

Meeting Date: 6/24/2014

Report Type: Consent

Report ID: 2014-00398

Title: Approve Supplemental Agreement No. 8 and Transfer of Funds: Interstate 5 Riverfront Reconnection Project (T15998100)

Location: Capitol Mall – Front Street to 3rd Street, Old Sacramento - 2nd Street - Neasham Circle to Capitol Mall, 3rd Street - L Street to Capitol Mall, O Street Bridge across I-5, District 4

Recommendation: Pass a Resolution 1) transferring \$194,442 (Fund 2001) from the Major Street Improvements Project (T15148000) to the Interstate 5 Riverfront Reconnection Project (T15998100); 2) authorizing the City Manager to execute Supplemental Agreement No. 8 for an amount not to exceed \$194,442 with Parsons Brinckerhoff, Inc. for the Interstate 5 Riverfront Reconnection Project (T15998100); 3) ratifying Supplemental Agreements No. 6 and No. 7; and 4) resetting the City Manager's authority to issue supplemental agreements for City Agreement No. 2012-0306.

Contact: Zuhair Amawi, Associate Civil Engineer, (916) 808-7620; Nicholas Theocharides, Engineering Services Manager, (916) 808-5065, Department of Public Works

Presenter: None

Department: Public Works Department

Division: Engineering Services Admin

Dept ID: 15001111

Attachments:

- 1-Description/Analysis
- 2-Background
- 3-Resolution
- 4-Exhibit A (Location Map)
- 5-Supplement Agreement No. 8 Parsons Brinckerhoff

City Attorney Review

Approved as to Form
Gerald Hicks
6/13/2014 9:15:15 AM

Approvals/Acknowledgements

Department Director or Designee: Jerry Way - 6/5/2014 3:03:47 PM

Description/Analysis

Issue: The project includes a new connection of 2nd Street into Old Sacramento from Capitol Mall, the widening of the Capitol Mall sidewalks over I-5, and the construction of the sidewalk on the south side of the O Street Bridge over I-5.

Approval of Supplemental Agreement No. 8 with Parsons Brinckerhoff, Inc. in the amount of \$194,442 will cover additional design scope including design modifications to Capitol Mall to accommodate the future Capitol Mall Streetcar Project.

Policy Considerations: The action requested supports the City's General Plan goals of improving the transportation system, expanding public safety, achieving sustainability through reduced dependence on private automobile, and enhancing livability and economic vitality. The proposed City Council action is consistent with the City's policy which requires all agreements and transfers of funds over \$100,000 be approved by the City Council.

Economic Impacts: None.

Environmental Considerations:

California Environmental Quality Act (CEQA)/ National Environmental Policy Act (NEPA): The environmental documentation for the Interstate 5 Riverfront Reconnection Project (T15998100) included a Mitigated Negative Declaration (MND) prepared and adopted by the City Council in November 2011 pursuant to CEQA and a Categorical Exclusion (CE) that was approved by Caltrans in December 2011 pursuant to NEPA.

There were several additional features added to the scope of work in Supplemental Agreement No. 5 which required additional environmental analysis including modifications of the sidewalk at northeast corner of 2nd Street and L Street and adding an eastbound to southbound right turn lane at the Capitol Mall and 3rd Street intersection. These additional features did not change any of the conclusions of the previously prepared CEQA and NEPA documents but a NEPA revalidation form was prepared and approved for the project on January 8, 2014.

Other: None.

Sustainability Considerations: Not applicable.

Commission/Committee Action: None.

Rationale for Recommendation: Approval of Supplemental Agreement No. 8 with Parsons Brinckerhoff, Inc. and the transfer of funds are necessary to prepare final plans, specifications, and estimates for the Interstate 5 Riverfront Reconnection Project (T15998100).

Financial Considerations: The estimated total cost for the planning, public outreach, technical studies, environmental, preliminary engineering, and final design of the I-5 Riverfront Reconnection Project (T15998100) is \$5,816,954. To date, \$5,486,014 has been expended and staff estimates that an additional \$330,940 is needed to complete the design of the Interstate 5 Riverfront Reconnection Project (T15998100).

As of May 20, 2014, the unobligated balance in the Interstate 5 Riverfront Reconnection Project (T15998100) is \$136,498. Approval of the fund transfer in the amount of \$194,442 (Fund 2001) from the Major Street Improvement Project (T15148000) to the Interstate 5 Riverfront Reconnection Project (T15998100) will bring the unobligated balance to \$330,940, which is sufficient to execute Supplemental Agreement No. 8 in the amount of \$194,442 and cover the remaining design costs.

As of May 20, 2014 the Major Street Improvement Project (T15148000) has a total budget of \$3,852,162 and the unobligated balance is \$3,852,162, which is sufficient to complete the transfer of \$194,442 (Fund 2001) to the Interstate 5 Riverfront Reconnection Project (T15998100).

There are no General Funds planned or allocated for this project.

Local Business Enterprise (LBE): This is a federally-funded project. Underutilized Disadvantaged Business Enterprise (UDBE) project participation requirements applied to the Consultant Services Agreement at the time of approval. LBE rules are held in abeyance. The current contract for final design complies with all federal UDBE participation requirements. The consultant has pledged to meet or exceed the 8.08% UDBE project participation goal set for this project. Supplemental Agreement No. 8 will substantially increase the pledge and will approach 16% UDBE participation.

Background:

This project is currently ongoing with final design to be completed by the end of 2014. The City has submitted a SACOG grant application for construction funding of the first phase elements and received funding approval.

In coordinating with the design team for the Streetcar Project, it became apparent that modifications to the design of Capitol Mall between Front Street and 3rd Street are necessary to accommodate the future Streetcar Project. Approval of Supplemental Agreement No. 8 with Parsons Brinckerhoff, Inc. will provide for the needed design modifications.

The Interstate 5 Riverfront Reconnection Project (T15998100) had an extensive public and environmental process dating back to 2003.

When Interstate 5 (I-5) was built, the riverfront was virtually cut off from downtown, isolating the community from its historic origin and the river. The Interstate 5 Riverfront Reconnection Project (T15998100) studied various alternatives to reconnect the downtown business district with the riverfront. Specific goals of the project through the scoping phase were:

- Regain access to the river and reconnect downtown to the river
- Create a balance of land uses
- Create economic opportunity
- Mitigate the environmental impacts of I-5

The original decking project envisioned decking across the below grade (“boat section”) section of Interstate 5, and providing a park and/or commercial buildings over this segment of the freeway, essentially reconnecting downtown to the riverfront and overcoming the barrier to local connectivity created by the construction of Interstate 5. The project featured several public meetings and extensive coordination and briefings with stakeholder organizations/boards and community groups throughout the city and region, including: three design charrettes, five public meetings/open houses/events, three stakeholder focus groups/roundtables, and more than 30 stakeholder events. Beginning with approximately 36 alternatives, the project was narrowed to six alternatives (three full deck options and three minimal deck options) that met the defined purpose and need developed through the public process: to support the proposed land uses in the project area by improving local circulation of motorized and non-motorized traffic. Following acceptance of these six alternatives by City Council in September 2004, more detailed technical analyses were conducted and the concepts were further screened to three alternatives. As required by the Federal Highway Administration (FHWA) for federal funds, a value analysis study was completed in 2008.

