersections studied. Intersections reviewed will include:

1. Lincoln Avenue @ West Market;
2. Station Place at West Market;
3. Salinas Street at West Market;
4. Monterey Street at East Market; and
5. Rossi Street at North Main Street.

In addition, HDR will:

- Obtain readily available, current 2015/2016 intersection geometrics and operations, controls, forecasts, and other assumptions for each intersection.
- Compare 2006 assumptions with current 2015/2016 data to identify differences and changes in the analysis assumptions required for use in later Tasks.
- Assess the availability, quality, and representations (morning, afternoon peak hour, daily) of the most recently collected traffic counts for each intersection and roadways encompassing the study area.
- Obtain future base and future travel forecasts from the SCVTA and AMBAG regional travel demand models and Caltrans/City of Salinas traffic trends (if available) to define background traffic growth for the intersections and roadways in the study area. The Background Conditions analysis will include the traffic demand associated with the implementation of funded/programmed transportation projects (known as existing plus committed) that impact the study area (if any).
- Use ridership and other modal (auto, transit, and walk/bike access to the station) forecasts to represent the future extension of passenger rail service to Salinas Station. This will provide projected future forecasts of ridership to Salinas Station for use in both the 2018 and 2023 Project Conditions traffic analysis.

Collect Traffic Data

It is assumed that TAMC will provide current traffic count data for both intersections and roadway segments.

Task 13.2 – Traffic Study Report

Format Traffic Data and Conduct Analysis

Once the data is collected in Task 13.1, HDR will format the data for use in the intersection and roadway traffic analysis. This will include refining and balancing the raw traffic counts to identify the Baseline 2016 turning movements and roadway volumes for the study area. The traffic counts will be balanced so that the progression of traffic volumes by approach and movement from intersection to intersection are logical for analysis. HDR will then use travel demand growth from approved travel demand modeling sources and historical traffic count data to generate future volumes for the Background scenario.

Based on the previous analysis conducted in 2006, and the need to understand the impacts of these five intersections and roadways in concert with one another, HDR recommends using Synchro intersection analysis software. Synchro is based on approved analysis methods identified in the Highway Capacity Manual and has been traditionally used in this type of analyses. HDR also recommend using Synchro as the primary analysis tool for evaluating roadway segments in the study area. The intersection turning movements collected in the data collection task will be the primary source to represent current roadway segment volumes. We will supplement this information with observed travel speeds and times for study area roadways, and intersection queuing data, also collected in the data collection task, to conduct this roadway segment analysis.

HDR will work with TAMC, Caltrans, and the City of Salinas to ensure that the analysis methods are understood and approved prior to commencing work. Once the methods are approved, we will conduct the following analysis for each of the five intersections and roadway segments:

- 2016 Baseline Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis;
- 2018 Background and Project Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis for both scenarios;
- 2023 Background and Project Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis for both scenarios;

The Project Conditions scenario will include the assessment of alternative intersection configurations (e.g., signal timing) designed to provide better transportation access to Salinas Station. HDR will also provide summaries of truck, bus, and other movements for the intersections and roadway segments in the study area for each scenario and year. We also will include a high level assessment of pedestrian and multimodal access to the Salinas Station and work with TAMC, Caltrans, and the city of Salinas to determine potential safety issues and concerns in the project area.

Document Traffic Impacts

HDR will prepare a detailed traffic analysis designed to document the impacts of the extension of rail service to Salinas Station. Peak hour intersection and roadway levels of services will be defined for each condition (Baseline, Background, and Project) and year (2016, 2018, and 2023) to identify and compare the traffic impact results by intersection and roadway. HDR will work with TAMC, Caltrans, and the City of Salinas to define mitigation strategies if needed to test the sensitivity of improvements required to improve the operations of the system and/or individual intersections in the study area. We will document the results of the analysis, including summaries of the analysis conducted, in a draft and final report. We will finalize the draft report based on review and comment from the TAMC, Caltrans, and the City of Salinas.

