File ID: 2026-01874 11/17/2026

[Contract Supplement] Sacramento Valley Station Regional Commuter Bus Stops Project (T15029000) [Published for 10-Day Review 11/05/2026]

File ID: 2026-01874

Location: District 4

Recommendation: Pass a **Motion**: 1) authorizing the City Manager or designee to execute Supplemental Agreement No. 3 to City Agreement No. 2024-1308 with ARUP US, Inc. in an amount not-to-exceed $1,199,737 for a total contract not-to-exceed amount of $1,699,636 for final engineering of the Sacramento Valley Station (SVS) Regional Bus Stops Project (T15029000); and 2) resetting the City Manager or designee's authority to issue supplemental agreements for City Agreement No. 2024-1308.

Contact: William Shunk, Senior Engineer, (916) 808-2986, wshunk@cityofsacramento.org; Greg Taylor, Supervising Architect, (916) 808-5268, gtaylor@cityofsacramento.org; Ofelia Avalos, Engineering Manager, (916) 808-5054, oavalos@cityofsacramento.org; Department of Public Works

Presenter: None

Attachments:
1-Description/Analysis
2-Consultant Agreement

Description/Analysis
Issue Detail: From 2021 to 2022, with funds from Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), the Sacramento Area Council of Governments (SACOG) conducted a study for route consolidation that integrates regional commuter bus routes into a unified route that serves both the Sacramento Valley Station and the planned Valley Rail service Midtown Station. The study recommended 17 stop locations that would co-locate bus agencies and provide a maximum seven-minute pedestrian walk from the existing employment centers which the current stops serve. This would result in a 50% reduction in the total number of stop locations that will allow the City to improve curb management for parking and other curbside needs.

The existing transit stop configuration in downtown Sacramento is fragmented and inefficient, consisting of multiple transit agency routes and stop locations that operate independently and lack

direct connectivity to passenger rail services at Sacramento Valley Station. This dispersed arrangement reduces the availability of curbside parking and, in some locations, creates conflicts with existing outdoor dining facilities, including curbside dining areas and parklets.
The City of Sacramento successfully applied for a TIRCP grant in the fifth cycle for a suite of improvements to the SVS and its operations, one of which was the implementation of these enhanced bus stops. The Sacramento Valley Station (SVS) Regional Commuter Bus Stops Project (T15029000) will construct 16 new enhanced bus stops serving the region's bus commute service agencies to/from Downtown Sacramento in a route consolidation that integrates regional commuter routes into a unified route that serves both the Sacramento Valley Station and the planned Valley Rail service Midtown Station.

The City conducted a formal procurement process to retain a qualified professional engineering firm to complete preliminary engineering, environmental clearance, and final design for the Project. Based on the merits of their written proposals, a panel consisting of City staff recommended awarding the contract to the top-ranked firm, ARUP US, Inc. The initial contract was for preliminary engineering and environmental clearance only, with the balance of the contract to be awarded based on project performance and future funding.

The initial scope of work has been satisfactorily completed, and the City has funding in place to move the project forward to final design. City Council approval of the supplemental agreement is necessary to advance to final design.

Policy Considerations: The development of the Project is consistent with the Central City Specific Plan and Railyards Specific Plan and the following 2040 General Plan Policies:

M-1.22 Increase Transit Ridership. The City shall support work to increase transit ridership citywide.

M-1.23 Transit Priority. Where appropriate, the City shall support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.

M-2.10 Curbside Management. The City shall manage the use of curb spaces to meet multimodal demands safely and efficiently.

M-5.2 Sacramento Valley Station. The City shall work to establish Sacramento Valley Station as the premier regional transit hub of Northern California, linking regional rail, light rail, bus, and high-speed rail service, and plan for the expansion of rail service to strengthen connections between Sacramento, the Central Valley, the Bay Area,

Northern California, and beyond.

The Sacramento City Code Section 4.04.020 and the City 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 City Council action. This item was published for 10-day review on November 5, 2026, in compliance with the City Code.

Economic Impacts: None.

Environmental Considerations: The requested action is the approval of a professional services agreement for of the design of 16 new enhanced bus stops serving the region's bus commute service agencies to/from Downtown Sacramento. The approval of the agreement and the project are exempt from review under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code section 21080.25(b)(3). The exemption applies to transit site access and safety improvements. PRC section 21080.25(a)(11). The project is also exempt pursuant the categorical exemption for the operation and minor alteration of existing public facilities, per CEQA Guidelines section 15301.

Sustainability: The transportation sector accounts for over 57% of community-wide greenhouse gas emissions, the largest single sector in the community. Providing safe multi-modal transportation alternatives helps to reduce single-occupant vehicle use and contributes towards the Sacramento region's climate change goals. The Sacramento Valley Station Regional Bus Stops furthers the City's commitment to sustainability by laying the groundwork for the expanded use of the regional commuter buses and local bus services connecting to the multi-modal transportation hub, which will reduce the use of fossil fuels, encourage less driving, and reduce dependence on private automobiles.

Commission/Committee Action: Not applicable.

Rationale for Recommendation: The scope of the project includes repurposing existing bus shelters with structural modifications to meet the seismic and wind loading requirements of the greater Sacramento area. The Department of Public Works (Department) does not possess the specialized technical expertise to design these improvements. Furthermore, all design grant funding for this phase must be expended by September 30, 2027 or it may be rescinded. The Department does not have sufficient staffing to design sixteen new bus stops on this timeline. Contracting the design work will augment the Department's technical and staffing deficiencies and allow City staff to focus instead on project delivery and meeting the grant funding deadlines.

On January 30, 2024, the Department of Public Works advertised a Request for Proposals (RFP) to firms with experience in civil engineering and transit facility design to assist the City in repurposing existing bus shelters for regional agency commuter bus service which will serve Midtown, Downtown,

Railyards, and the Sacramento Valley Station.

ARUP was chosen by the panel as the top ranked firm based on the written proposal. A contract for preliminary engineering was executed with ARUP on October 8, 2024. Approval of a supplemental agreement with ARUP is needed for final design.

Financial Considerations: There is sufficient funding in the Sacramento Valley Station (SVS) Regional Bus Stops Project (T15029000) to execute a Supplement No. 3 to Contract No. 2024-1308 with ARUP US, Inc. in an amount not to exceed $1,199,737.

There are no General Funds currently allocated for this agreement.

Local Business Enterprise (LBE): ARUP US, Inc. is qualified as an LBE.