The study ultimately concluded that a decking project would not be financially feasible because the cost of the investment could not be repaid by building leases or sales on

the deck. The prospect of private development or federal dollars funding that scale of project was not apparent. In October 2009, the City Council received these findings and directed staff to move forward with environmental documentation for the minimal third alternative.

The third alternative, with estimated construction cost at approximately \$37 million dollars, provides the circulation benefits by connecting Downtown to the Riverfront but it does not have the significant costs associated with the decking alternatives that were estimated at over \$100 million dollars. The third alternative improves access from the Crocker Art Museum to Old Sacramento, Capitol Mall, and the Tower Bridge by providing a new bridge at N Street over I-5, new sidewalks on O Street and Capitol Mall, and highlighted by a new gateway intersection into Old Sacramento from Capitol Mall.

The Department of Public Works moved forward in 2010 with preparing the CEQA and NEPA documents and the Caltrans Project Report; the project report was approved by Caltrans June 2011. Plans and renderings of the third alternative were presented to the Old Sacramento Business Association (OSBA) in November of 2010 followed by a public open house depicting project renderings. Staff received comments and returned to the OSBA in July of 2011 where the OSBA approved a motion in support of the project. Lastly, a public meeting was held on August 17, 2011 to solicit comments from the public regarding the third alternative and associated environmental analysis. The circulation period closed on August 31 and there were a total of 12 comments received regarding the Initial Study and Mitigated Negative Declaration. On November 8, 2011 the City Council approved the Initial Study/Mitigated Negative Declaration and directed staff to move forward with final design and with first phase elements of the project.

The City Council awarded a contract to Parsons Brinckerhoff, Inc. for final design of the first phase elements on April 3, 2012 and directed staff to proceed.

Supplemental Agreement No. 1 had no budget impact and was executed on September 4, 2012 to approve adding staff to the consultant design team and adjust the hourly rates in accordance with the original contract.

Supplemental Agreement No. 2 in the amount of \$62,270 was executed on November 29, 2012 to cover the cost of additional scope, fee and personnel to complete additional seismic and soil liquefaction analysis for the 2nd Street Bridge foundation Design.

Supplemental Agreement No. 3 had no fiscal impact and was executed on February 21, 2013 to approve adding staff to the consultant design team.

Supplemental Agreement No. 4 in the amount of \$14,000 was executed on April 15, 2013 to cover the additional cost to design an eastbound to southbound right turn pocket at the intersection of Capitol Mall and 3rd Street and add personnel to the project team.

Supplemental Agreement No. 5 in the amount of \$121,942 was executed on November 5, 2013 to cover additional work including additional sidewalk modifications to comply with the Americans with Disabilities Act (ADA), sign structure replacements, replacement of the chain linked fence on the north side of O Street, revalidation of the Environmental Document and the design of a bridge outrigger bent over Neasham Circle due to the presence of liquefiable soil.

Supplemental Agreement No. 6 in the amount of \$16,659 was executed on February 5, 2014 to cover the cost of Constructability Review for quality control.

Supplemental Agreement No. 7 extended the existing Agreement with Parsons Brinckerhoff for the I-5 Riverfront Reconnection Project to December 31, 2016.

RESOLUTION NO.

Adopted by the Sacramento City Council

APPROVE SUPPLEMENTAL AGREEMENT NO. 8 AND TRANSFER OF FUNDS FOR THE INTERSTATE 5 RIVERFRONT RECONNECTION PROJECT (T15998100)