Deliverables:

1. Draft and Final Traffic Study Report

Task 14: Geometric Drawings and Fact Sheets

Geometric Drawings

Through coordination with Caltrans, it was discovered that Design Exception Fact Sheets were not previously processed for the improvements within Caltrans right-of-way. Caltrans has requested that the HDR team document the design exceptions using the Caltrans Design Exception Fact Sheet process.

The HDR team will refine preliminary geometrics based on input received in previous meetings with Caltrans. The geometrics will be evaluated to qualitatively account for cost, traffic operations, safety, construction phasing, environmental impacts, and right-of-way and utility relocation requirements. The findings shall be presented on Geometric Drawings to Caltrans for review and to reach consensus on the associated design exceptions.

Design Exception Fact Sheets

The geometrics of the existing and proposed improvements facility will be evaluated for nonstandard features based on the following:

- Design Information Bulletin (DIB) 78-03 (Design Checklist for the Development of Geometric Plans),
- DIB 82-05 (Pedestrian Accessibility Guidelines for Highway Projects)
- Caltrans Highway Design Manual,
- Compliance with ADA requirements.

The HDR team will submit a list of mandatory and advisory design exceptions to Caltrans geometrician for review and comment. Geometric refinements will be investigated to assess if any nonstandard features can be eliminated and agree on the advisory and mandatory design exceptions to be requested.

For non-standard design features that are justified and acceptable to Caltrans District Design and HQ Design Coordinator, Mandatory and Advisory Fact sheets will be prepared. These exceptions will be finalized and submitted to Caltrans for review, approval and concurrence.

Based on the preliminary design to date, the HDR team has established the following non-standard features:

Mandatory-

HDM Section 302.1 – Shoulder Width – The paved shoulder width, at urban areas with posted speed limits less than 45 MPH and curbed median, shall be 2 feet for left shoulder and 8 feet for right shoulder.

HDM Section 305.1(2) – Median Width – The minimum medium width for multilane conventional highways shall be 12 feet.

Advisory-

HDM Section 105.5(2) – Guidelines for the location and design of curb ramps – Two curb ramps should be installed at each corner.

Key Assumptions:

1. It is assumed that the design exceptions in the Caltrans right of way identified above and previously discussed with Caltrans are acceptable to Caltrans.

Deliverables:

9. Geometric Drawings for one Build Alternative
10. Design Exception Fact Sheets

Task 15: As-Built Plans in Microstation

At the end of the Package 1 construction phase, the HDR team will prepare Package 1 As-Built Plans for both the City of Salinas and Caltrans. The As-Built Plans for the City of Salinas will be in prepared in AutoCAD format. The As-Built plans for Caltrans will be limited to those plan sheets submitted to Caltrans in the Caltrans Encroachment Permit application. The plan sheets will be converted to Microstation file format for digital delivery to Caltrans.

The As-Built plans will include executed Contract Change Orders and field changes as directed by the Resident Engineer (RE). The RE, who is in responsible charge of the project, is the most qualified individual to note any field changes that may have occurred during the construction of the project. It is assumed that the RE will provide one neat and concise set of redline mark-ups for the HDR team to incorporate into the As-Built Plans.

As requested by Caltrans, the HDR team will submit a digital copy of the final as-built plans in Caltrans standard Microstation file format to Caltrans.

Key Assumptions:

1. The RE will provide one neat and concise set of redline mark-ups for HDR to incorporate into the As-Built Plans.
2. City of Salinas As-Built Plans will remain in AutoCAD format.
3. Caltrans As-Built Plans will only include those plan sheets submitted for the Caltrans Encroachment Permit application. ~~Only work within Caltrans right of way will be shown on the Microstation plans.~~
- 1.4. Caltrans As-Built Plans will be delivered digitally in Microstation format.

Deliverables:

1. City of Salinas As-Built Plans in AutoCAD format
- 1.2. Caltrans As-Built Plans in Microstation format

Task 17: Building Demolition Plans, Specification and Estimate

HDR will prepare plans, specifications and estimate for the separate building demolition construction package. There are eight (8) buildings assumed to be removed as part of this package.

