



City Council Report

915 I Street, 1st Floor

Sacramento, CA 95814

www.cityofsacramento.org

File ID: 2019-01227

September 10, 2019

Consent Item 14

**Title: Supplemental Agreement and Transfer of Funds: Sacramento Valley Station Phase 3B Master Plan & Railyards Specific Plan Amendment (T15029000)
[Published for 10-Day Review 08/29/2019]**

Location: Districts 3 and 4, 401 I Street

Recommendation: Adopt a Resolution: 1) authorizing the City Manager or the City Manager's designee to transfer \$177,238 (Development Services Fund, Fund 2016) from the expenditure budget of the General Plan Update Program (I22000000) to the expenditure budget of the Intermodal Transportation Facility Project (T15029000); 2) authorizing the City Manager or the City Manager's designee to execute Supplemental Agreement No. 10 to City Agreement No. 2016-1397 with Perkins + Will Architects in an amount not to exceed \$1,134,825, for a new total not to exceed amount of \$3,327,406; and 3) resetting the City Manager's authority to issue supplemental agreements to City Agreement No. 2016-1397.

Contact: Gregory Taylor, AIA, LEED AP, Project Manager, (916) 808-5268; Ryan Moore, Interim Director of Department of Public Works, (916) 808-6629, Department of Public Works

Presenter: None.

Attachments:

1-Description/Analysis

2-Resolution

3-Supplemental Agreement No. 10

Description/Analysis

Issue Detail: The Sacramento Valley Station Phase 3B Master Plan commenced in November 2016 with a contract to produce two conceptual plan options for the site for expansion of the station complex and allocation of developable area to create a transit hub district. This work is funded with Measure A funds related to the transportation use of the property, and General Funds for the non-transportation scope of work related to supportive development. Additional funding is needed to complete the analysis and adopt it as an amendment to the Railyards Specific Plan. Those funds will come from the General Plan Update Program (I22000000).

Policy Considerations: The recommendation in this report is consistent with the City of Sacramento General Plan goals to improve system connectivity and promote economic and infill development. The recently published 2018 State Rail Plan outlines service increasing for intercity passenger rail and regional bus networks with milestones in 2022, 2027 and 2040 that will assist in guiding the phased expansion of the station infrastructure and land use opportunities.

The Sacramento City Code Section 4.04.020 and Council Rules of Procedure (Chapter 7, Section E.2.d) mandate that unless waived by a 2/3 vote of the City Council, all labor agreements and all agreements greater than \$1,000,000 shall be made available to the public at least ten (10) days prior to council action. This item was published for 10-day review on August 29, 2019.

Economic Impacts: None.

Environmental Considerations: In accordance with the California Environmental Quality Act (CEQA), under Statutory Exemption 15262, feasibility and planning studies for possible future actions do not require the preparation of environmental documents, but they do require the consideration of environmental factors. The master planning of the Sacramento Valley Station, which is a planning study, is a component of the larger Intermodal Transportation Facility Project (T15029000) and has been assessed as part of that project's environmental review. Environmental clearances in accordance with CEQA and the National Environmental Policy Act (NEPA) have been received at the program and project levels. When specific projects or future actions are proposed that stem from the master planning, they will be subject to project level review.

Sustainability: The master planning project will analyze expanded future rail transit operations and usable space for urban scale development which will contribute to reducing greenhouse gases by reducing the need for vehicular use and expanding transportation and analyze sustainable energy and water management systems. The master plan will be conducted under

the sustainability framework of the Living Community Challenge (LCC) framework developed by the International Living Futures Institute (ILFI). The Department of Public Works has registered the concept plans with ILFI as a project under the City's Demonstration Partnership Program.

Commission/Committee Action: None.

Rationale for Recommendation: On July 8, 2016, the Department of Public Works issued a Request for Proposal (RFP) No. P17151131004 for master planning services for the Sacramento Valley Station. This additional scope of work is necessary to reach a preferred plan using the feedback from the Stakeholder groups, public and staff, and to develop the plan in sufficient detail to prepare for implementation.

Financial Considerations: Sufficient funding is available in the General Plan Update Program (I22000000) to complete the transfer of \$177,238 (Development Services Fund, Fund 2016) to the Intermodal Transportation Facility Project (T15029000). With the approval of the transfer, the Intermodal Transportation Facility Project (T15029000) will have sufficient funding to execute Supplemental Agreement No. 10 to City Agreement 2016-1397 with Perkins + Will Architects in an amount not to exceed of \$1,134,825 and to complete the Sacramento Valley Station Phase 3B Master Plan and amendments to the Railyards Master Plan. Development Services Funds are necessary as the master planning includes components that are not directly related to the development of the Intermodal Facility.

Local Business Enterprise (LBE): Perkins + Will is not an LBE but has partnered with AIM Consulting to exceed the LBE participation requirement. AIM Consulting will provide public outreach and communication services.

Background: To maximize inter- and intra-city mobility, the City is the lead agency for expansion of a regional intermodal transportation facility at the Sacramento Valley Station and historic depot to serve multiple modes of transportation: from intercity passenger rail, bus services, and a hub for regional light rail service, bus service, also served by bike and pedestrian trails. The City has taken the lead to develop this regional project through many phases. Phase 1, Track Relocation, completed in 2012, moved and expanded the mainline rail tracks and related operations to the north, improving passenger and freight train efficiency and services with major upgrades to passenger rail facilities. Phase 2, rehabilitation and renovation of the historic station building was completed in March 2017.

Phase 3 is the expansion of transportation infrastructure and site development into a larger intermodal center Regional Transit (RT) has received environmental clearance with preliminary

engineering design for the eastern portion of the site to realign the light rail platforms. This RT plan has been designated as Phase 3A.

Phase 3B focuses on the expanded station and related transit-supportive development. Work began the end of November 2016 in which two conceptual plan options were developed through a public process of stakeholder meetings, public workshops and a public open house in October 2017 with Congresswoman Matsui and Mayor Steinberg and other Councilmembers in attendance. A final round of public comments was taken at this event for the two options.

The 2018 State Rail Plan outlines service increasing for intercity passenger rail and regional bus networks with milestones in 2022, 2027 and 2040 that outline statewide rail and bus service improvements that will require capacity increase at Sacramento Valley Station. The rail plan will assist in guiding the phased expansion of the station infrastructure and land use opportunities

This Supplemental Professional Services Agreement refines the initial two conceptual Phase 3B plans to a single preferred plan that will guide future station area infrastructure and development. The initial work was aided by an award, \$491,770 from the Sustainable Communities Planning Grant and Incentives Program (SCPGIP) administered by State of California Strategic Growth Council for Sacramento Valley Station Phase 3 Master planning. Both conceptual plans incorporate the track alignment for the Riverfront Streetcar and have guided the needs for the new RT light rail platform to be constructed on the west edge of the city parcel. The preferred plan will integrate other mobility modes with these two systems. Measure A Transportation funds programmed for the Sacramento Valley Station will continue to be used for transportation planning elements of the master plan, and revenues for land use planning from the General Fund will augment the land use planning that is not eligible under Measure A.

Phase 3B work scope will analyze the potential transit operations for expanded transportation services to the site and the ability of the site to accommodate private development that satisfies the objectives of the original SCPGIP grant and continue with the LCC sustainable framework objectives. Those objectives include the following: promote infill and compact development, revitalize urban and community centers, reduce automobile usage and fuel consumption, promote the use of energy sources that result in reductions of greenhouse gas (GHG) emissions, and implement sustainable water management. The final work product will be a preferred alternative for the site that will update the Railyards Specific Plan.

RESOLUTION NO. 2019-

Adopted by the Sacramento City Council

September 3, 2019

SUPPLEMENTAL AGREEMENT AND TRANSFER OF FUNDS FOR SACRAMENTO VALLEY STATION PHASE 3B MASTER PLAN & RAILYARDS SPECIFIC PLAN AMENDMENT (T15029000)

BACKGROUND

- A. The Sacramento Valley Station Phase 3B Master Plan commenced November 2017 with a contract to produce two conceptual plan options for the site for expansion of the station complex and allocation of developable area to create a transit hub district. A prior supplement of General Fund monies was approved for master work. An additional supplement is needed to move forward with work to amend the Railyards Specific Plan to conform to the Sacramento Valley Station Master Plan.

- B. The Sacramento Intermodal Facility Project (T15029000) is funded almost completely with dedicated transportation funds. Additional funding is needed to address the land use planning component that is not eligible for transportation funds.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Manager or the City Manager's designee is authorized to transfer \$177,238 (Development Services Fund, Fund 2016) from the expenditure budget of the General Plan Update Program (I22000000) to the expenditure budget of the Intermodal Transportation Facility Project (T15029000).

- Section 2. The City Manager or the City Manager's designee is authorized to execute Supplemental Agreement No. 10 to City Agreement No. 2016-1397 with Perkins + Will Architects in an amount not to exceed \$1,134,825, for a new total not to exceed amount of \$3,327,406.

- Section 3. The City Manager's authority to issue supplemental agreements to City Agreement No. 2016-1397 is reset.

CONTRACT ROUTING SHEET

Contract Cover/Routing Form: Must Accompany ALL Contracts; however, it is NOT part of the contract.

General Information (Required)

Original Contract # (supplements only): 2016-1397 Supplement/Addendum #: 10
 Assessor's Parcel Number(s): _____
 Contract Effective Date: 09/30/2019 Contract Expiration Date (if applicable): 12/31/2019
 \$ Amount (Not to Exceed): \$ 1,134,824.51 Adjusted \$ Amount (+/-): _____
 Other Party: PERKINS + WILL, INC.
 Project Title: SACRAMENTO VALLEY STATION PHASE 3B MASTER PLAN
 Project #: T15029060 Bid/RFQ/RFP #: P17151131004
 City Council Approval: YES if YES, Council File ID#: 2019-01227

Contract Processing Contacts

Department: Public Works Project Manager: GREG TAYLOR
 Contract Coordinator: RAQUEL GONZALEZ Email: RAGonzalez@cityofsacramento.org

Department Review and Routing

| | | | |
|--------------------------|-----------------|--|--------|
| Contracts: | Raquel Gonzalez | Digitally signed by Raquel Gonzalez Date: 2019.08.09 08:14:29 -07'00' | |
| | (Signature) | | (Date) |
| Project Manager: | Greg Taylor | Digitally signed by Greg Taylor Date: 2019.08.09 13:47:01 -07'00' | |
| | (Signature) | | (Date) |
| Supervisor: | | | |
| | (Signature) | | (Date) |
| Division Manager: | | | |
| | (Signature) | | (Date) |

Special Instruction/Comments (i.e. recording requested, other agency signatures required, etc.)

Construction Related **Other Party Signature Required**

AWARD / COUNCIL DATE: SEPTEMBER 30, 2019

-----FOR CLERK & IT DEPARTMENTS ONLY – DO NOT WRITE BELOW THIS LINE-----

City of Sacramento
SUPPLEMENTAL AGREEMENT

Contract #: **2016-1397-10**

Purchase Order #: **37276**

Supplemental Agreement #: **10**

Job#: **T15029060**

Project Title: **Sacramento Valley Station Phase 3B Master Plan**

The City of Sacramento ("City") and Perkins+Will, Inc., ("Contractor"), as parties to that certain Professional Services Agreement designated as Agreement Number 2016-1397 including any and all prior supplemental agreements modifying said agreement (said agreement and supplemental agreements are hereby collectively referred to as the "Agreement"), hereby supplement and modify the Agreement as follows:

1. The Scope of Services specified in Exhibit A of the Agreement is amended as follows:

See Exhibit A

2. In consideration of the additional and/or revised services described in section 1, above, the maximum not-to-exceed amount that is specified in Exhibit B of the Agreement of Payment of Contractor's fees and expenses, is increased by \$1,134,824.51 and said maximum not-to-exceed amount is amended as follows:

| | |
|---|----------------|
| The original not-to-exceed amount: | \$573,247.65 |
| The net change by previous Supplemental Agreements: | \$1,619,333.38 |
| The not-to-exceed amount prior to this Supplemental Agreements: | \$2,192,581.03 |
| The contract sum will be increased by this Supplemental Agreement: | \$1,134,824.51 |
| The new not-to-exceed amount including all Supplemental Agreements: | \$3,327,405.54 |

3. Contractor agrees that the amount of increase or decrease in the not-to-exceed amount specified in section 2, above, shall constitute full compensation for additional and/or revised services specified in section 1, above, and shall fully compensate Contractor for any and all direct and indirect costs that may be incurred by Contractor in connection with such additional and/or revised services, including costs associated with any changes in work schedules or in the performance of other services or work by Contractor. The time for the performance of the agreement is increased by 365 Days by reason of the performance of the work required by this Supplemental Agreement.
4. Contractor warrants and represents that the person or persons executing this supplemental agreement on behalf of Contractor has or have been duly authorized by Contractor to sign this supplemental agreement and bind Contractor to the terms hereof.
5. Except as specifically revised herein, all terms and conditions of the Agreement shall remain in full force and effect, and Contractor shall perform all the services, duties, obligations and conditions required under the Agreement, as supplemented and modified by this supplemental agreement.

Approval Recommended By:

Amy Boh
Project Manager

Approved as to Form By:

[Signature]
City Attorney

Approved By:

Geeti Silwal, PRINCIPAL
Contractor
PERKINS AND WILL

Approved By:

City of Sacramento

9/30/19
Executed Date

Attested to By:

City Clerk

Exhibit A
Sacramento Valley Station Phase 3B Master Plan
2016-1397

| <i>Description</i> | <i>Amount</i> |
|--|---|
| Supplemental Agreement #10 | |
| PCO # 10.0 Client Initiated Changes | \$1,134,824.51 |
| 08/06/19 Adding scope for Living Community Challenge Master Plan and scope to amend the Railyards Specific Plan as pertains to the master plan, supplemented with general funds from the Community Development Dept. Also includes visualizations for public presentation. This scope was approved by the Project Manager but was not contracted until the non-transportation funding was in place. Effective date of this Supplement shall be July 1, 2019. There are also updates to 10-H staffing for this workscope. | |
| 1 Items | Total for Change Order # 10 \$1,134,824.51 |
| 1 Change Orders | 1 Items |
| Total for Contract # 2016-1397 \$1,134,824.51 | |
| Totals By Reason | |
| | Changed/Unforeseen Conditions \$0.00 |
| | Changes to Bid Documents \$0.00 |
| | Client Initiated Changes \$1,134,824.51 |

PERKINS+WILL

Additional Service # 10

| | |
|----------|---|
| To: | Greg Taylor |
| From: | Geeti Silwal |
| Date: | July 31, 2019 |
| Subject: | Sacramento Valley Station Master Plan – SA # 10 |

Dear Greg,

Perkins+Will team has summarized below the scope, deliverables and budget for the services requested to assist with the following additional tasks –

- 1) Perkins+Will (P+W) team will prepare a Living Community Challenge Master Plan as described in the detailed Task 14 description below.
- 2) Perkins+Will (P+W) team will prepare a Specific Plan as described in the detailed Task 15 description below.
- 3) Perkins+Will (P+W) team will prepare Early Implementation projects to 30% Schematic Design as described in the detailed Task 16 description below.
- 4) Perkins+Will (P+W) team will prepare project visualizations as described in the detailed Task 17 description below.
- 5) In addition, we are requesting that P+W, ARUP and Grimshaw Architects include additional named staff and remove departed staff as listed on the attached revised 10H Forms.

Additional Services #10

LIVING COMMUNITY CHALLENGE

Task 14.1 Living Community Challenge Master Plan

- Identify and develop criteria to enable SVS to Certify under Living Community Challenge (LCC). Define criteria applying to parts of the site under each different ownership type (City, State, Private, etc.).
- Comment on phasing scenarios to achieve sustainability at all phases for the Preferred Master Plan.
- Prepare LCC Vision Plan for ILFI review, based on existing documents, which are understood to be 90% adequate to serve as a vision plan.
- Conduct studies and lead or participate in workshops focused on developing measures and policies that would bring the project into alignment with each imperative. These would include:

Place

- Define requirements for urban agriculture and contribute to approach (led by Landscape Architect)
- Contribute to habitat conservation/restoration approach, including approach to Purple Martin colony, in collaboration with other consultants (notably a local Ecologist)

Energy

- Building massing/layout optimization for energy and passive comfort
- EUI target setting
- Energy efficiency measures and guidelines
- Further development of district energy study (including ground source/river options).

July 31, 2019

Re: Sacramento Valley Station Master Plan – SA # 10

- Integrate predicted future climate data into energy modeling to stress test concepts
- All-electric/no combustion approach
- Onsite renewable energy generation approach
- Offsite renewable energy procurement approach

Water

- Water balance and reuse approach development, assessing potential water sources onsite (rain, storm, grey, black, cooling tower, foundation drainage, etc.) vs all estimated end uses (flushing, irrigation, cooling make-up, etc.) and seeking a cost-effective way to meet all non-potable demands.
- Evaluate likely climate change impacts on rainfall patterns to stress test water concepts
- Study of near-site resources with pros, cons and feasibility of integration
- Discussion of density/dry climate exemption to self-supply of potable with ILFI

Materials

- Imperative 11: Living Materials Plan
 - i. Facilitate Owner's Project Requirement (OPR) document to set goals aligned with LCC/LBC
 - ii. Targets and metrics
 - iii. Roles and responsibilities
 - iv. Toxics reduction strategies
 - v. Approvals and tracking workflows
- Imperative 12: Embodied Carbon Footprint
 - i. Early design phase embodied carbon estimates
 - ii. Carbon reduction strategies
 - iii. Onsite offsets feasibility assessment
 - iv. Set target for future projects on site
- Imperative 13: Net Positive Waste
 - i. Waste management plans for each phase of project
 - ii. Design phase: spec for durability
 - iii. Construction phase: product optimization and waste diversion
 - iv. Operations phase: consumables and durables waste management plans
 - v. End of life phase: adaptive reuse and deconstructions
 - 1. Assess Design for Deconstruction strategies
 - 2. Coordinate with logistics for operations phase

Equity

- Assess public realm under human scale and humane places criteria.
- Self-shading study with proposed building massing adjustments if needed

Health + Happiness

- Biophilic Design Charrette
- Resilience approach– include design for future climate. (possible workshop and/or MacArthur engagement not in scope)

Beauty

- Participate in a workshop focused on an integrated approach to public art/material palette/design language and interpretation of project sustainability features. Potential facilitators include Crocker Art Museum Director and City Historian who is working on cultural histories.