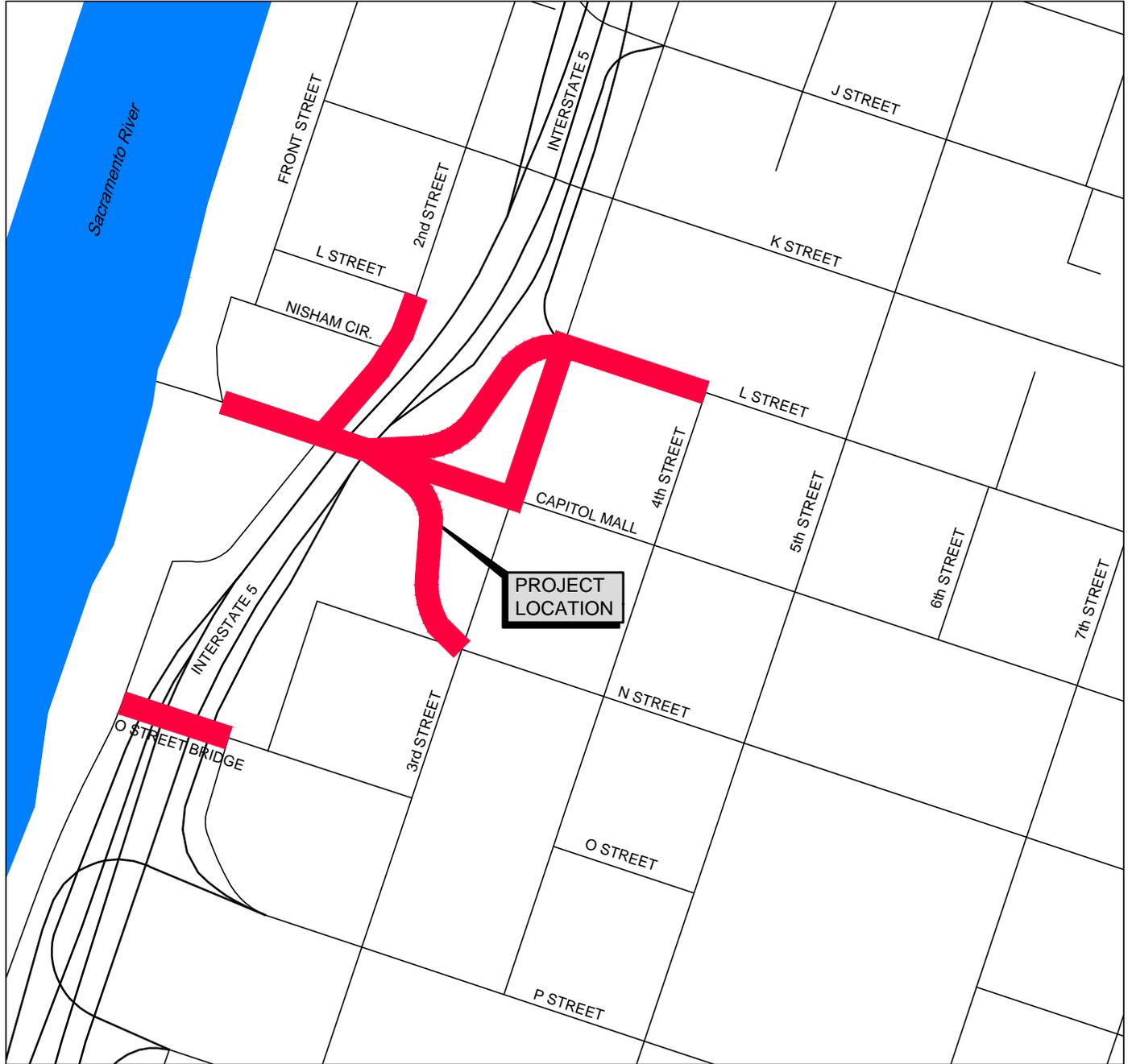
BACKGROUND

- A. Caltrans approved a Project Study Report which included three alternatives for decking or bridging Interstate 5. On September 8, 2009, City Council directed staff to move forward with final environmental documentation of the minimal third alternative of the Project Study Report.
- B. The City Council approved the environmental documentation on November 8, 2011 and directed staff to move forward with final design. Upon completion of CEQA, Caltrans approved the NEPA finding of a Categorical Exclusion in December of 2011.
- C. The City Council awarded a contract to Parsons Brinckerhoff, Inc. to complete final design of the first phase elements on April 3, 2012 and directed staff to proceed. The first phase elements include improvements to Capitol Mall from Front Street to Third Street over I-5, adding a new sidewalk on the south side of the O Street Bridge over I-5 and constructing a new gateway intersection into Old Sacramento from Capitol Mall at 2nd Street.

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

- Section 1. The FY13/14 Capital Improvement Program is amended by transferring \$194,442 (Fund 2001) from the Major Street Improvement Project (T15148000) to the Interstate 5 Riverfront Reconnection Project (T15998100).
- Section 2. The City Manager is authorized to execute Supplemental Agreement No. 8 in an amount not to exceed \$194,442 with Parsons Brinckerhoff, Inc. for the Interstate 5 Riverfront Reconnection Project (T15998100).
- Section 3. The previously approved Supplemental Agreements No. 6 and No. 7 are hereby ratified.
- Section 4. The City Manager's Administrative Authority for the Agreement with Parsons Brinckerhoff, Inc. for the Interstate 5 Riverfront Reconnection Project (T15998100) is reset.

Location map for:
**INTERSTATE 5 RIVERFRONT
RECONNECTION PROJECT**
(PN: T15998100)



City of Sacramento
SUPPLEMENTAL AGREEMENT

Contract #: 2012-0306-8

Purchase Order #:

Supplemental Agreement #: 8

Job#: T15998100

Project Title: Riverfront Reconnection Project

The City of Sacramento ("City") and Parsons Brinckerhoff, ("Contractor"), as parties to that certain Professional Services Agreement designated as Agreement Number 2012-0306 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

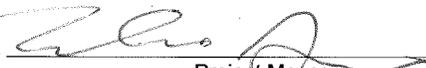
- 2. In consideration of the additional and/or revised services described in section 1, above, the maximum not-to-exceed amount that is specified in Exhibit B of the Agreement of Payment of Contractor's fees and expenses, is increased by \$194,442.00 and said maximum not-to-exceed amount is amended as follows:

The original not-to-exceed amount:	\$799,178.00
The net change by previous Supplemental Agreements:	\$214,871.00
The not-to-exceed amount prior to this Supplemental Agreements:	\$1,014,049.00
The contract sum will be increased by this Supplemental Agreement:	\$194,442.00
The new not-to-exceed amount including all Supplemental Agreements:	\$1,208,491.00

- 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 0 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:

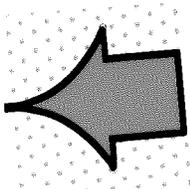
Approved as to Form By:


Project Manager


City Attorney

Approved By:


Contractor



Approved By:

Attested to By:

City of Sacramento

Executed Date

City Clerk

Exhibit A
Riverfront Reconnection Project
2012-0306
06/03/14

<i>Description</i>	<i>Amount</i>
Supplemental Agreement #8	
PCO # 13.0 Client Initiated Changes	\$194,442.00
06/03/14 Additional scope of work to incorporate the Streetcar design on Capitol Mall into the I-5 Riverfront Reconnection Project. Exhibit A	
PCO # 14.0 Client Initiated Changes	\$0.00
06/03/14 Included for reference are all 10-H forms which include revised ODC budgets for subconsultants.	
2 Items	Total for Change Order # 8
	\$194,442.00

2 Items	Total for Contract # 2012-0306	\$194,442.00
Totals By Reason	Changed/Unforeseen Conditions	\$0.00
	Changes to Bid Documents	\$0.00
	Client Initiated Changes	\$194,442.00

May 22, 2014

Mr. Zuhair Amawi, P.E.
Associate Civil Engineer
City of Sacramento, Department of Transportation
Engineering Services Division
915 I Street, Room 2000
Sacramento, CA 95814

Subject: City of Sacramento Riverfront Reconnection Project
City Project #T15998100-Supplemental Agreement 8

Dear Mr. Amawi:

Per the City's request, Parsons Brinckerhoff is submitting a cost proposal for incorporating the Streetcar design on Capitol Mall into the Riverfront Reconnection Project, along with extending the contract to December 31, 2014. Below is a breakdown showing the requested revised budgets.

	PB	SUBCONSULTANTS	TOTAL SUPPLEMENT 8
PHASE/TASK DESCRIPTION			
TASK 100: PROJECT MANAGEMENT	\$ 6,618		\$ 6,618
TASK 207: FINAL DESIGN (STREETCAR INCORPORATION ON CAPITOL MALL OC)	\$148,172	\$33,052	\$181,224
EXPENSES			
ODC-REPRODUCTION COSTS	\$1,500	\$600	\$2,100
ODC-PSOMAS	\$4,500	\$0	\$4,500
Subtotal Expenses	\$160,790	\$33,652	\$194,442

In addition, due to the contract extension, we are requesting reclassification of the following and have shown the allowed escalation on the new 10h forms. Per our agreement, all staff will be invoiced at actual rates and staff rates will be escalated starting August 1, 2014. We will provide payroll proof with the first escalation cycle invoice.

