

AMENDMENT #1 TO AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
HDR ENGINEERING, INC.

THIS AMENDMENT NO. 1 to the agreement dated April 22, 2020, 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 April 22, 2020, hereinafter referred to as "Agreement";
- B. **WHEREAS**, the Agreement relates to the Salinas Rail Extension Kick Start Final Design: Packages 2 & 3 (the "Project"), for which Consultant is to provide final design, 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 desire to amend the agreement for professional services, to increase the maximum amount payable in order to add new tasks to the project scope of work;

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

1. BUDGET AND TOTAL COMPENSATION

The Budget attached to the Agreement as amended as Exhibit B is hereby replaced with the Budget designated Exhibit B-1 and shall be effective upon execution. Exhibit B-1 is attached hereto as Exhibit B-1 and provides for the addition of Four Hundred Sixty Seven Thousand, Four Hundred and Fifty Six Dollars (\$467,456) for a new not-to-exceed

amount of Three Million, Six Hundred Fifty Four Thousand, Six Hundred Seventy Two Dollars (\$3,654,672). Exhibit B-1 replaces previous versions of the Budget in the contract.

2. SCOPE OF WORK

The Scope of Work attached to the Agreement as Exhibit A is hereby replaced with the Scope of Work attached hereto as Exhibit A-1.

3. REMAINDER OF TERMS UNCHANGED

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

An executed copy of this Amendment No. 1 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 #1 to the Agreement with HDR Engineering, Inc.

TAMC:

HDR ENGINEERING INC.:



Debra L. Hale
Executive Director

Holly Kennedy
Senior Vice President

4/16/21

(date)

(date)

Approved as to form:

TAMC Counsel

(date)

CERTIFICATE

The undersigned hereby certifies that she is the Assistant Secretary of HDR Engineering, Inc., a Nebraska corporation (the "Corporation"), and that, as such, has custody of the minute books of the Corporation, and that, by Consent and Agreement of the Board of Directors, the following resolution was unanimously adopted:

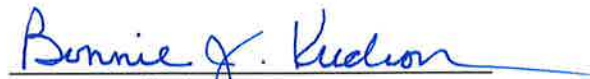
"RESOLVED, that effective immediately and until termination of said individual from the Corporation, or until rescission by the Corporation's Board of Directors, whichever occurs first, the following individuals are hereby granted the nondelegable authority to execute or approve on behalf of the Corporation, contracts, amendments or change orders for engineering services and architectural services incidental to engineering services to be rendered by the Corporation, . . . , or releases of claim or lien in connection with such services, such contracts, amendments, change orders or releases so executed or approved shall be binding upon the Corporation:

. . . Holly L. Kennedy – Senior Vice President . . . "

The undersigned further certifies that the foregoing resolution has been spread in full upon the minute books of the Corporation and is in full force and effect.

DATED March 15, 2019.




Bonnie J. Kudron, Assistant Secretary

PROJECT UNDERSTANDING

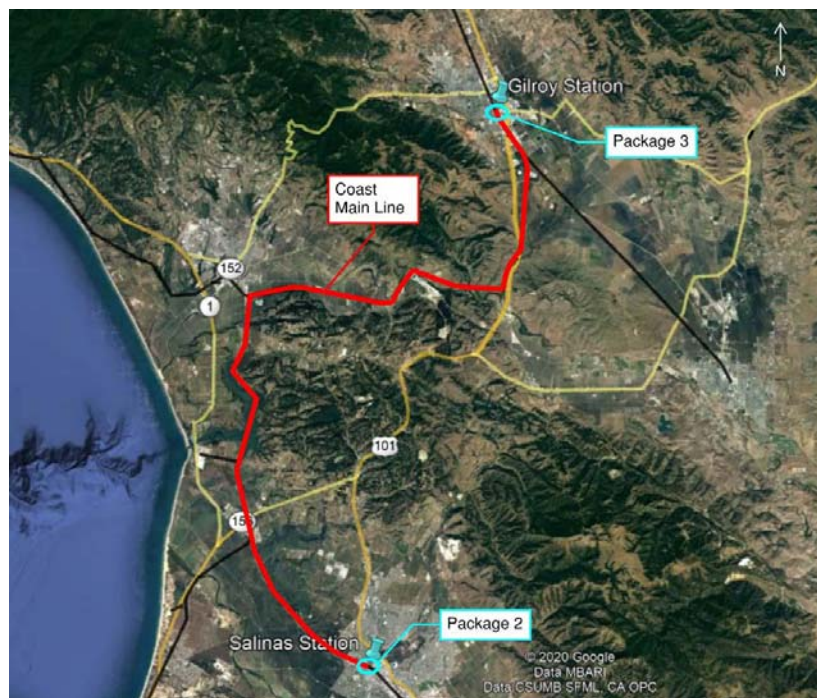
The Transportation Agency for Monterey County (TAMC) has been working to extend passenger rail service from Santa Clara County to the Monterey County by way of the “Monterey Rail Extension Project.” The project is anticipated to ultimately provide six daily roundtrip passenger rail service between Gilroy and Salinas, California, on the Union Pacific Railroad (UP) Coast Subdivision with intermediate stations in Watsonville/Pajaro and Castroville. The plans for the full build-out project were developed to 60% design level in 2010.

To utilize the state and local funding secured, TAMC identified a minimum operable segment and supporting infrastructure improvements referred to as the “Kick-Start” project. The Kick-Start project will provide two daily roundtrip passenger rail service between Gilroy and Salinas Station. The passenger rail service operator was identified as Capitol Corridor Joint Powers Authority (Capitol Corridor). The project was divided into the following three packages:

- Package 1 - Salinas Station Bus Facility, Parking Lot and Lincoln Avenue Extension Improvements
- Package 2 - Salinas Train Layover Facility and Platform Improvements
- Package 3 - Gilroy Station Track Access Improvements

Package 1 is currently under construction. Package 2 and Package 3 were developed to 75% PS&E and placed on hold in 2016. Since being placed on hold, the proposed passenger rail service provider has been changed to Peninsula Corridor Joint Powers Board (Caltrain).

This scope of work is for the preparation of the final design, specifications and estimate for Package 2 and Package 3. It does not include design work for the improvements on the Coast Main Line track.



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Task 1. Kick-off Meeting and Document Review

HDR will meet with TAMC Agency staff to discuss the project developments since the 75% PS&E was prepared in 2016. This meeting will be the start of a verification and validation process where HDR will verify whether the design meets the current design criteria for Caltrain and UP. HDR will identify Caltrain engineering design, operations, maintenance, and other standards that would impact the development of PS&E. HDR will prepare a list of current design deviations from UP and Caltrain standards as well as a description the constraints and design changes required for each to meet standard. This list will be used to identify any high-risk design deviations with TAMC.

HDR will hold in-person kick-off meetings with the following key stakeholders: Caltrain, City of Salinas, and City of Gilroy. The purpose of these meetings will be to re-introduce stakeholders/partners to the project, explain the project background and design history, and seek to understand their perspective on any potential required design modifications. HDR will also seek to confirm stakeholder review processes and review durations.

At the completion of the document review and stakeholder meetings, HDR will present its findings and a go-forward work plan and associated project schedule.

Key Understandings:

- Assumes four (4) in-person meetings

Deliverables:

1. List of design deviations from current UP and Caltrain standards
2. Meeting notes
3. Work Plan and Schedule

Task 2. Project Management

Project administration and management activities consist of project file setup both within HDR's ProjectWise system and paper files, contract administration, developing sub-consultant agreements, monthly progress reporting and invoicing, correspondence and communication with the project team, document control, and task management. Coordination with the team will consist of regular phone and email contact in addition to weekly meetings.

HDR will provide overall Project administration and management activities that include:

- Contract administration and development of sub-consultant agreements
- Track overall project schedule and design costs.
- Monthly progress report and invoice submittals
- Project file set up and document control
- Develop and implement quality management plan (QMP)
- Develop and manage of the Project CPM schedule
- Develop and manage the Project Risk Register
- Bi-weekly conference calls with TAMC
- Bi-Monthly Coordination calls with stakeholders
- Supervise and coordinate all design activities including regular internal team meetings

Key Understandings:

- The project management task assumes a duration of 24 months for the design phase.
- Project Management activities for Optional Task 10.6 – Design Services during construction is included within that task.

Deliverables:

1. Monthly Invoices and Progress Reports
2. Quality Management Plan
3. Project CPM Schedule
4. Project Risk Register
5. Meeting Minutes

Task 3. Union Pacific Coordination

Any effort to plan, design, and implement an extension of passenger rail service on the Union Pacific Coast Subdivision and to develop any required infrastructure improvements needed to accommodate the service will require the engagement of UP.