Task 14 Deliverable Work Products

- Facilitate and/or participate in up to 2 workshops as described
- Develop design concepts, policies and development guidelines based on study and workshop outcomes.
- Lead preparation of the Living Community Challenge Masterplan that documents the project approach to each of the 20 LCC Imperatives.
- Summary of future climate implications for masterplan

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July 31, 2019

Re: Sacramento Valley Station Master Plan – SA # 10

Exclusions

The following related services are not in current scope, but a fee proposal can be provided as requested:

- Outdoor comfort/microclimate/wind study, integrating weather data with proposed site design to identify hot and cool spots and wind accelerations across the site, resulting in design recommendations to enhance comfort and usability of outdoor spaces
- Lead development of urban agriculture approach (currently assumed to be led by Landscape Architect)
- Coordination and integration of district systems and sustainability plan with the broader Railyards development (outside boundary of SVS).
- Development of energy, water or sustainability material for the Specific Plan beyond what has been delivered for other tasks.
- CEQA studies and inputs relating to energy, water or sustainability

IMPLEMENTATION

Task 15 Specific Plan

The following describes the tasks and deliverables assumed for preparation of a Specific Plan, along with Design Guidelines.

Task 15.1 Design Standards and Guidelines

Design standards and guidelines for the Built Form and Public Realm will be developed to implement the preferred development vision, policies, and land use. The design standards and guidelines could be created to stand-alone as a separate chapter or as part of an addendum with specific design guidance for Railyards Specific Plan (transit use district). Either way, the Design Standards and Guidelines will reference existing City Guidelines, such as, Central Core Design Guidelines, Sacramento Central City Urban Design Guidelines, Central City Community Plan, and Railyards Design Guidelines.

- The design standards and guidelines will provide design framework for both public and private development on the site to conform to a unifying design concept.
- The design standards and guidelines will (at the least) guide design of the following:
 - Public realm + green Infrastructure considerations
 - Open space and landscaped areas - a suggested planting palette, paving types, site furnishings, other program etc.
 - Multimodal circulation, complete streets and parking/TDM
 - Building architecture, massing, and material palette

Interim Work Product:

- Draft memo to discuss design standards and guidelines for the TOD.

Task 15.2 Zoning District Evaluation

The site is currently in the Transit Use land use district within the Sacramento Railyards Specific Plan area. While this land use district allows for accommodating uses that are supportive of the Sacramento Intermodal Transportation Facility (SITF) operations, P+W will review the existing zoning districts for the project site to evaluate if any changes or additions need to be proposed. Currently, the project site has three different zones within its boundary, including industrial and manufacturing zone, highway commercial zone (HC), and Central Business District (C-3). The intent of this task is to prepare a final zoning district classification and allowed use table for the site, in accompaniment of the design standards and guidelines. This refined zoning district designation will help in further analysis of the environmental analysis on the development.

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Task 15.3 Financing Strategy

- The **financing strategy** will leverage and extend previous analysis and known dynamics to establish a cost-effective path forward. It takes conclusions of the market study into consideration to ensure that market opportunities and constraints are factored into a larger infrastructure funding and property disposition strategy oriented around a phased development approach that provides an attractive risk/reward profile for prospective investors and developers working in partnership with the City to implement the project.
- **Infrastructure Funding and Value Capture** [*3 meetings, 10 weeks to develop memo*]
 - Infrastructure Funding Considerations. Work with CDD, DOU, Public Works, Public Infrastructure Finance, and other City departments as appropriate to evaluate (at a high level) the backbone infrastructure needs of the site (roads, sewer, drainage, water, etc.). Determine appropriate financing district (if any) and amend necessary infrastructure financing documents, as appropriate.
 - Evaluate Value Capture Mechanisms. Identify available suite of value capture mechanisms available to capture additional real estate value generated by public investments in transportation infrastructure. Leveraging static pro forma development feasibility analysis, offer assessment of private development components' ability to accommodate various value capture or other public private partnership approaches.
- **Disposition Options** - Consider Disposition Strategies. Evaluate various land transaction alternatives, such as, fee simple transaction versus long-term ground lease. Offer synopsis of how disposition strategies affect market and financial viability of development. As part of this task, consider how ongoing operations and maintenance is governed and funded relative to disposition strategy and ability for private development to participate. [*2 meetings, memo submitted 4 weeks after completion of Infrastructure Funding and Value Capture*]
- **Overall Recommendations** - Summarize recommendations regarding how best to position site to attract desired level and type of private investment activity with consideration to market and development feasibility, infrastructure finance approaches, management/governance structure, and recommended disposition strategies. [*report to be delivered 4 weeks after comments received on Draft Disposition Options*]

Interim Work Product:

- Develop infrastructure financing recommendations and general strategy based on Preferred Master Plan Alternative and discussions with City staff. Draft memo outlining Infrastructure Financing Strategy and Value Capture options based on the Preferred Master Plan Alternative.
- Draft overall recommendations incorporating findings from both memos above to produce a final memo/report summarizing market, infrastructure, and disposition recommendations.
- Note, this work program does not include preparation of a comprehensive Public Facilities Finance Plan. The Finance Strategy will establish the intended approach (e.g., update of adjacent development area Finance Plan mechanisms), the implementation of which would be completed under a separate work program.

Task 15.4 Admin Draft Specific Plan Document

The P+W team will work with City staff to confirm an agreed outline for the Specific Plan and will then prepare an Administrative Draft Specific Plan for review by City staff. We anticipate that (at the least) the following chapters will be included in the Specific Plan:

- Introduction – discussing the planning process and Specific Plan components.
- Planning Context – discussing the location and setting of the Plan Area, relationship of the Specific Plan to other City documents, and the regulatory procedures.
- Project Concept – discussing the vision for the site and the design framework for the Preferred Master Plan Alternative
- Land Use and Built Form Design – including the land use policy guidance, development summary, and design controls (station form and architecture, parking, access and linkages, open space and public realm, and historic preservation).

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- Open Space and Public Realm - including policy guidance and design controls for open space and public realm.
- Circulation, Parking, and Access – including the policy guidance and design controls for internal circulation, parking, access, and linkages to and from the site.
- Utilities and Services - including policy guidance for utilities and services that serve the site and their connection to adjoining properties.
- Implementation – providing a program for implementation measures, including financing strategy.

The Admin Draft Specific Plan will incorporate the Preferred Master Plan and interim work products developed under Task 7. As necessary, the Specific Plan will include supporting plans, diagrams, sketches, and pictures to convey, illustrate, and amplify Specific Plan content.

Upon submission of the Admin Draft, City staff will distribute as necessary, collect comments, coordinate any discrepancies and give clear directions for revisions to be made by the P+W team in one set of consolidated comments file. A three-week City staff review period is assumed at all critical review and comment period of the Admin Specific Plan document.

Interim Work Product:

- Draft Administrative Draft Specific Plan document

Task 15.5 Draft Public Review Specific Plan Document

After review of the Administrative Draft Specific Plan by City staff, P+W team will revise according to staff comments and issue a Draft Specific Plan document.

Interim Work Product:

- Draft Public Review Draft (incorporating City comments on the Admin Draft)

Task 15.6 Final Draft Specific Plan Document

After review of the Public Review Specific Plan by City staff, P+W team will revise according to staff comments (and in response to public comments received on the Public Review EIR) and issue a Final Draft Specific Plan document.

Interim Work Product:

- Final Draft Specific Plan document (incorporating City and public comments on the Public Review Draft EIR and Specific Plan)

Task 15 Meetings:

EPS Meetings with City Staff (Additional 5 meetings)

- 3 meetings - Review with City staff from relevant departments (at beginning, mid-point, and end of task) to gather data input for the infrastructure funding and value capture. *Note: the first meeting to gather data input will be combined with Project Team Meeting 11 and third meeting will be combined with Project Team Meeting 12.*
2 meetings - Review with City staff from relevant departments (at beginning and mid-point of task) to gather input and review draft disposition options.

Project Team/TAC Meeting 12:

- Review and confirm issues, opportunities, and assumptions based on the Preferred Station Area Master Plan, with City staff, architects, environmental planners, economists, and civil/track and transportation engineers.
- Review and reconfirm Council-Commission direction on vision, policies, and objectives guiding the site development (based on the Preferred Master Plan and Station Architecture Concept Plan).

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- Review with City staff from relevant departments to gather data input for the infrastructure funding and value capture study.
- Review community input summaries from second Community Workshop.
- Review annotated outline for the Specific Plan.
- Review preliminary TOD design standards and guidelines.

Project Team/TAC Meeting 13:

- Discuss and review infrastructure and financing strategy with City staff, architects, environmental planners, economists, and civil/track and transportation engineers.

Project Team/TAC Meeting 14:

- Discuss and review Admin Draft with City departments. Identify issues/City comments that need to be further explored with specific City department to coordinate up to 3 additional internal meetings to receive feedback and direction.

Planning Commission Hearings (2):

- The P+W Team will prepare and attend up to two Planning Commission hearings to support City staff in the presentation of the Specific Plan and EIR, for recommendation to the City Council for adoption.

City Council Hearings (2):

- The P+W Team will prepare and attend up to two City Council hearings to support City staff in the presentation of the Specific Plan and EIR for adoption.

Task 15 Deliverables

- Final Specific Plan and Design Guidelines for adoption (incorporating City comments on the Final Draft Specific Plan)
- Draft Planning Commission + City Council presentation for staff review and comment
- Final Planning Commission + presentation for City Council

Task 16 Early implementation Projects

30% Schematic Design (SD) will be prepared for two early implementation areas: The Bus Facility and H Street. The projects will be advanced to a final detail level appropriate to facilitate Level 3 (Budget Authorization) cost estimating using cost assemblies. The schematic design will follow the preparation of conceptual designs developed with the Master Plan (Task 6).

Task 16.1 Bus Facility; F and 3rd Street Connection: 30% Schematic Design (SD)

The 30% Schematic Design Phase will develop draft and final 30% design documents for the preferred alternative to facilitate cost estimating and design details suitable for grant funding applications.

The Bus Facility project includes:

- Conceptual and 30% Schematic Design for the realignment and reconstruction of F Street; from 3rd Street to 7th Street; design limits include complete bus facility limits to back face of curb or agreed limits.
- Architectural and civil design of a center-boarding bus island facility with approximately 14 saw-tooth bus bays.
- Bus access and circulation design, including intersection treatments and signalized transition to 7th Street as required
- Explore feasibility of a bike bridge connection to the parking area and the station (P+W, Arup)
- Review of mixed running design alternatives for LRT and bus access from east of the bus facility to 7th Street as required.
- Review of appropriate complete streets elements into the project cross-section; including bicycle and pedestrian facilities.
- Integration of F and 3rd Streets with Master Plan and associated projects, including Waterfront Streetcar and relocated LRT

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- Facilitate interim use of the bus facility that is compatible with interim parking configurations and access, as well as final structural provisions for adjacent or over-built structures on the bus facility footprint.
- Incorporation of green infrastructure within the streetscape to improve stormwater quality (pending an initial feasibility study).

30% Schematic Phase Architectural Design (Grimshaw, P+W)

- Develop identified best location for relocation of Bus Facility
- Develop to 30% SD examples of shared vs separated (curbed) spaces that prioritize pedestrians and treat vehicles as “guests” as often seen in Europe;
- Develop to 30% SD selected pedestrian/vehicular zone definition option, whether shared or separated curbed option;
- Review and validate pedestrian safety and vehicular circulation;
- Develop to 30% SD hardscape design treatments for sidewalk and roadway surfaces, different materials to visually distinguish the roadway from the normal street;
- Develop to 30% SD the use of planting, site furnishings and street furniture;
- Explore options for permeable paving, vehicular speed control through the use of color, texture and ramping;
- Explore schematic options for the provision of bus facility shelter or shade – whether shade trees or a constructed shelter option;
- Evaluate and develop to 30% SD solution for interim re-use of existing bus facility location;
- Propose 30% SD solution for re-use of existing bus facility;

Civil Engineering (Arup)

- Prepare Draft and Final SD (30%) civil design plans
- Prepare 30% schematic stormwater drainage management plans, including preferred stormwater BMPs
- Confirm and incorporate sustainable infrastructure design strategies into plans as identified during Concept master planning.
- Utility Design: Arup, in coordination with the City and project team, will perform the following:
 - Coordinate with backbone utility development in the Master Plan and aim to reduce or eliminate utility conflicts in the early projects through the design optimization process.
 - Should minor utility relocations be required, Arup will coordinate the schematic relocations with the appropriate utility provider(s).
 - Update discussions with the utility providers to discuss the relocation of any utility that is in conflict with the projects. We will coordinate closely with the utility providers to determine preferred locations for the any relocated utility vaults and above ground equipment.
 - Preparing revised utility layout plans to show the proposed utility locations within the street cross section.

Geotechnical Engineering (Arup)

- Prepare draft and final geotechnical parameter design memorandum as required for schematic design of pavements, bus facility foundation loading, utility trenching, and stormwater BMPs

Site Lighting (Arup)

- Work with the City and Architects to select the preferred fixtures and pole heights in each project area
- Update the preliminary concept illuminance analysis per the preferred scheme design alternative
- Prepare schematic lighting plans that identify preliminary fixture types and locations in the bus facility
- Develop initial control strategy for lighting equipment in each project area

Electrical Engineering (Arup)

- Select the preferred electrical distribution paths
- Review existing equipment for adequacy with updated design, and energy efficiency

Sustainability (Arup)

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- Lead the development of a sustainability framework for the Bus Station and H Street in alignment with the Living Community Challenge and other Sacramento priorities.
- Work with design team to integrate framework and implement key targets into 30% schematic design

Cost Estimating (Arup)

Prepare a draft and final cost estimate for 30% Schematic Design. The draft assessment will be classified as a Level 4 Concept Feasibility, and the final cost estimate will be a Level 3 Budget Authorization study, in accordance with the Arup Estimate Classification Matrix shown at the end of this section.

Meetings with City Staff

Prepare for and attend the following meetings during Task 14.1 SD:

- Internal design meetings held approximately every month, attended by Project Manager and Engineer (6 meetings total)
- Design review meetings with the City of Sacramento, including coordinating projects (Streetcar, LRT), (6 meetings total)
- Utility coordination meetings (3 meetings)- Meetings with Utility providers to confirm details of schematic design and as agreed in work plan.
- Field review meeting with City staff

Task 16.1 Deliverables

We will provide the following 30% SD deliverables:

- 30% SD DRAFT/FINAL plans (in AutoCAD .dwg and .pdf format)
 - Site and Layout Plans (1" = 20')
 - Grading and drainage Plans (1" = 20')
 - Cross-sections and Details
 - Signage and Striping Plans
 - Conceptual signal modification plans
 - Utility plans that identify existing utilities, proposed utility relocations, new utilities required to serve the and proposed points of connection (for potable water, storm drain, sanitary sewer, electrical, natural gas and communications)
 - Prepare preliminary construction staging and phasing plans (one alternative only: 30% SD)
- 30% SD DRAFT/FINAL Architectural Design Deliverables (P+W)
 - Site and Layout Plan (1'=20')
 - Site lighting and details
 - Hardscape layouts and finishes
 - Paving details
 - Cross sections and details
 - Bus shelter plan, reflected ceiling plan, sections and details
 - Site furnishings and street furniture plans, sections, details
 - Planting species, details
- 30% SD DRAFT cost estimate (Level 4)
- 30% SD FINAL cost estimate (Level 3)
- Topographic Survey for the early project areas (survey by others)
- Updated Lighting Report
- Response to comments on Draft 30% SD submittals.
- Outline specifications; list of required specifications for 30% SD
- Early implementation projects (2) sustainability narratives highlighting key targets, commitments and measures

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Task 16.2 H Street (5th to 3rd Streets): 30% Schematic Design (SD)

The 30% Schematic Design Phase will develop draft and final 30% design documents for the preferred alternative to facilitate cost estimating and design details suitable for grant funding applications.

The H Street early implementation project include:

- 30% Schematic Design for the realignment and reconstruction of H Street; from 5th to 3rd Streets;
- Incorporating complete streets elements into the project cross-section;
- Integration of H Street with future 2nd Street connection with the Master Plan and associated projects, including Waterfront Streetcar, LRT, and I-Street ramp removal or reconfiguration, as practical.
- Incorporate passenger drop-off zones and enhanced vehicular circulation to the heart of the new station transfer area and transit facilities.
- Incorporation of green infrastructure within the streetscape to improve stormwater quality (pending an initial feasibility study).

30% Schematic Phase Architectural Design (P+W)

- Develop to 30% SD examples of shared vs separated (curbed) spaces that prioritize pedestrians and treat vehicles as “guests” as often seen in Europe;
- Develop to 30% SD selected pedestrian/vehicular zone definition option, whether shared or separated curbed option;
- Review and validate pedestrian safety and vehicular circulation;
- Develop to 30% SD hardscape design treatments for sidewalk and roadway surfaces, different materials to visually distinguish the roadway from the normal street;
- Develop to 30% SD the use of planting, site furnishings and street furniture;
- Explore options for permeable paving, vehicular speed control through the use of color, texture and ramping;

Civil Engineering (Arup)

- Prepare Draft and Final SD (30%) civil design plans.
- Prepare 30% schematic stormwater drainage management plans, including preferred stormwater BMPs.
- Recommend which potential sustainable infrastructure design strategies identified during Concept master planning should be included in the designs.
- Utility Design: Arup, in coordination with the City and project team, will perform the following:
 - Coordinate with backbone utility development in the Master Plan and aim to reduce or eliminate utility conflicts in the early projects through the design optimization process.
 - Should minor utility relocations be required, Arup will coordinate the relocations with the appropriate utility provider(s).
 - Update discussions with the utility providers to discuss the relocation of any utility that conflicts with the projects. We will coordinate closely with the utility providers to determine preferred locations for the any relocated utility vaults and above ground equipment.
 - Preparing revised utility layout plans to show the proposed utility locations within the street cross section.

Geotechnical Engineering (Arup)

- Review previously prepared geotechnical parameter design memorandum as required for schematic design of pavements, utility trenching, and stormwater BMPs

Site Lighting (Arup)

- Work with the City and Architects to select the preferred fixtures and pole heights in each project area
- Update the preliminary concept illuminance analysis per the preferred scheme design alternative
- Prepare schematic lighting plans that identify preliminary fixture types and locations
- Develop initial control strategy for lighting equipment in each project area

Electrical Engineering (Arup)

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- Select the preferred electrical distribution paths
- Review existing equipment for adequacy with updated design, and energy efficiency

Cost Estimating (Arup)

Prepare a draft and final cost estimate for 30% Schematic Design. The draft assessment will be classified as a Level 4 Concept Feasibility, and the final cost estimate will be a Level 3 Budget Authorization study, in accordance with the Arup Estimate Classification Matrix.