City of SACRAMENTO

Contract Routing Sheet

☐ **Payment / Performance Bond Only**

General Routing Information

Department: Public Works Department

Contract Coordinator: Raquel Gonzalez Email: RAGonzalez@cityofsacramento.org

Effective Date: Expiration Date: 12/31/2027

Grant/Project Name: SVS REGIONAL BUS STOPS

Other Party: ARUP US, INC

Original Not to Exceed Amount: $ 499,899.32

Assessor's Parcel Number(s): N/A

Project Number: T15029071 Bid/RFQ/RFP#: P24151921017

Supplements/Addendums/Change Orders ☑

Adjusted Amount of this Change (+/-): $ 1,199,736.65 New Not to Exceed Amount: $ 1,699,635.97

Change In Scope: No

Original Contract Number: 2024-1308 Supplement Number: 03

Council Approval ☑

Original Meeting Date: Council File ID:

Supplement Meeting Date: Council File ID: 2026-

Processing Information

- ☐ Clerk's Office to Mail for Recording
- ☐ Return to Dept for Other Party Signature
- ☐ Real Estate
- ☐ Return to Dept for Recording
- ☐ Construction Related
- ☐ Additional Originals Attached – Return to Dept.

Add notes/instructions, including any other contract or council file ID numbers related to this agreement:

AWARD/COUNCIL DATE TO BE DETERMINED

Signing Authority - Department Directors up to $100K; $100K -$250K City Manager or Assistant City Manager; $250K+ Council Approval & Council Appointee or designee.

Department Review and Routing 10/06/2026

AB 339 Review Confirmation (if needed) N/A

Sign CONTRACTS: Raquel Gonzalez Raquel González

Sign PROJECT MANAGER:

Sign SUPERVISOR:

Sign DIVISION MANAGER:

CITY OF SACRAMENTO - DEPARTMENT OF PUBLIC WORKS

SUPPLEMENTAL AGREEMENT

Supplemental Agreement #: 3

Project Title:
SVS Regional Bus Stops

Contract #:	2024-1308
Purchase Order #:	
Job #:	15001121

The City of Sacramento ("City") and **Arup US, Inc.**, ("Contractor"), as parties to that certain Professional Services Agreement designated as Agreement Number **2024-1308** 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 changed by $1,199,736.65 and said maximum not-to-exceed amount is amended as follows:

The original not-to-exceed amount:	$499,899.32
The net change by previous Supplemental Agreements:	$0.00
The not-to-exceed amount prior to this Supplemental Agreements:	$499,899.32
The contract sum will be increased by this Supplemental Agreement:	$1,199,736.65
The new not-to-exceed amount including all Supplemental Agreements:	**$1,699,635.97**

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:

Project Manager

Approved as to Form By:

Michael Fry (Oct 8, 2026 14:57:03 PDT)

City Attorney

Approved By:

Mathew Bamm (Oct 7, 2026 14:38:18 PDT)

Contractor

Approved By:

City of Sacramento

Executed Date

Attested to By:

City Clerk

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CITY OF SACRAMENTO - DEPARTMENT OF PUBLIC WORKS

SUPPLEMENTAL AGREEMENT - EXHIBIT A

Project: SVS Regional Bus Stops

SA #: 3

ITEM #	Reason	Description	Amount
3	Changed/Unforeseen Conditions	This supplement authorizes additional budget needed by providing civil, structural, geotechnical, electrical, lighting, ITS, costing, public outreach, topographic and utility locating services for this project. Staff rate increases, updates/removals and new classifications are also authorized. Updated budget summary and 10-Hs are included. Sunset date is also being extended to December 31, 2027	$1,199,736.65
		(Client Initiated Changes) Sub-Total =	$0.00
		(Changes to Bid Documents) Sub-Total =	$0.00
		(Changed/Unforeseen Conditions) Sub-Total =	$1,199,736.65
		Total =	$1,199,736.65

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ARUP

By email
September 21, 2026

City of Sacramento
Department of Public Works
Office of the Director
915 I Street, Room 2000
Sacramento, CA, 95814
Attn: William Shunk, Project Manager

Our ref 304657-00

Dear Mr. Shunk,

Sacramento Valley Station (SVS) Regional Commuter Bus Stops

Detailed Design Proposal (15% to 100%)

In response to a request from Gregory Taylor at the City of Sacramento in April, 2026, and subsequent discussions, Arup US, Inc. (Arup) is delighted to submit this proposal to support the City of Sacramento by providing civil, structural, geotechnical, electrical, lighting, ITS, costing, public outreach, topographic and utility locating services for the SVS Regional Commuter Bus Stops. This proposal letter summarizes our anticipated scope clarifications, project schedule, delivery team and fee.

In addition to submitting a proposal for the Detailed Design of the SVS Regional Bus Stops, Arup is also writing to request revisions to the 10-H forms for the project. The proposed updates include rate increases, staff updates/removals and new classifications for Arup, UNICO, Cartwright Nor Cal, Aim Consulting and Atlas Labs. Refer to the updated 10-H forms reflecting these changes.

Scope of Work

The scope of services for each discipline is outlined below and is based on the assumptions identified in this proposal. Services will be provided as described below. Additional services beyond the scope described below, if required, may be provided under a supplemental agreement. Given the previous 15% Design stage work for the project included Tasks 1 – 4, this Detailed Design phase will encompass Tasks 5 – 8.

5. Project Management

Arup will provide project management for tasks detailed in Arup's detailed design scope of services for the duration of the contract. The project management activities will consist of:

- Ongoing management and oversight of scope, budget, schedule, and deliverables
- Preparation and submittal of invoices and progress summary by task to the City of Sacramento
- Schedule client and stakeholder meetings as required including preparation of agendas and distribution of minutes

Meetings

Based on our experience with projects of similar scope and scale, and involving multiple stakeholders, communication is important to keep the project moving towards the delivery requirements. We recommend the following meetings and have accounted for these in our fee proposal. The effort for meetings is included in the relevant task as described in the following narrative for each task.