Task 3.1 – Union Pacific Coordination

HDR will work with TAMC to engage key decision makers at UP and schedule an in-person preliminary coordination meeting. TAMC will inform relevant state (California State Transportation Agency/Caltrans) and Caltrain personnel on these discussions. The purpose of the meeting will be to provide project background and updates, launch initial discussions regarding the potential implementation of twice daily passenger rail service between Gilroy and Salinas, and consider the related design of the Package 2 and Package 3. A few goals of this preliminary coordination with UP is to:

1. Identify any current and future freight and passenger rail service, network, and facility needs to preserve safety, capacity, functionality, efficiency, reliability, connectivity, interoperability, access, and optimal transportation system performance over the Coast Line.
2. Confirm the proposed interface of the UP Coast Subdivision with the current and anticipated future Amtrak, Caltrain, and UP trains and services. Additional interface will be considered for the California High Speed Rail Authority services and UP at Gilroy and any impacts it may have on the development of final PS&E for Package 3.
3. Learn about any potential objectives, barriers, challenges, constraints, risks, needs, and opportunities for potential projects associated with the implementation of additional passenger rail services between Gilroy and Salinas from the perspective of UP and Caltrain.
4. Identify any recent changes in UP engineering design, operations, maintenance, and other standards or requirements that would impact the development of PS&E for Package 2 and Package 3, submittal reviews, and anticipated project schedule.
5. Consider potential Coast Main Line Improvements that UP may require on the UP Coast Subdivision to accommodate the additional passenger trains between Gilroy and Salinas, and identify preferred method for identifying such improvements (e.g., railroad operations modeling, Optional Task 10.1 in this contract). Note that UP has an obligation to protect its franchise, capacity, and access; maintain its ability to efficiently serve current customers and

accommodate any future growth in freight traffic; enhance safety; and minimize any potential impacts to existing and anticipated future freight and passenger railroad operations over its network. Therefore, UP may require that investment be made to provide the targeted infrastructure necessary to mitigate these and other impacts.

Following the preliminary meeting, TAMC and HDR will continue regular coordination with UP as required to support project development at key milestones. A few critical goals of this routine communication is to continue to:

1. Identify any current and future freight and passenger rail service, network, and facility needs to preserve safety, capacity, functionality, efficiency, reliability, connectivity, interoperability, access, and optimal transportation system performance over the Coast Line.
2. Confirm the proposed interface of the UP Coast Subdivision with the current and anticipated future Amtrak, Caltrain, and UP trains and services. Additional interface will be considered for the California High Speed Rail Authority services at Gilroy and any impacts it may have on the development of final PS&E for Package 3.
3. Learn about any potential objectives, barriers, challenges, constraints, risks, needs, and opportunities for potential projects associated with the implementation of additional passenger rail services between Gilroy and Salinas from the perspective of UP and Caltrain.
4. Identify any recent changes in UP engineering design, operations, maintenance, and other standards or requirements that would impact the development of PS&E for Package 2 and Package 3, submittal reviews, and anticipated project schedule.
5. Consider potential Coast Main Line Improvements that UP may require on the UP Coast Subdivision to accommodate the additional passenger trains between Gilroy and Salinas.

Key Understandings:

- All communication with UP will be coordinated through TAMC and CalSTA
- Assumes that one (1) in-person preliminary coordination meeting will occur with UP and that TAMC staff and up to three (3) HDR staff will participate. The schedule and location of meeting will be selected with the goal to respect the availability of railroad and public agency staff and maximize participation. HDR understands that UP may prefer to meet in Roseville, California, or Omaha, Nebraska.
- Assumes that up to four (4) meetings will occur with UP and that TAMC staff and up to three (3) HDR staff will participate. The schedule of meetings will be selected with the goal to respect the availability of railroad and public agency staff and maximize participation. Two (2) meetings are assumed to occur in-person and two (2) meetings are assumed to occur by conference call or webinar. In-person meetings, if it is the preference of UP and TAMC, would potentially require TAMC and HDR and to meet with UP in Roseville, California, or Omaha, Nebraska.
- Any coordination with regard to the operation, construction, and maintenance of the passenger rail service and related infrastructure between Gilroy and Salinas will be subject to negotiations and agreements between TAMC, UP, Caltrain, and other parties as appropriate only.

Deliverables:

1. Meeting Agenda
2. Meeting Notes

Task 3.2 - Package 2 and 3 UP Engineering Design Reviews

It is anticipated that UP will require its typical Plan Submittal process be followed for a 10%, 25%, 30%, 90%, and final design review and approvals for the track improvements within UP right-of-way related to Package 2 and Package 3. We assume that there will be two (2) submittals required for the 10% and 25% milestones.

TAMC will lead the development of the Construction and Maintenance Agreement and Public Highway At-Grade Crossing Improvement Agreement with UP. The agreements will address the UP costs to the project, including train wayside signal improvements to the corridor for the additional track. HDR will support TAMC by preparing exhibits and reviewing cost estimates for the improvements. UP will issue the two agreements for the project when the track plans have final UP approval.

Key Understandings:

- TAMC will execute a separate Engineering Reimbursement Agreement with UP for UP to support the review of the project plans during the design development.
- UP will be willing to review the Package 2 and Package 3 design prior to agreement on the Coast Main Line improvements.
- Assumes two (2) submittals of the 10% and 25% design.
- Assumes one (1) submittal of the 30%, 90% and final design.
- TAMC will lead the development of the Construction and Maintenance Agreement. HDR will support TAMC by preparing exhibits and reviewing cost estimates generated by UP.
- The development of the Construction and Maintenance Agreement will be initiated after the 30% approval.
- Design submittals will be in a digital format acceptable to UPRR.

Deliverables

- UPRR 10% Submittal
- UPRR 25% Submittal with comment resolution
- UPRR 30% Submittal with comment resolution
- UPRR 90% Submittal with comment resolution
- UPRR Final Submittal

Task 3.3 - CPUC At-Grade Crossing Modification Authorization

The at-grade crossing improvements at 10th Street and East Luchessa Avenue in Gilroy will need to follow the California Public Utilities Commission (CPUC) General Order 88-B (GO 88-B) process to modify the existing crossings. HDR will request the Assessment of Interconnected Highway-Rail Grade Crossing Report from UP to determine if there are any identified recommendations for the crossings.

After UP has approved the 10% design under Task 3.2, HDR will conduct an on-site diagnostic meeting to review the existing conditions and the proposed modifications. The meeting will be attended by all stakeholders including representatives from each of the following: CPUC, UP, Caltrain, City of Gilroy, TAMC, and HDR.

The grade crossing design will be updated per the recommendations of the diagnostic meeting. TAMC may also consider incorporating any recommendations from UP's Assessment of Interconnected Highway-Rail Grade Crossing Report.

HDR will prepare a draft CPUC GO 88-B application and circulate the application and revised design to stakeholders for concurrence. HDR will address any comments and prepare the final CPUC GO 88-B application. It is assumed that TAMC will obtain signatures and formally submit the CPUC GO 88-B application to the CPUC for consideration and approval.

Key Understandings:

- TAMC will obtain signatures and formally submit the CPUC GO 88-B application to the CPUC for consideration and approval.
- The CPUC will issue a final decision regarding the crossings improvements that will be valid for three years. If necessary, extensions can be applied for if the project is not constructed within that period.

Deliverables:

- On site Diagnostic meeting at Luchessa Avenue and 10th Street.
- Draft CPUC GO 88-B applications
- Final CPUC GO 88-B application

Task 4. Topographic Surveys

Design level topographic mapping was prepared previously by BKF for the development of the 75% plans for both Package 2 and Package 3 in 2016. Additional survey will be performed to confirm new existing conditions, including the construction of Package 1, and collect supplemental information needed during final design. Additional field surveys will be collected within the UPRR right of way to collect top of rail points to finalize the track design. After the 75% PS&E review period, the design team will identify the survey needs and initiate the field surveys to support development of the design. In addition, pothole surveys will be collected to support of Task 5 – Utility Investigations.

Key Understandings:

- Forty (40) hours of field survey have been assumed for this task. Any additional survey requirements may require additional budget.
- The resulting product will be survey points.
- It is assumed that the aerial topo mapping used for the 75% submittal will continue to be used by the project.
- It is assumed that surveys for potholes will be conducted with other necessary topographic field surveys.
- The found City benchmarks and control set by BKF for the 75% submittal will be used for Package 2 and Package 3. No new control will be required by the project.
- All permits required for field investigation and survey will be billed as other direct costs to the TAMC.