Meetings with City Staff and AHJs

Prepare for and attend the following meetings during Task 8.2:

- Internal design meetings held approximately every month, attended by Project Manager and Engineer (8 meetings total)
- Design review meetings with the City of Sacramento, including coordinating projects (Streetcar, LRT, I Street Bridge etc.) (8 meetings total)
- Utility coordination meetings (4 meetings)- Meetings with Utility providers to confirm details of schematic design and as agreed in work plan.
- Field review meeting with City staff (and Caltrans; only if 2nd Street extension is considered for H-Street)
- Caltrans coordination meeting to review design and interfaces with Caltrans R/W (1 meeting total)

Task 16.2 Deliverables

We will provide the following 30% SD deliverables:

- 30% SD DRAFT/FINAL plans (in AutoCAD .dwg and .pdf format)
 - Site and Layout Plans (1" =20')
 - Grading and drainage Plans (1" =20')
 - Cross-sections and Details
 - Signage and Striping Plans
 - Conceptual signal modification plans
 - Utility plans that identify existing utilities, proposed utility relocations, new utilities required to serve the and proposed points of connection (for potable water, storm drain, sanitary sewer, electrical, natural gas and communications)
 - Prepare preliminary construction staging and phasing plan (final plans only 1" =50/100'; one alternative)
- 30% SD DRAFT/FINAL Architectural Design Deliverables (P+W)
 - Site and Layout Plan (1'=20')
 - Site lighting and details
 - Hardscape layouts and finishes
 - Paving details
 - Cross sections and details
 - Bus shelter plan, reflected ceiling plan, sections and details
 - Site furnishings and street furniture plans, sections, details
- 30% SD DRAFT cost estimate (Level 4)
- 30% SD FINAL cost estimate (Level 3)
- Updated Lighting Report
- Response to comments on Draft 30% SD submittals.
- Outline specifications; list of required specifications for 30% SD

Early Projects Assumptions

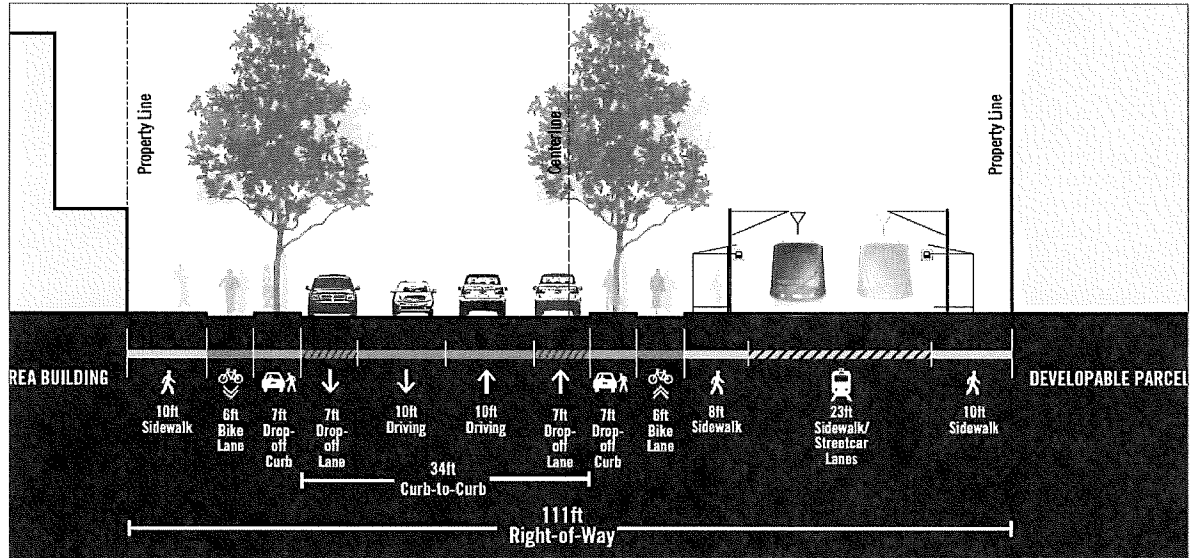
This scope and fee proposal are based upon the following assumptions:

1. Drawings will be prepared using AutoCAD Civil 3D (2016)
2. Layout plans will be at 1" = 40' scale, unless otherwise noted

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3. H Street work will not extend beyond the limits of conformance with existing 3rd Street and 5th Street
4. Structural engineering is limited to recommendation of foundation for site furniture or streetlight fixtures along design corridors except as noted above.
5. Existing fire water system behind REA building will be redesigned into street cross-section
6. Extents of H Street is based on Typical Cross-Section and 111-foot Right-of-Way shown below



7. NEPA/CEQA clearances for the projects are by others
8. Existing electronic survey data is available for current site conditions. Data is suitable for use in compilation of a digital planimetric map at a scale of 1" = 40' for the project area. Break-lines and spot elevations will be digitized to create a digital terrain model (DTM). Contours at a one-foot interval will be generated from the DTM
9. Landscape and irrigation drawings (including plant list, streetscape amenities and furniture) are by others

P+W and Arup Meetings with City Staff

Prepare for and attend the following meetings during Concept design:

- Internal design meetings held approximately every month, attended by Project Manager and Engineer (8 meetings total)
- Design review meetings with the City of Sacramento (8 meetings total)
- Utility coordination meetings (4 meetings) Meetings with Utility providers as agreed in work plan. Obtain and confirm design standards
- Caltrans coordination meeting to confirm requirements and constraints, and right-of way requirements (1 meeting total)

Receivables Assumptions

We assume that the following items will be provided by the City of Sacramento prior to Schematic design commencing:

- Topographic and utility survey
- Mapping of existing utilities, including drainage plans, street lighting circuit diagrams and equipment data
- Existing drainage reports
- Concept Phase Civil and Architectural Design Deliverables (P+W)
 - Site and Layout Plan
 - Site lighting concept
 - Conceptual Hardscape layouts and finishes

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- Conceptual Paving plan
- Conceptual Bus shelter plans and sections
- Site furnishings and street furniture plans, sections
- Planting concept

Assumptions for Cost Engineering

We utilize and contribute to internationally recommended cost engineering practices developed by the Association for the Advancement of Cost Engineering International (AACE International), the Royal Institution of Chartered Surveyors (RICS) and the American Society of Professional Estimators (ASPE). The Arup Construction Cost Estimate Levels referred to in this scope are based on the AACE methodology and indicted in the table below:

| Estimate Level | Estimate Description | Design Phase | Level of Design Completion | Methodology | Accuracy Range |
|----------------|--------------------------|--|----------------------------|---|-------------------------------------|
| 5 | Rough Order of Magnitude | Planning Schematic Design | 0% to 5% | Parametric Models Capacity Factored Historical Costs | L: -20% to -50% H: +30% to +100% |
| 4 | Concept Feasibility | Planning Schematic Design | 1% to 15% | Equipment Factored Parametric Models | L: -15% to -30% H: +20% to +50% |
| 3 | Budget Authorization | Planning Schematic Design Design Documents | 10% to 40% | Unit Costs Assemblies | L: -10% to -20% H: +10% to +40% |
| 2 | Budget Control Estimate | Preliminary Design Engineering Design Documents Construction Documents | 30% to 70% | Detailed Unit Cost with Forced Detailed Take-Off | L: -5% to -15% H: +5% to +30% |
| 1 | Bid | Detailed Design Engineering Construction Documents | 50% to 100% | Detailed Unit Costs Detailed Take-Off Production Based Estimate | L: -2% to -5% H: +3% to +15% |



- Our active cost management approach provides rapid feedback to the design team of the cost implications of design decisions and informs the decision-making process.

Task 17 Visualizations

Task 17.1 Renderings

P+W will work with a rendering sub-consultant to create four 3-D photorealistic renderings of the SVS plan area. Using our 3D digital model, we will provide direction to integrate both aerial views and eye-level images that capture the essence and character of the transformed master plan area. The four locations/view angles for the renderings will be defined after Task 5.1 Preferred Master Plan and Task 6.1 Preferred Station Architecture has been completed.

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P+W will coordinate with the rendering company to provide feedback about site design details and station architecture details (form, massing, material palette), and any stakeholder input that may affect the renderings output.

Task 17.2 3D-animation video clipping

P+W will provide guidance to a rendering company for creating a 3D-animation video clipping of the site.

P+W and Renderer Meetings with City Staff (web-based meeting)

- We assume up to 3 meetings with the City staff to discuss progress and confirm direction on the renderings in progress (tentative meeting schedule at 25%, 50%, and 90% completion of rendering work).

Task 17 Deliverables

- Draft renderings
- Final draft renderings
- Final renderings

Additional Services

The following related services are not in current scope, but a fee proposal can be provided as requested:

- Outdoor comfort/microclimate/wind study, integrating weather data with proposed site design to identify hot and cool spots and wind accelerations across the site, resulting in design recommendations to enhance comfort and usability of outdoor spaces
- Lead development of urban agriculture approach (currently assumed to be led by Landscape Architect)
- Coordination and integration of district systems and sustainability plan with the broader Railyards development (outside boundary of SVS).
- Development of energy, water or sustainability material for the Specific Plan beyond what has been delivered for other tasks.
- CEQA studies and inputs relating to energy, water or sustainability

FEE

—

| | |
|----------------------------------|--------------|
| Team budget for Task 14 | \$163,950.22 |
| Team budget for Task 15 | \$348,716.98 |
| Team budget for Task 16 | \$536,154.16 |
| Team budget for Task 17 | \$16,003.14 |
| Team total reimbursable expenses | \$70,000 |

TOTAL **1,134,824.51**

Further detail is provided on the attached Fee summary spreadsheet and invoice template spreadsheet.

Please let me or Dennis Dornan know if you have any questions or comments.

Yours sincerely,



Geeti Silwal, AICP, LEED AP
Principal

Sacramento Valley Station Master Plan
 Reference: 2019/2018 Summary Mark Phase
 2019/2018 SUPPLEMENTAL AGREEMENT #10-1-CC-18
 Information: REV A

2019/2018
 Task 1: Project Start Up
 Task 2: Analysis and Programming
 Task 3: Vision & Implementation Document
 Task 4: Station & Infrastructure Document
 Task 5: Station & Infrastructure Study
 Expenses

| Start Date and/or Completion | Quest Stand. Principal | Months Exp. at Project Manager | Lead, Coordinator, Project Manager | U. Engr., Project Architect | Matthew Adams, Architect | Annexation Map, Site Specific Analysis | Mark Johnson, Programming Lead | Rebecca Lee, Building Admin | Emily Parr, Architect II | Hours Station | Labor Costs | CH + Prep 19-17% | Profit 10% | Total Cost | Archer Bank, Principal | Client, Associate Principal | Heing, Associate Architect | Rainwood, Chief, Arch | Jason, Professional Designer | Hours Station | Labor Costs | CH + Prep 19% | Profit 8.5% | Total Cost | Request Costs, Principal | Archer Bank, Principal | |
|---|------------------------|--------------------------------|------------------------------------|-----------------------------|--------------------------|--|--------------------------------|-----------------------------|--------------------------|---------------|-------------|------------------|------------|------------|------------------------|-----------------------------|----------------------------|-----------------------|------------------------------|---------------|-------------|---------------|-------------|------------|--------------------------|------------------------|--|
| 2019 | | 78.48 | 55.59 | 50.49 | 58.09 | 44.07 | 61.06 | 48.09 | 34.13 | 31.73 | | | | | | | | | | | | | | | | | |
| SUBTOTAL PHASE 1 SERVICES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Task 1: Project Start Up | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 2: Analysis and Programming | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 3: Vision & Implementation Document | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 4: Station & Infrastructure Document | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 5: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| SUBTOTAL PHASE 1 SERVICES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Task 6: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 7: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 8: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 9: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 10: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 11: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 12: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 13: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 14: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 15: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 16: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 17: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 18: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 19: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 20: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 21: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 22: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 23: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 24: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 25: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 26: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 27: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 28: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 29: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 30: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 31: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 32: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 33: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 34: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 35: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 36: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 37: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 38: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 39: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 40: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 41: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 42: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 43: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 44: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 45: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 46: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 47: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 48: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 49: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 50: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 51: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 52: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 53: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 54: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 55: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 56: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 57: Station & Infrastructure Study | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | | | | | | | | | | | | | | | |
| Task 58: Station & Infrastructure Study | | 100 | 100 | 100 | 100</ | | | | | | | | | | | | | | | | | | | | | | |

Raquel G. Rich/Greg Taylor
 City of Sacramento
 Department of Public Works
 915 I Street, Room 2000
 Sacramento, CA 95814-2604

Re: Sacramento Valley Station Phase 3B Master Plan
 Contract No.: 2016-1397
 P.O. No.: 37276
 Invoice No.: 167470A
 Contract Exp:

| | |
|-------------------------------|-----------------|
| Original Contract Amount | \$ 573,247.65 |
| Supplemental Agreement No. 1 | NA |
| Supplemental Agreement No. 2 | \$ 50,053.36 |
| Supplemental Agreement No. 3 | NA |
| Supplemental Agreement No. 4 | NA |
| Supplemental Agreement No. 5 | \$ 110,608.36 |
| Supplemental Agreement No. 6 | \$ 9,499.74 |
| Supplemental Agreement No. 7 | NA |
| Supplemental Agreement No. 8 | \$ 1,444,171.92 |
| Supplemental Agreement No. 9 | \$ 5,000.00 |
| Supplemental Agreement No. 10 | \$ 1,134,824.51 |
| Total Contract Amount | \$ 3,327,405.54 |

| PHASE NO. | TASK NO. | PHASE/TASK DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COSTS PREVIOUSLY BILLED | COSTS BILLED THIS PERIOD | TOTAL COSTS TO DATE | BALANCE REMAINING | PERCENT BILLED BUDGET |
|--|----------|---|---------------------|---------------------|-------------------------|--------------------------|---------------------|---------------------|-----------------------|
| TASK 1: PROJECT START UP | | | | | | | | | |
| 1 | 1.1 | TK1.1 Project Management | \$ 10,642.94 | \$ 10,642.94 | \$ 10,642.94 | \$ - | \$ 10,642.94 | \$ 0.00 | 100.00% |
| 1 | 1.2 | TK1.2 Data and document collection and review | \$ 8,311.59 | \$ 8,311.59 | \$ 8,311.59 | \$ - | \$ 8,311.59 | \$ - | 100.00% |
| 1 | 1.3 | TK1.3 Project Kick-off and Project Goals Setting | \$ 4,152.85 | \$ 4,152.85 | \$ 4,152.85 | \$ - | \$ 4,152.85 | \$ - | 100.00% |
| SUBTOTAL TASK 1 | | | \$ 23,107.38 | \$ 23,107.38 | \$ 23,107.38 | \$ - | \$ 23,107.38 | \$ 0.00 | 100.00% |
| TASK 2 - ANALYSIS & PROGRAMMING | | | | | | | | | |
| 2 | 2.1 | TK2.1 Existing Conditions Analysis | \$ 10,118.23 | \$ 10,118.23 | \$ 10,118.23 | \$ - | \$ 10,118.23 | \$ - | 100.00% |
| 2 | 2.2 | TK2.2 Programming Analysis | \$ 17,257.49 | \$ 17,257.49 | \$ 17,257.49 | \$ - | \$ 17,257.49 | \$ - | 100.00% |
| 2 | 2.3 | TK2.3 Outreach Meetings Set 1 - Confirm Analysis & Programming | \$ 10,767.65 | \$ 10,767.65 | \$ 10,767.65 | \$ - | \$ 10,767.65 | \$ - | 100.00% |
| 2 | 2.4 | TK2.4 Draft Project Program | \$ 9,682.38 | \$ 9,682.38 | \$ 9,682.38 | \$ - | \$ 9,682.38 | \$ - | 100.00% |
| 2 | 2.5 | TK2.5 Outreach Meetings Set 2 - Final Project Program | \$ 10,767.65 | \$ 10,767.65 | \$ 10,767.65 | \$ - | \$ 10,767.65 | \$ - | 100.00% |
| SUBTOTAL TASK 2 | | | \$ 58,593.40 | \$ 58,593.40 | \$ 58,593.40 | \$ - | \$ 58,593.40 | \$ - | 100.00% |
| TASK 3 CONCEPTUAL DESIGN | | | | | | | | | |
| 3 | 3.1 | TK3.1 Preliminary Concept Scenarios Development | \$ 34,389.75 | \$ 34,389.75 | \$ 34,389.75 | \$ - | \$ 34,389.75 | \$ - | 100.00% |
| 3 | 3.2 | TK3.2 Outreach Meetings Set 3 - Preliminary Scenarios Feedback | \$ 9,948.97 | \$ 9,948.97 | \$ 9,948.97 | \$ - | \$ 9,948.97 | \$ (0.00) | 100.00% |
| 3 | 3.3 | TK3.3 Concept Scenarios Refinement | \$ 18,985.26 | \$ 18,985.26 | \$ 18,985.26 | \$ - | \$ 18,985.26 | \$ (0.00) | 100.00% |
| 3 | 3.4 | TK3.4 Outreach Meetings Set 4 | \$ 9,948.96 | \$ 9,948.96 | \$ 9,948.96 | \$ - | \$ 9,948.96 | \$ - | 100.00% |
| 3 | 3.5 | TK3.5 Community Open House | \$ - | \$ 26,114.02 | \$ 26,114.02 | \$ - | \$ 26,114.02 | \$ - | 100.00% |
| SUBTOTAL TASK 3 | | | \$ 73,272.94 | \$ 99,386.96 | \$ 99,386.96 | \$ - | \$ 99,386.96 | \$ (0.00) | 100.00% |
| TASK 4 VISION + IMPLEMENTATION DOCUMENT | | | | | | | | | |
| 4 | 4.1 | TK4.1 Vision and Urban Design + Landscape Guidelines | \$ 20,389.86 | \$ 24,389.86 | \$ 24,389.86 | \$ - | \$ 24,389.86 | \$ - | 100.00% |
| 4 | 4.2 | TK4.2 3D Conceptual Renderings | \$ 2,289.36 | \$ 15,089.36 | \$ 15,089.36 | \$ - | \$ 15,089.36 | \$ - | 100.00% |
| SUBTOTAL TASK 4 | | | \$ 22,679.22 | \$ 39,479.22 | \$ 39,479.22 | \$ - | \$ 39,479.22 | \$ - | 100.00% |
| TASK 5 SUSTAINABILITY OBJECTIVES | | | | | | | | | |
| 5 | 5.1 | TK5.1 Sustainability, GHG Reduction, Resiliency Plan for the 2 Concep | \$ 9,972.01 | \$ 9,972.01 | \$ 9,972.01 | \$ - | \$ 9,972.01 | \$ - | 100.00% |
| 5 | 5.2 | TK5.2 Evaluation of the 2 Alternatives against SCGI | \$ 2,698.70 | \$ 2,698.70 | \$ 2,698.70 | \$ - | \$ 2,698.70 | \$ - | 100.00% |
| 5 | 5.3 | TK5.3 Sustainability & GHG Reduction Monitoring Plan | \$ 4,252.72 | \$ 4,252.72 | \$ 4,252.72 | \$ - | \$ 4,252.72 | \$ - | 100.00% |
| 5 | 5.4 | TK5.4 Living Community Challenge Charrette | \$ - | \$ 6,098.44 | \$ 6,098.44 | \$ - | \$ 6,098.44 | \$ - | 100.00% |
| SUBTOTAL TASK 5 | | | \$ 16,923.43 | \$ 23,021.87 | \$ 23,021.87 | \$ - | \$ 23,021.87 | \$ - | 100.00% |
| TASK 6 I-5 RAMPS & I Street Study | | | | | | | | | |
| 6 | 6.1 | Task 6.1 - Project Scoping | \$ - | \$ 19,216.65 | \$ 19,216.65 | \$ - | \$ 19,216.65 | \$ - | 100.00% |
| 6 | 6.2 | Task 6.2 - Stage 1 Initial General Traffic Analysis | \$ - | \$ 5,680.65 | \$ 5,680.65 | \$ - | \$ 5,680.65 | \$ - | 100.00% |
| 6 | 6.3 | Task 6.3 - Alternative Development | \$ - | \$ 15,582.84 | \$ 15,582.84 | \$ - | \$ 15,582.84 | \$ - | 100.00% |
| 6 | 6.4 | Task 6.4 - Interchange Plans | \$ - | \$ 6,396.23 | \$ 2,754.29 | \$ - | \$ 2,754.29 | \$ 3,641.94 | 43.06% |
| 6 | 6.6 | Task 6.6 - Caltrans Coordination Meetings | \$ - | \$ 4,844.82 | \$ - | \$ - | \$ - | \$ 4,844.82 | 0.00% |
| 6 | 6.7 | Task 6.7 - Analysis and Recommendations | \$ - | \$ 6,849.31 | \$ - | \$ - | \$ - | \$ 6,849.31 | 0.00% |
| SUBTOTAL TASK 6 | | | \$ - | \$ 58,570.50 | \$ 43,234.43 | \$ - | \$ 43,234.43 | \$ 15,336.07 | 73.82% |
| TASK 7 PROJECT MANAGEMENT | | | | | | | | | |
| 7 | 7.1 | Task 7.1 - Project Management | \$ - | \$ 28,317.66 | \$ - | \$ 8,495.29 | \$ 8,495.29 | \$ 19,822.37 | 30.00% |
| SUBTOTAL TASK 7 | | | \$ - | \$ 28,317.66 | \$ - | \$ 8,495.29 | \$ 8,495.29 | \$ 19,822.37 | 30.00% |
| TASK 8 PROJECT INITIATION | | | | | | | | | |
| 8 | 8.1 | Task 8.1 - Phase 1 Comments Assessment | \$ - | \$ 7,885.47 | \$ - | \$ 7,885.47 | \$ 7,885.47 | \$ - | 100.00% |
| 8 | 8.2 | Task 8.2 - Background Information Collection and Review | \$ - | \$ 14,620.63 | \$ - | \$ 14,620.63 | \$ 14,620.63 | \$ - | 100.00% |
| 8 | 8.3 | Task 8.3 - Project Kick-Off Meeting | \$ - | \$ 9,923.36 | \$ - | \$ 9,923.36 | \$ 9,923.36 | \$ - | 100.00% |
| 8 | 8.4 | Task 8.4 - City Council Meeting | \$ - | \$ 3,225.58 | \$ - | \$ - | \$ - | \$ 3,225.58 | 0.00% |