Additional Staff /Promotion

Staff	Initial Hourly Rate	Classification
Marshall Moore (PB)	\$34.10-Promotion	P9, Engineer II
Matt Brogan (MTCO)	\$58.80-Added	Project Manager
Matthew Magaw (MTCO)	\$31.00-Promotion	Design Engineer
Daniel Tillson Rodriguez(Orsee)	\$28.50-Promotion	Landscape Architect

Should you have any questions, please do not hesitate to call.

Sincerely,
Parsons Brinckerhoff



Ali Seyedmadani, P.E., PhD
Project Manager

Attachment

cc: Project File – 12532A-Riverfront Reconnection Project



MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

April 28, 2014

SA-12120

Mr. Ali Seyedmadani
Parsons Brinckerhoff
2329 Gateway Oaks Drive, Suite 200
Sacramento, CA 95833

**RE: CITY OF SACREMENTO I-5 RIVERFRONT RECONNECTION PROJECT – PROJECT MANAGER
CHANGE REQUEST**

Dear Mr. Seyedmadani:

We have prepared this letter to officially request that the Parsons Brinckerhoff and the City allow Mark Thomas & Company to make a change in Project Manager the I-5 Riverfront Reconnection Project. As of April 28, 2014, I would propose to take over for Derek Minnema as the PM for this project; in this capacity I will take over the internal management at MTCO and all day to day correspondence.

We appreciate your understanding in making this change and look forward to completing the project for the City. Should you have any questions please do not hesitate to give me a call.

Sincerely,

MARK THOMAS & COMPANY, INC.

Matt Brogan, PE
Senior Associate/Division Manager

Matt Brogan, PE

Project Manager

EDUCATION:

BS in Civil Engineering,
New Mexico State
University, 1998

REGISTRATION:

CA C63854

Qualifications Summary

Matt Brogan has more than 15 years of experience in municipal and transportation engineering. He serves as associate in charge and project manager on a variety of transportation improvement projects starting with planning through final design. His project experience includes local roadway improvements, highway interchanges, corridor studies, bicycle facilities, civil-related transit improvements, streetscape designs, HBP bridge replacements, and downtown infrastructure improvements. Matt also has extensive experience with Caltrans facilities and local agency improvements ranging from completing interchanges with Caltrans approval to streetscape/infrastructure projects within historic downtown areas.

REPRESENTATIVE PROJECTS

- **Interstate 5/Cosumnes River Boulevard Interchange and Road Extension PS&E, Sacramento**
Deputy project manager responsible for preparation of the PS&E for a new 3.2-mile, four- and six-lane roadway connecting Interstate 5 to Franklin Boulevard. Project responsibilities include oversight of geometric design, utility coordination (including significant coordination with multiple utility agencies and Caltrans), estimates, specifications, right of way acquisition, and coordination with other local projects.
- **Metro Air Parkway/Interstate 5 Interchange, Sacramento**
Project manager responsible for the management, design, utility coordination, and right of way engineering for a new interchange connection at Interstate 5 and Metro Parkway. The proposed interchange is located about halfway between the Interstate 5/State Route 99/State Route 70 interchange and Sacramento Airport Interchange and is being designed to serve a 1300 acre development. The project includes close coordination with Sacramento County, Caltrans, and local development interests.
- **West Side Access - 4th and I Street Intersection Modifications & Improvements, Sacramento**
Project manager responsible for management, design, and utility coordination for improvements to the intersection of 4th Street at I Street within the City of Sacramento. The improvements include a new access to the Amtrak Intermodal station, realignment of the northbound on-ramp to Interstate 5, new curb, gutter and sidewalk, and parking lot expansion. Coordination was required between the City of Sacramento Department of Transportation, City of Sacramento Department of Utilities, and Caltrans.
- **Rio Linda Bridge Replacement and Main Avenue Intersection Alignment, Sacramento**
Project manager for preliminary engineering services for the bridge replacement, intersection alignment, new traffic signal, and potential creek alignment. Project also included environmental documentation and the preparation of PS&E package.



City of Sacramento Riverfront Reconnection Project
Supplement 8
Scope of Services

Task 100: Project Management:

The project management and invoicing will be extended to December 31, 2014. PB will continue to prepare a project schedule update monthly, monthly progress reports and invoices. The monthly invoices will include the Consultant Summary form, UDBE pledge form and PM's checklist. In addition, PB will coordinate with the subconsultants for the additional scope of work for this amendment into their subcontracts. All staff will be invoiced at their actual rates.

Task 207-100% Design:

PB and our subconsultants will update the plans, specifications, and estimates (PS&E) for the Riverfront Reconnection Project to reflect the change of geometrics on Capitol Mall to incorporate the future Streetcar design. Revisions include:

- Typical Sections, Roadway Plans (Plan & Profile Sheet added for Capitol Mall), Signing, Striping and construction details for the reduced sidewalk width, changes in the median layout and changes in the roadway profile due to the incorporation of 5" pavement on the Capitol Mall bridge with transitions to existing grade off the structure. It is assumed the median along the bridge will be modified to include HDR's rail design details, but will be modified off the bridge to allow two through lanes each side of the Capitol Mall bridge. The sidewalk ramps and crosswalk on Capitol Mall on the west side of the 2nd Street intersection will be adjusted to incorporate the final future design (streetcar and Front Street bridge). The curb height may be adjusted from minimum of 7" to maximum of 12" at spot to accommodate ADA ramps and sidewalk grades.
- Updates to Capitol Mall OC plans, including the typical section, details on the track installation and additional overlay thickness. Rail attachment details will be provide by HDR and shown as approved by Caltrans review of HDR design. No design calculation will be performed by PB for the rail and streetcar addition to Capitol Mall Bridge. HDR will provide the clearance envelop marking/ striping at Capitol Mall and 3rd Street for the Streetcar.
- OCS foundation design, calculations, and plans. Location of the OCS foundations and the forces for foundation design will be provided by HDR.
- Traffic signal modification plan for the 3rd Street/Capitol Mall intersection revisions.
- Traffic signal modification plan for the 2nd Street/Capitol Mall intersection.
- Storm drain design revisions on Capitol Mall, including plan sheets and drainage profiles. New system may be required to be added.
- Utility plans and coordination-additional utility adjustments may be required, including manholes in the median of the bridge. This will include abandonment of the existing and replacement off the bridge or outside of the median.
- Landscaping & Irrigation Plan-landscaping on the Capitol Mall bridge will be revised to eliminate the round planters and modify the planter boxes to account for the sidewalk height. Additional landscaping strip will be added east of the bridge between the sidewalk and roadway where space permits. Median will be modified to be stamped concrete in lieu of landscaping previously shown.