Deliverables:

1. Field Survey Points
2. Survey Control Drawing

Task 5. Utility Investigations

Since it has been years since the existing utility mapping was developed for Package 2 and Package 3, it will need to be verified to reflect current conditions.

HDR will perform a Design Inquiry using the Underground Service Alert (USA) North website, to develop a list of utility owners who may have facilities within the proposed construction limits. HDR will contact the utility owners to verify if they have facilities within the proposed construction limits and request copies of their utility facility maps. The UP Fiber Optic Hotline ((800) 336-9193) will be contacted to determine location and status of fiber optic infrastructure within UP right-of-way.

The information obtained will be used to refine the 75% mapping of the existing utility facilities and determine whether utility location verification measures may be required. HDR assumes that twenty (20) potholes will be necessary to verify horizontal and/or vertical location of key existing utilities.

Where conflicts between the proposed design and existing utilities appear to be probable, HDR will coordinate with the utility owners to determine options for avoiding or relocating the affected utilities. HDR will request as-built plans from utility owners if necessary to better refine our existing utility mapping in areas of potential conflicts. HDR will follow the utility relocation procedures outlined by Caltrans in the Caltrans Right of Way Manual, Chapter 13 for utility relocations outside of the UP right of way.

Utilities that are located within UP right-of-way may have special rights that are unique to their agreement with UP that affect who pays for relocations. HDR will obtain copies of agreements between UP and utilities that are located within UP right-of-way to verify these rights. HDR will coordinate with both UP and the owner(s) of utilities within UP right-of-way to resolve utility conflicts within the UP right-of-way.

HDR will maintain and update a Utility Contact Log to document our contacts with utility owners. This will include a summary of current status of each affected utility.

Key Understandings:

- Up to twenty (20) utility potholes will be performed, over a total of up to 5 separate days.
- The contract scope of services does not include geophysical utility locating services such as ground-penetrating radar (GPR) or other similar techniques - if such methods are required, these will be added as additional services.

Deliverables:

1. Utility Contact Log
2. Pothole data

3. Relocation Claim Letters
4. Report of Investigation
5. Notice to Owner Letters
6. Utility Agreements (if required)

Task 6. Geotechnical Investigations

HDR previously performed a geotechnical investigation in support of the proposed improvements at the Salinas Station area for both Package 1 and Package 2. HDR's previous geotechnical investigation included the advancement of five shallow test borings and associated laboratory testing to obtain information on near surface soil conditions beneath the site. We judge that the previously collected information on subsurface conditions is sufficient to support final design. HDR will evaluate and confirm or modify our previous pavement and subgrade preparation recommendations.

For Package 3, HDR previously performed gradation testing on a bulk sample of surface soil taken in the proposed platform extension area to support the design of the platform extension. Since subsurface exploration was previously not undertaken, HDR will perform test borings and associated laboratory testing in order to characterize soil conditions in the proposed improvement areas, including within UP right-of-way. This information will be used to develop pavement section, and platform and track subgrade preparation recommendations in support of the design of these improvements.

Key Understandings:

- Assumes no further geotechnical investigations are required for Package 2
- Five borings to depths of 5 to 10 feet will be completed for Package 3

Deliverables:

1. Draft and Final Package 3 Geotechnical Investigation Memorandum

Task 7. Final Plans and Specifications

HDR will prepare plans and technical specifications for review at the 90%, 100% and Final Design milestones.

Plans will be prepared in US Customary units and comply with UP and Caltrain CAD standards and requirements.

It is assumed that the most current Caltrain Standard Specifications will be used as the basis for the technical specifications for Package 2 and Package 3. Project-specific Supplemental Technical Provisions will be required.

HDR will also work with TAMC, their Construction Manager (CM), MNS Engineers, and TAMC's legal counsel to develop General Provisions (i.e. "Front End") that will work with the Caltrain Standard Specifications and our project-specific Supplemental Technical Provisions. These may consist of modified versions of Caltrain's Standard General Provisions and Supplemental General Provisions.

We assume that construction within the UP right-of-way will be performed by the UP per the UP General Conditions and Specifications and the UP Track Maintenance Field Handbook.

Key Understandings:

- The most current Caltrain Standards will be provided by Caltrain at the onset of this task and be used as the basis for the technical specifications and plans
- TAMC legal counsel will review and provide modifications to the language in the General Provisions
- UP technical specifications will not be prepared by HDR
- The following plan sets are anticipated:
 - Survey Control Plans
 - Demolition Plans
 - Staging and Traffic Handling Plans
 - Site Plan
 - Roadway Plans
 - Grading and Drainage Plans
 - Track Plans
 - Rail Signals Plans
 - Utility Plans
 - Architectural Plans
 - Structural Plans
 - Communications Plans
 - Electrical Plans
 - Mechanical Plans

Task 7.1 - 75% Comment Responses and Resolution

HDR will prepare comment responses to the stakeholder review comments provided on the 75% PS&E submittal in 2016. Several years have elapsed since the original 75% PS&E review and Caltrain has a new role on the project as the proposed passenger rail provider. As such, HDR will resubmit the original 75% PS&E package and comment responses to the following reviewing agencies: Caltrain, City of Salinas, City of Gilroy and TAMC.

After the review period, HDR will compile review comments into a comment response table and prepare comment responses. HDR will identify critical comments that will be best resolved through focus meetings. HDR will attend up to three focus meetings to resolve comments and obtain clear direction on the design revisions before proceeding with the 90% P&S.

Key Understandings:

- Assumes a maximum eight (8) week agency review period for the 75% PS&E
- HDR will attend up to three (3) focus meetings to resolve new 75% comments

Deliverables:

1. Comment responses to the original 75% PS&E

2. Comment responses to the resubmittal of the 75% PS&E
3. Meeting Notes

Task 7.2 - 90% Plans and Specifications

HDR will use the direction obtained from the 75% PS&E review and focus meetings, to develop 90% plans and technical specifications for submittal to Caltrain, City of Salinas, City of Gilroy, and TAMC. HDR will also prepare the draft General Provisions for TAMC legal counsel review.

Key Understandings:

- Assumes that communication design for the Package 2 layover facility will include CCTV. Assumes that fire alarm and intrusion detection is not required for the Package 2 layover facility.
- Assumes the communication design for the Package 2 Salinas Station will include TVM, VMS, PA, Fire Alarm and a communication equipment room.
- Assumes that communication design for Package 3 will be limited to the platform extension.

Deliverables:

1. 90% Plans
2. 90% Technical Provisions
3. Draft General Provisions for TAMC review

Task 7.3 - 100% Plans and Specifications

HDR will compile the 90% review comments into a comment response table and prepare draft comment responses. HDR will identify critical comments that will be best resolved through focus meetings with stakeholders. HDR will attend up to three (3) focus meetings to resolve comments and obtain clear direction on the design revisions before proceeding with the 100% P&S. HDR will prepare 100% plans and specifications for submittal to Caltrain, City of Salinas, City of Gilroy, and TAMC.

Key Understandings:

- Assumes a maximum eight (8) week agency review period for the 90% PS&E
- HDR will attend up to three (3) focus meetings to resolve 90% comments

Deliverables:

1. 90% PS&E Comment Responses
2. Meeting Notes
3. 100% Plans
4. 100% Technical Provisions
5. Final General Provisions

Task 7.4 - Final Plans and Specifications

HDR will compile the 100% review comments into a comment response table and prepare draft comment responses. HDR will identify critical comments that will be best resolved through focus meetings with stakeholders. HDR will attend up to two (2) focus meetings to resolve final comments and obtain clear direction on the design revisions developing the Final P&S.

HDR will develop draft applications for the necessary construction permits including City of Salinas and City of Gilroy Grading and Drainage Permits and Building Permits. It is assumed that the City of Salinas and the City of Gilroy will provide design reviews during the PS&E review periods. As such, it is not anticipated that that significant comments will be received during permit review.

Key Understandings:

- Assumes a maximum eight (8) week agency review period for the 100% PS&E
- HDR will attend up to two (2) focus meetings to resolve 100% comments
- Assumes that the comments will not require significant redesign
- Assumes a maximum four (4) week agency review and approval period for the Final PS&E
- Permit review comments will be minor in nature and will not require redesign.
- The construction contractor will be required to apply for and obtain a City of Salinas Construction and Demolition Waste Permit for demolition of the remaining building to be demolished.