| PHASE NO. | TASK NO. | PHASE/TASK DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COSTS PREVIOUSLY BILLED | COSTS BILLED THIS PERIOD | TOTAL COSTS TO DATE | BALANCE REMAINING | PERCENT BILLED BUDGET |
|---|----------|---|-----------------|-----------------|-------------------------|--------------------------|---------------------|-------------------|-----------------------|
| SUBTOTAL TASK 8 | | | \$ - | \$ 35,655.04 | \$ - | \$ 32,429.46 | \$ 32,429.46 | \$ 3,225.58 | 90.95% |
| TASK 9 COMMUNITY OUTREACH | | | | | | | | | |
| 9 | 9.1 | Task 9.1 - Community Outreach Plan | \$ - | \$ 2,382.31 | \$ - | \$ 1,786.73 | \$ 1,786.73 | \$ 595.58 | 75.00% |
| 9 | 9.2 | Task 9.2 - Enhance the Webpage | \$ - | \$ 2,000.63 | \$ - | \$ - | \$ - | \$ 2,000.63 | 0.00% |
| 9 | 9.3 | Task 9.3 - Stakeholder Group Meetings (5) | \$ - | \$ 16,835.85 | \$ - | \$ - | \$ - | \$ 16,835.85 | 0.00% |
| 9 | 9.4 | Task 9.4 - Community Workshops (3) | \$ - | \$ 31,961.60 | \$ - | \$ - | \$ - | \$ 31,961.60 | 0.00% |
| 9 | 9.5 | Task 9.5 - Virtual Community Workshop (1) | \$ - | \$ 2,314.71 | \$ - | \$ - | \$ - | \$ 2,314.71 | 0.00% |
| 9 | 9.6 | Task 9.6 - Pop-up Workshops (2) | \$ - | \$ 3,730.57 | \$ - | \$ - | \$ - | \$ 3,730.57 | 0.00% |
| 9 | 9.7 | Task 9.7 - Communication Collateral | \$ - | \$ 2,314.71 | \$ - | \$ - | \$ - | \$ 2,314.71 | 0.00% |
| 9 | 9.8 | Task 9.8 - Public Information and Notification | \$ - | \$ 707.93 | \$ - | \$ - | \$ - | \$ 707.93 | 0.00% |
| 9 | 9.9 | Task 9.9 - Media Relations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 9 | | | \$ - | \$ 62,248.31 | \$ - | \$ 1,786.73 | \$ 1,786.73 | \$ 60,461.58 | 2.87% |
| TASK 10 EXISTING CONDITIONS ANALYSIS | | | | | | | | | |
| 10 | 10.1 | Task 10.1 - Policy Context | \$ - | \$ 19,912.27 | \$ - | \$ 19,912.27 | \$ 19,912.27 | \$ - | 100.00% |
| 10 | 10.2 | Task 10.2 - Market Analysis [incl.roundtable discussions] | \$ - | \$ 6,451.17 | \$ - | \$ 6,451.17 | \$ 6,451.17 | \$ - | 100.00% |
| 10 | 10.3 | Task 10.3 - Infrastructure Assessment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.4 | Task 10.4 - Retail and Community Amenity Strategy | \$ - | \$ 29,037.04 | \$ - | \$ - | \$ - | \$ 29,037.04 | 0.00% |
| 10 | 10.5 | Task 10.5 - Transportation Analysis | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 10 | | | \$ - | \$ 55,400.48 | \$ - | \$ 26,363.44 | \$ 26,363.44 | \$ 29,037.04 | 47.59% |
| TASK 11 STATION PROGRAMMING | | | | | | | | | |
| 11 | 11.1 | Task 11.1 - Station Area Programming | \$ - | \$ 40,040.92 | \$ - | \$ 21,655.89 | \$ 21,655.89 | \$ 18,385.03 | 54.08% |
| 11 | 11.2 | Task 11.2 - Master Planning Framework | \$ - | \$ 66,988.48 | \$ - | \$ 36,230.32 | \$ 36,230.32 | \$ 30,758.16 | 54.08% |
| SUBTOTAL TASK 11 | | | \$ - | \$ 107,029.40 | \$ - | \$ 57,886.21 | \$ 57,886.21 | \$ 49,143.19 | 54.08% |
| TASK 12 MASTER PLAN | | | | | | | | | |
| 12 | 12.1 | Task 12.1 - Station Area Master Plan and Station Plan | \$ - | \$ 129,332.31 | \$ - | \$ - | \$ - | \$ 129,332.31 | 0.00% |
| 12 | 12.2 | Task 12.2 - Infrastructure Master Plan Alternatives Development | \$ - | \$ 9,984.82 | \$ - | \$ - | \$ - | \$ 9,984.82 | 0.00% |
| 12 | 12.3 | Task 12.3 - Master Plan Coordination with early projects | \$ - | \$ 4,272.18 | \$ - | \$ - | \$ - | \$ 4,272.18 | 0.00% |
| SUBTOTAL TASK 12 | | | \$ - | \$ 143,589.31 | \$ - | \$ - | \$ - | \$ 143,589.31 | 0.00% |
| TASK 13 STATION ARCHITECTURE CONCEPT | | | | | | | | | |
| 13 | 13.1 | Task 13.1 Preferred Station Architecture Concept | \$ - | \$ 46,037.04 | \$ - | \$ - | \$ - | \$ 46,037.04 | 0.00% |
| SUBTOTAL TASK 13 | | | \$ - | \$ 46,037.04 | \$ - | \$ - | \$ - | \$ 46,037.04 | 0.00% |
| TASK 14 LIVING COMMUNITY CHALLENGE(LCC) SUPPORT | | | | | | | | | |
| 14 | 14.1 | TASK 14.1 Plan elements | \$ - | \$ 56,684.59 | \$ - | \$ - | \$ - | \$ 56,684.59 | 0.00% |
| SUBTOTAL TASK 14 | | | \$ - | \$ 56,684.59 | \$ - | \$ - | \$ - | \$ 56,684.59 | 0.00% |
| TASK 15 SPECIFIC PLAN | | | | | | | | | |
| 15 | 15.1 | TASK 15.1 Design Standards and Guidelines | \$ - | \$ 68,573.10 | \$ - | \$ - | \$ - | \$ 68,573.10 | 0.00% |
| 15 | 15.2 | TASK 15.2 Zoning District Evaluation | \$ - | \$ 4,247.60 | \$ - | \$ - | \$ - | \$ 4,247.60 | 0.00% |
| 15 | 15.3 | TASK 15.3 Financing Plan | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 15 | 15.4 | TASK 15.4 Admin. Draft Specific Plan Document | \$ - | \$ 66,948.02 | \$ - | \$ - | \$ - | \$ 66,948.02 | 0.00% |
| 15 | 15.5 | TASK 15.5 Draft Public Review Specific Plan Document | \$ - | \$ 64,649.96 | \$ - | \$ - | \$ - | \$ 64,649.96 | 0.00% |
| 15 | 15.6 | TASK 15.6 Final Specific Plan Document | \$ - | \$ 38,868.85 | \$ - | \$ - | \$ - | \$ 38,868.85 | 0.00% |
| SUBTOTAL TASK 15 | | | \$ - | \$ 243,287.53 | \$ - | \$ - | \$ - | \$ 243,287.53 | 0.00% |
| TASK 16 EARLY IMPLEMENTATION PROJECTS - 30% SD | | | | | | | | | |
| 16 | 16.1 | TASK 16.1 Bus Facility; F and 3rd Street Connection | \$ - | \$ 42,794.81 | \$ - | \$ - | \$ - | \$ 42,794.81 | 0.00% |
| 16 | 16.2 | TASK 16.2 H Street (5th to 3rd Streets) | \$ - | \$ 41,169.73 | \$ - | \$ - | \$ - | \$ 41,169.73 | 0.00% |
| SUBTOTAL TASK 16 | | | \$ - | \$ 83,964.54 | \$ - | \$ - | \$ - | \$ 83,964.54 | 0.00% |
| TASK 17 VISUALIZATIONS | | | | | | | | | |
| 17 | 17.1 | TASK 17.1 Renderings | \$ - | \$ 7,725.93 | \$ - | \$ - | \$ - | \$ 7,725.93 | 0.00% |
| 17 | 17.2 | TASK 17.2 3D animation video clipping | \$ - | \$ 3,231.73 | \$ - | \$ - | \$ - | \$ 3,231.73 | 0.00% |
| SUBTOTAL TASK 17 | | | \$ - | \$ 10,957.66 | \$ - | \$ - | \$ - | \$ 10,957.66 | 0.00% |
| REIMBURSABLE EXPENSES: | | | | | | | | | |
| | | Printing & Workshop Supplies | \$ 5,000.00 | \$ 11,900.00 | \$ 3,414.84 | \$ 941.59 | \$ 4,356.43 | \$ 7,543.57 | 36.61% |
| | | Lodging | | \$ 1,000.00 | | \$ 466.54 | \$ 466.54 | \$ 533.46 | 46.65% |
| | | Airfare | | \$ 4,000.00 | | \$ 335.67 | \$ 335.67 | \$ 3,664.33 | 8.39% |
| | | Ground Transportation | \$ 1,683.00 | \$ 7,853.00 | \$ 1,147.25 | \$ 482.55 | \$ 1,629.80 | \$ 6,223.20 | 20.75% |
| | | Meals | \$ 1,620.00 | \$ 3,650.00 | \$ 405.80 | \$ 308.85 | \$ 714.65 | \$ 2,935.35 | 19.58% |
| | | Renderings | \$ 20,000.00 | \$ 47,000.00 | \$ 7,000.00 | \$ - | \$ 7,000.00 | \$ 40,000.00 | 14.89% |
| | | Miscellaneous (Courier and retail strategy) | | \$ 50,000.00 | \$ - | \$ - | \$ - | \$ 50,000.00 | 0.00% |
| TOTAL REIMBURSABLE EXPENSES | | | \$ 28,303.00 | \$ 125,403.00 | \$ 11,967.89 | \$ 2,535.20 | \$ 14,503.09 | \$ 110,899.91 | 11.57% |
| P+W GRAND TOTAL | | | \$ 222,879.37 | \$ 1,300,733.89 | \$ 298,791.15 | \$ 129,496.33 | \$ 428,287.48 | \$ 872,446.41 | 32.93% |
| SUBCONSULTANT: Grimshaw Architects | | | | | | | | | |
| TASK 1: PROJECT START UP | | | | | | | | | |
| 1 | 1.2 | TK1.2 Data and document collection and review | \$ 1,774.10 | \$ 1,774.10 | \$ 1,774.10 | \$ - | \$ 1,774.10 | \$ - | 100.00% |
| 1 | 1.3 | TK1.3 Project Kick-off and Project Goals Setting | \$ 3,798.39 | \$ 3,798.39 | \$ 3,798.39 | \$ - | \$ 3,798.39 | \$ (0.00) | 100.00% |
| 1 | 1.4 | TK1.4 Community Outreach Plan | \$ 1,227.52 | \$ 1,227.52 | \$ 1,227.52 | \$ - | \$ 1,227.52 | \$ - | 100.00% |