- Track plan, profile, and details to be provided by HDR per Caltrans approval to be incorporated into plans.
- Estimate and specifications for track and track installation to be provided by HDR for incorporation into existing specifications and estimate.
- Revised existing visualization for Capitol Mall, incorporating the revised sidewalk width and revised landscaping concept. One round of comments only. Existing view will be used.
- Maximum of one exhibit for Temporary Construction Easement at Embassy Suites driveway.
- Memo to file for revised project elements describing the consistency with approved CEQA/NEPA documentation.

Deliverables:

Capitol Mall PS&E package to Caltrans for review: Maximum of eight sets of 11x17 plans.

Draft and Final Capitol Mall OC Visualization

TCE exhibit for Embassy Suite Driveway (if needed)

Environmental Document Memo for added elements

SUPPLEMENTAL 8 COST PROPOSAL

City of Sacramento Riverfront Reconnection Project

Staff Name and or Classification	Parsons Brinckerhoff, Inc.											Subcontractants (see individual cost proposals)								
	Ali Seyedmadani, Project Manager	Kathy Wickham, Sr. Supv. Eng.	Ben Consoledon, Project Engineer	Marshall Moore, Engineer II	Victorie Wheeler, Lead Br. Engineer	Victoria Lopez, Br. Engineer	Doug Villars, Vis. GIS	Paul Tam, Sr. Supv. CADD Operator	Justin Comeau, Sr. Supv. CADD Operator	Victoria Long, Contract Admin III	Isabel Vargas, Project Admin	Hours Subtotal	Total Cost	MTCO	Oresee	Y&C	Account	Proramas	Total Cost	
Approved Flat Hourly Billing Rate**	\$ 309.96	\$ 199.67	\$ 199.89	\$ 99.61	\$ 153.83	\$ 149.94	\$ 123.39	\$ 124.73	\$ 112.03	\$ 118.34	\$ 106.10									
Task 100-Project Management	7	6								6	24	43	6,618.06						6,618.06	
Task 207-100% Design	138	88	80	140	47	80	42	100	224	0	0	919	148,174.49	8,169.91	\$ 14,584.63	\$ 5,000.00	\$ 5,317.75		\$ 181,223.78	
Task B-Subtotal	195	94	60	140	47	80	42	100	224	6	24	962	154,789.55	8,169.91	\$ 14,584.63	\$ 5,000.00	\$ 5,317.75		\$ 181,223.78	
Total	145	94	60	140	47	80	42	100	224	6	24	962	154,789.55	8,169.91	\$ 14,584.63	\$ 5,000.00	\$ 5,317.75	100	\$ 187,641.84	
Other Direct Costs													1,500.00							\$ 6,800.00
Grand Total													\$ 156,289.55	8,169.91	\$ 15,084.63	\$ 5,000.00	\$ 5,417.75	100	\$ 194,441.84	

** Blended rate shown as 43% of the work is estimated to be completed prior to escalation.

	Staff Name and or Classification	Matt Brogan		Aaron Silva		Jeff Nettleton		Hours Subtotal	Labor Costs	OH + Fringe 155.23%	Profit 10%	Total Cost
		Project Manager		Project Engineer		Sr Design Engineer						
	Actual Base Hourly Rate	\$58.80	\$38.65	\$37.80								
Task 1 - PS&E	Hours	8	24	40	72	\$ 2,910.00	\$ 4,517.19	\$ 742.72	\$ 8,169.91			
	Other Direct Costs											\$ -
	Grand Total											\$ 8,169.91

RIVERFRONT RECONNECT

ORSEE DESIGN ASSOCIATES											
Staff Name	Timothy	Harry	Daniel	Kiki							
and or	Hiraoka	Nakagawara	Rodriguez	Nakagawara	Hours						
Classification	Proj Mgr	Prin QA/QC	Land Arch	Clerical	Subtotal	Hours	Total Cost				
Approved											
Flat Hourly											
Billing Rate	\$ 123.26	\$ 123.26	\$ 78.06	\$ 52.04							
Hours	48	10	91	6	155	\$	14,564.63				
Task											
207-100% Design											
Task A Subtotal	48	10	91	6	155	\$	14,564.63			155	\$ 14,564.63
Total	48	10	91	6	155	\$	14,564.63			155	\$ 14,564.63
Other Direct Costs						\$	500.00				\$ 500.00
Grand Total						\$	15,064.63				\$ 15,064.63

SUPPLEMENT 8 COST PROPOSAL

City of Sacramento Riverfront Reconnection Project

Y&C Transp Consultants, Inc.

Staff Name and or Classification	Dan Yau, Engineer XII	Kin Chan, Engineer X	Meng Yang, Engineer III	Victor Baltazar, Engineer I	Hours Subtotal	Total Cost
Approved Flat Hourly Billing Rate** \$	216.36 \$	185.24 \$	85.09 \$	63.21		
Hours				0 \$		-
Task 100-Project Management	0	0	0	0	0	-
Task 207-100% Design	2	12	16	16	46 \$	5,028.40
Task 207 Subtotal	2	12	16	16	46 \$	5,028.40
Total	2	12	16	16	46 \$	5,028.40
Other Direct Costs					\$	(28.40)
Grand Total					\$	5,000.00

Riverfront Reconnection - Environmental Documentation												
Ascent Environmental, Inc.												
Staff Name and or Classification	Project	Hours	Hourly Rate	Admin/Finance	Admin/Word Processing	GIS	Kashiwase	Hours Subtotal	Labor Costs	OH + Fringe	Profit	Total Cost
Curtis Alling	Project Director	6	93.75	43.27	29.81	26.45	32.21	25.24				
Fran Rieger	Project Manager	6	43.27	29.81	26.45	32.21	25.24					
Alia Cunningham	Environmental Analyst	20	29.81	26.45	32.21	25.24		46	1,898.64	2,935.68	483.43	5,317.75
Lisa Gayley	Admin/Word Processing	2	29.81	26.45	32.21	25.24		2	1,898.64	2,935.68	483.43	5,317.75
LaTonya Carson	Admin/Finance	4	29.81	26.45	32.21	25.24		4	1,898.64	2,935.68	483.43	5,317.75
Task A Environmental Documentation		6	43.27	29.81	26.45	32.21	25.24	2	1,898.64	2,935.68	483.43	5,317.75
Task A Subtotal		6	43.27	29.81	26.45	32.21	25.24	2	1,898.64	2,935.68	483.43	5,317.75
Total		6	43.27	29.81	26.45	32.21	25.24	2	1,898.64	2,935.68	483.43	5,317.75
Other Direct Costs												100.00
Grand Total												5,417.75

**City of Sacramento
Survey Scope of Services
ROW Survey
Selected Areas for the I-5 Riverfront Connection Project
Sacramento, CA**

The following scope of services is provided as an amendment to the Professional Services Subcontract between Parsons Brinckerhoff, Inc. and Psomas dated September 13, 2012:

Scope of Work

The purpose of this survey is to provide additional topographic mapping within the project limits to be used by the project team. Psomas field surveyors will survey portions of Capitol Avenue between 2nd Street and the railroad tracks at Front Street, Capitol Avenue between 3rd Street and 4th Street, and 3rd Street between Capitol Avenue and L Street. This information will be added to the existing base mapping. Existing project control will be used as the basis of bearings and basis of elevations.