Deliverables:

1. 100% PS&E Comment Responses
2. Final Plans and Specifications
3. Draft and final City of Salinas permit applications
4. Draft and final City of Gilroy permit applications

Task 8. Engineer's Estimate of Probable Construction Cost

The 75% engineer's estimate of probable construction cost for Package 2 and Package 3 was prepared in 2016. HDR will update the estimates to refine the bid items, quantities and unit prices for the 90%, 100% and Final design submittal milestones. The bid item list for the cost estimate will be organized per the Caltrain Standard Specification sections to provide a clear relationship between the items of work and the specifications that apply to each item.

Deliverables:

1. 90%, 100% and Final Engineer's Estimate of Probable Construction Cost

Task 9. Bid Support Services

HDR will work with TAMC and their Construction Manager (CM), MNS Engineers, to provide the following bid support services for the two bid packages:

- Preparation of bid documents
- Prepare for and attend one pre-bid construction conference for each package
- Respond to contractor requests for information (RFI). Assumes 60 RFIs.
- Prepare bid addendums as required. Assumes 10 Bid Addenda.
- Prepare a conformed set of contract documents incorporating any addendums.

Deliverables:

1. Thirty (60) RFI responses

2. Up to ten (10) Bid Addenda
3. Conformed set of contract documents

Task 10. Optional Tasks

Task 10.1 – Railroad Operations Modeling and Analysis

Infrastructure improvements will likely be required by UP on the UP Coast Subdivision between Gilroy and Salinas, California, to host the implementation of two additional passenger trains each way daily. TAMC is currently pursuing the Gilroy Station Access Improvements (Package 3) project and Salinas Train Layover Facility (Package 2) at either end of the approximately 38-mile segment of the UP Coast Subdivision. The extent or scope of any potential Coast Main Line Improvements projects over the immediate corridor segment between Gilroy and Salinas have not been confirmed by TAMC at this time, so it is not currently possible to identify any scope that would be required to design such intermediate improvements until additional railroad and public agency coordination and railroad operations modeling and analysis occurs.

Operations modeling is often used by railroads (including UP) and public transportation agencies (including Caltrain) to identify and validate potential infrastructure and network concepts required to provide the capacity necessary to accommodate current and anticipated future passenger and freight train volumes on a shared-use corridor.

HDR understands that UP and / or the proposed passenger rail service operator Caltrain will require the development of a railroad operations simulation model to assess the implementation of two passenger trains each way daily between Gilroy and Salinas. They will either perform this analysis themselves or through a trusted third party.

HDR proposes to lead the rail operations planning for TAMC as outlined below, subject to TAMC, UP and Caltrain concurrence.

The typical HDR rail operations modeling process includes development of a dispatching model supported by a combination of highly sophisticated rail modeling software, including Rail Traffic Controller (RTC), Viriato, and proprietary software adjuncts. HDR will work with UP and Caltrain to obtain inputs, guidance, and review necessary for development of an operations model supported by RTC to identify potential Coast Main Line Improvements. It is anticipated that the model and its outputs will be used to:

- Understand current UP freight and Amtrak passenger train movements between Gilroy and Salinas and current Caltrain passenger train movements at Gilroy
- Consider how – and if – the expanded passenger rail service is compatible with UP's current and anticipated future operations on the UP Coast Subdivision
- Confirm the needs and requirements of host railroad UP and public transportation agencies Caltrain and TAMC for implementation of two daily roundtrip passenger trains between Gilroy and Salinas

- Identify, assess, validate, and screen potential infrastructure concepts for the Coast Main Line Improvements that may be needed to accommodate the extension of two daily roundtrip passenger trains between Gilroy and Salinas.
- Support discussions between UP, Caltrain, and TAMC for future project development

Preliminary Railroad and Proposed Passenger Rail Service Provider Modeling Coordination

HDR will facilitate preliminary coordination with host railroad UP and proposed passenger rail service provider Caltrain before operations modeling commences to confirm and solicit inputs for the following, as appropriate:

- Rail network model area
- Modeling scenarios, period, assumptions, and approach
- Existing RTC model developed by UP, if it exists and is available for use
- Railroad operations and infrastructure data inputs to support the modeling (e.g., train operations data, current railroad timetable, special instructions, and track charts)
- Current and future freight and passenger rail service, network, and facility needs to preserve safety, capacity, functionality, efficiency, reliability, connectivity, interoperability, access, and optimize transportation system performance
- Requirements and appropriate method for protecting proprietary and confidential UP railroad operations data
- Anticipated model outputs, presentation, and schedule for review of modeling outputs

Key Understandings:

- Agreement with UP on what data is considered proprietary and confidential and what can and cannot be shared with other stakeholders or in a public document developed for this project will be confirmed with UP.
- It is assumed that a Non-Disclosure Agreement (NDA) between HDR and UP will govern any sharing of data or modeling results.
- HDR will develop a Data Request List, which will be submitted to UP and Caltrain for review and fulfillment.
- TAMC will provide HDR with railroad operations modeling outputs developed using Viriato software from the TAMC Rail Network Integration Study.
- One (1) separate in-person meeting each will occur with UP and Caltrain and each will be attended by up to two (2) HDR staff. The schedule and location of meetings will be selected with the goal to respect the availability of railroad and public agency staff and maximize participation. HDR understands that UP may prefer to meet in Roseville, California, or Omaha, Nebraska, and that Caltrain may prefer to meet in San Carlos or Salinas, California. Alternatively, it may be possible for meetings to occur via webinar or conference call.

Deliverables:

1. Data Request List
2. Meeting Agenda
3. Meeting Notes

Rail Operations Modeling Development and Review

The software used for the operations simulation is the Rail Traffic Controller™ operations simulation model, developed and licensed by Berkeley Simulation Software, LLC. Additional data pre and post-processing tools, developed by HDR, will be used to automate the input and output of data from the model.

Cases are run multiple times with randomized freight and passenger train schedules and delays to attempt to replicate the variability of typical passenger and freight rail operations. Upon completion, cases are calibrated and reviewed with the host railroad to confirm that they reflect existing operating patterns, including their normal variability, and normal adverse weather conditions. In order to develop the randomization parameters, the values of parameters such as late-arriving trains, out-of-slot trains, delayed station departures, and trains not operating at planned operating speed are obtained empirically by obtaining actual train delay data or by railroad delay reports.

Several versions of the RTC model will be produced during this task through coordination, inputs, and review from UP and Caltrain. These will include scenarios for Base Year, No-Build, and Full-Build versions. It is assumed that two future service years will be modeled for the Full-Build versions, including: the year the proposed improvements will be completed (Implementation Year) and 10 years after the implementation year. Key rail operating metrics will be compared between the No-Build and Build models to identify and validate that proposed improvements support the overall goals of the project, and will be used by project stakeholders as one tool to determine preferred project infrastructure alternatives for further consideration and potential future design activities. Model cases and potential infrastructure concepts tested during RTC modeling will be confirmed with UP and Caltrain. Details about the anticipated model cases are outlined below:

1. **Base Model (Existing Conditions; Year 2020):** The Base Model will depict existing infrastructure and passenger and freight train operations in the model area for the Year 2020. The purpose of the Base Model is to validate the accuracy of the model in depicting current rail operations with UP.
2. **No-Build Model, Implementation Year (Year TBD):** The Base Model will be updated to reflect estimated operations and infrastructure for the project implementation year, to be determined through coordination with TAMC. The No-Build Model will depict operations, as if the proposed Coast Main Line Improvements projects are not built. The No-Build Model will include:
 - Any known planned, programmed, and funded rail infrastructure improvements within the model area that are not associated with any of the improvements that would be constructed under the TAMC project.
 - Estimated future freight volumes, subject to discussion and confirmation with UP.
 - Proposed Caltrain passenger schedules in project area for the year the proposed project is implemented. Future schedules developed using the Viriato software suite by TAMC in a previous study, by rail stakeholders UP and Caltrain, or HDR, will be transferred into RTC using a data bridge previously developed by HDR to facilitate the process.
3. **Full-Build Models, Implementation Year (Year TBD):** The No-Build Model will be updated to include proposed infrastructure improvements considered for the project through coordination with UP, Caltrain, and TAMC. Up to four (4) concept design alternatives for the proposed Coast Main Line Improvements will be tested.
4. **No-Build Model, Service Year (10 Years after Implementation):** The No-Build Model for implementation year (TBD) will be updated to reflect estimated operations and infrastructure for

the service year 10 years after implementation. This No-Build Model will depict future operations 10 years (subject to confirmation through coordination with UP, Caltrain, and TAMC) after the project was anticipated to be implemented, and would present the conditions as if the proposed improvements for the Coast Main Line Improvements are not built. The No-Build model will include:

- Estimated freight volumes 10 years after implementation, subject to UP inputs.
- Proposed passenger schedules in model area 10 years after implementation. Future schedules developed using the Viriato software suite, developed by TAMC, Caltrain, or HDR, will be transferred into RTC using a data bridge previously developed by HDR to facilitate the process.