Meeting	Quantity	Duration/Format	Notes
Internal kick-off meeting	1	1 hours / virtually	City of Sacramento and consultant project team
Site visit with City staff and key project leads	1	6 hours / in-person	To visit challenging areas of the site determined by Arup and the City and discuss design and constructability issues. Allowance for the following key leads has been allowed for: PD, PM, civil, structural, electrical and wayfinding.
Monthly progress meetings (PS&E Phase)	11	1 hours / virtual	City of Sacramento and consultant PM team
Monthly technical coordination meetings with full consultant team	11	1 hour / virtual	City of Sacramento and consultant project team (as needed)
Key Stakeholder Group Meetings	4	1 hour / virtual	Two rounds of stakeholder focus group meetings (rounds 3 and 4) attended by PM team. Group includes: Property and Business Improvements districts (PBIDs) and Community Based and Local Organizations.

Meeting	Quantity	Duration/Format	Notes
Workshops to review deliverable comments	2	2 hour/ virtual	Meeting to discuss responses to City comments received on 50% and 90% submissions.

Deliverables

- Detailed project schedule, updated as needed up to 3 total, which will act as the design team's road map for project execution.
- Site visit with key design leads to assess existing conditions and identify key risks or challenges for the proposed designs.
- Monthly invoices and quarterly progress reports with current status of tasks, summary of work completed within the prior month, and outstanding issues requiring input or direction from others
- Prepare and distribute meeting agendas and minutes for Arup-led meetings.
- Communication log / decision register

6. Existing Conditions and Survey

6.1 Existing Conditions and Site Visits

The following site visits have been allowed for in this proposal:

- During this phase disciplines will review available as-built drawings, utility records, and other existing information to identify existing conditions, constraints, and design considerations relevant to the bus stop improvements.
- An initial site visit (6 hours) at project commencement with representatives from the Project Management, Civil, Structural, Electrical, Lighting, and Wayfinding disciplines to assess existing conditions, constraints, site characteristics, and project interfaces.
    - Allowance for one team member from all disciplines has been included except lighting.
    - Allowance for two lighting team members has been included to conduct a site visit at night to take illuminance measurements at 6 bus stops and adjacent roadways. Following the site visit the lighting team will:
        - Review and confirm the lighting design criteria (light level, light source quality, etc.) with the City.
        - Provide up to two (2) concept options for lighting design limited to two (2) typical bus stops: one with canopy and one without.
- A second site visit (8 hours) if required has been allowed for during the detailed design phase, involving the Project Management, Civil, and Wayfinding teams, to verify design assumptions, confirm site conditions, and support the development of the detailed design.

6.2 Topographic Survey

During the existing conditions assessment and survey scoping, the Civil team will review available information, identify any survey gaps, and confirm the extent of additional topographic survey required to support design development.

Unico Engineering will provide the topographic survey services and Carwright Nor Cal will provide local field support as needed. Refer to Sections 8.1 and 8.2 for more information.

6.3 Utility Locating

During the existing conditions assessment and survey phase, the Civil team will review available information, identify gaps in existing utility survey, and confirm the extent of additional survey required to support design development.

Bess Test Labs as a subconsultant to Unico Engineering will provide the utility locating services and Carwright Nor Cal will provide local field support as needed. Refer to Sections 8.1 and 8.2 for more information.

6.3.1 Potholing Allowance

No potholing allowance has been included in this scope of work. Should potholing be deemed necessary as locations are refined, these services can be provided on an as-needed basis assuming approximately 6 potholes per day at an approximate cost of $20,000 per day, including backfill and restoration.

7. Detailed Design

The detailed design advances the approved 15% concept design into complete, coordinated and construable contract documents suitable for permitting and constructions. The detailed design stage will include deliverables at 50%, 90% and 100% milestones. There will be planned review periods at each milestone (see detailed project scheduled in Section 0) to give the City and stakeholders the opportunity to review and provide consolidated comments on the deliverables. The design elements to be addressed during the Final Design phase are anticipated as follows:

Signage and Wayfinding

A Signage Strategy Graphic Design subconsultant, will complete the initial signage and wayfinding scope for the Regional Bus Stop Project, including development of naming conventions and graphic design guidelines. Refer to Section 8.5 for detailed scope of work.

Arup will advance the conceptual design for the bus stops, incorporating the brand and graphic design guidelines. The scope will include:

- Develop a draft and final Sign Type list
- Design of Sign Type list wayfinding elements to be integrated with the three canopy structure typologies
- Develop a message schedule with wayfinding directional and identification messages to be employed on signage
- Develop a location plan
- Develop an install plan
- Internal coordination with structural, electrical, BIM, lighting and civil engineering disciplines

Meetings

- One 1 hour kickoff meeting with City of Sacramento
- Bi-weekly project team meetings (30 min), as required.
- One virtual presentation meeting (1 hour) per phase (3 total).

Key Assumptions

- It is assumed that branding guidelines will be approved during the 90% detailed design phase. If the branding guidelines aren't approved with sufficient time before the 90% deadline, the first wayfinding deliverables will be issued after 90%.

- Brand logo files for regional bus agencies are to be provided in vector file type

Civil

During this phase, the civil team will advance the approved 15% concept design through detailed PS&E drawings, suitable for permitting and construction, by completing the civil engineering tasks outlined below:

- Develop and submit one drawing package to the City of Sacramento for 50%, 90%, and 100% construction documents.
- Provide updated concept design report at 50% phase only detailing existing conditions, design basis, risks and recommended next steps.
- Detail tie-ins to existing infrastructure including curb and gutter, grading and drainage, sidewalks and bike lanes (where appropriate). Optimize site grading at each bus stop to match existing conditions. Grading and drainage plans will be prepared using Autodesk Civil 3D.
- Arup will work to optimize the location and layout of the bus platforms and shelter structures to minimize impacts on existing infrastructure, where feasible. The information gathered from surveys and existing records will support and streamline the coordination effort.
- Preparation of composite utility plans, profiles, and details for the utility services (new electrical for lighting and new/relocated storm drains) for the bus stops. Utility profiles and details will be provided for 50%, 90% and 100% deliverables.
- Address and incorporate one set of consolidated revision comments from the City of Sacramento for each of the 50% and 90% stages. A 4-week review period has been allowed for review of each deliverable package. We have included one two-hour comments review workshop at the end of each phase.
- All drawings will be on 22″x34″ plan sheets. All plans and specifications will meet City of Sacramento requirements for approval.
- Prepare City of Sacramento compliant specifications for the 90% and 100% submittals.
- All submissions will be electronically using a secure file sharing site hosted by Arup, e.g. Sharepoint.

Meetings

- One kickoff meeting (1 hour) with City of Sacramento.

- Monthly project team meetings (1 hour), as required.
- One virtual comments review workshop (2 hour) at the end of the 50% and 90% phase.