Deliverables

- The mapping will be submitted in AutoCAD .dwg format (with Civil3D for the topographic mapping) with a 1' contour interval.
- Field notes if requested
- Photos (if any)

Schedule

Field surveys will begin within 1 week from receipt of authorization to proceed, weather permitting. Delivery of the mapping will be 1 week from completion of field surveys.

Budget

Time and Materials Not to Exceed \$4,500.00.

Assumptions

- Right to survey the project streets will be coordinated by the client.

Exclusions

- Preparation and filing of a Record of Survey, Parcel Map or Corner Records
- Setting Monuments
- Construction staking or layout services
- Researching easements
- Obtaining preliminary title reports and supporting documents
- Anything not specifically mentioned above

Fringe Benefit %		+ *Overhead %		= Combined %		
34.00%		124.20%		158.20%		
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		Project Manager-P14	Ali Sayedmadani	\$111.42	\$316.44	\$316.44
x		Senior Sup. Engineer-P13	Kathy Wickam	\$71.41	\$202.82	\$202.82
X		Project Engineer-P12	Ben Consolacion	\$71.85	\$204.07	\$204.07
X		Lead Br. Engineer-P11	Carlos Ramirez	\$55.02	\$158.27	\$158.27
		Architect-P15	Scott Danielson	\$118.41	\$330.84	\$330.84
		Senior Eng. Manager-P14	John Klemunes	\$111.35	\$316.28	\$316.28
		Senior Sup. Engineer-P13	Cynthia Holt	\$73.54	\$208.87	\$208.87
		Senior Sup. Engineer-P13	Thomas Lee	\$89.80	\$255.04	\$255.04
		Supv. Planner-P12	Chang (Billy) Park	\$60.40	\$171.54	\$171.54
		Lead Br. Engineer-P11	Vickie Wheeler	\$55.29	\$157.04	\$157.04
		Bridge Engineer-P10	Victoria Lopez	\$53.90	\$153.08	\$153.08
		Visualizations, GIS-P10	Doug Villars	\$44.35	\$125.97	\$125.97
		Sr. Supv. Designer-P10	Palboon Aroonlap	\$51.85	\$148.89	\$148.89
		Sr. Supv. CADD Operator-T10	Justin Comeau	\$40.27	\$114.37	\$114.37
		Sr. Supv. CADD Operator-T09	Paul Tam	\$44.84	\$127.34	\$127.34
		Sr. Supv. CADD Operator-T09	Russell Torado	\$36.38	\$103.33	\$103.33
		Architect II-P09	Zahra Sadat	\$32.38	\$91.97	\$91.97
		Sr. Supv. Engineer-P10	Ashley Orsaba-Finers	\$37.85	\$107.51	\$107.51
		Project Administrator-P09	Isabel Vargas	\$38.14	\$108.31	\$108.31
		Engineer II-P09	Marshall Moore	\$35.81	\$101.69	\$101.69
		Lead Transportation Planner-P11	Jeff Gulden	\$50.39	\$143.12	\$143.12
		Sr. Computer Graphics Specialist-P10	Ryan Sander	\$41.38	\$117.47	\$117.47
		Planner-P09	Aaron Truong	\$34.13	\$98.92	\$98.92
		Lead Engineer-P11	Miriam Wai-Kwan Jim	\$47.28	\$134.29	\$134.29
		Contract Admin III-P10	Victoria Long	\$42.54	\$120.81	\$120.81
		Computer Graphics Specialist-P08	Eric Martens	\$34.86	\$99.01	\$99.01
		CADD Manager I-P11	Andrew MacGregor	\$59.75	\$189.89	\$189.89
		Project Administrator-P10	Tammy Pokrajac	\$45.32	\$128.71	\$128.71

Total Other Direct Costs (ODC)	Description	Rate	Units	Total
Estimated Total ODC Amount Shall Be Contract Totals (Cumulative)	Mileage & Parking	At Cost		\$250.00
	Copy Charges	At Cost		\$4,500.00
	Mail & Delivery Services	At Cost		\$108.00
	Psomas Surveying	At Cost		\$15,134.00
	Estimated Total ODC Amount:			

- List all Professional and Supervisory staff by Classification and Name. For staff not listed by name, a current payroll document identifying their actual base hourly rate shall be provided with every invoice that they are billing time to. 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. 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. 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 or addition of a SUBCONTRACTOR not previously listed on the approved 10-H Form(s) shall require an executed Supplement Agreement. No work shall commence until the Supplemental Agreement is executed and written notification has been provided by CITY Project Manager. 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. The executed Supplemental Agreement shall include updated 10-H Forms for CONTRACTOR and SUBCONTRACTOR(S).
- 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. For more information on applicable prevailing wages, please visit the following website: <https://www.dir.ca.gov/OPRL/PWD/>
- Parking, tolls and local transportation costs resulting from commuting to and from the employee's residence to the 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.

Ali Sayedmadani 3/2/14
 CONTRACTOR/SUBCONTRACTOR Project Manager's Signature
 (type/print name here)