- 5. Full-Build Models, Service Year (10 Years after Implementation):** The No-Build Model will be updated to include proposed infrastructure improvements. Up to four (4) concept design alternatives for the proposed Coast Main Line Improvements will be tested.

Draft results for each of the models and a Draft RTC Modeling Methodology and Outcomes Memorandum will be presented to UP for review. Comments will be used by HDR to revise the draft models and results. Revised draft results will be presented to Caltrain for review. Comments from UP and Caltrain will be used to finalize models and results and a Final RTC Modeling Methodology and Outcomes Memorandum. Final results and memo will be submitted to UP and Caltrain for any outstanding comments and concurrence.

Upon completion of the modeling, HDR will develop order of magnitude level cost ranges for the identified improvements. HDR will meet with TAMC to deliver a summary of the results of the RTC work product.

Key Understandings:

- Internal HDR conference calls and conference calls with TAMC, as required.
- One (1) separate meeting each will be held with UP and Caltrain to review the results of the draft RTC models and assumes one (1) separate meeting each with UP and Caltrain to review the results of the final RTC model. Each meeting will be attended by up to two (2) HDR staff. The schedule and location of meetings will be selected with the goal to respect the availability of railroad and public agency staff and to maximize participation. HDR understands that UP may prefer to meet in Roseville, California, or Omaha, Nebraska, and that Caltrain may prefer to meet in San Carlos or Salinas, California. Alternatively, it may be possible for meetings to occur via webinar or conference call.
- Confidentiality agreements between UP and HDR may be required, and would dictate any sharing of data from the railroad or railroad modeling results developed by HDR. Information provided to HDR by UP subject to those agreements may be required by UP to be held confidential by HDR, and not shared with TAMC or other agencies. Work product prepared by HDR will become the property of TAMC as described in the contract between HDR and TAMC. If certain components of the work product are subject to UP confidentiality agreements, those components will not become the property of TAMC.

Deliverables:

1. Meeting Notes
2. Draft RTC Modeling Methodology and Outcomes Memorandum
3. Final RTC Modeling Methodology and Outcomes Memorandum
4. Order of Magnitude Ranges of Costs for Coast Mainline Improvements

Task 10.2 - Design Support for Public Outreach

HDR will support TAMC in their Public Outreach efforts by developing exhibits and visual simulations to facilitate meetings with various public agencies and citizens groups.

Key Understandings:

- This task assumes the development of two (2) visual simulations or exhibits

Deliverables:

1. Draft and final exhibits

Task 10.3 - Design Support for Property Acquisition

TAMC is in the process of acquiring the majority for the properties necessary for Package 2 and Package 3 construction. One property that has not been acquired is a partial take of the UP property (APN 002-021-014) adjacent to the Salinas Layover Facility. BKF has performed boundary surveys on all adjacent parcels. BKF will develop a Plat Map and Legal Description for the partial acquisition of the UP parcel required for Package 2 to support TAMC's right-of-way team in the negotiation.

In addition, proposed sidewalk improvements along East 10th Street in the city of Gilroy have been added to the scope of Package 3. It is necessary to develop an accurate right-of-way line along the south side of 10th Street to avoid right-of-way impacts from these improvements. BKF will prepare a resolved parcel boundary for the following parcel:

Owner	Address	APN
Revolution Investments LLC	6980 Monterey Rd	841-14-082

BKF will research and obtain filed maps and vesting deeds of the subject parcel. BKF will also perform field survey for the location of the parcel by locating existing parcel corners, if any, street monuments and planimetric items appurtenant to the resolution of the boundary lines of the subject parcel. BKF will prepare notification letter to property owner for site access in order to complete the field survey work.

BKF will add this field collected information to the existing base files and create an AutoCAD drawing of the existing found boundary items. BKF will resolve the boundary based on existing street monuments and any available existing property corners for the subject parcel.

Key Understandings:

- Existing boundary surveys will be sufficient to complete the development of the Plat Map and Legal Description for APN 002-021-014). No further boundary surveys or field work will be necessary for Package 2.
- Plat and legal description will be based on the UPRR record boundary line previously prepared by BKF.
- It is assumed that TAMC will provide the title reports for requested properties.
- Up to one (1) round of review is assumed by TAMC and UPRR.

Deliverables:

1. Plat Map and Legal Description for partial acquisition of APN 002-021-014
2. Resolved parcel boundary for APN 841-14-082

Task 10.3.1 – ROW Services for Gilroy UP ROW (Optional)

As an optional task, BKF will perform right of way acquisition support services and boundary survey for the following parcels as summarized below:

Owner	APN
UPRR	841-16-123, 841-13-023, 841-14-072 and 841-14-058

BKF will research and obtain filed maps and vesting deeds of the subject parcels. BKF will also perform field survey for the location of the parcels by locating existing parcel corners, if any, street monuments and planimetric items appurtenant to the resolution of the boundary lines of the subject parcels. BKF will process and obtain required permits for the field survey work, including coordination for access and flaggers near the rail and required railroad safety training.

BKF will add this field collected information to the existing base files and create an AutoCAD drawing of the existing found boundary items. BKF will resolve the boundary based on existing street monuments and any available existing property corners for the subject parcel.

A partial right-of-way acquisition or easement from APN 841-16-123 may be required for project improvements. BKF will calculate the location of the Parcel property to be acquired based on the resolved boundary surveyed for APN 841-16-123.

BKF will prepare the legal description and plat for a portion of APN 841-16-123. BKF will also prepare the mathematical closure calculations for checking the bearings, distances and the area shown on the legal description and plat.

BKF will prepare an ALTA survey for the proposed parcel to be acquired from UPRR based upon the UPRR requirement of an ALTA Survey for any UPRR land acquisition.

Because this newly created parcel is not shown on any existing subdivision map, setting the boundary corners for the newly created parcel will require a Record of Survey per the State of California Land Surveyors Act. Based on the new parcel acquisition noted above, BKF will set the boundary corners of the new parcel acquisition and file a Record of Survey with the County of Santa Clara. 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 Parcel. This Record of Survey is prepared and submitted with the County review fee to the County Surveyor's Office of Santa Clara 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, BKF 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.

Key Understandings:

- TAMC will provide the Title Report for the subject parcel
- TAMC will be responsible for any fees associated with recording, map checking, or filing of the below work
- TAMC will be responsible for any fees associated with encroachment permits from UPRR, PCJPB and Caltrans

Deliverables:

1. Resolved UPRR ROW boundary base file
2. PDF copy of the recorded Record of Survey

Task 10.4 - Storm Water Control Plan

Both the City of Salinas and the City of Gilroy are classified as Phase 1 Municipal Separate Storm Sewer System (MS4) with individual National Pollution Discharge Elimination System (NPDES) permits that regulate discharge of stormwater for their entire cities. The NPDES permit requires a City to adopt and enforce a stormwater ordinance (i.e. the Stormwater Development Standards).

Both the City of Salinas and the City of Gilroy are classified as Phase 1 Municipal Separate Storm Sewer System (MS4) with individual National Pollution Discharge Elimination System (NPDES) permits that regulate discharge of stormwater for their entire cities. The NPDES permit requires a City to adopt and enforce a stormwater ordinance (i.e. the Stormwater Development Standards).

Package 2:

The 75% design of Package 2 included post-construction Stormwater Treatment Best Management Practices (BMPs) in compliance with the City of Salinas Stormwater Development Standards. BKF prepared the Transportation Agency for Monterey County – Salinas Commuter Rail Station and Layover Facility Project Stormwater Control Plan (SWCP), dated November 20, 2018 for Package 1 and Package 2 that was approved by the City of Salinas in on January 16, 2019.

Revisions to the design of Package 2 is anticipated to affect the previously designed and approved BMPs. We have assumed that a new, stand-alone SWCP report will be required for Package 2. BKF will prepare a SWCP that demonstrates the 90% plans and specifications comply with the Salinas Stormwater Development Standards for New and Redevelopment Projects, dated December 2013 (SDS), for Tier 5 projects (that exceed the 22,500 square-foot threshold). BKF will develop the narrative sections, exhibits, and appendices required for Tier 5 projects, and submit the report for City review. BKF will conduct hydraulic modeling and present the results in the SWCP report. A preliminary (draft) SWCP will be submitted to the City for review and comment. Comments will be addressed and a final SWCP will be submitted to the City for approval.