Key Assumptions:

- The schedule and fee has been developed on the assumption of the design for 16 bus stops.
- It is assumed that utility record drawings provided by the City and utility owners are reasonably accurate. Nondestructive potholing is subject to an additional add service, if required.
- It is assumed that utility relocations (water, sewer, gas, electrical, communications) will be done by others. Utilities needing to be relocated will be identified on the drawings.
- It has been assumed that no agency or utility permitting fees are required and that all drawings will be issued electronically to the City of Sacramento only.
- 90% drawing package will be submitted to the City of Sacramento for permitting.
- It is assumed that the project will be constructed in a single tender and single phase. Development of a specific construction phasing plan detailing sequencing and phasing of work is not included and would require additional fee authorization.
- It is assumed that all improvements can be accommodated within the existing public right-of-way. No allowance has been made for right-of-way acquisition, right-of-way engineering, or right-of-way consultant services.
- Landscape architecture services are excluded except for a $5,000 allowance for adhoc advice. Refer to Section 8.3. It assumed the City's arborist will do tree surveys and evaluate the trees after the 50% detailed design shows the extent to which trees may need to be removed.
- No changes to lane configurations are assumed.
- Our proposal does not currently include a design services fee contingency. However, we welcome the opportunity to work with the City to evaluate and itemize reasonable contingency budgets during fee negotiations.
- Flood analysis is assumed to not be required and is excluded.

Geotechnical

The geotechnical scope of work will include the following:

- Update existing desktop study, as needed, and review available geotechnical, geological, and geoenvironmental databases and records to evaluate anticipated subsurface stratigraphy, existing fill conditions, groundwater conditions, and known contamination at station locations. This will incorporate final geotechnical recommendations for canopy shelter piles per below.
- Interpret subsurface conditions and provide geotechnical recommendations limited to supporting foundation design assumptions and constructability considerations for the existing/re-used bus station canopy shelters. This will be based on conservative assumptions and can be verified during construction.
- Review structural drawings and technical specifications applicable to bus shelter canopy piles, and provide a stamped geotechnical compliance letter, if required.

Meetings:

- N/A

Key Assumptions:

- No other reports including a “soils report” have been included in this proposal.
- Design and recommendations for pavement, curbs, light pole structures, utilities, and other street improvements are excluded. Any design for these items are assumed to use the applicable City standard details.
- Geotechnical ground investigations are excluded from this proposal.
- Canopy foundation designs will be based on conservative design assumptions based on the desktop study in the absence of geotechnical investigations.

Structural

The structural scope of work will include:

- Perform structural analysis and design verification of the steel canopies (2 bay and 3 bay modules) based on the loads prevalent at the Sacramento Sites and based on the 2025 California Building Code.
- Perform structural analysis and design to modify the existing canopy columns to be the appropriate height for the Sacramento Sites.

- Perform structural analysis and design for the foundations for the existing canopies.
- Perform preliminary structural analysis and design of the fabric roof structure to inform the steel design and to create the performance criteria for the fabric contractor.
- Produce permit documentation for submission to the Authority Having Jurisdiction (AHJ).
- Respond to AHJ Permit Review comments. We have assumed one round of comments and responses at the end of the 50% and 90% design stages.

Meetings:

- N/A

Key Assumptions:

- As built drawings and material specifications of the existing canopies are available for use. Any field verification or testing required for the design or required by the AHJ will be provided by others.
- The existing steel canopies will be of sufficient structural strength to be placed in Sacramento and to meet the requirements of the 2025 California Building Code. It is assumed that modifications to the canopy columns only are required. No allowance has been made to confirm the condition of the existing canopy structures and their suitability for reuse.
- It is also assumed there will be new site-built foundations. 2 foundation types have been allowed for that will be developed to cover the site conditions rather than bespoke foundations for each site location.
- It is assumed that the fabric roof of the canopies will be replaced. Arup will provide performance requirements for the fabric roof design only. The final design including engineer of record responsibility for the fabric roofs including their connection to the steel structure is assumed to be provided by the specialty contractor during construction as a delegated design item.

Telecommunications

No scope has been included in this proposal for Telecommunications.

Electrical

The electrical scope of works includes the following.

- Obtain and review as-built/record drawings and documentation for existing city owned electrical systems in vicinity of each new bus stop facility.

- Evaluate available capacity of the existing electrical systems and confirm they can accommodate the additional electrical load of the new bus stop structure.
- Engage in site visit to verify existing conditions align with existing documentation provided.
- Determine and document suitable points of connection, metering and design feeder/circuit to support new bus stop structure.
- Provide electrical distribution to support new circuits for lighting, digital signage, or other small loads associated to the bus stops.
- Provide circuiting for additional electrical loads at each bus stop.
- Coordinate with internal team members.
- Coordinate with external team members and entities
- Coordinate with local AHJ's to provide plan review responses.

Meetings:

- N/A

Key Assumptions:

- Existing information will be provided by SMUD that shows existing electrical equipment locations, circuitry and available capacity.
- Scope does not include electrical design beyond the immediate circuiting for base project scope related to bus stops. Additional adjustments to distribution shall be considered an additional service.

Lighting

The Lighting scope will include the following:

- Coordinate design, mounting and circuiting with other disciplines.
- Prepare Luminaire and Lighting Control Sequence of Operations written CSI specifications.
- Coordinate Lighting Controls written CSI specification, with Electrical engineering team.
- Review cost estimate for luminaires and lighting controls.

- Incorporate client comments and update lighting drawings at 90% and 100% in AutoCAD.

Meetings:

- Attend design coordination meetings, limited to three (3) meetings during 50% phase.
- Attend design coordination meetings, limited to four (4) meetings during 90% phase.
- Attend design coordination meetings, limited to two (2) meetings during 100% phase.

Key Assumptions

- It is assumed that the Design Team will receive all the necessary information and drawings from the Client or Surveys as noted below:
    - Utility survey including streetlight (or pedestrian) pole data within 20ft radius of the bus stop.
    - Surrounding (within 20ft radius) streetlight (or pedestrian) luminaire manufacturer, lumen output and mounting height information.
- The design team will not be responsible for traffic control or construction phasing plans.
- Lighting design is for the bus stop only. Amenity or roadway lighting as well as pedestrian circulation area lighting design and calculations are not included.
    - In case of existing street lighting conflicting with new bus shelter locations, demolitions and relocations will be coordinated and shown on plans per City direction.
- The existing lighting assessment will be limited to 6 representative locations and these will be taken as typical existing lighting condition references for all stops.
- Lighting design will not include the design of custom luminaires.
- Computer visualizations are not required for analysis.