CITY OF SACRAMENTO 10-H FORM

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

CONTRACTOR Name: **Parsons Brinckerhoff, Inc.**

Date: June 17, 2014-July 31, 2014

Project Name: **Riverfront Reconnection Project**

Project #: **T15998100**

		Fringe Benefit % 34.00%	+ *Overhead % 124.20%	= Combined % 158.20%		
		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		Project Manager-P14	Ali Seyedmadani	\$106.11	\$301.37	\$301.37
x		Senior Sup. Engineer-P13	Kathy Wickam	\$68.01	\$193.16	\$193.16
X		Project Engineer-P12	Ben Consofacion	\$88.43	\$194.35	\$194.35
X		Lead Br. Engineer-P11	Carlos Ramirez	\$52.40	\$148.83	\$148.83
		Architect-P15	Scott Danielson	\$110.87	\$314.89	\$314.89
		Senior Eng. Manager-P14	John Klemunes	\$108.05	\$301.20	\$301.20
		Senior Sup. Engineer-P13	Cynthia Holt	\$70.04	\$198.93	\$198.93
		Senior Sup. Engineer-P13	Thomas Lee	\$85.52	\$242.89	\$242.89
		Supv. Planner-P12	Chang (Billy) Park	\$57.52	\$163.37	\$163.37
		Lead Br. Engineer-P11	Vickie Wheeler	\$52.66	\$149.55	\$149.55
		Bridge Engineer-P10	Victoria Lopez	\$51.33	\$145.79	\$145.79
		Visualizations, GIS-P10	Doug Vilans	\$42.24	\$119.97	\$119.97
		Sr. Supv. Designer-P10	Paiboon Aroonlap	\$49.19	\$139.71	\$139.71
		Sr. Supv. CADD Operator-T10	Justin Comeau	\$38.95	\$108.92	\$108.92
		Br. Supv. CADD Operator-T09	Paul Tam	\$42.70	\$121.28	\$121.28
		Sr. Supv. CADD Operator-T09	Russell Torado	\$34.65	\$98.41	\$98.41
		Architect II-P09	Zahra Sadat	\$30.84	\$87.59	\$87.59
		Sr. Supv. Engineer-P10	Ashley Craaba-Finers	\$36.05	\$102.39	\$102.39
		Project Administrator-P09	Isabel Vargas	\$38.32	\$103.16	\$103.16
		Engineer II-P09	Marshall Moore	\$34.10	\$96.85	\$96.85
		Lead Transportation Planner-P11	Jeff Gulden	\$47.89	\$136.30	\$136.30
		Sr. Computer Graphics Specialist-P10	Ryan Sander	\$39.39	\$111.88	\$111.88
		Planner-P09	Aaron Truong	\$32.50	\$92.31	\$92.31
		Lead Engineer-P11	Miriam Wai-Kwan Jim	\$45.03	\$127.89	\$127.89
		Contract Adm'n III-P10	Victorie Long	\$40.51	\$115.06	\$115.06
		Computer Graphics Specialist-P08	Eric Martens	\$33.20	\$94.29	\$94.29
		CADD Manager I-P11	Andrew MacGregor	\$58.90	\$181.81	\$181.81
		Project Administrator-P10	Tammy Pokrajac	\$43.16	\$122.58	\$122.58

Total Other Direct Costs (ODC)	Estimated Total ODC Amount Shall Be Contract Totals (Cumulative)	Description	Rate	Units	Total
		Mileage & Parking	At Cost		\$250.00
		Copy Charges	At Cost		\$4,500.00
		Mail & Delivery Services	At Cost		\$106.00
		Phase Surveying	At Cost		\$15,134.00
		Estimated Total ODC Amount:			\$19,990.00

- List all Professional and Supervisory staff by Classification and Name. For staff not listed by name, a current payroll document identifying their actual base hourly rate shall be provided with every invoice that they are billing time to. 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. 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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- 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. For more information on applicable prevailing wages, please visit the following website: <https://www.dir.ca.gov/OPRL/PWD/>
- Parking, tolls and local transportation costs resulting from commuting to and from the employee's residence to the 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.

Ali Seyedmadani 5/22/14
 CONTRACTOR/SUBCONTRACTOR Project Manager's Signature
 (type/print name here)

CITY OF SACRAMENTO 10-H FORM

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

CONTRACTOR Name: Mark Thomas & Company, Inc.

Date: 5/20/2014

Project Name: Project

Project #: T15998100

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
		Principal in Charge	Robert Himes	\$94.50	\$265.31	\$265.31
		Project Manager	Matt Brogan	\$58.80	\$165.08	\$165.08
		Senior Project Engineer	Phillip Vulliet	\$44.10	\$123.81	\$123.81
		Project Engineer	Jake Weir	\$41.00	\$115.11	\$115.11
		Project Engineer	Aaron Silva	\$38.85	\$109.07	\$109.07
		Senior Design Engineer	Jeff Nettleton	\$37.80	\$106.12	\$106.12
		Senior Design Engineer	Adam Randolph	\$36.75	\$103.18	\$103.18
		Design Engineer	Kira Davis	\$31.00	\$87.03	\$87.03
		Design Engineer	Kyle Friedrich	\$31.00	\$87.03	\$87.03
		Design Engineer	Matthew Magaw	\$31.00	\$87.03	\$87.03
		Senior Design Technician	Janet Doty	\$33.21	\$93.24	\$93.24
		Design Technician	Gallina Boyko	\$27.71	\$77.80	\$77.80
					\$0.00	\$0.00

Total Other Direct Costs (ODC)	Estimated Total ODC Amount Shall Be Contract Totals (cumulative)	Description	Rate	Units	Total
		Reproduction Costs	At Cost	1	\$3,000.00
			At Cost		
			At Cost		
			At Cost		
		Estimated Total ODC Amount:			\$3,000.00

- List all Professional and Supervisory staff by Classification and Name. For staff not listed by name, a current payroll document identifying their actual base hourly rate shall be provided with every invoice that they are billing time to. 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. 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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- 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. For more information on applicable prevailing wages, please visit the following website: <https://www.dir.ca.gov/OPRL/PWD/>
- Parking, tolls and local transportation costs resulting from commuting to and from the employee's residence to the 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.

R.M.B.
 CONTRACTOR/SUBCONTRACTOR Project Manager's Signature
 (type/print name here) Matt Brogan

CITY OF SACRAMENTO 10-H FORM

Approved with Supplement # (type Original if it is the Original): Supplement No.8

CONTRACTOR Name: Orsee Design Associates

Date: 5/15/2014

Project Name: Riverfront Reconnect

Project #: T15998100

Fringe Benefit %		+	*Overhead %	=	Combined %
13.00%			136.00%		149.00%
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		Project Manager	Timothy Hiraoka	\$45.00	\$123.26	\$123.26
X		Principal-QA/QC	Harry Nakagawara	\$45.00	\$123.26	\$123.26
		Landscqape Architect	Daniel Tillson Rodriguez	\$28.50	\$78.06	\$78.06
					\$0.00	\$0.00
		Clerical	kiki Nakagawara	\$19.00	\$52.04	\$52.04
					\$0.00	\$0.00

Total Other Direct Costs (ODC)	[Estimated Total ODC Amount Shall Be Contract Totals (cumulative)]	Description	Rate	Units	Total
		Mileage	\$0.56	1100	\$610.50
Soil Tests	\$100	1	\$100.00		
Plotting-Submittals, half	\$1.50	138	\$207.00		
Plotting-Submittals, full	\$3	177	\$531.00		
Plotting-Final mylar	\$31	25	\$775.00		
Postage	Allowance		\$739.00	\$739.00	
				\$0.00	
		At Cost			
				Estimated Total ODC Amount:	\$2,962.50

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- 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.