Package 3:

Based on the 75% PS&E, Package 3, the project will create and/or replace between 5,000 and 15,000 square feet of impervious area and therefore qualify as a Tier 2 Project as defined by the City of Gilroy's Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements, dated June 2015 (Guidance Manual).

For Package 3, the project will be required to design post-construction stormwater BMPs in compliance with the Stormwater Development Standards. BKF will prepare a Conceptual (Preliminary) Stormwater Control Plan (SWCP) and submit it to the City of Gilroy for review and approval.

The SWCP will comply with the Guidance Manual for Tier 2 Projects, including:

- Performance Requirement No. 1: Site Design and Runoff Reduction
- Performance Requirement No. 2: Water Quality Treatment.

Project site information, Drainage Management Areas, BMP sizing calculations will be developed and shown to demonstrate that appropriate BMPs are selected and contain sufficient area to comply with the Guidance Manual. Operation and Maintenance information will also be provided.

Key Assumptions:

- We have assumed the revised Package 2 design will utilize a similar, single-basin BMP that was approved in the approved Package 1 and 2 SWCP. If the revised design utilizes multiple BMPs, an additional service request may be required to perform the additional analyses and documentation.
- For package 2 SWCP, BKF has assumed one round of City comments including a teleconference call with City of Salinas staff to discuss comments and responses. Additional rounds of review or meetings may necessitate an additional service request.
- For package 3 SWCP, BKF has assumed one round of City comments including a telephone call with City of Gilroy staff to discuss comments and responses.
- For package 3 SWCP, Tier 2 Project qualification is based on the following assumptions:
 - The new platform will create and/or replace approximately 3,000 sf of impervious surface.
 - The East 10th Street crossing will create and/or replace approximately 3,200 sf of impervious surface.
 - The East Luchessa Avenue crossing will create and/or replace approximately 2,800 sf of impervious surface.
 - New track segments will be constructed on freely draining stone (no liner or impervious subbase material will be proposed) and therefore qualify as created and/or replaced pervious surface.

Deliverables:

1. Package 2 Stormwater Control Plan (Preliminary and Final).
2. Package 2 response to City of Salinas comments.
3. Package 3 Stormwater Control Plan (Preliminary and Final).
4. Package 3 response to City of Gilroy comments.

Task 10.5 - Hazardous Materials

Building Hazardous Material Sampling and Contaminant Management Plan

Construction of Package 2 and Package 3 may require the demolition of building that may potentially contain hazardous material and may require the excavation of soil contaminated by historic land uses. The optional items presented below are intended to minimize TAMC's potential liability associated with hazardous material, reduce costs from hazardous material characterization and disposal, and minimize delays during construction.

1. As-Needed Sampling and Testing of Building Materials

To facilitate the building demolition and property acquisition, HDR will collect supplemental samples for laboratory testing and assessment of the presence of lead-based paint and asbestos in two buildings – one in Salinas and one in Gilroy. The analytical results will assist with determination of property acquisition, worker protectiveness during demolition/construction and waste disposal activities. Sample collection and testing is intended to supplement existing data previously collected.

2. Contaminant Management Plan and Pre-Construction Waste Profiling

The presence of arsenic in soil greater than State of California screening levels and potential to encounter previously undiscovered contaminants requires worker protection during and after construction. To mitigate impacts to human health, HDR will prepare a Contaminant Management Plan (Plan) so that specific procedures can be identified prior to construction. The Plan will reduce construction delays and costs via the following elements:

- a. Summarize previously collected analytical results collected from the area.
- b. Specify dust control methods to ensure that arsenic and other contaminants do not migrate outside of the construction area.
- c. Identify waste disposal options prior to construction. Utilize generator knowledge and existing analytical results to profile waste planned to be disposed offsite prior to construction. Contact nearby landfills and secure letters of waste acceptance to be included in the Plan to minimize construction delays, onsite soil stockpiling, and specify contaminated soil destination prior to construction.
- d. Identify methods to characterize, manage and dispose of previously unidentified waste to minimize construction delays.
- e. Develop alternate arsenic screening levels based on future land use and in accordance with the Department of Toxic Substance Control (DTSC) Note 6 for the onsite reuse of arsenic contaminated soil. This will reduce transportation and disposal costs.
- f. Identify buildings where lead based paint and asbestos testing shall be performed prior to demolition and methods to conduct this hazardous material assessment.
- g. Make recommendations for additional sampling if needed.

- h. Secure Plan concurrence by State agencies.

Deliverables:

1. Draft and Final Contaminant Management Plan

Gilroy Station – Phase I ESA

This task consists of preparation of a Phase I Environmental Site Assessment for the Gilroy Station which can also be used for the purposes of the potential Union Pacific property acquisition. 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. 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 Understandings:

- The Site and buildings in Union Pacific property will be accessible to HDR at the time of the site assessment,
- TAMC to acquire ROE to project areas and buildings for HDR.
- Soil, groundwater and building material sampling is not included; and
- The Owner(s), or knowledgeable site contact(s), will be available for a telephone, questionnaire, or in person interview.

Deliverables:

1. One draft and one final Phase I ESA report for Gilroy Station

Gilroy Station – Phase II Investigations

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

Work Plan and Health and Safety Plan

The purpose of preparing a sample collection Work Plan (Work Plan) is to present means and methods for samples collected for chemical analysis, and for reporting purposes. The Work Plan will be prepared under the supervision of a professional geologist and will be submitted to TAMC for review and comment before finalizing. The Work Plan will propose methods and locations to collect soil samples and identify chemical laboratory analytical methods.

Sample Collection and Analysis

The purpose of this task is to facilitate soil sample collection along with the geotechnical sample collection effort. For cost estimation purposes, this scope assumes up to 8 soil samples collected from up to 4 discrete locations. The coordinates of each sampling location will be recorded with a hand-held global position system (GPS).

Up to 8 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,
- Volatile organic compounds (VOCs) by EPA Method 8260,
- 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.

Site Investigation Technical Memorandum for the Gilroy Rail Station

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 advance the borings 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;
- A discussion of the laboratory analytical results with comparison to regional background metals concentrations and applicable regulatory agency screening levels;
- Identification of nearby landfills where soils can be accepted based on the laboratory analytical results; and
- A figure depicting the planned excavation extent and waste categories (e.g. clean, non-hazardous and hazardous) for soil that will be generated during construction activities.

Key Understandings:

- Costs include boring permit, per diem and one day of field work for sample collection.
- TAMC to acquire right of entry (ROE) to boring locations for HDR employees and subcontractors
- Groundwater sampling is not included.
- Boring locations will be marked for underground utility clearance at same time as boring locations for the Salinas site.
- The sampling and drilling activities at this site are anticipated to take no more than one full day.
- Sampling will be performed as part of the sampling effort at the Salinas Rail Station.

Deliverables:

1. A draft electronic copy of the Work Plan will be submitted for review and comment. Comments received will be incorporated into a final Work Plan.
2. A draft electronic copy of the TM will be submitted to TAMC for review and comment. Comments received will be incorporated into a final electronic TM.

Salinas Station - Phase II Investigations

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

Work Plan and Health and Safety Plan

The purpose of preparing 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 to TAMC for review and comment before finalizing. The Work Plan will propose methods and locations to collect soil samples and identify laboratory analytical methods.

Sample Collection and Analysis

The purpose of this task is to facilitate soil sample collection with the geotechnical sample collection effort. This scope assumes up to 12 soil samples collected from up to 6 discrete locations. The coordinates of each sampling location will be recorded with a hand-held GPS.

Estimated Laboratory Analyses

Up to 12 soil samples will be collected and submitted to a California accredited laboratory for the following analysis:

- CAM 17 metals by EPA Method 6020/200.8,
- VOCs by EPA Method 8260,
- Chlorinated pesticides and PCBs by EPA Method 608/8082,
- Total extractable hydrocarbons by EPA Method 8015B, and
- Polyaromatic Hydrocarbons by EPA Method 8270.

Site Investigation Technical Memorandum for the Salinas Rail Station

A 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 advance the borings 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;
- A discussion of the laboratory analytical results with comparison to regional background metals concentrations and applicable regulatory agency screening levels;
- Identification of nearby landfills where soils can be accepted based on the laboratory analytical results, and
- A figure depicting the planned excavation extent and waste categories (e.g. clean, non-hazardous and hazardous) for soil that will be generated during construction activities.

Key Understandings:

- Costs include boring permit, per diem and one day of field work for sample collection.
- TAMC to acquire ROE to boring locations for HDR employees and subcontractors
- Groundwater sampling is not included.
- The sampling and drilling activities at this site are anticipated to take no more than one full day.
- Sampling will be performed as part of the sampling effort at the Gilroy Rail Station.