ITS

No scope has been included in this proposal for ITS.

Cost Estimating

Cost estimating scope of work will include the following:

- Prepare construction cost estimates for the 16 bus stops across all design stages (50%, 90% and 100%). The 15% estimate will be used as a baseline, updating quantities, unit costs, and assumptions based on design development.
- Define each estimate classification in accordance with AACE recommended practices.
- Coordinate with the design team at each milestone to confirm specifications and design clarifications to support estimate preparation.

Meetings:

- N/A

Key Assumptions:

- N/A

Task 7 Deliverables

Deliverables will be issued at 50%, 90% and 100% as per the section below. For all deliverables and disciplines, it is assumed that one set of consolidated comments will be received from the City of Sacramento (including any other stakeholders) and incorporated into the next design stage.

Task 7.1: 50% Design

- Roadway demolition, proposed plans, profiles, typical sections, and preliminary details
- Grading and drainage plans supporting the bus stop shelter design
- Composite utility plans, profiles and preliminary details
- Updated Geotechnical Desktop Study (if required)
- Lighting Basis of Design Report, lighting plan drawings and preliminary details
- Structural Basis of Design Report, preliminary drawings of canopies and foundations
- Electrical design drawings and preliminary details
- Specifications table of contents
- Final Sign Type list and draft Message Schedule for each location, draft design intent document utilizing developed brand/graphics standards. If schedules slip, placeholders will be used for the brand expression incorporation of signage and wayfinding.

- 50% Cost estimate and basis of estimate report

Task 7.2: 90% Design

- All deliverables noted in the 50% design deliverables list, updated to 90% level of detail and incorporating client comments.
    - Excludes updating Basis of Design Reports which are issued at 50% only.
- Wayfinding design intent signage package for 3 bus stop typologies, location plan, and message schedule
- Structural permit submission calculations, permit submission structural drawings of canopies and foundations and performance requirements for fabric roof
- Draft specifications (civil, structural, electrical and lighting)

Task 7.3: 100% Design

- Arup will advance the design to 100% to be used for bidding and construction, including drawings and construction specifications. All deliverables noted in the 90% deliverable list will be updated to 100% level of detail.
- Wayfinding final design intent signage package for bid.

8. Subconsultants

8.1 Unico Engineering Inc

Unico Engineering will perform all topographic surveys required during the detailed design stage. All work will be completed under the direction of a California licenses Land Surveyor. It is understood that full access to the sites will be provided for all the survey work required.

An allowance of $50,000 has been included for supplementary topographic survey to support the detailed design phase and to complete any missing gaps. Updated survey information will be incorporated into the 50% design deliverable.

Unico Engineering with subconsultant Bess Test Labs will also facilitate additional utility locating that is required as part of the detailed design to complete gaps that were not able to be received in the concept stage. This will include completing utility dips to measure storm drain inverts. It is understood that full access to the sites will be required and that some site coordination may be needed from the City for the survey team to access manholes.

An allowance of $20,000 has been included for supplementary utility locating to support the detailed design phase. Updated survey information will be incorporated into the 50% design deliverable.

Deliverables:

- Topographic survey and utility locating during the existing conditions and survey phase.

8.2 Cartwright Nor Cal

Cartwright Nor Cal will support utility coordination, approvals, and stakeholder outreach, including preparation and distribution of Utility Letters “A” and “B”, as required. The budget assumes coordination with up to four utility providers. Available utility information is assumed to city mapping for public water, sewer and storm drain lines as well as utility locating survey from the concept design stage.

Cartwright Nor Cal will also provide local field support during topographic surveying and utility locating activities. An allowance of up to five days has been included for topographic survey support and up to five days for utility locating support to assist with coordination efforts and verification that all required existing conditions and utility information are accurately captured.

During the detailed design phase, Cartwright Nor Cal will provide technical support to the civil design team through participation in design development and internal design reviews.

Deliverables:

- Preparing and sending utility letters “A” and “B” as required.

- Assumed only 4 utility providers to be contacted.

- Providing local onsite support for topographic survey and utility locating.

8.3 Atlas Labs

An allowance of $5,000 has been included for Atlas Labs to provide ad-hoc landscape architecture advice during detailed design, including design reviews and input on site design considerations, as needed. No other scope is included in this proposal for landscape architecture.

Deliverables:

- N/A

8.4 Aim Consulting

AIM Consulting will continue to serve as the public outreach lead throughout final design and construction preparation. The scope of services will include the following:

8.4.1 Outreach Management and Strategic Communications

Services will include overall outreach management, coordination with the City and consultant team, attendance at project meetings, development of outreach strategies, review of project materials, and preparation of communication recommendations as project designs advance.

Key activities include:

- Ongoing coordination with City staff and project team.
- Development of outreach strategies and communication plans
- Monitoring community concerns and emerging issues
- Strategic communications counsel throughout project development

8.4.2 Stakeholder Database and Community Communications

AIM will maintain and update the project stakeholder database through final design. The database will continue to track key stakeholders, business representatives, property owners, community organizations, neighborhood groups, and agency partners.

Key activities include:

- Database maintenance and updates
- Tracking stakeholder inquiries and comments
- Coordination of email notifications and project announcements
- Documentation and response to public inquiries received through email, phone, website, and social media channels

- Preparation of stakeholder contact lists for targeted outreach efforts

8.4.3 Website Maintenance and Outreach Collateral Updates

AIM will update project communication materials to reflect project refinement, final design development, construction planning, and anticipated impacts.

Key activities include:

- Ongoing project website updates
- Posting project schedules, design graphics, meeting materials, and announcements
- Updates to FAQs and project information
- Design and production of updated fact sheets and project handouts
- Preparation of presentation materials and stakeholder meeting graphics
- Development of digital outreach graphics and email content

8.4.4 Stakeholder Focus Group Meetings (Rounds 3 and 4) and Property Owner Outreach

Building upon previous stakeholder engagement efforts, AIM will coordinate and facilitate two additional rounds of focused stakeholder meetings to review project refinements, construction considerations, access management strategies, and final design recommendations.