This task will include one site visit to document existing building features for removal. HDR will coordinate with TAMC's Right-of-Way consultant to obtain permits to enter the properties to conduct

these site visits. In addition, HDR will work with the City of Salinas to obtain as-built drawings/permit drawings for the eight buildings.

HDR will utilize existing topo mapping, existing utility base mapping and information collected from the site visit and as-builts to develop the following plan sheets:

- Title and Index
- Notes, Symbols and Abbreviations
- Survey Control
- Key Map
- Civil Demolition Plans

HDR will develop an associated estimate of probable construction cost. In addition, HDR will prepare the required technical specifications. TAMC's Hazardous Materials Consultant will provide the results of the Lead and Asbestos testing to be included in the contract specifications. In addition, HDR will prepare the required General Provisions in coordination with TAMC's Construction Manager.

Key Assumptions:

1. Eight (8) buildings are identified for removal.
2. TAMC will provide the results of the lead and asbestos testing for the existing buildings.
3. Ten (10) plan sheets will be required for the building demolition package.
4. TAMC ROW Consultant will facilitate the permit to enter requests.

Deliverables:

1. Draft and Final Building Demolition Plans, Specifications and Estimate

Task 18: Design Services During Construction

The HDR Team will provide design services during construction for Package 1. It is anticipated that Package 1 construction will be 18 months in duration, beginning in June 2019 and closed out by December 2020. Services are anticipated to include coordination with MNS, TAMC's Construction Management firm, preparing responses to contractor questions including Requests for Information (RFIs), review of submittals and shop drawings, preparation of drawing revisions for Contract Change Orders (CCOs), and attendance at four (4) construction meetings at the request of TAMC. Below is a list of key assumptions. Because the actual work performed will be dependent on the contractor and the RE, HDR will track our efforts and any work in excess of the below assumptions will be considered extra work requiring additional compensation.

The HDR team will also provide a nesting bird survey for the tree removals identified in the As-Awarded Contract Plans. This scope assumes one nesting bird survey will be required. The contractor is to notify HDR of the tree removal schedule 6 weeks in advance of any tree removals. The contractor will remove the trees within two weeks of the nesting bird surveys.

Key Assumptions:

1. A total of forty (40) RFI responses are included in the scope at an average of two hours of effort per RFI.

2. The RE will be responsible for the majority of submittal reviews and approvals. The HDR team will assist in the review of a total of four (4) submittals at an average of three hours of effort per submittal. Any resubmittal will be counted as one submittal.
3. The HDR team will develop a total of thirty-six (36) CCOs at an average of four hours of effort per CCO.
4. Four (4) in person meetings are included in the scope. It is assumed that the meeting minutes will be prepared by the RE.
5. HDR will conduct one nesting bird survey for the tree removals that includes one day of field activities.
6. Contractor will notify HDR 6 weeks in advanced of tree removal activity to schedule nesting bird surveys. Contractor will remove trees within two weeks of the nesting bird surveys.

Deliverables:

1. Response to RFIs
2. Submittal and Shop Drawing Review
3. CCO Plan and Specification Preparation
4. Meeting Attendance
5. Nesting Bird Survey Results

OPTIONAL DESIGN SERVICES

Estimates of Probable Right-of-Way Costs

This scope of work has been removed from the contract.

Task 16: Caltrans Project Report

This scope of work has been removed from the contract.

Task 2: Project Management for PR

This scope of work has been removed from the contract.