| PHASE NO. | TASK NO. | PHASE/TASK DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COSTS PREVIOUSLY BILLED | COSTS BILLED THIS PERIOD | TOTAL COSTS TO DATE | BALANCE REMAINING | PERCENT BILLED BUDGET |
|---|----------|---|-----------------|----------------|-------------------------|--------------------------|---------------------|-------------------|-----------------------|
| SUBTOTAL TASK 1 | | | \$ 6,800.01 | \$ 6,800.01 | \$ 6,800.01 | \$ - | \$ 6,800.01 | (0.00) | 100.00% |
| TASK 2 - ANALYSIS & PROGRAMMING | | | | | | | | | |
| 2 | 2.1 | TK2.1 Existing Conditions Analysis | \$ 648.50 | \$ 648.50 | \$ 648.50 | \$ - | \$ 648.50 | - | 100.00% |
| 2 | 2.2 | TK2.2 Programming Analysis | \$ 7,250.80 | \$ 7,250.80 | \$ 7,250.80 | \$ - | \$ 7,250.80 | - | 100.00% |
| 2 | 2.3 | TK2.3 Outreach Meetings Set 1 - Confirm Analysis & Programming | \$ 6,602.31 | \$ 6,602.31 | \$ 6,602.31 | \$ - | \$ 6,602.31 | - | 100.00% |
| SUBTOTAL TASK 2 | | | \$ 14,501.61 | \$ 14,501.61 | \$ 14,501.61 | \$ - | \$ 14,501.61 | - | 100.00% |
| TASK 3 CONCEPTUAL DESIGN | | | | | | | | | |
| 3 | 3.1 | TK3.1 Preliminary Concept Scenarios Development | \$ 29,495.83 | \$ 29,495.83 | \$ 29,495.83 | \$ - | \$ 29,495.83 | - | 100.00% |
| 3 | 3.2 | TK3.2 Outreach Meetings Set 3 - Preliminary Scenarios Feedback | \$ 1,544.04 | \$ 1,544.04 | \$ 1,544.04 | \$ - | \$ 1,544.04 | - | 100.00% |
| 3 | 3.3 | TK3.3 Concept Scenarios Refinement | \$ 29,333.70 | \$ 29,333.70 | \$ 29,333.70 | \$ - | \$ 29,333.70 | - | 100.00% |
| 3 | 3.4 | TK3.4 Outreach Meetings Set 4 | \$ 1,544.04 | \$ 1,544.04 | \$ 1,544.04 | \$ - | \$ 1,544.04 | - | 100.00% |
| 3 | 3.5 | TK3.5 Community Open House | \$ - | \$ 11,302.36 | \$ 4,719.42 | \$ - | \$ 4,719.42 | 6,582.94 | 41.76% |
| SUBTOTAL TASK 3 | | | \$ 61,917.61 | \$ 73,219.97 | \$ 66,637.03 | \$ - | \$ 66,637.03 | 6,582.94 | 91.01% |
| TASK 4 VISION + IMPLEMENTATION DOCUMENT | | | | | | | | | |
| 4 | 4.1 | TK4.1 Vision and Urban Design + Landscape Guidelines | \$ 6,500.40 | \$ 6,500.40 | \$ 6,500.40 | \$ - | \$ 6,500.40 | (0.00) | 100.00% |
| 4 | 4.2 | TK4.2 3D Conceptual Renderings | \$ 7,411.39 | \$ 7,411.39 | \$ 7,411.39 | \$ - | \$ 7,411.39 | 0.00 | 100.00% |
| SUBTOTAL TASK 4 | | | \$ 13,911.79 | \$ 13,911.79 | \$ 13,911.79 | \$ - | \$ 13,911.79 | - | 100.00% |
| TASK 7 PROJECT MANAGEMENT | | | | | | | | | |
| 7 | 7.1 | Task 7.1 - Project Management | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| SUBTOTAL TASK 7 | | | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| TASK 8 PROJECT INITIATION | | | | | | | | | |
| 8 | 8.1 | Task 8.1 - Phase 1 Comments Assessment | \$ - | \$ 3,801.38 | \$ - | \$ - | \$ - | 3,801.38 | 0.00% |
| 8 | 8.2 | Task 8.2 - Background Information Collection and Review | \$ - | \$ 7,382.57 | \$ - | \$ - | \$ - | 7,382.57 | 0.00% |
| 8 | 8.3 | Task 8.3 - Project Kick-Off Meeting | \$ - | \$ 3,238.06 | \$ - | \$ - | \$ - | 3,238.06 | 0.00% |
| 8 | 8.4 | Task 8.4 - City Council Meeting | \$ - | \$ 3,238.06 | \$ - | \$ - | \$ - | 3,238.06 | 0.00% |
| SUBTOTAL TASK 8 | | | \$ - | \$ 17,660.07 | \$ - | \$ - | \$ - | 17,660.07 | 0.00% |
| TASK 9 COMMUNITY OUTREACH | | | | | | | | | |
| 9 | 9.1 | Task 9.1 - Community Outreach Plan | \$ - | \$ 1,768.05 | \$ - | \$ - | \$ - | 1,768.05 | 0.00% |
| 9 | 9.2 | Task 9.2 - Enhance the Webpage | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 9 | 9.3 | Task 9.3 - Stakeholder Group Meetings (5) | \$ - | \$ 12,952.25 | \$ - | \$ - | \$ - | 12,952.25 | 0.00% |
| 9 | 9.4 | Task 9.4 - Community Workshops (3) | \$ - | \$ 9,714.19 | \$ - | \$ - | \$ - | 9,714.19 | 0.00% |
| 9 | 9.5 | Task 9.5 - Virtual Community Workshop (1) | \$ - | \$ 3,238.06 | \$ - | \$ - | \$ - | 3,238.06 | 0.00% |
| 9 | 9.6 | Task 9.6 - Pop-up Workshops (2) | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 9 | 9.7 | Task 9.7 - Communication Collateral | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 9 | 9.8 | Task 9.8 Public Information and Notification | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 9 | 9.9 | Task 9.9 Media Relations | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| SUBTOTAL TASK 9 | | | \$ - | \$ 27,672.55 | \$ - | \$ - | \$ - | 27,672.55 | 0.00% |
| TASK 10 EXISTING CONDITIONS ANALYSIS | | | | | | | | | |
| 10 | 10.1 | Task 10.1 - Policy Context | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 10 | 10.2 | Task 10.2 - Market Analysis [incl.roundtable discussions] | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 10 | 10.3 | Task 10.3 - Infrastructure Assessment | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 10 | 10.4 | Task 10.4 - Retail and Community Amenity Strategy | \$ - | \$ 9,972.40 | \$ - | \$ - | \$ - | 9,972.40 | 0.00% |
| 10 | 10.5 | Task 10.5 - Transportation Analysis | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| SUBTOTAL TASK 10 | | | \$ - | \$ 9,972.40 | \$ - | \$ - | \$ - | 9,972.40 | 0.00% |
| TASK 11 STATION PROGRAMMING | | | | | | | | | |
| 11 | 11.1 | Task 11.1 - Station Area Programming | \$ - | \$ 47,420.27 | \$ - | \$ - | \$ - | 47,420.27 | 0.00% |
| 11 | 11.2 | Task 11.2 - Master Planning Framework | \$ - | \$ 8,733.55 | \$ - | \$ - | \$ - | 8,733.55 | 0.00% |
| SUBTOTAL TASK 11 | | | \$ - | \$ 56,153.82 | \$ - | \$ - | \$ - | 56,153.82 | 0.00% |
| TASK 12 MASTER PLAN | | | | | | | | | |
| 12 | 12.1 | Task 12.1 - Station Area Master Plan and Station Plan | \$ - | \$ 56,763.45 | \$ - | \$ - | \$ - | 56,763.45 | 0.00% |
| 12 | 12.2 | Task 12.2 - Infrastructure Master Plan Alternatives Development | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 12 | 12.3 | Task 12.3 - Master Plan Coordination with early projects | \$ - | \$ 6,757.28 | \$ - | \$ - | \$ - | 6,757.28 | 0.00% |
| SUBTOTAL TASK 12 | | | \$ - | \$ 63,520.73 | \$ - | \$ - | \$ - | 63,520.73 | 0.00% |
| TASK 13 STATION ARCHITECTURE CONCEPT | | | | | | | | | |
| 13 | 13.1 | TASK 13.1 Preferred Station Architecture Concept | \$ - | \$ 160,962.31 | \$ - | \$ - | \$ - | 160,962.31 | 0.00% |
| SUBTOTAL TASK 13 | | | \$ - | \$ 160,962.31 | \$ - | \$ - | \$ - | 160,962.31 | 0.00% |
| TASK 15 SPECIFIC PLAN | | | | | | | | | |
| 15 | 15.1 | TASK 15.1 Design Standards and Guidelines | \$ - | \$ 40,487.46 | \$ - | \$ - | \$ - | 40,487.46 | 0.00% |
| 15 | 15.2 | TASK 15.2 Zoning District Evaluation | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 15 | 15.3 | TASK 15.3 Financing Plan | \$ - | \$ - | \$ - | \$ - | \$ - | - | #DIV/0! |
| 15 | 15.4 | TASK 15.4 Admin, Draft Specific Plan Document | \$ - | \$ 4,534.42 | \$ - | \$ - | \$ - | 4,534.42 | 0.00% |
| 15 | 15.5 | TASK 15.5 Draft Public Review Specific Plan Document | \$ - | \$ 4,534.42 | \$ - | \$ - | \$ - | 4,534.42 | 0.00% |
| 15 | 15.6 | TASK 15.6 Final Specific Plan Document | \$ - | \$ 4,534.42 | \$ - | \$ - | \$ - | 4,534.42 | 0.00% |

| PHASE NO. | TASK NO. | PHASE/TASK DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COSTS PREVIOUSLY BILLED | COSTS BILLED THIS PERIOD | TOTAL COSTS TO DATE | BALANCE REMAINING | PERCENT BILLED BUDGET |
|--|----------|--|-----------------|----------------|-------------------------|--------------------------|---------------------|-------------------|-----------------------|
| SUBTOTAL TASK 15 | | | \$ - | \$ 54,090.72 | \$ - | \$ - | \$ - | \$ 54,090.72 | 0.00% |
| TASK 16 EARLY IMPLEMENTATION PROJECTS - 30% SD | | | | | | | | | |
| 16 | 16.1 | TASK 16.1 Bus Facility; F and 3rd Street Connection | \$ - | \$ 64,371.69 | \$ - | \$ - | \$ - | \$ 64,371.69 | 0.00% |
| 16 | 16.2 | TASK 16.2 H Street (5th to 3rd Streets) | \$ - | \$ 22,161.03 | \$ - | \$ - | \$ - | \$ 22,161.03 | 0.00% |
| SUBTOTAL TASK 16 | | | \$ - | \$ 86,532.72 | \$ - | \$ - | \$ - | \$ 86,532.72 | 0.00% |
| TASK 17 VISUALIZATIONS | | | | | | | | | |
| 17 | 17.1 | TASK 17.1 Renderings | \$ - | \$ 2,522.74 | \$ - | \$ - | \$ - | \$ 2,522.74 | 0.00% |
| 17 | 17.2 | TASK 17.2 3D animation video clipping | \$ - | \$ 2,522.74 | \$ - | \$ - | \$ - | \$ 2,522.74 | 0.00% |
| SUBTOTAL TASK 17 | | | \$ - | \$ 5,045.48 | \$ - | \$ - | \$ - | \$ 5,045.48 | 0.00% |
| REIMBURSABLE EXPENSES: | | | | | | | | | |
| | | Air Fare | \$ 7,800.00 | \$ 16,800.00 | \$ 4,833.53 | \$ - | \$ 4,833.53 | \$ 11,966.47 | 28.77% |
| | | Lodging | \$ 9,612.00 | \$ 17,828.00 | \$ 1,782.00 | \$ - | \$ 1,782.00 | \$ 16,046.00 | 10.00% |
| | | Ground Transportation | \$ 673.20 | \$ 2,673.20 | \$ 897.53 | \$ - | \$ 897.53 | \$ 1,775.67 | 33.58% |
| | | Meals | \$ 2,664.00 | \$ 6,120.00 | \$ 559.92 | \$ - | \$ 559.92 | \$ 5,560.08 | 9.15% |
| TOTAL REIMBURSABLE EXPENSES | | | \$ 20,749.20 | \$ 43,421.20 | \$ 8,072.98 | \$ - | \$ 8,072.98 | \$ 35,348.22 | 18.59% |
| Grimshaw Architects Grand Total | | | \$ 117,880.22 | \$ 633,465.38 | \$ 109,923.42 | \$ - | \$ 109,923.42 | \$ 523,541.96 | 17.38% |
| SUBCONSULTANT: ARUP | | | | | | | | | |
| TASK 1: PROJECT START UP | | | | | | | | | |
| 1 | 1.3 | TK1.3 Project Kick-off and Project Goals Setting | \$ 3,411.04 | \$ 3,411.04 | \$ 3,411.04 | \$ - | \$ 3,411.04 | \$ - | 100.00% |
| SUBTOTAL TASK 1 | | | \$ 3,411.04 | \$ 3,411.04 | \$ 3,411.04 | \$ - | \$ 3,411.04 | \$ - | 100.00% |
| TASK 2 - ANALYSIS & PROGRAMMING | | | | | | | | | |
| 2 | 2.1 | TK2.1 Existing Conditions Analysis | \$ 6,329.11 | \$ 6,329.11 | \$ 6,329.11 | \$ - | \$ 6,329.11 | \$ - | 100.00% |
| 2 | 2.2 | TK2.2 Programming Analysis | \$ 14,441.31 | \$ 14,441.31 | \$ 14,441.31 | \$ - | \$ 14,441.31 | \$ - | 100.00% |
| 2 | 2.3 | TK2.3 Outreach Meetings Set 1 - Confirm Analysis & Programming | \$ 7,039.61 | \$ 7,039.61 | \$ 7,039.61 | \$ - | \$ 7,039.61 | \$ - | 100.00% |
| 2 | 2.5 | TK2.5 Outreach Meetings Set 2 - Final Project Program | \$ 1,601.41 | \$ 1,601.41 | \$ 1,601.41 | \$ - | \$ 1,601.41 | \$ - | 100.00% |
| SUBTOTAL TASK 2 | | | \$ 29,411.44 | \$ 29,411.44 | \$ 29,411.44 | \$ - | \$ 29,411.44 | \$ - | 100.00% |
| TASK 3 CONCEPTUAL DESIGN | | | | | | | | | |
| 3 | 3.1 | TK3.1 Preliminary Concept Scenarios Development | \$ 25,119.57 | \$ 16,789.44 | \$ 16,789.44 | \$ - | \$ 16,789.44 | \$ - | 100.00% |
| 3 | 3.3 | TK3.3 Concept Scenarios Refinement | \$ 4,800.29 | \$ 4,800.29 | \$ 4,800.29 | \$ - | \$ 4,800.29 | \$ - | 100.00% |
| 3 | 3.5 | TK3.5 Community Open House | \$ - | \$ 4,848.13 | \$ 4,848.13 | \$ - | \$ 4,848.13 | \$ - | 100.00% |
| SUBTOTAL TASK 3 | | | \$ 29,919.86 | \$ 26,437.86 | \$ 26,437.86 | \$ - | \$ 26,437.86 | \$ - | 100.00% |
| TASK 5 SUSTAINABILITY OBJECTIVES | | | | | | | | | |
| 5 | 5.1 | Concept Alternatives | \$ 7,836.75 | \$ 16,166.88 | \$ 16,166.88 | \$ - | \$ 16,166.88 | \$ (0.00) | 100.00% |
| 5 | 5.2 | TK5.2 Evaluation of the 2 Alternatives against SCGI | \$ 6,863.93 | \$ 6,863.93 | \$ 6,863.93 | \$ - | \$ 6,863.93 | \$ 0.00 | 100.00% |
| 5 | 5.3 | TK5.3 Sustainability & GHG Reduction Monitoring Plan | \$ 6,969.19 | \$ 6,969.19 | \$ 6,969.19 | \$ - | \$ 6,969.19 | \$ - | 100.00% |
| 5 | 5.4 | TK5.4 Living Community Challenge Charrette | \$ - | \$ 3,201.30 | \$ 3,201.30 | \$ - | \$ 3,201.30 | \$ - | 100.00% |
| SUBTOTAL TASK 5 | | | \$ 21,669.87 | \$ 33,201.30 | \$ 33,201.30 | \$ - | \$ 33,201.30 | \$ (0.00) | 100.00% |
| TASK 6 I-5 RAMPS & I Street Study | | | | | | | | | |
| 6 | 6.1 | Task 6.1 - Project Scoping | \$ - | \$ 2,177.92 | \$ 2,177.92 | \$ - | \$ 2,177.92 | \$ - | 100.00% |
| 6 | 6.2 | Task 6.2 - Stage 1 Initial General Traffic Analysis | \$ - | \$ 2,177.92 | \$ 2,177.92 | \$ - | \$ 2,177.92 | \$ - | 100.00% |
| 6 | 6.3 | Task 6.3 - Alternative Development | \$ - | \$ 9,007.62 | \$ 9,007.62 | \$ - | \$ 9,007.62 | \$ - | 100.00% |
| 6 | 6.4 | Task 6.4 - Interchange Plans | \$ - | \$ 11,925.87 | \$ 2,195.68 | \$ - | \$ 2,195.68 | \$ 9,730.19 | 18.41% |
| 6 | 6.5 | Task 6.5 - Cost Estimating | \$ - | \$ 6,110.60 | \$ - | \$ - | \$ - | \$ 6,110.60 | 0.00% |
| 6 | 6.6 | Task 6.6 - Caltrans Coordination Meetings | \$ - | \$ 4,355.85 | \$ - | \$ - | \$ - | \$ 4,355.85 | 0.00% |
| 6 | 6.7 | Task 6.7 - Analysis and Recommendations | \$ - | \$ 7,130.43 | \$ - | \$ - | \$ - | \$ 7,130.43 | 0.00% |
| SUBTOTAL TASK 6 | | | \$ - | \$ 42,886.21 | \$ 15,559.14 | \$ - | \$ 15,559.14 | \$ 27,327.07 | 36.28% |
| TASK 7 PROJECT MANAGEMENT | | | | | | | | | |
| 7 | 7.1 | Task 7.1 - Project Management | \$ - | \$ 24,034.48 | \$ - | \$ - | \$ - | \$ 24,034.48 | 0.00% |
| SUBTOTAL TASK 7 | | | \$ - | \$ 24,034.48 | \$ - | \$ - | \$ - | \$ 24,034.48 | 0.00% |
| TASK 8 PROJECT INITIATION | | | | | | | | | |
| 8 | 8.1 | Task 8.1 - Phase 1 Comments Assessment | \$ - | \$ 1,909.33 | \$ - | \$ - | \$ - | \$ 1,909.33 | 0.00% |
| 8 | 8.2 | Task 8.2 - Background Information Collection and Review | \$ - | \$ 1,744.69 | \$ - | \$ - | \$ - | \$ 1,744.69 | 0.00% |
| 8 | 8.3 | Task 8.3 - Project Kick-Off Meeting | \$ - | \$ 8,076.22 | \$ - | \$ - | \$ - | \$ 8,076.22 | 0.00% |
| 8 | 8.4 | Task 8.4 - City Council Meeting | \$ - | \$ 4,217.11 | \$ - | \$ - | \$ - | \$ 4,217.11 | 0.00% |
| SUBTOTAL TASK 8 | | | \$ - | \$ 15,947.35 | \$ - | \$ - | \$ - | \$ 15,947.35 | 0.00% |
| TASK 9 COMMUNITY OUTREACH | | | | | | | | | |
| 9 | 9.1 | Task 9.1 - Community Outreach Plan | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.2 | Task 9.2 - Enhance the Webpage | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.3 | Task 9.3 - Stakeholder Group Meetings (5) | \$ - | \$ 3,787.67 | \$ - | \$ - | \$ - | \$ 3,787.67 | 0.00% |
| 9 | 9.4 | Task 9.4 - Community Workshops (3) | \$ - | \$ 3,435.03 | \$ - | \$ - | \$ - | \$ 3,435.03 | 0.00% |
| 9 | 9.5 | Task 9.5 - Virtual Community Workshop (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.6 | Task 9.6 - Pop-up Workshops (2) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |

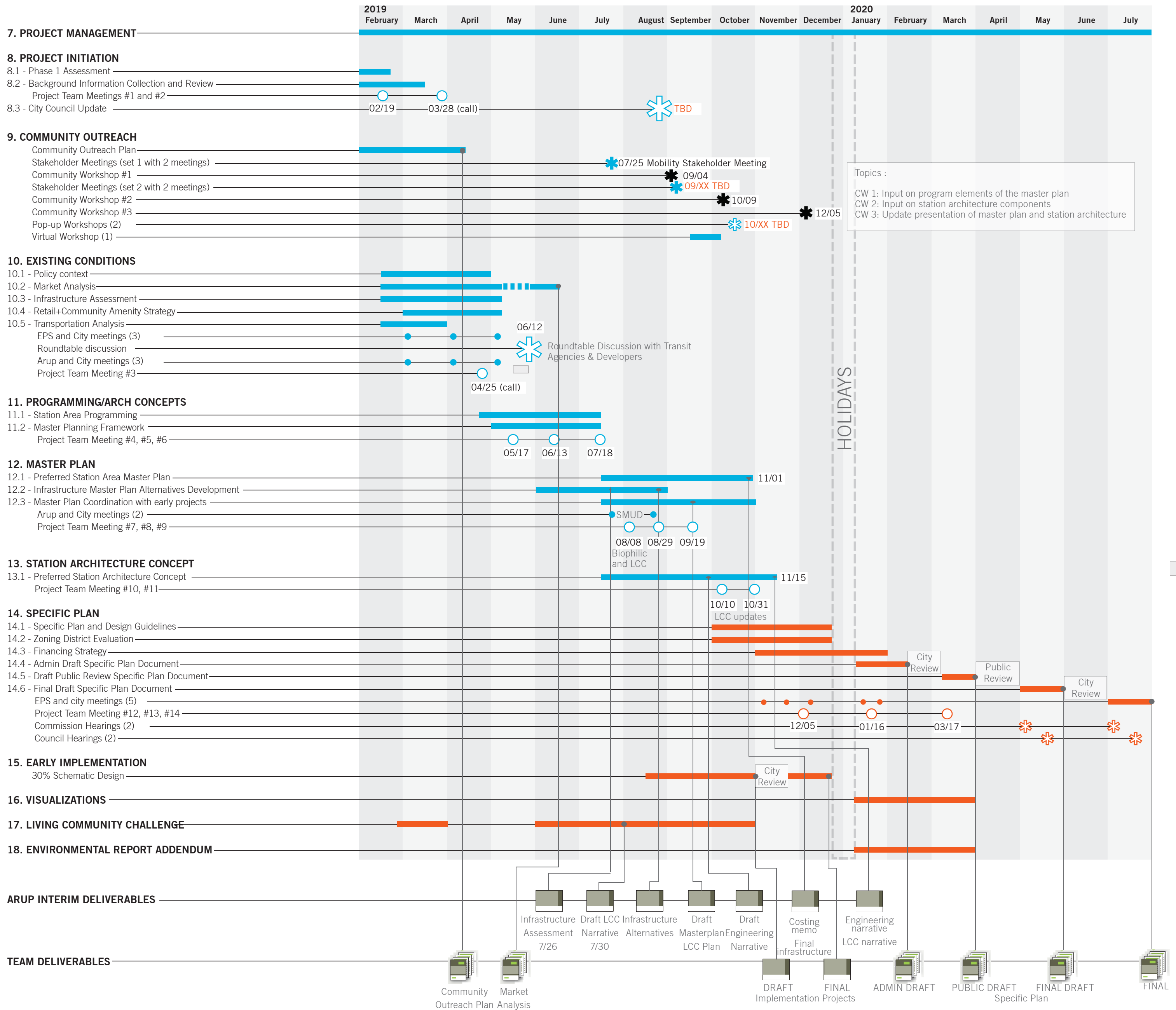
| PHASE NO. | TASK NO. | PHASE/TASK DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COSTS PREVIOUSLY BILLED | COSTS BILLED THIS PERIOD | TOTAL COSTS TO DATE | BALANCE REMAINING | PERCENT BILLED BUDGET |
|--|----------|---|-----------------|----------------|-------------------------|--------------------------|---------------------|-------------------|-----------------------|
| 9 | 9.7 | Task 9.7 - Communication Collateral | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.8 | Task 9.8 Public Information and Notification | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.9 | Task 9.9 Media Relations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 9 | | | \$ - | \$ 7,222.70 | \$ - | \$ - | \$ - | \$ 7,222.70 | 0.00% |
| TASK 10 EXISTING CONDITIONS ANALYSIS | | | | | | | | | |
| 10 | 10.1 | Task 10.1 - Policy Context | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.2 | Task 10.2 - Market Analysis [incl.roundtable discussions] | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.3 | Task 10.3 - Infrastructure Assessment | \$ - | \$ 23,588.14 | \$ - | \$ - | \$ - | \$ 23,588.14 | 0.00% |
| 10 | 10.4 | Task 10.4 - Retail and Community Amenity Strategy | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.5 | Task 10.5 - Transportation Analysis | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 10 | | | \$ - | \$ 23,588.14 | \$ - | \$ - | \$ - | \$ 23,588.14 | 0.00% |
| TASK 11 STATION PROGRAMMING | | | | | | | | | |
| 11 | 11.1 | Task 11.1 - Station Area Programming | \$ - | \$ 34,519.71 | \$ - | \$ - | \$ - | \$ 34,519.71 | 0.00% |
| 11 | 11.2 | Task 11.2 - Master Planning Framework | \$ - | \$ 31,661.74 | \$ - | \$ - | \$ - | \$ 31,661.74 | 0.00% |
| SUBTOTAL TASK 11 | | | \$ - | \$ 66,181.46 | \$ - | \$ - | \$ - | \$ 66,181.46 | 0.00% |
| TASK 12 MASTER PLAN | | | | | | | | | |
| 12 | 12.1 | Task 12.1 - Station Area Master Plan and Station Plan | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 12 | 12.2 | Task 12.2 - Infrastructure Master Plan Alternatives Development | \$ - | \$ 58,811.40 | \$ - | \$ - | \$ - | \$ 58,811.40 | 0.00% |
| 12 | 12.3 | Task 12.3 - Master Plan Coordination with early projects | \$ - | \$ 47,215.69 | \$ - | \$ - | \$ - | \$ 47,215.69 | 0.00% |
| SUBTOTAL TASK 12 | | | \$ - | \$ 106,027.09 | \$ - | \$ - | \$ - | \$ 106,027.09 | 0.00% |
| TASK 13 STATION ARCHITECTURE CONCEPT | | | | | | | | | |
| 13 | 13.1 | TASK 13.1 Preferred Station Architecture Concept | \$ - | \$ 66,776.25 | \$ - | \$ - | \$ - | \$ 66,776.25 | 0.00% |
| SUBTOTAL TASK 13 | | | \$ - | \$ 66,776.25 | \$ - | \$ - | \$ - | \$ 66,776.25 | 0.00% |
| TASK 14 Living Community Challenge (LCC) Support | | | | | | | | | |
| 14 | 14.1 | TASK 14.1 Plan elements | \$ - | \$ 107,265.64 | \$ - | \$ - | \$ - | \$ 107,265.64 | 0.00% |
| SUBTOTAL TASK 14 | | | \$ - | \$ 107,265.64 | \$ - | \$ - | \$ - | \$ 107,265.64 | 0.00% |
| TASK 15 SPECIFIC PLAN | | | | | | | | | |
| 15 | 15.1 | TASK 15.1 Design Standards and Guidelines | \$ - | \$ 5,499.18 | \$ - | \$ - | \$ - | \$ 5,499.18 | 0.00% |
| 15 | 15.2 | TASK 15.2 Zoning District Evaluation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 15 | 15.3 | TASK 15.3 Financing Plan | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 15 | 15.4 | TASK 15.4 Admin. Draft Specific Plan Document | \$ - | \$ 7,746.07 | \$ - | \$ - | \$ - | \$ 7,746.07 | 0.00% |
| 15 | 15.5 | TASK 15.5 Draft Public Review Specific Plan Document | \$ - | \$ 4,471.80 | \$ - | \$ - | \$ - | \$ 4,471.80 | 0.00% |
| 15 | 15.6 | TASK 15.6 Final Specific Plan Document | \$ - | \$ 7,746.07 | \$ - | \$ - | \$ - | \$ 7,746.07 | 0.00% |
| SUBTOTAL TASK 15 | | | \$ - | \$ 25,463.12 | \$ - | \$ - | \$ - | \$ 25,463.12 | 0.00% |
| TASK 16 EARLY IMPLEMENTATION PROJECTS - 30% SD | | | | | | | | | |
| 16 | 16.1 | TASK 16.1 Bus Facility; F and 3rd Street Connection | \$ - | \$ 212,363.71 | \$ - | \$ - | \$ - | \$ 212,363.71 | 0.00% |
| 16 | 16.2 | TASK 16.2 H Street (5th to 3rd Streets) | \$ - | \$ 153,293.19 | \$ - | \$ - | \$ - | \$ 153,293.19 | 0.00% |
| SUBTOTAL TASK 16 | | | \$ - | \$ 365,656.90 | \$ - | \$ - | \$ - | \$ 365,656.90 | 0.00% |
| REIMBURSABLE EXPENSES: | | | | | | | | | |
| | | Ground Transportation | \$ 1,122.00 | \$ 7,402.00 | \$ 385.06 | \$ - | \$ 385.06 | \$ 7,016.94 | 5.20% |
| | | Meals & Incidental Expenses | \$ 1,080.00 | \$ 2,080.00 | \$ 12.15 | \$ - | \$ 12.15 | \$ 2,067.85 | 0.58% |
| | | Printing | \$ - | \$ 800.00 | \$ - | \$ - | \$ - | \$ 800.00 | 0.00% |
| | | Miscellaneous | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| | | Field and Underground Utility Survey | \$ - | \$ 20,000.00 | \$ - | \$ - | \$ - | \$ 20,000.00 | 0.00% |
| TOTAL REIMBURSABLE EXPENSES | | | \$ 2,202.00 | \$ 30,282.00 | \$ 397.21 | \$ - | \$ 397.21 | \$ 29,884.79 | 1.31% |
| ARUP GRAND TOTAL | | | \$ 86,614.22 | \$ 973,792.99 | \$ 108,418.00 | \$ - | \$ 108,418.00 | \$ 865,374.99 | 11.13% |
| SUBCONSULTANT: Nelson Nygaard | | | | | | | | | |
| TASK 1: PROJECT START UP | | | | | | | | | |
| 1 | 1.2 | TK1.2 Data and document collection and review | \$ 687.33 | \$ 687.33 | \$ 687.33 | \$ - | \$ 687.33 | \$ - | 100.00% |
| 1 | 1.3 | TK1.3 Project Kick-off and Project Goals Setting | \$ 2,733.22 | \$ 2,733.22 | \$ 2,733.21 | \$ - | \$ 2,733.21 | \$ 0.01 | 100.00% |
| SUBTOTAL TASK 1 | | | \$ 3,420.55 | \$ 3,420.55 | \$ 3,420.54 | \$ - | \$ 3,420.54 | \$ 0.01 | 100.00% |
| TASK 2 - ANALYSIS & PROGRAMMING | | | | | | | | | |
| 2 | 2.1 | TK2.1 Existing Conditions Analysis | \$ 5,858.88 | \$ 5,858.88 | \$ 5,858.88 | \$ - | \$ 5,858.88 | \$ - | 100.00% |
| 2 | 2.2 | TK2.2 Programming Analysis | \$ 4,579.50 | \$ 4,579.50 | \$ 4,579.50 | \$ - | \$ 4,579.50 | \$ - | 100.00% |
| 2 | 2.3 | TK2.3 Outreach Meetings Set 1 - Confirm Analysis & Programming | \$ 3,644.29 | \$ 3,644.29 | \$ 3,644.29 | \$ - | \$ 3,644.29 | \$ - | 100.00% |
| SUBTOTAL TASK 2 | | | \$ 14,082.67 | \$ 14,082.67 | \$ 14,082.67 | \$ - | \$ 14,082.67 | \$ - | 100.00% |
| TASK 3 CONCEPTUAL DESIGN | | | | | | | | | |
| 3 | 3.1 | TK3.1 Preliminary Concept Scenarios Development | \$ 22,462.54 | \$ 22,462.54 | \$ 20,033.52 | \$ - | \$ 20,033.52 | \$ 2,429.02 | 89.19% |
| 3 | 3.2 | TK3.2 Outreach Meetings Set 3 - Preliminary Scenarios Feedback | \$ 2,733.22 | \$ 2,733.22 | \$ 2,733.22 | \$ - | \$ 2,733.22 | \$ - | 100.00% |
| 3 | 3.3 | TK3.3 Concept Scenarios Refinement | \$ 2,929.44 | \$ 2,929.44 | \$ 2,929.44 | \$ - | \$ 2,929.44 | \$ - | 100.00% |
| 3 | 3.4 | TK3.4 Outreach Meetings Set 4 | \$ 3,188.75 | \$ 3,188.75 | \$ 3,188.75 | \$ - | \$ 3,188.75 | \$ - | 100.00% |
| SUBTOTAL TASK 3 | | | \$ 31,313.95 | \$ 31,313.95 | \$ 28,884.93 | \$ - | \$ 28,884.93 | \$ 2,429.02 | 92.24% |

| PHASE NO. | TASK NO. | PHASE/TASK DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COSTS PREVIOUSLY BILLED | COSTS BILLED THIS PERIOD | TOTAL COSTS TO DATE | BALANCE REMAINING | PERCENT BILLED BUDGET |
|---|----------|---|-----------------|----------------|-------------------------|--------------------------|---------------------|-------------------|-----------------------|
| TASK 5 SUSTAINABILITY OBJECTIVES | | | | | | | | | |
| 5 | 5.3 | TK5.3 Sustainability & GHG Reduction Monitoring Plan | \$ 1,138.84 | \$ 1,138.84 | \$ - | \$ - | \$ - | \$ 1,138.84 | 0.00% |
| SUBTOTAL TASK 5 | | | \$ 1,138.84 | \$ 1,138.84 | \$ - | \$ - | \$ - | \$ 1,138.84 | 0.00% |
| TASK 7 PROJECT MANAGEMENT | | | | | | | | | |
| 7 | 7.1 | Task 7.1 - Project Management | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 7 | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| TASK 8 PROJECT INITIATION | | | | | | | | | |
| 8 | 8.1 | Task 8.1 - Phase 1 Comments Assessment | \$ - | \$ 1,437.44 | \$ - | \$ - | \$ - | \$ 1,437.44 | 0.00% |
| 8 | 8.2 | Task 8.2 - Background Information Collection and Review | \$ - | \$ 959.78 | \$ - | \$ - | \$ - | \$ 959.78 | 0.00% |
| 8 | 8.3 | Task 8.3 - Project Kick-Off Meeting | \$ - | \$ 2,411.30 | \$ - | \$ - | \$ - | \$ 2,411.30 | 0.00% |
| 8 | 8.4 | Task 8.4 - City Council Meeting | \$ - | \$ 2,411.30 | \$ - | \$ - | \$ - | \$ 2,411.30 | 0.00% |
| SUBTOTAL TASK 8 | | | \$ - | \$ 7,219.82 | \$ - | \$ - | \$ - | \$ 7,219.82 | 0.00% |
| TASK 9 COMMUNITY OUTREACH | | | | | | | | | |
| 9 | 9.1 | Task 9.1 - Community Outreach Plan | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.2 | Task 9.2 - Enhance the Webpage | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.3 | Task 9.3 - Stakeholder Group Meetings (5) | \$ - | \$ 4,292.02 | \$ - | \$ - | \$ - | \$ 4,292.02 | 0.00% |
| 9 | 9.4 | Task 9.4 - Community Workshops (3) | \$ - | \$ 4,292.02 | \$ - | \$ - | \$ - | \$ 4,292.02 | 0.00% |
| 9 | 9.5 | Task 9.5 - Virtual Community Workshop (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.6 | Task 9.6 - Pop-up Workshops (2) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.7 | Task 9.7 - Communication Collateral | \$ - | \$ 959.78 | \$ - | \$ - | \$ - | \$ 959.78 | 0.00% |
| 9 | 9.8 | Task 9.8 Public Information and Notification | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.9 | Task 9.9 Media Relations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 9 | | | \$ - | \$ 9,543.82 | \$ - | \$ - | \$ - | \$ 9,543.82 | 0.00% |
| TASK 10 EXISTING CONDITIONS ANALYSIS | | | | | | | | | |
| 10 | 10.1 | Task 10.1 - Policy Context | \$ - | \$ 2,397.22 | \$ - | \$ - | \$ - | \$ 2,397.22 | 0.00% |
| 10 | 10.2 | Task 10.2 - Market Analysis [incl.roundtable discussions] | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.3 | Task 10.3 - Infrastructure Assessment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.4 | Task 10.4 - Retail and Community Amenity Strategy | \$ - | \$ 3,964.19 | \$ - | \$ - | \$ - | \$ 3,964.19 | 0.00% |
| 10 | 10.5 | Task 10.5 - Transportation Analysis | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 10 | | | \$ - | \$ 6,361.41 | \$ - | \$ - | \$ - | \$ 6,361.41 | 0.00% |
| TASK 11 STATION PROGRAMMING | | | | | | | | | |
| 11 | 11.1 | Task 11.1 - Station Area Programming | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 11 | 11.2 | Task 11.2 - Master Planning Framework | \$ - | \$ 4,441.86 | \$ - | \$ - | \$ - | \$ 4,441.86 | 0.00% |
| SUBTOTAL TASK 11 | | | \$ - | \$ 4,441.86 | \$ - | \$ - | \$ - | \$ 4,441.86 | 0.00% |
| TASK 12 MASTER PLAN | | | | | | | | | |
| 12 | 12.1 | Task 12.1 - Station Area Master Plan and Station Plan | \$ - | \$ 20,497.97 | \$ - | \$ - | \$ - | \$ 20,497.97 | 0.00% |
| 12 | 12.2 | Task 12.2 - Infrastructure Master Plan Alternatives Development | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 12 | 12.3 | Task 12.3 - Master Plan Coordination with early projects | \$ - | \$ 12,269.91 | \$ - | \$ - | \$ - | \$ 12,269.91 | 0.00% |
| SUBTOTAL TASK 12 | | | \$ - | \$ 32,767.88 | \$ - | \$ - | \$ - | \$ 32,767.88 | 0.00% |
| TASK 13 STATION ARCHITECTURE CONCEPT | | | | | | | | | |
| 13 | 13.1 | TASK 13.1 Preferred Station Architecture Concept | \$ - | \$ 8,555.89 | \$ - | \$ - | \$ - | \$ 8,555.89 | 0.00% |
| SUBTOTAL TASK 13 | | | \$ - | \$ 8,555.89 | \$ - | \$ - | \$ - | \$ 8,555.89 | 0.00% |
| TASK 15 SPECIFIC PLAN | | | | | | | | | |
| 15 | 15.1 | TASK 15.1 Design Standards and Guidelines | \$ - | \$ 7,499.72 | \$ - | \$ - | \$ - | \$ 7,499.72 | 0.00% |
| 15 | 15.2 | TASK 15.2 Zoning District Evaluation | \$ - | \$ 1,395.15 | \$ - | \$ - | \$ - | \$ 1,395.15 | 0.00% |
| 15 | 15.3 | TASK 15.3 Financing Plan | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 15 | 15.4 | TASK 15.4 Admin. Draft Specific Plan Document | \$ - | \$ 1,203.93 | \$ - | \$ - | \$ - | \$ 1,203.93 | 0.00% |
| 15 | 15.5 | TASK 15.5 Draft Public Review Specific Plan Document | \$ - | \$ 1,203.93 | \$ - | \$ - | \$ - | \$ 1,203.93 | 0.00% |
| 15 | 15.6 | TASK 15.6 Final Specific Plan Document | \$ - | \$ 697.57 | \$ - | \$ - | \$ - | \$ 697.57 | 0.00% |
| SUBTOTAL TASK 15 | | | \$ - | \$ 12,000.30 | \$ - | \$ - | \$ - | \$ 12,000.30 | 0.00% |
| REIMBURSABLE EXPENSES: | | | | | | | | | |
| Ground Transportation | | | \$ 897.60 | \$ 2,022.60 | \$ 363.73 | \$ - | \$ 363.73 | \$ 1,658.87 | 17.98% |
| Meals | | | \$ 576.00 | \$ 576.00 | \$ 18.49 | \$ - | \$ 18.49 | \$ 557.51 | 3.21% |
| TOTAL REIMBURSABLE EXPENSES | | | \$ 1,473.60 | \$ 2,598.60 | \$ 382.22 | \$ - | \$ 382.22 | \$ 2,216.38 | 14.71% |
| Nelson Nygaard Grand Total | | | \$ 51,429.60 | \$ 133,445.58 | \$ 46,770.35 | \$ - | \$ 46,770.35 | \$ 86,675.22 | 35.05% |
| SUBCONSULTANT: AIM | | | | | | | | | |
| TASK 1: PROJECT START UP | | | | | | | | | |
| 1 | 1.1 | TK1.1 Project Management | \$ 9,772.09 | \$ 9,772.09 | \$ 9,764.68 | \$ - | \$ 9,764.68 | \$ 7.41 | 99.92% |
| 1 | 1.4 | TK1.4 Community Outreach Plan | \$ 1,322.81 | \$ 1,322.81 | \$ 1,322.81 | \$ - | \$ 1,322.81 | \$ - | 100.00% |
| SUBTOTAL TASK 1 | | | \$ 11,094.90 | \$ 11,094.90 | \$ 11,087.49 | \$ - | \$ 11,087.49 | \$ 7.41 | 99.93% |