The meetings will be organized into two stakeholder categories:

- Property and Business Improvement Districts (PBIDs)
- Community-Based and Local Organizations

Focus Group Meeting Services include:

- Up to four (4) focus group meetings two (2) per round
- Meeting coordination and scheduling
- Agenda development and presentation preparation
- Facilitation of discussions
- Documentation of comments and recommendations
- Preparation of meeting summaries

AIM will also conduct targeted outreach to directly impacted property owners to ensure project-related concerns are identified and addressed during final design. Services include:

- Preparation of certified notification letters to impacted property owners
- Mailing and tracking of certified correspondence
- Follow-up phone calls and email outreach

- Scheduling and facilitation of individual meetings
- Up to eight (8) one-on-one property owner meetings
- Documentation of concerns, commitments, and follow-up actions
- Coordination with City staff and project engineers regarding property-specific issues

8.4.5 Direct Mailer

Prior to construction, AIM will prepare and distribute a construction notification mailer to affected residents and businesses. Services include:

- Development of mailer content and graphics
- Coordination of mailing list development
- Printing and mailing services
- Distribution to up to 400 residents and businesses
- Communication of construction schedule, anticipated impacts, detours, access information, and project benefits

Meetings:

- Attendance at project team coordination meetings (up to 8 additional meetings)
- Up to four (4) focus group meetings two (2) per round
- Up to eight (8) one-on-one property owner meetings

Key Assumptions:

N/A

Deliverables:

- Updated Stakeholder Database and Contact List
- Stakeholder Comment and Inquiry Tracking Log
- Website/content updates
- One direct-mail construction notification package mailed to up to 400 recipients
- Focus group meetings (4 total)
- Property owner meetings (8 total)

8.5 Signage Strategy Graphic Design

During 15% to 50% design phases, the signage graphic design subconsultant will establish a unified regional identity for use in the bus stop signage and communications. This includes:

- **Phase A: Discovery & Analysis –** Review existing naming and branding materials provided by Arup, confirm project goals and opportunities, and establish a brand positioning direction to guide naming and identity development.
- **Phase B: Naming & Graphics Guidelines –** Develop naming criteria and concepts alongside visual identity options including logo, color palette, and typography; present three concepts to the City, to refine two alternatives to present for bus operator feedback, and finalize a five-to-seven page brand guidelines document covering logo usage, color, typography, and general application..

8.5.1 Phase A – Discovery & Analysis

Phase A will consist of the following scope of work:

- Conduct a project kickoff meeting with the City of Sacramento and Arup management team to review project goals, schedule, decision-making process, and available background materials.
- Review prior naming and branding materials, schedule information, and related project resources provided by the City to understand the operational and communication objectives of the regional bus stop program.
- Analyze existing research and prior stakeholder input to identify key themes, opportunities, and considerations for the branding initiative.
- Evaluate comparable regional transit branding programs to identify relevant best practices and opportunities for differentiation.
- Develop a Brand Positioning Framework that establishes the strategic foundation for naming and identity development.
- Prepare a concise Discovery Summary documenting key findings, project opportunities, and recommendations to guide the Naming & Brand Development phase.

Phase A Meetings:

- One 1 hour kickoff meeting with City of Sacramento

8.5.2 Phase B – Naming and Graphics Guideline

Phase B will consist of the following scope of work:

- Review findings from the Discovery & Analysis phase to inform naming direction, brand positioning, and visual identity development.
- Develop naming criteria and generate a range of naming concepts that reflect the program's regional identity and connection to Sacramento Valley Station.
- Develop up to three combined naming and brand identity concepts, including logo direction, color palette, and typography.
- Present the three naming and brand concepts to the City for review and discussion.
- Refine the concepts based on City feedback and narrow the direction to two finalists.
- Facilitate a single feedback session with regional bus operators to gather input on the two finalist directions.
- Incorporate City and bus operator feedback to confirm a single preferred naming and brand identity direction, finalized through a brief written selection form.
- Finalize the logo, color palette, and typography for the approved identity.
- Prepare a five-to-seven page Brand Guidelines document covering logo usage, color, typography, and general application guidance.

Phase B Meetings:

- Bi-weekly project team meetings (30 min), as required, for the duration of Phase B.
- One feedback session (1 hour) with the Transport Agency Committee (TAC) to gather input on the two alternative options.

Key Assumptions:

- It is assumed that branding guidelines will be approved during the 90% detailed design phase. If the branding guidelines aren't approved with sufficient time before the 90% deadline, the first wayfinding deliverables will be issued after 90%.
- It is assumed that the City will provide one set of consolidated comments within 5 days following review of the presentation of the three concept options.
- Engagement can be virtual and the use of digital surveys can be employed to hear feedback from regional stakeholders. No site visits or in-person meetings have been allowed for the branding team.

- The branding team will develop naming recommendations and perform general availability screening where appropriate; however, final legal review, trademark searches, and trademark clearance shall be performed by the Client and/or Client's legal counsel.

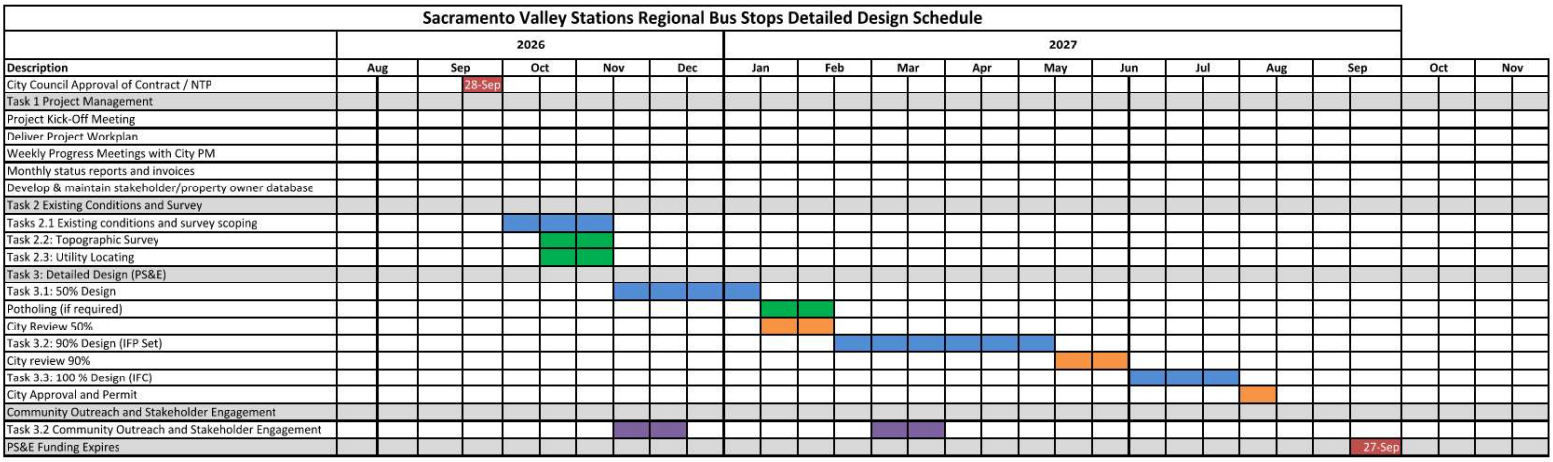
Deliverables:

- Phase A Deliverables:
  - Discovery Summary
  - Brand Positioning Framework
- Phase B Deliverables:
  - Naming and Brand Concept Presentation Materials
  - Naming and Brand Evaluation Summary
  - Approved Logo, Color, and Typography Direction
  - Brand Guidelines (5–7 pages)
  - Meeting Notes & minutes

ARUP

Schedule

Sacramento Valley Stations Regional Bus Stops Detailed Design Schedule



ARUP

Team

Mathew Bamm will be the Arup Project Director responsible for ensuring City of Sacramento's satisfaction with our effort. **Stirling Reeve** will be the Arup Project Manager responsible for coordinating the technical delivery of the work and ensuring quality of the deliverables.



ARUP

Our ref	304657-00
Date	September 21, 2026

Fee

Arup will provide the services outlined herein for a fee of $1,188,276.65 plus a reimbursable expense allowance of $11,460.

Our proposal is based on the following assumptions:

- The scope includes the design of 16 bus stops only as described in Sections 1-4 and the Deliverables sections.
- The scope does not include bid support or construction administration services (including record or as-built drawings) for any disciplines. These services can be provided for an additional if required

Refer to Appendix A for detailed fee breakdown.

Yours sincerely



Mathew Bamm
Associate Principal

d +1 415 659 4930
e mathew.bamm@arup.com

William Shunk
City of Sacramento
Department of Public Works
915 I Street, Room 2000
Sacramento, CA 95814-2604

TASK, BUDGET, AND BILLING SUMMARY

10/06/26

Project: **SVS Regional Bus Stops**
Project#: T15029071

SUPPLEMENT NO. 3

Original Contract Amount	499,899.32
Supplemental Agreement No. 3	1,199,736.65
Total Contract Amount	**1,699,635.97**

TASK NO.	PHASE/TASK DESCRIPTION	ORIGINAL BUDGET	PREVIOUS BUDGET	SUPPLEMENT NO. 3	NEW CURRENT BUDGET	COSTS TO DATE	BALANCE REMAINING
	PRIME ARUP						
	Task 1 - Project Management						
1.1	Meetings and Status Reports	12,218.28	12,218.28	0.00	12,218.28	12,218.28	0.00
1.2	Schedule and work plan	6,059.17	6,059.17	0.00	6,059.17	6,059.17	0.00
1.3	Management and coordination	23,723.68	40,085.20	0.00	40,085.20	28,460.14	11,625.06
	SUBTOTAL TASK 1	**42,001.13**	**58,362.65**	**0.00**	**58,362.65**	**46,737.59**	**11,625.06**
	Task 2 - Site Visits, Surveys, and Mapping						
2.1	Site Visit and design workshop (1)	11,143.77	11,143.77	0.00	11,143.77	9,583.44	1,560.33
	SUBTOTAL TASK 2	**11,143.77**	**11,143.77**	**0.00**	**11,143.77**	**9,583.44**	**1,560.33**
	Task 4 - Preliminary Design (15% Completion)						
4.1	Geotechnical desktop review	24,678.63	24,678.63	0.00	24,678.63	24,678.63	0.00
4.2	Review canopy as-built drawings	26,474.55	26,474.55	0.00	26,474.55	26,463.24	11.31
4.3	Civil engineering - preliminary design development	65,570.56	65,570.56	0.00	65,570.56	65,570.56	0.00
4.4	Draft 15% drawings, report, and cost estimate	84,554.78	84,554.78	0.00	84,554.78	84,526.60	28.18
4.5	Final 15% drawings, report, and cost estimate	42,758.57	77,242.88	0.00	77,242.88	76,471.22	771.66
	SUBTOTAL TASK 4	**244,037.09**	**278,521.40**	**0.00**	**278,521.40**	**277,710.25**	**811.15**
	Task 5: Project Management (DD)						
5.1	Project Management and Coordination	0.00	0.00	108,127.37	108,127.37	0.00	108,127.37
5.2	Project Meetings (Monthly PM Meeting)	0.00	0.00	9,648.13	9,648.13	0.00	9,648.13
5.3	Schedule Management	0.00	0.00	8,357.89	8,357.89	0.00	8,357.89
5.4	Risk Management	0.00	0.00	8,357.89	8,357.89	0.00	8,357.89
	SUBTOTAL TASK 5	**0.00**	**0.00**	**134,491.28**	**134,491.28**	**0.00**	**134,491.28**
	Task 6: Existing Conditions and Survey (DD)						
6.1	Existing Conditions and Survey	0.00	0.00	46,794.48	46,794.48	0.00	46,794.48
6.2	Topographic Survey	0.00	0.00	4,754.76	4,754.76	0.00	4,754.76
6.3	Utility Locating	0.00	0.00	4,754.76	4,754.76	0.00	4,754.76
	SUBTOTAL TASK 6	**0.00**	**0.00**	**56,304.00**	**56,304.00**	**0.00**	**56,304.00**
	Task 7: Detailed Design						
7.1	Detailed Design (50%)	0.00	0.00	310,138.03	310,138.03	0.00	310,138.03
7.2	Detailed Design (90%)	0.00	0.00	296,802.44	296,802.44	0.00	296,802.44
7.3	Detailed Design (100%)	0.00	0.00	175,676.63	175,676.63	0.00	175,676.63
	SUBTOTAL TASK 7	**0.00**	**0.00**	**782,617.10**	**782,617.10**	**0.00**	**782,617.10**
	TOTAL LABOR	**297,181.99**	**348,027.82**	**973,412.38**	**1,321,440.20**	**334,031.28**	**987,408.92**
	OTHER DIRECT COSTS						
	Travel - Mileage	2,680.00	842.91	5,000.00	5,842.91	842.91	5,000.00
	Meals & Incidentals	800.00	130.34	1,360.00	1,490.34	130.34	1,360.00
	Printing, Postage, Collateral Supplies	0.00	0.00	0.00	0.00	0.00	0.00
	Utility Investigation (BESS Testlabs)	1,760.00	0.00	0.00	0.00	0.00	0.00
	Signage Strategy Graphic Design	0.00	0.00	50,000.00	50,000.00	0.00	50,000.00
	SUBTOTAL OTHER DIRECT COSTS	5,240.00	973.25	56,360.00	57,333.25	973.25	56,360.00
	TOTAL ARUP	**302,421.99**	**349,001.07**	**1,029,772.38**	**1,378,773.45**	**335,004.53**	**1,043,768.92**
	SUBCONSULTANTS						
	AIM						
3.1	Project management and outreach plan	3,431.47	3,431.470	0.00	3,431.47	3,431.47	0.00
3.2	Stakeholder identification and database development	2,353.80	2,353.800	0.00	2,353.80	2,325.95	27.85
3.3	Focus group meetings (8)	17,041.82	17,041.820	0.00	17,041.82	16,529.76	512.06
3.4	Stateholder meetings (2)	1,067.45	1,067.450	0.00	1,067.45	610.12	457.33
3.5	Website and communication collateral	3,182.44	3,182.440	0.00	3,182.44	3,121.90	60.54
3.6	Direct mailer	2,369.22	2,369.220	0.00	2,369.22	0.00	2,369.22
8.4.1	Outreach Management and Strategic Communications	0.00	0.000	3,615.54	3,615.54	0.00	3,615.54
8.4.2	Stakeholder Database	0.00	0.000	2,480.10	2,480.10	0.00	2,480.10
8.4.3	Website and Communication Collateral	0.00	0.000	3,353.28	3,353.28	0.00	3,353.28
8.4.4	Focus Group Meetings and Property Owner Outreach	0.00	0.000	17,466.45	17,466.45	0.00	17,466.45
8.4.5	Direct Mailer	0.00	0.000	3,019.46	3,019.46	0.00	3,019.46
	OTHER DIRECT COSTS						
	Shipping & Postage	1,800.00	1,800.000	600.00	2,400.00	0.00	2,400.00