EXHIBIT B.5

Proposed Budget Modifications

			BUDGET PER AMENDMENT #5						
	TASK	Task Status	Current Labor Budget	Current ODC Budget	Current Total BUDGET	Remaining Budget (As of 3/2/2019)*	Proposed Budget Modification	Revised Total Budget	Revised Remaining Budget (As of 3/2/2019)*
1	Kick-Off Meeting & Document Review	Complete	\$29,075	\$1,893	\$30,967.86	\$0.00	\$0.00	\$30,967.86	\$0.00
2	Project Management (to 12/30/2020)	In Progress	\$294,827	\$6,797	\$301,624.00	\$27,612.03	\$72,400.00	\$374,024.00	\$100,012.03
3	Topographic Surveys	Complete	\$91,089	\$38,713	\$129,801.72	\$0.00	\$0.00	\$129,801.72	\$0.00
4	Utility Coordination	In Progress	\$129,979	\$0	\$129,979.08	\$144.15	\$64,160.00	\$194,139.08	\$64,304.15
5	Coordination with UP	Cancelled	\$13,240	\$0	\$13,240.20	\$0.39	\$0.00	\$13,240.20	\$0.39
6	Geotechnical Investigations	Complete	\$10,994	\$15,800	\$26,793.95	\$0.00	\$0.00	\$26,793.95	\$0.00
7	Final Plans**	In Progress	\$1,321,125	\$13,932	\$1,335,057.14	\$11,835.44	\$19,160.00	\$1,354,217.14	\$30,995.44
8	Cost Estimates	In Progress	\$51,879	\$0	\$51,879.00	\$12.63	\$0.00	\$51,879.00	\$12.63
9	Technical Specifications, Front End & Other Documents for Bidding	In Progress	\$108,467	\$50	\$108,517.00	\$39,928.48	(\$39,890.00)	\$68,627.00	\$38.48
10	Bid support services	In Progress	\$62,820	\$8,659	\$71,479.00	\$33,345.89	\$0.00	\$71,479.00	\$33,345.89
11	Additional Items and Services:		\$186,313	\$0	\$186,313.40	\$80,758.77	\$24,500.00	\$210,813.40	\$105,258.77
	Design Support for Property Acquisition	In Progress	\$86,300.00	\$0.00	\$86,300.00	\$54,312.08	\$9,500	\$95,800.00	\$63,812.08
	Initiate Design Support during construction	Not Started	\$25,000.00	\$0.00	\$25,000.00	\$25,000.00	\$0	\$25,000.00	\$25,000.00
	Design Support for Public Outreach	In Progress	\$25,868.40	\$0.00	\$25,868.40	\$1,446.69	\$0	\$25,868.40	\$1,446.69
	NPDES Permit	In Progress	\$30,367.00	\$0.00	\$30,367.00	\$0.00	\$15,000	\$45,367.00	\$15,000.00
	Salinas Layover Facility Site Eval	Complete	\$18,778.00	\$0.00	\$18,778.00	\$0.00	\$0	\$18,778.00	\$0.00
12	Hazardous Materials Phase 2 Report	Complete	\$22,622	\$0	\$22,622.12	\$0.00	\$0.00	\$22,622.12	\$0.00
13	Traffic Analysis	Complete	\$29,423	\$1,513	\$30,935.53	\$0.00	\$0.00	\$30,935.53	\$0.00
14	Geometric Drawings and Fact Sheets	Complete	\$17,975	\$147	\$18,122.00	\$682.64	(\$682.64)	\$17,439.36	\$0.00
15	As-Built Plans	Not Started	\$11,222	\$0	\$11,222.00	\$11,222.00	\$36,283.00	\$47,505.00	\$47,505.00
	Optional: Estimate of probable ROW costs	Cancelled	\$0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
16	Optional : Caltrans Project Report	Cancelled	\$0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
17	Building Demo PS&E	Complete	\$42,693	\$750	\$43,443.00	\$14,133.33	(\$14,133.33)	\$29,309.67	\$0.00
2	Optional: Project Management for Caltrans Project Report	Cancelled	\$0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
18	Design Support During Construction	New Task	\$0	\$0	\$0.00	\$0.00	\$135,353.97	\$135,353.97	\$135,353.97
	TOTAL		\$2,423,743	\$88,254	\$2,511,997.00	\$219,675.75	\$297,151.00	\$2,809,148.00	\$516,826.75

*Includes BKF invoice to 10/28/2018 not yet billed to TAMC. BKF has deferred charges related to additional scope as reflected in the budget modification request