Deliverables:

1. A draft electronic copy of the Work Plan will be submitted for review and comment. Comments received will be incorporated into a final Work Plan.
2. A draft electronic copy of the TM will be submitted to TAMC to for review and comment. Comments received will be incorporated into a final electronic TM.

Task 10.5.1 – Salinas Station Phase 1 ESA (Optional)

This optional task consists of preparation of a Phase I Environmental Site Assessment for the potential Union Pacific property acquisition at the Salinas Station. Phase I ESA 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. 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 Understandings:

- The Site and buildings in Union Pacific property will be accessible to HDR at the time of the site assessment,
- TAMC to acquire ROE to project areas and buildings for HDR.
- Soil, groundwater and building material sampling is not included; and
- The Owner(s), or knowledgeable site contact(s), will be available for a telephone, questionnaire, or in person interview.

Deliverables:

1. One draft and one final Phase I ESA report for Salinas Station

Task 10.6 - Design Services During Construction

The HDR Team will provide design support services during construction for Package 2 and Package 3. It is anticipated that the total construction duration will be 18 months. 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) in-person construction meetings at the request of TAMC.

At the end of the construction phase, the HDR team will prepare Package 2 and Package 3 As-Built Plans in AutoCAD format. 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.

This task also includes project management during the construction phase consisting of contract administration, sub-consultant management, and monthly progress reporting and invoicing.

Below is a list of key assumptions for the task. 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.

Key Understandings:

1. The construction duration is assumed to be 18 months.
2. Two HDR staff will attend weekly construction conference calls.
3. A total of two-hundred (300) RFI responses are included in the scope at an average of two hours of effort per RFI.
4. 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 fifteen (15) submittals at an average of three hours of effort per submittal. Any resubmittal will be counted as one submittal.
5. The HDR team will develop a total of thirty-six (30) CCOs at an average of sixteen (16) hours of effort per CCO.
6. Four (4) in person meetings are included in the scope. It is assumed that the meeting minutes will be prepared by the RE.
7. The RE will provide one neat and concise set of redline mark-ups for HDR to incorporate into the As-Built Plans.

Deliverables:

1. Response to RFIs
2. Submittal and Shop Drawing Review
3. CCO Plan and Specification Preparation
4. As-Built Plans
5. Monthly Invoices and Progress Reports

Task 11. Gilroy Traffic Analysis

The purpose of this task is to support the design of the at-grade crossing improvements at East 10th Street and East Luchessa Avenue in Gilroy.

East 10th Street Grade Crossing Traffic Analysis

HDR will obtain and review the input assumptions (traffic counts, geometrics, forecasts, software, signal timing) used to support the traffic impact analysis for the proposed grade crossing improvements at East 10th Street. The “Tenth Street-Chestnut Street Commercial Development Transportation Analysis Report,” provided by the City of Gilroy, will be used to determine the 2019 traffic volumes for the intersection of East 10th Street and Monterey Road.

HDR will format the data for use in the intersection analysis to support intersection operation and queue analysis. The 2019 traffic volumes from will be grown to 2021 and 2024 which are considered existing year and opening year of the new railroad grade crossing tracks. The yearly growth factor will be developed by reviewing historical traffic count data and other future planning documents for the City of Gilroy. The task will produce the following:

- Develop traffic and growth rates to represent existing and future travel conditions:
 - o Existing (2021),
 - o Future Project (2024).
- Develop turning movements at East 10th Street and Monterey Road to be evaluated for the following conditions:

- o Existing 2021 Weekday AM and PM peak hours,
- o Future Project 2024 Weekday AM and PM peak hours.

Based on the scenarios above, intersection operation analysis for the East 10th Street/Monterey Road intersection will be conducted using Synchro 10 software which implements the Highway Capacity Manual's methods. The analysis will provide advice for queue lengths for key movements to evaluate if there is potential for the proposed rail crossing to be blocked.

HDR will prepare a memo summarizing the intersection traffic analysis results for submittal to the City of Gilroy. It is assumed that one round of comments will be addressed, and a final traffic analysis memo will be submitted.

Average Annual Daily Traffic

HDR will also develop average annual daily traffic (AADT) on East 10th Street and East Luchessa Avenue for following conditions:

- o Existing 2021,
- o Future Project 2024.

The AADT values will be used to support the CPUC GO 88-B permit applications for the two at-grade crossing modifications.

Key Understandings:

- Intersection analysis is not required for the East Luchessa at-grade crossing because there is sufficient distance between the nearest intersection and the new at-grade crossing.
- Traffic and pedestrian counts are not included in this scope.

Deliverables:

1. Draft and Final Traffic Analysis Memo for East 10th Street At- Grade Crossing
2. AADT Volumes for East 10th Street and East Luchessa Avenue

Task 12. Western Burrowing Owl Surveys

Task 12.1 – Western Burrowing Owl Updated Site Evaluation

Environmental commitments made for the proposed project specifically identify the need for burrowing owl surveys to be conducted prior to construction. Section 5.1.2 of the Addendum Capital Corridor Extension to Monterey County Environmental Impact Report (EIR; Parsons 2013) states:

“There are locations within the project corridor that could be occupied by western burrowing owl (*Athene cunicularia hypugaea*), a species covered by the Migratory Bird Treaty Act. One location at the proposed Salinas Intermodal Transportation Center was documented in 2010 as potentially containing burrows used by this species; however, these burrows were located well east of the proposed Kick Start improvements. Prior to future construction of the full build-out Salinas Layover Yard and Intermodal Transportation Center, the site will be re-surveyed in accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines. If burrowing

owls are found, then impact avoidance shall occur. Otherwise, additional CEQA documentation will be required to address and mitigate the impact. During a July 2013 field visit to the proposed interim layover yard site, as well as to the Gilroy and Morgan Hill stations, Parsons' consulting biologist determined there is no evidence of occupied burrows, nesting activity or other evidence that burrowing owl currently occupy these other locations."

To support the EIR, Parsons (2013) prepared a Biological Survey Report to support the proposed project. The survey primarily called for investigating the potential presence of burrowing owls at various locations, including Salinas and Gilroy. While Parsons obtained negative survey results during their field effort, these results are from 2013, outdated and should be updated.

In accordance with the Staff Report on Burrowing Owl Mitigation (CDFG 2012), HDR proposes to conduct site evaluations at the Salinas and Gilroy stations during the spring of 2021 to update the habitat suitability for burrowing owl in the project footprint and within 150 meters of any project impacts. Specifically, an HDR biologist would survey all accessible portions of the project footprint outside the UPRR ROW and accessible areas within 150 meters of any project impacts on foot. The biologist will record all burrows or human-made structures greater than 11 centimeters in diameter and 150 centimeters in depth, as well as any burrowing owl individuals or their sign (castings, feathers, whitewash, etc.). The biologist will NOT enter the UPRR ROW for this effort. Any inaccessible portions of the project footprint and areas within 150 meters of project impacts will be scanned with high power binoculars and a spotting scope. A technical memorandum will be prepared detailing the number, size, location, and condition of any suitable burrows detected and presence or lack of burrowing owls and/or their sign.

Key Understandings:

- Biologist will travel from Sacramento to Gilroy and Salinas, perform the surveys, and return in one day. This is estimated take a total of 10 hours.
- If no burrowing owls or their sign are detected during the site evaluation survey, then no further focused burrowing owl surveys will be required for the project.
- If burrowing owls or their sign are detected during the site evaluation at the Salinas station, then further surveys in accordance with the CDFG 2012 protocol would need to be carried out in 2022 (see Task 12.2 below).
- While signs of burrowing owl occupancy were observed in 2010 in the general vicinity of the Salinas station, no such signs were observed in the vicinity of the Gilroy station. Therefore, HDR assumes that the site evaluation will find that protocol surveys will be not be necessary in Gilroy. If burrowing owls or their sign are detected during the site evaluation at the Gilroy station, then further surveys in accordance with the CDFG 2012 protocol would need to be carried out in 2022 under a separate amendment.

Deliverables:

1. Western Burrowing Owl Updated Site Evaluation Technical Memorandum
2. Map of Suitable, Occupied, and Potentially Occupied Burrows

Task 12.2 – Western Burrowing Owl Protocol Surveys

If burrowing owls or their sign are detected in Salinas during the 2021 Task 12.1 site evaluation surveys, then surveys for burrowing owl in accordance with the CDFG 2012 protocol shall be implemented in 2022 as follows:

“Conduct 4 survey visits: 1) at least one site visit between 15 February and 15 April, and 2) a minimum of three survey visits, at least three weeks apart, between 15 April and 15 July, with at least one visit after 15 June.”