| PHASE NO. | TASK NO. | PHASE/TASK DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COSTS PREVIOUSLY BILLED | COSTS BILLED THIS PERIOD | TOTAL COSTS TO DATE | BALANCE REMAINING | PERCENT BILLED BUDGET |
|---|----------|--|---------------------|----------------------|-------------------------|--------------------------|---------------------|---------------------|-----------------------|
| TASK 2 - ANALYSIS & PROGRAMMING | | | | | | | | | |
| 2 | 2.3 | TK2.3 Outreach Meetings Set 1 - Confirm Analysis & Programming | \$ 18,702.60 | \$ 18,702.60 | \$ 18,701.51 | \$ - | \$ 18,701.51 | \$ 1.09 | 99.99% |
| SUBTOTAL TASK 2 | | | \$ 18,702.60 | \$ 18,702.60 | \$ 18,701.51 | \$ - | \$ 18,701.51 | \$ 1.09 | 99.99% |
| TASK 3 CONCEPTUAL DESIGN | | | | | | | | | |
| 3 | 3.2 | TK3.2 Outreach Meetings Set 3 - Preliminary Scenarios Feedback | \$ 15,411.42 | \$ 15,411.42 | \$ 15,404.14 | \$ - | \$ 15,404.14 | \$ 7.28 | 99.95% |
| 3 | 3.4 | TK3.4 Outreach Meetings Set 4 | \$ 18,139.51 | \$ 18,139.51 | \$ 18,136.88 | \$ - | \$ 18,136.88 | \$ 2.63 | 99.99% |
| 3 | 3.5 | TK3.5 Community Open House | \$ - | \$ 7,788.85 | \$ 7,781.75 | \$ - | \$ 7,781.75 | \$ 7.10 | 99.91% |
| SUBTOTAL TASK 3 | | | \$ 33,550.93 | \$ 41,339.78 | \$ 41,322.77 | \$ - | \$ 41,322.77 | \$ 17.01 | 99.96% |
| TASK 9 COMMUNITY OUTREACH | | | | | | | | | |
| 9 | 9.1 | Task 9.1 - Community Outreach Plan | \$ - | \$ 6,592.76 | \$ - | \$ 4,086.36 | \$ 4,086.36 | \$ 2,506.40 | 61.98% |
| 9 | 9.2 | Task 9.2 - Enhance the Webpage | \$ - | \$ 7,211.31 | \$ - | \$ 5,413.68 | \$ 5,413.68 | \$ 1,797.63 | 75.07% |
| 9 | 9.3 | Task 9.3 - Stakeholder Group Meetings (5) | \$ - | \$ 25,013.29 | \$ - | \$ - | \$ - | \$ 25,013.29 | 0.00% |
| 9 | 9.4 | Task 9.4 - Community Workshops (3) | \$ - | \$ 18,161.49 | \$ - | \$ - | \$ - | \$ 18,161.49 | 0.00% |
| 9 | 9.5 | Task 9.5 - Virtual Community Workshop (1) | \$ - | \$ 8,563.90 | \$ - | \$ - | \$ - | \$ 8,563.90 | 0.00% |
| 9 | 9.6 | Task 9.6 - Pop-up Workshops (2) | \$ - | \$ 7,786.34 | \$ - | \$ - | \$ - | \$ 7,786.34 | 0.00% |
| 9 | 9.7 | Task 9.7 - Communication Collateral | \$ - | \$ 2,567.31 | \$ - | \$ 17.66 | \$ 17.66 | \$ 2,549.65 | 0.69% |
| 9 | 9.8 | Task 9.8 Public Information and Notification | \$ - | \$ 12,626.93 | \$ - | \$ 364.48 | \$ 364.48 | \$ 12,262.45 | 2.89% |
| 9 | 9.9 | Task 9.9 Media Relations | \$ - | \$ 2,500.09 | \$ - | \$ - | \$ - | \$ 2,500.09 | 0.00% |
| SUBTOTAL TASK 9 | | | \$ - | \$ 91,023.42 | \$ - | \$ 9,882.18 | \$ 9,882.18 | \$ 81,141.24 | 10.86% |
| TASK 10 EXISTING CONDITIONS ANALYSIS | | | | | | | | | |
| 10 | 10.1 | Task 10.1 - Policy Context | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.2 | Task 10.2 - Market Analysis [incl.roundtable discussions] | \$ - | \$ 9,649.76 | \$ - | \$ 4,997.37 | \$ 4,997.37 | \$ 4,652.39 | 51.79% |
| 10 | 10.3 | Task 10.3 - Infrastructure Assessment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.4 | Task 10.4 - Retail and Community Amenity Strategy | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.5 | Task 10.5 - Transportation Analysis | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 10 | | | \$ - | \$ 9,649.76 | \$ - | \$ 4,997.37 | \$ 4,997.37 | \$ 4,652.39 | 51.79% |
| REIMBURSABLE EXPENSES: | | | | | | | | | |
| | | Printing & Workshop Supplies | \$ 4,000.00 | \$ 7,150.00 | \$ 2,640.17 | \$ 887.57 | \$ 3,527.74 | \$ 3,622.26 | 49.34% |
| | | Ground Transportation | \$ 160.00 | \$ 660.00 | \$ 140.99 | \$ 44.02 | \$ 185.01 | \$ 474.99 | 28.03% |
| | | Meals | \$ 1,152.00 | \$ 1,152.00 | \$ 51.52 | \$ 317.89 | \$ 369.41 | \$ 782.59 | 32.07% |
| | | Virtual Community Meeting Expenses | \$ - | \$ 150.00 | \$ - | \$ - | \$ - | \$ 150.00 | 0.00% |
| | | Notification Materials | \$ - | \$ 600.00 | \$ - | \$ - | \$ - | \$ 600.00 | 0.00% |
| TOTAL REIMBURSABLE EXPENSES | | | \$ 5,312.00 | \$ 9,712.00 | \$ 2,832.68 | \$ 1,249.48 | \$ 4,082.16 | \$ 5,629.84 | 42.03% |
| AIM GRAND TOTAL | | | \$ 68,660.44 | \$ 181,522.47 | \$ 73,944.46 | \$ 16,129.03 | \$ 90,073.49 | \$ 91,448.99 | 49.62% |
| SUBCONSULTANT: EPS | | | | | | | | | |
| TASK 2 - ANALYSIS & PROGRAMMING | | | | | | | | | |
| 2 | 2.1 | TK2.1 Existing Conditions Analysis | \$ 25,351.81 | \$ 25,351.81 | \$ 25,351.80 | \$ - | \$ 25,351.80 | \$ 0.01 | 100.00% |
| SUBTOTAL TASK 2 | | | \$ 25,351.81 | \$ 25,351.81 | \$ 25,351.80 | \$ - | \$ 25,351.80 | \$ 0.01 | 100.00% |
| TASK 8 PROJECT INITIATION | | | | | | | | | |
| 8 | 8.1 | Task 8.1 - Phase 1 Comments Assessment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 8 | 8.2 | Task 8.2 - Background Information Collection and Review | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 8 | 8.3 | Task 8.3 - Project Kick-Off Meeting | \$ - | \$ 997.17 | \$ - | \$ - | \$ - | \$ 997.17 | 0.00% |
| 8 | 8.4 | Task 8.4 - City Council Meeting | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 8 | | | \$ - | \$ 997.17 | \$ - | \$ - | \$ - | \$ 997.17 | 0.00% |
| TASK 9 COMMUNITY OUTREACH | | | | | | | | | |
| 9 | 9.1 | Task 9.1 - Community Outreach Plan | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.2 | Task 9.2 - Enhance the Webpage | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.3 | Task 9.3 - Stakeholder Group Meetings (5) | \$ - | \$ 2,492.93 | \$ - | \$ - | \$ - | \$ 2,492.93 | 0.00% |
| 9 | 9.4 | Task 9.4 - Community Workshops (3) | \$ - | \$ 1,994.34 | \$ - | \$ - | \$ - | \$ 1,994.34 | 0.00% |
| 9 | 9.5 | Task 9.5 - Virtual Community Workshop (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.6 | Task 9.6 - Pop-up Workshops (2) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.7 | Task 9.7 - Communication Collateral | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.8 | Task 9.8 Public Information and Notification | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 9 | 9.9 | Task 9.9 Media Relations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 9 | | | \$ - | \$ 4,487.27 | \$ - | \$ - | \$ - | \$ 4,487.27 | 0.00% |
| TASK 10 EXISTING CONDITIONS ANALYSIS | | | | | | | | | |
| 10 | 10.1 | Task 10.1 - Policy Context | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.2 | Task 10.2 - Market Analysis [incl.roundtable discussions] | \$ - | \$ 35,885.44 | \$ - | \$ - | \$ - | \$ 35,885.44 | 0.00% |
| 10 | 10.3 | Task 10.3 - Infrastructure Assessment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.4 | Task 10.4 - Retail and Community Amenity Strategy | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.5 | Task 10.5 - Transportation Analysis | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 10 | | | \$ - | \$ 35,885.44 | \$ - | \$ - | \$ - | \$ 35,885.44 | 0.00% |
| TASK 15 SPECIFIC PLAN | | | | | | | | | |
| 15 | 15.1 | TASK 15.1 Design Standards and Guidelines | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |

SACRAMENTO VALLEY STATION PREFERRED PLAN - PROJECT SCHEDULE / V4

Revised March 29, 2019; April 25, 2019; May 16, 2019; August 2, 2019



| PHASE NO. | TASK NO. | PHASE/TASK DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COSTS PREVIOUSLY BILLED | COSTS BILLED THIS PERIOD | TOTAL COSTS TO DATE | BALANCE REMAINING | PERCENT BILLED BUDGET |
|---|----------|--|-----------------|-----------------|-------------------------|--------------------------|---------------------|-------------------|-----------------------|
| 15 | 15.2 | TASK 15.2 Zoning District Evaluation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 15 | 15.3 | TASK 15.3 Financing Plan | \$ - | \$ 12,396.25 | \$ - | \$ - | \$ - | \$ 12,396.25 | 0.00% |
| 15 | 15.4 | TASK 15.4 Admin. Draft Specific Plan Document | \$ - | \$ 1,479.08 | \$ - | \$ - | \$ - | \$ 1,479.08 | 0.00% |
| 15 | 15.5 | TASK 15.5 Draft Public Review Specific Plan Document | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 15 | 15.6 | TASK 15.6 Final Specific Plan Document | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| SUBTOTAL TASK 15 | | | \$ - | \$ 13,875.33 | \$ - | \$ - | \$ - | \$ 13,875.33 | 0.00% |
| REIMBURSABLE EXPENSES: | | | | | | | | | |
| Meals | | | \$ 432.00 | \$ 432.00 | \$ 12.68 | \$ - | \$ 12.68 | \$ 419.32 | 2.94% |
| TOTAL REIMBURSABLE EXPENSES | | | \$ 432.00 | \$ 432.00 | \$ 12.68 | \$ - | \$ 12.68 | \$ 419.32 | 2.94% |
| EPS GRAND TOTAL | | | \$ 25,783.81 | \$ 81,029.02 | \$ 25,364.48 | \$ - | \$ 25,364.48 | \$ 55,664.54 | 31.30% |
| SUBCONSULTANT: DKS | | | | | | | | | |
| 6 | 6.2 | TASK 6 I-5 RAMPS & I Street Study Task 6.2 - Stage 1 Initial General Traffic Analysis | \$ - | \$ 7,401.65 | \$ 5,835.57 | \$ 802.19 | \$ 6,637.76 | \$ 763.89 | 89.68% |
| SUBTOTAL TASK 6 | | | \$ - | \$ 7,401.65 | \$ 5,835.57 | \$ 802.19 | \$ 6,637.76 | \$ 763.89 | 89.68% |
| 7 | 7.1 | TASK 7 PROJECT MANAGEMENT Task 7.1 - Project Management | \$ - | \$ 3,053.68 | \$ - | \$ - | \$ - | \$ 3,053.68 | 0.00% |
| SUBTOTAL TASK 7 | | | \$ - | \$ 3,053.68 | \$ - | \$ - | \$ - | \$ 3,053.68 | 0.00% |
| TASK 10 EXISTING CONDITIONS ANALYSIS | | | | | | | | | |
| 10 | 10.1 | Task 10.1 - Policy Context | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.2 | Task 10.2 - Market Analysis (incl.roundtable discussions) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.3 | Task 10.3 - Infrastructure Assessment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.4 | Task 10.4 - Retail and Community Amenity Strategy | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| 10 | 10.5 | Task 10.5 - Transportation Analysis | \$ - | \$ 12,910.90 | \$ - | \$ - | \$ - | \$ 12,910.90 | 0.00% |
| SUBTOTAL TASK 10 | | | \$ - | \$ 12,910.90 | \$ - | \$ - | \$ - | \$ 12,910.90 | 0.00% |
| REIMBURSABLE EXPENSES: | | | | | | | | | |
| Ground Transportation | | | \$ - | \$ 50.00 | \$ - | \$ - | \$ - | \$ 50.00 | 0.00% |
| Meals & Incidental Expenses | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0.00% |
| TOTAL REIMBURSABLE EXPENSES | | | \$ - | \$ 50.00 | \$ - | \$ - | \$ - | \$ 50.00 | 0.00% |
| DKS GRAND TOTAL | | | \$ - | \$ 23,416.23 | \$ 5,835.57 | \$ 802.19 | \$ 6,637.76 | \$ 16,778.47 | 28.35% |
| GRAND TOTAL SERVICES | | | \$ 573,247.65 | \$ 3,327,405.54 | \$ 669,047.43 | \$ 146,427.55 | \$ 815,474.98 | \$ 2,511,930.58 | 24.51% |

CITY OF SACRAMENTO 10-H FORM
 Approved with Supplement # (type Original if it is the Original): 10
CONTRACTOR Name: Perkins+Will **Date: 7/29/2019**
Project Name: Sacramento Valley Station Master Plan
Project #: T15029060

Fringe Benefit % + ***Overhead %** = **Combined %**
 73.38% + 117.89% = 191.27%
Profit %: 10.00%
[Actual Base Hourly Rate Paid to Employee + (Actual Base Hourly Rate Paid to Employee x Combined %)] = A
A x Profit % = B **A + B = Actual Fully Loaded Hourly Rate**

| Key Staff | Prevailing Wage | Classification | Name | Actual Base Hourly Rate Paid to Employee For Reference Only (Does not include any Fringe or OH) | Actual Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH & Profit) | Approved Flat Hourly Billing Rate |
|-----------|-----------------|---------------------------------|------------------|---|---|-----------------------------------|
| X | | Principal | Geeti Silwal | \$75.48 | \$241.84 | \$241.84 |
| | | Associate Principal | | \$67.05 | \$214.83 | \$214.83 |
| X | | Project Designer | Luca Giaramidaro | \$50.48 | \$161.74 | \$161.74 |
| | | Urban Designer I | Vida Shen | \$23.18 | \$74.27 | \$74.27 |
| | | Senior Project Manager | Dennis Dornan | \$67.05 | \$214.81 | \$214.81 |
| | | Senior Urban Designer | Kristen Hall | \$56.13 | \$179.83 | \$179.83 |
| | | Urban Designer III | Brian Chambers | \$46.87 | \$150.16 | \$150.16 |
| | | Urban Designer II | Rui Song | \$33.24 | \$106.48 | \$106.48 |
| | | Urban Design Intern | Urenea Evuleocha | \$20.00 | \$64.08 | \$64.08 |
| | | Senior Project Architect | Anshuman Raje | \$61.06 | \$195.63 | \$195.63 |
| | | Landscape Architect | Matthew Malone | \$44.87 | \$143.77 | \$143.77 |
| | | Landscape Architect II | Li Sun | \$35.10 | \$112.46 | \$112.46 |
| | | Sustainability Building Advisor | Rebecca Holt | \$48.53 | \$155.49 | \$155.49 |
| | | Architect II | Justin Augustin | \$34.13 | \$109.35 | \$109.35 |
| | | Station Programming Lead | Mania Bedkian | \$48.08 | \$154.05 | \$154.05 |
| | | Urban Designer III | Annie Ryan | \$38.46 | \$123.22 | \$123.22 |
| | | Administrative Assistant | Emily Por | \$31.73 | \$101.66 | \$101.66 |
| | | Sustainability Building Advisor | Dalton Ho | \$38.46 | \$123.22 | \$123.22 |

| Other Direct Costs (ODC) Items and Rates | Estimated ODC Budgets Shall Be Included in Cost Proposal. | Description | Rate |
|--|---|---|--------------|
| | | Lodging | \$1,000.00 |
| | | Meals & Incidental Expenses (M&IE) | \$3,650.00 |
| | | Ground Transportation | \$7,853.00 |
| | | Air Fare | \$4,000.00 |
| | | Printing & Workshop Supplies | \$11,900.00 |
| | | Renderings | \$47,000.00 |
| | | Miscellaneous (Courier + Retail Strategy) | \$50,000.00 |
| | | | \$125,403.00 |