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 CONTRACTOR/SUBCONTRACTOR Project Manager's Signature
 (type/print name here)

CITY OF SACRAMENTO 10-H FORM

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

CONTRACTOR Name: Ascent Environmental, Inc.

Date: 5/22/2014

Project Name: I-5 Riverfront Reconnection-Environmental

Project #: T15998100

Fringe Benefit % 44.47%	+ *Overhead % 110.15%	= Combined % 154.62%				
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
		Project Director	Curtis Alling	\$93.75	\$262.58	\$262.58
		Project Manager	Fran Ruger	\$43.27	\$121.19	\$121.19
		Environmental Analyst	Alta Cunningham	\$29.81	\$83.49	\$83.49
		Admin/Finance	LaTonya Carson	\$26.45	\$74.08	\$74.08
		Admin/Word Processing	Gayety Lane	\$32.21	\$90.21	\$90.21
		GIS	Lisa Kashiwase	\$25.24	\$70.69	\$70.69

Total Other Direct Costs (ODC)	Description	Rate	Units	Total
[Estimated Total ODC Amount Shall Be Contract Totals (cumulative)]	Reproduction Costs	At Cost		\$78.33
	Mail and Delivery Services	At Cost		\$40.00
	Subconsultant (Yorke Engineering)	At Cost		\$3,000.43
	10% admin fee for Yorke Engineering (original)	At Cost		\$300.04
		At Cost		
Estimated Total ODC Amount:				\$3,418.80

- List all Professional and Supervisory staff by Classification and Name. For staff not listed by name, a current payroll document identifying their actual base hourly rate shall be provided with every invoice that they are billing time to. 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. 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. 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 or addition of a SUBCONTRACTOR not previously listed on the approved 10-H Form(s) shall require an executed Supplemental Agreement. No work shall commence until the Supplemental Agreement is executed and written notification has been provided by CITY Project Manager. 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. The executed Supplemental Agreement shall include updated 10-H Forms for CONTRACTOR and SUBCONTRACTOR(S).
- 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. For more information on applicable prevailing wages, please visit the following website: <https://www.dir.ca.gov/OPRL/PWD/>
- Parking, tolls and local transportation costs resulting from commuting to and from the employee's residence to the 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
 Francisca Ruger

EXHIBIT A

Cost Proposal

Form 10H
Consultant Cost Proposal

Contract No. City of Sacramento - Riverfront Reconnect
Consultant BRG ENGINEERING

Form 10H
Date 1-30-12

Fee Estimate - Independent Bridge Design Check - Old Sacramento Connector Bridge

DIRECT LABOR

Classification	Name	Salary Range		Hours	Initial Hourly Rate	Total
Principal	N. Swan	\$ 55.00	\$ 55.00	48	\$ 55.00	\$ 2,640.00
Staff Engineer		\$ 35.00	\$ 55.00	188	\$ 48.30	\$ 9,080.40
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -

Subtotal Direct Labor Costs \$ 11,720.40
Anticipated Salary Increases (2% for 1 Yr) \$ 234.41
Total Direct Labor Costs \$ 11,954.81

FRINGE BENEFITS

	<u>Rate</u>	<u>Total</u>	
	25.00%	\$ 2,988.70	
Total Fringe Benefits			\$ 2,988.70

INDIRECT COSTS

Overhead	<u>Rate</u>	<u>Total</u>	
General & Administrative (Included in Overhead)	125.00%	\$ 14,943.51	
Total Indirect Costs			\$ 14,943.51

FEE

	<u>Rate</u>	<u>Total</u>	
	10%	\$ 2,988.70	\$ 2,988.70

OTHER COSTS

Overnight Service	4 Each	@	28	\$	112.00
Total Indirect Costs				\$	112.00

TOTAL COST \$ 32,988

Cost Proposal

Contract No. T15998100, Supplemental #2
 Consultant: Fugro Consultants, Inc.

Date: November 9, 2012

DIRECT LABOR

Classification	Name	Range	Hours**	Initial Hourly Rate	Total
Principal Engineer	Ron Bajuniemi		8 @	82.50	\$ 660.00
Principal Engineer	Andy Herlache		0 @	86.11	\$ -
Project Manager	Ed Woo		38 @	74.40	\$ 2,827.20
Associate	Duston Marlow		6 @	52.58	\$ 315.48
Staff II	Matt Obanion		28 @	27.88	\$ 780.64
GIS Technician	Brendan Egan		6 @	40.00	\$ 240.00
WP Technician	Anna Felicio Price		10 @	23.69	\$ 236.90
Staff II	Matthew Bajuniemi		52 @	32.08	\$ 1,668.16
Staff II	Vic Crosariol		4 @	28.55	\$ 114.20
Principal Consultant	Shahriar Vahdani		22 @	100.39	\$ 2,208.58
Associate	Thaleia Travasarou		60 @	52.17	\$ 3,130.20
Project I	Alfredo Fernandez		104 @	40.38	\$ 4,199.52
Project I	Jose Ugalde		40 @	39.73	\$ 1,589.20
Staff II	Arash Khosraviifar		0 @	33.66	\$ -
Staff II	Dmitra Tsiaousi		0 @	32.21	\$ -
				@	\$ -

Subtotal Direct Labor Costs	\$ 17,970.08
Anticipated Salary Increases	-NA-
Total Direct Labor Costs	\$ 17,970.08

Fringe Benefits	Rate	Total	
	36.74%	\$ 6,602.21	
Total Fringe Benefits			\$ 6,602.21

Indirect Costs			
Overhead	170.28%	\$ 30,599.45	
General and Administrative	N/A	\$ -	
Total Indirect Costs			\$ 30,599.45

FEE (Profit) \$4,414

OTHER COSTS			
Mileage	275 @	0.5	\$ 137.50
Equipment and Supplies (Itemize - truck and tool use)	24 @	12	\$ 288.00
Env Permitting	1 @	1200	\$ 1,200.00
Other Direct Costs (Itemize)			
Lab Testing:			
Index Testing			\$ 1,800.00
Total Other Costs			\$ 3,425.50

Subcontractor Costs (cost estimate for each subcontractor)			
Traffic Control	2 @	1500	\$ 3,000.00
Drilling Company	1 @	6500	\$ 6,500.00
Chemical Testing	1 @	750	\$ 750.00
Corrosion Testing	2 @	350	\$ 700.00
Profiling and Drum Disposal	1 @	2500	\$ 2,500.00

TOTAL COST \$ 76,460.98

**Hours to be adjusted as needed between staff