Key Understandings:

- For each round of surveys, two biologists will travel from Sacramento to Salinas, perform the survey, and return in one day. This is estimated to take a total of 10 hours over 4 rounds of surveys for a total of 40 hours.
- For these protocol surveys, access to the UPRR ROW will be required. The HDR biologists will complete all necessary UPRR training in order to obtain access to the UPRR ROW, and a UPRR non-intrusive permit will be obtained through coordination with TAMC to carry out the surveys.
- If no burrowing owls or their sign are found during the protocol surveys, then a technical report detailing methods and results of the surveys will be prepared, but no further focused survey effort for burrowing owl will be required.
- If the protocol surveys detect burrowing owls in the project area, then a technical report detailing methods and results of the surveys will be prepared, and HDR will coordinate with CDFW to determine next steps. Since CDFW recommendations are unknown at this time, implementation of the CDFW recommendations is excluded from this scope of work.

Deliverables:

1. Western Burrowing Owl Protocol Survey Results Technical Report
2. Map of Occupied Burrows and Owl Sightings (if detected)

Services Not Included in the Scope

Upon request by TAMC, HDR can also provide the following additional services not covered in the scope for an additional fee.

Design of Coast Main Line Improvements

Infrastructure improvements will likely be required by UP on the Coast Subdivision between Gilroy and Salinas to host the expanded passenger rail service. It is anticipated that UP would perform the design for these improvements. However, if desired by TAMC and UP, HDR could perform the design of these improvements. Since the extent or scope of any potential Coast Main Line Improvements have not been confirmed by TAMC at this time, it is not possible for HDR to clearly identify the design scope that would

be required. Once the improvements are known, potential additional services that HDR could provide include:

- Prepare conceptual plans (5% design level) and planning level conceptual cost estimate for each of the Coast Main Line improvements.
- Conduct topographic mapping, field survey, and geotechnical explorations to support the design of the Coast Main Line improvements.
- Develop plans and specifications for 10%, 25%, 30%, 90%, and final design approvals for the Coast Main Line improvements.

Exhibit B-1

**TAMC SALINAS RAIL EXTENSION KICK START PROJECT - PACKAGE 2 and PACKAGE 3 FINAL DESIGN
Amendment #1 - Additional Fee Request**

		Current Contract Budget			Requested Budget Amendments			Revised Contract Budget		
TEAM SUMMARY		TEAM			TEAM			TEAM		
		Labor	ODC	Total	Labor	ODC	Total	Labor	ODC	Total
Task 1	Kick Off Meeting & Document Review	\$ 76,890	\$ 622	\$ 77,512	\$ -	\$ -	\$ -	\$ 76,890	\$ 622	\$ 77,512
Task 2	Project Management	\$ 234,308	\$ 1,221	\$ 235,528	\$ -	\$ -	\$ -	\$ 234,308	\$ 1,221	\$ 235,528
Task 3	Union Pacific Coordination									
3.1	UP Coordination	\$ 83,999	\$ 9,000	\$ 92,999	\$ -	\$ -	\$ -	\$ 83,999	\$ 9,000	\$ 92,999
3.2	Package 2 and Package 3 UP Engineering Design Reviews	\$ 102,894	\$ 850	\$ 103,744	\$ -	\$ -	\$ -	\$ 102,894	\$ 850	\$ 103,744
3.3	CPUC At-Grade Crossing Modification Authorization	\$ 37,312	\$ 500	\$ 37,812	\$ -	\$ -	\$ -	\$ 37,312	\$ 500	\$ 37,812
Task 4	Topo Surveys	\$ 22,214	\$ 9,000	\$ 31,214	\$ -	\$ -	\$ -	\$ 22,214	\$ 9,000	\$ 31,214
Task 5	Utility Investigations	\$ 130,719	\$ 27,232	\$ 157,951	\$ -	\$ -	\$ -	\$ 130,719	\$ 27,232	\$ 157,951
Task 6	Geotechnical Investigations	\$ 47,642	\$ 30,275	\$ 77,917	\$ -	\$ -	\$ -	\$ 47,642	\$ 30,275	\$ 77,917
Task 7	Final Plans and Specifications									
7.1	75% Comment Responses and Resolution	\$ 61,964	\$ 765	\$ 62,729	\$ -	\$ -	\$ -	\$ 61,964	\$ 765	\$ 62,729
7.2	90% P&S	\$ 557,790	\$ 6,075	\$ 563,865	\$ -	\$ -	\$ -	\$ 557,790	\$ 6,075	\$ 563,865
7.2.1	90% P&S - Secondary Parking Lot (Optional)	\$ -	\$ -	\$ -	\$ 87,718	\$ -	\$ 87,718	\$ 87,718	\$ -	\$ 87,718
7.3	100% P&S	\$ 280,461	\$ 2,385	\$ 282,846	\$ -	\$ -	\$ -	\$ 280,461	\$ 2,385	\$ 282,846
7.3.1	100% P&S - Secondary Parking Lot (Optional)	\$ -	\$ -	\$ -	\$ 43,961	\$ -	\$ 43,961	\$ 43,961	\$ -	\$ 43,961
7.4	Final P&S	\$ 173,451	\$ 2,885	\$ 176,336	\$ -	\$ -	\$ -	\$ 173,451	\$ 2,885	\$ 176,336
7.4.1	Final P&S - Secondary Parking Lot (Optional)	\$ -	\$ -	\$ -	\$ 43,961	\$ -	\$ 43,961	\$ 43,961	\$ -	\$ 43,961
Task 8	Cost Estimates	\$ 108,050	\$ -	\$ 108,050	\$ -	\$ -	\$ -	\$ 108,050	\$ -	\$ 108,050
8.1	Cost Estimates - Secondary Parking Lot (Optional)	\$ -	\$ -	\$ -	\$ 21,391	\$ -	\$ 21,391	\$ 21,391	\$ -	\$ 21,391
Task 9	Bid Support Services	\$ 109,405	\$ 5,260	\$ 114,665	\$ -	\$ -	\$ -	\$ 109,405	\$ 5,260	\$ 114,665
Task 10	Optional Tasks									
10.1	Railroad Operations Modeling and Analysis	\$ 198,812	\$ 10,000	\$ 208,812	\$ -	\$ -	\$ -	\$ 198,812	\$ 10,000	\$ 208,812
10.2	Design Support for Public Outreach	\$ 23,175	\$ 400	\$ 23,575	\$ -	\$ -	\$ -	\$ 23,175	\$ 400	\$ 23,575
10.3	Design Support for Property Acquisition	\$ 8,717	\$ -	\$ 8,717	\$ 9,729	\$ -	\$ 9,729	\$ 18,447	\$ -	\$ 18,447
10.3.1	ROW Services for Gilroy UP ROW (Optional)	\$ -	\$ -	\$ -	\$ 70,998	\$ -	\$ 70,998	\$ 70,998	\$ -	\$ 70,998
10.4	Storm Water Control Plan	\$ 25,663	\$ -	\$ 25,663	\$ 55,200	\$ 200	\$ 55,400	\$ 80,863	\$ 200	\$ 81,063
10.5	Hazardous Materials	\$ 49,991	\$ 2,700	\$ 52,691	\$ 46,633	\$ 17,100	\$ 63,733	\$ 96,624	\$ 19,800	\$ 116,424
10.5.1	Salinas Phase I ESA (Optional)	\$ -	\$ -	\$ -	\$ 12,026	\$ 542	\$ 12,568	\$ 12,026	\$ 542	\$ 12,568
10.6	Design Services During Construction	\$ 737,593	\$ 6,996	\$ 744,589	\$ -	\$ -	\$ -	\$ 737,593	\$ 6,996	\$ 744,589
Task 11	Gilroy Traffic Analysis	\$ -	\$ -	\$ -	\$ 26,830	\$ -	\$ 26,830	\$ 26,830	\$ -	\$ 26,830
Task 12	Western Burrowing Owl Surveys									
12.1	Burrowing Owl Updated Site Evaluation	\$ -	\$ -	\$ -	\$ 5,591	\$ 200	\$ 5,791	\$ 5,591	\$ 200	\$ 5,791
12.2	Burrowing Owl Protocol Surveys at Salinas Station (Optional)	\$ -	\$ -	\$ -	\$ 23,676	\$ 1,700	\$ 25,376	\$ 23,676	\$ 1,700	\$ 25,376
Total		\$ 3,071,049	\$ 116,166	\$ 3,187,216	\$ 447,714	\$ 19,742	\$ 467,456	\$ 3,518,764	\$ 135,908	\$ 3,654,672