At GSA per diem meal rates
 Mileage per IRS rate / Transit at Cost
 At Cost
 At Cost
 At Cost Pre-approved by PM

- List all Professional and Supervisory staff by Classification and Name. For staff not listed by name but by classification only, a current payroll document identifying their actual base hourly rate shall be provided with every invoice where an unlisted staff bills time. The approved flat hourly billing rates for all employees will be calculated and reimbursed based on their actual base hourly rates per the date noted above unless CITY Project Manager assigns a fair and reasonable flat hourly billing rate for selected employees. For staff not listed by name but by classification only, the reimbursement will not exceed the approved flat hourly billing rate for that classification. Approved flat hourly billing rates for new employees hired after the date of this cost proposal will not exceed (or shall be in line with) the rates of similar personnel with similar experience listed on this cost proposal. The approved flat hourly billing rate shall be all-inclusive, including all mark-ups, fringe, and overhead expenses and profit.
- Key Staff shall be determined by CITY Project Manager. (i.e., named Project Manager, a specific Principal Engineer, a specific Structural Engineer, etc. Note Key staff with an "X" in the Key Staff column.
- The employees' actual base hourly rates used to negotiate the flat hourly billing rates in this 10-H Form are the rates that were effective per the date noted above. Addition of new staff, new classifications, or addition of a SUBCONTRACTOR not previously listed on the approved 10-H Form(s) shall require written approval from the CITY. No work shall commence until the approval is provided by the CITY. New staff shall be paid at the same or lower approved flat hourly billing rate of the previously approved or similar classification. In addition, if the substitution involves Key Staff, CONTRACTOR must request and justify the need for the substitution and obtain approval from CITY Project Manager. Substituted Key Staff shall be as qualified as the original.
- Approved flat hourly billing rates include all standard equipment including laptop, camera, cell phone, truck, standard personal safety equipment. CITY Project Manager shall approve any other direct costs.
- Note employees/classifications that are subject to prevailing wage requirements with an "X" in the Prevailing Wage column. Prevailing Wage specified is based on current Department of Industrial Relations (DIR) determination. CONTRACTOR shall be responsible for any future adjustments to the prevailing wage, including but not limited to, base hourly rates and employer payments as determined by the DIR. CONTRACTOR is responsible for paying the appropriate rate, including escalations that take place during the term of the Agreement. CONTRACTOR shall be reimbursed at the above listed approved flat hourly billing rates.
- Overtime may be reimbursed to classifications where it is required by their union contracts (Prevailing Wage classifications). Overtime will not be charged unless prior written approval is received by CITY Project Manager. CITY shall pay CONTRACTOR at the approved overtime rates noted above. CONTRACTOR shall pay prevailing wage employees per prevailing wage guidelines.
- Local transportation costs resulting from commuting to and from the employee's residence to the office or job site are not reimbursable.
- The Project will not reimburse CONTRACTOR for costs to relocate its staff to the geographic area of the contract. The Project will not reimburse CONTRACTOR for any per diem.
- ODC items are to be in compliance with Code of Federal Regulations, Title 48 Part 31 (Federal Acquisition Regulations (FAR) cost principles) and the firm's company-wide

By signing here, you agree to the terms above, and attest that all information is accurate and true.

Geeti Silwal

CONTRACTOR/SUBCONTRACTOR Project Manager's Signature
 GEETI SILWAL

CITY OF SACRAMENTO 10-H FORM
 Approved with Supplement # (type Original if it is the Original): Original
 CONTRACTOR Name: Grimshaw Date: 08/08/19 Rev 08
 Project Name: Sacramento Valley Station Master Plan
 Project #: T15029060

Fringe Benefit % + *Overhead % = Combined %
 61.00% + 135.00% = 196.00%
 Profit %: 8.50%
 [Actual Base Hourly Rate Paid to Employee + (Actual Base Hourly Rate Paid to Employee x Combined %)] = A
 A x Profit % = B A + B = Actual Fully Loaded Hourly Rate

| Key Staff | Prevailing Wage | Classification | Name | Actual Base Hourly Rate Paid to Employee For Reference Only (Does not Include any Fringe or OH) | Actual Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH & Profit) | Approved Flat Hourly Billing Rate | OT 1.5x Negotiated Flat Hourly Billing Rate | OT 2x Negotiated Flat Hourly Billing Rate |
|-----------|-----------------|------------------------|--------------------|---|---|-----------------------------------|---|---|
| | | Senior Principal | Vincent Chang | \$115.95 | \$372.39 | \$372.39 | N/A | N/A |
| X | | Senior Principal | Andrew Byrne | \$115.95 | \$372.39 | \$372.39 | N/A | N/A |
| X | | Associate Principal | Christina Tung | \$64.53 | \$207.24 | \$207.24 | N/A | N/A |
| X | | Associate | Hoang Nguyen | \$52.93 | \$169.99 | \$169.99 | N/A | N/A |
| | | Arch III | Wilfredo Lima | \$41.33 | \$132.74 | \$132.74 | N/A | N/A |
| | | Arch III | Elisabet Olle-Amat | \$41.33 | \$132.74 | \$132.74 | N/A | N/A |
| | | Arch II | Raymond Chau | \$39.32 | \$126.28 | \$126.28 | N/A | N/A |
| | | Arch II | Braden Pedersen | \$39.32 | \$126.28 | \$126.28 | N/A | N/A |
| X | | Architectural Designer | Kimberly Orrego | \$27.40 | \$88.00 | \$88.00 | N/A | N/A |
| | | Architectural Designer | Yu Cheng | \$27.40 | \$88.00 | \$88.00 | N/A | N/A |

| Other Direct Costs (ODC) Items and Rates | Estimated ODC Budgets Shall Be Included in Cost Proposal. | Description | Rate | Total |
|--|---|------------------------------------|--------|-------------|
| | | Lodging | 17828 | 17828 |
| | | Meals & Incidental Expenses (M&IE) | 6120 | 6120 |
| | | Ground Transportation | 1673.2 | 2673.2 |
| | | Air Fare | 16,800 | 16800 |
| | | | | |
| | | | | \$43,421.20 |

- List all Professional and Supervisory staff by Classification and Name. For staff not listed by name but by classification only, a current payroll document identifying their actual base hourly rate shall be provided with every invoice where an unlisted staff bills time. The approved flat hourly billing rates for all employees will be calculated and reimbursed based on their actual base hourly rates per the date noted above unless CITY Project Manager assigns a fair and reasonable flat hourly billing rate for selected employees. For staff not listed by name but by classification only, the reimbursement will not exceed the approved flat hourly billing rate for that classification. Approved flat hourly billing rates for new employees hired after the date of this cost proposal will not exceed (or shall be in line with) the rates of similar personnel with similar experience listed on this cost proposal. The approved flat hourly billing rate shall be all-inclusive, including all mark-ups, fringe, and overhead expenses and profit.
- Key Staff shall be determined by CITY Project Manager. (i.e., named Project Manager, a specific Principal Engineer, a specific Structural Engineer, etc. Note Key staff with an "X" in the Key Staff column.
- The employees' actual base hourly rates used to negotiate the flat hourly billing rates in this 10-H Form are the rates that were effective per the date noted above. Addition of new staff, new classifications, or addition of a SUBCONTRACTOR not previously listed on the approved 10-H Form(s) shall require written approval from the CITY. No work shall commence until the approval is provided by the CITY. New staff shall be paid at the same or lower approved flat hourly billing rate of the previously approved or similar classification. In addition, if the substitution involves Key Staff, CONTRACTOR must request and justify the need for the substitution and obtain approval from CITY Project Manager. Substituted Key Staff shall be as qualified as the original.
- Approved flat hourly billing rates include all standard equipment including laptop, camera, cell phone, truck, standard personal safety equipment. CITY Project Manager shall approve any other direct costs.
- Note employees/classifications that are subject to prevailing wage requirements with an "X" in the Prevailing Wage column. Prevailing Wage specified is based on current Department of Industrial Relations (DIR) determination. CONTRACTOR shall be responsible for any future adjustments to the prevailing wage, including but not limited to, base hourly rates and employer payments as determined by the DIR. CONTRACTOR is responsible for paying the appropriate rate, including escalations that take place during the term of the Agreement. CONTRACTOR shall be reimbursed at the above listed approved flat hourly billing rates.
- Overtime may be reimbursed to classifications where it is required by their union contracts (Prevailing Wage classifications). Overtime will not be charged unless prior written approval is received by CITY Project Manager. CITY shall pay CONTRACTOR at the approved overtime rates noted above. CONTRACTOR shall pay prevailing wage employees per prevailing wage guidelines.
- Local transportation costs resulting from commuting to and from the employee's residence to the office or job site are not reimbursable.
- The Project will not reimburse CONTRACTOR for costs to relocate its staff to the geographic area of the contract. The Project will not reimburse CONTRACTOR for any per diem.
- ODC items are to be in compliance with Code of Federal Regulations, Title 48 Part 31 [Federal Acquisition Regulations (FAR) cost principles] and the firm's company-wide allocation policies and charging practices with all clients including federal government, state government, local agencies and private clients.

By signing here, you agree to the terms above, and attest that all information is accurate and true.



 CONTRACTOR/SUBCONTRACTOR Project Manager's Signature
 Andrew Byrne

**Previously approved
10-H forms enclosed for
reference**

CITY OF SACRAMENTO 10-H FORM
 Approved with Supplement # (type Original if it is the Original): 8

Nelson\Nygaard Consulting
CONTRACTOR Name: Associates **Date:** 1/15/2019
Project Name: Sacramento Valley Station Master Plan - Phase 2
Project #: T15029060

Fringe Benefit % + *Overhead % = Combined %
 56.52% 120.56% 177.08%

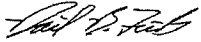
Profit %: 10.00%
 [Actual Base Hourly Rate Paid to Employee + (Actual Base Hourly Rate Paid to Employee x Combined %)] = A
 A x Profit % = B A + B = Actual Fully Loaded Hourly Rate

| Key Staff | Prevailing Wage | Classification | Name | Actual Base Hourly Rate Paid to Employee For Reference Only (Does not include any Fringe or OH) | Actual Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH & Profit) | Approved Flat Hourly Billing Rate | OT 1.5x Negotiated Flat Hourly Billing Rate | OT 2x Negotiated Flat Hourly Billing Rate |
|-----------|-----------------|----------------------------|------------------|---|---|-----------------------------------|---|---|
| X | | Principal | David Fields | \$78.36 | \$238.83 | \$238.83 | N/A | N/A |
| x | | Principal | Terri O'Connor | \$70.41 | \$214.60 | \$214.60 | N/A | N/A |
| x | | Senior Planner | Meghan Weir | \$46.32 | \$141.18 | \$141.18 | N/A | N/A |
| | | Senior Planner | Alexandra Sweet | \$45.02 | \$137.22 | \$137.22 | N/A | N/A |
| | | Senior Planner | Aliza Paz | \$32.12 | \$97.90 | \$97.90 | N/A | N/A |
| | | Associate Planner | Ezra Pincus-Roth | \$28.75 | \$87.63 | \$87.63 | N/A | N/A |
| X | | Senior Planner | Magnus Barber | \$43.52 | \$132.64 | \$132.64 | N/A | N/A |
| | | Senior Planner/GIS Analyst | Tomoko DeLaTorre | \$42.06 | \$128.19 | \$128.19 | N/A | N/A |
| | | Senior Planner/GIS Analyst | Paris Latham | \$39.22 | \$119.54 | \$119.54 | N/A | N/A |
| | | Associate Planner | Dana Rubin | \$27.45 | \$83.66 | \$83.66 | N/A | N/A |
| | | Associate Planner | Marvin Ranaldson | \$31.25 | \$95.25 | \$95.25 | N/A | N/A |
| | | Associate Planner | Emily Roach | \$31.25 | \$95.25 | \$95.25 | N/A | N/A |

| Other Direct Costs (ODC) Items and Rates | Estimated ODC Budgets Shall Be Included in Cost Proposal | Description | Rate | Total |
|--|--|------------------------------------|------|----------|
| | | Meals & Incidental Expenses (M&IE) | | \$576.00 |
| Ground Transportation | | \$2,022.60 | | |
| | | | | |
| | | | | |

- List all Professional and Supervisory staff by Classification and Name. For staff not listed by name but by classification only, a current payroll document identifying their actual base hourly rate shall be provided with every invoice where an unlisted staff bills time. The approved flat hourly billing rates for all employees will be calculated and reimbursed based on their actual base hourly rates per the date noted above unless CITY Project Manager assigns a fair and reasonable flat hourly billing rate for selected employees. For staff not listed by name but by classification only, the reimbursement will not exceed the approved flat hourly billing rate for that classification. Approved flat hourly billing rates for new employees hired after the date of this cost proposal will not exceed (or shall be in line with) the rates of similar personnel with similar experience listed on this cost proposal. The approved flat hourly billing rate shall be all-inclusive, including all mark-ups, fringe, and overhead expenses and profit.
- Key Staff shall be determined by CITY Project Manager. (i.e., named Project Manager, a specific Principal Engineer, a specific Structural Engineer, etc. Note Key staff with an "X" in the Key Staff column.
- The employees' actual base hourly rates used to negotiate the flat hourly billing rates in this 10-H Form are the rates that were effective per the date noted above. Addition of new staff, new classifications, or addition of a SUBCONTRACTOR not previously listed on the approved 10-H Form(s) shall require written approval from the CITY. No work shall commence until the approval is provided by the CITY. New staff shall be paid at the same or lower approved flat hourly billing rate of the previously approved or similar classification. In addition, if the substitution involves Key Staff, CONTRACTOR must request and justify the need for the substitution and obtain approval from CITY Project Manager. Substituted Key Staff shall be as qualified as the original.
- Approved flat hourly billing rates include all standard equipment including laptop, camera, cell phone, truck, standard personal safety equipment. CITY Project Manager shall approve any other direct costs.
- Note employees/classifications that are subject to prevailing wage requirements with an "X" in the Prevailing Wage column. Prevailing Wage specified is based on current Department of Industrial Relations (DIR) determination. CONTRACTOR shall be responsible for any future adjustments to the prevailing wage, including but not limited to, base hourly rates and employer payments as determined by the DIR. CONTRACTOR is responsible for paying the appropriate rate, including escalations that take place during the term of the Agreement. CONTRACTOR shall be reimbursed at the above listed approved flat hourly billing rates.
- Overtime may be reimbursed to classifications where it is required by their union contracts (Prevailing Wage classifications). Overtime will not be charged unless prior written approval is received by CITY Project Manager. CITY shall pay CONTRACTOR at the approved overtime rates noted above. CONTRACTOR shall pay prevailing wage employees per prevailing wage guidelines.
- Local transportation costs resulting from commuting to and from the employee's residence to the office or job site are not reimbursable.
- The Project will not reimburse CONTRACTOR for costs to relocate its staff to the geographic area of the contract. The Project will not reimburse CONTRACTOR for any per diem.
- ODC items are to be in compliance with Code of Federal Regulations, Title 48 Part 31 [Federal Acquisition Regulations (FAR) cost principles] and the firm's company-wide allocation policies and charging practices with all clients including federal government, state government, local agencies and private clients.

By signing here, you agree to the terms above, and attest that all information is accurate and true.



CONTRACTOR/SUBCONTRACTOR Project Manager's Signature

David Fields

CITY OF SACRAMENTO 10-H FORM

Approved with Supplement # (type Original if it is the Original): 8

CONTRACTOR Name: DKS Associates

Date: January 14, 2019

Project Name: Sacramento Valley Station Master Plan

Project #: T15029060

Fringe Benefit % + *Overhead % = Combined %
 67.21% + 117.36% = 184.57%

Profit %: 10.00%

[Actual Base Hourly Rate Paid to Employee + (Actual Base Hourly Rate Paid to Employee x Combined %)] = A
 A x Profit % = B A + B = Actual Fully Loaded Hourly Rate

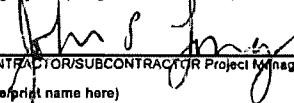
| Key Staff | Prevailing Wage | Classification | Name | Actual Base Hourly Rate Paid to Employee For Reference Only (Does not include any Fringe or OH) | Actual Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH & Profit) | Approved Flat Hourly Billing Rate |
|-----------|-----------------|--------------------|-----------|---|---|-----------------------------------|
| X | | Principal | John Long | \$86.06 | \$269.39 | \$269.39 |
| | | Senior Engineer | Various | \$60.00 | \$187.82 | \$187.82 |
| | | Engineer | Various | \$50.00 | \$156.51 | \$156.51 |
| | | Associate Engineer | Various | \$40.00 | \$125.21 | \$125.21 |
| | | Assistant Engineer | Various | \$35.00 | \$109.56 | \$109.56 |
| | | Admin | Various | \$32.00 | \$100.17 | \$100.17 |
| | | | | | \$0.00 | \$0.00 |
| | | | | | \$0.00 | \$0.00 |

| Other Direct Costs (ODC) Items and Rates | Estimated ODC Budgets Shall Be Included in Cost Proposal | Description | Rate |
|--|--|-----------------------|------|
| | | Ground Transportation | \$50 |
| | | | |
| | | | |
| | | | |

Mileage per IRS rate / Transit at Cost

- List all Professional and Supervisory staff by Classification and Name. For staff not listed by name but by classification only, a current payroll document identifying their actual base hourly rate shall be provided with every invoice where an unlisted staff bills time. The approved flat hourly billing rates for all employees will be calculated and reimbursed based on their actual base hourly rates per the date noted above unless CITY Project Manager assigns a fair and reasonable flat hourly billing rate for selected employees. For staff not listed by name but by classification only, the reimbursement will not exceed the approved flat hourly billing rate for that classification. Approved flat hourly billing rates for new employees hired after the date of this cost proposal will not exceed (or shall be in line with) the rates of similar personnel with similar experience listed on this cost proposal. The approved flat hourly billing rate shall be all-inclusive, including all mark-ups, fringe, and overhead expenses and profit.
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 CONTRACTOR/SUBCONTRACTOR Project Manager's Signature
 (type/print name here)