TASK NO.	PHASE/TASK DESCRIPTION	ORIGINAL BUDGET	PREVIOUS BUDGET	SUPPLEMENT NO. 3	NEW CURRENT BUDGET	COSTS TO DATE	BALANCE REMAINING
	Printing & Reproduction	1,800.00	1,800.000	4,500.00	6,300.00	0.00	6,300.00
	TOTAL AIM	**33,046.19**	**33,046.19**	**35,034.83**	**68,081.02**	**26,019.20**	**42,061.82**
	ATLAS LAB						
1.3	Management and coordination	4,620.00	3,104.17	0.00	3,104.17	3,104.17	0.00
2.1	Site visit and design workshop (1)	3,197.04	721.90	0.00	721.90	721.90	0.00
3.1	Project mnagement and outreach plan	2,042.04	0.00	0.00	0.00	0.00	0.00
4.3	Civil engineering - preliminary design development	12,566.40	2,237.89	0.00	2,237.89	2,237.89	0.00
8.3	Detailed Design - Subconsultants Atlas Labs	0.00	0.00	5,000.00	5,000.00	0.00	5,000.00
	OTHER DIRECT COSTS - NONE						
	TOTAL ATLAS LAB	**22,425.48**	**6,063.96**	**5,000.00**	**11,063.96**	**6,063.96**	**5,000.00**
	CARTWRIGHT NOR CAL INC						
1.1	Meetings and status reports	3,804.90	3,804.90	0.00	3,804.90	3,778.48	26.42
1.3	Management and coordination	2,439.33	2,439.33	0.00	2,439.33	2,439.33	0.00
2.1	Site visit and design workshop (1)	3,804.90	3,804.90	0.00	3,804.90	3,402.57	402.33
2.2	Land Surveying topographic surveys	6,002.24	6,002.24	0.00	6,002.24	5,512.16	490.08
2.3	Utility survey and mapping	6,002.24	6,002.24	0.00	6,002.24	5,512.16	490.08
8.2	Detailed Design - Cartwright Nor Cal	0.00	0.00	59,992.52	59,992.52	0.00	59,992.52
	OTHER DIRECT COSTS - NONE						
	TOTAL CARTWRIGHT NOR CAL INC	**22,053.59**	**22,053.59**	**59,992.52**	**82,046.11**	**20,644.70**	**61,401.43**
	UNICO						
2.2	Land surveying topographic surveys	67,084.88	58,268.80	0.00	58,268.80	58,268.80	0.00
2.3	Utility survey and mapping	6,228.81	5,740.58	0.00	5,740.58	5,740.58	0.00
2.4	Right of way mapping	26,638.38	11,317.63	0.00	11,317.63	11,317.63	0.00
8.1	Detailed Design - Unico Engineering Inc	0.00	0.00	49,936.92	49,936.92	0.00	49,936.92
	OTHER DIRECT COSTS						
	GPR Utility Investigation (BESS Testlab)	20,000.00	14,407.50	20,000.00	34,407.50	14,407.50	20,000.00
	TOTAL UNICO	**119,952.07**	**89,734.51**	**69,936.92**	**159,671.43**	**89,734.51**	**69,936.92**
	GRAND TOTAL SERVICES	**499,899.32**	**499,899.32**	**1,199,736.65**	**1,699,635.97**	**477,466.90**	**1,222,169.09**

COST PROPOSAL - COST PLUS FIXED FEE

Sacramento Valley Station Regional Commuter Bus Stops

	Arup US Inc																								
Staff Name and or Classification	Mathew Bamm	Eric Sekulski	Mahsa Jerdi	Gabriela Ruvalcaba	Chris Mee	Jessica Wolf	Natalia Sanabria Vargas	Principal	Associate Principal	Associate	Senior Engineer III	Engineer II	Engineer I	BIM Manager II	Senior Project Controls II	Project Controls	Hours Subtotal	Labor Costs	OH + Fringe 191.4%	Profit 10%	Total Cost
Actual Base Hourly Rate	$ 100.63	$ 89.16	$ 75.10	$ 57.88	$ 68.17	$ 71.83	$ 76.15	$170.68	$ 122.95	$ 81.26	$ 75.10	$ 52.69	$ 40.02	$ 78.18	$ 72.32	$ 52.41					
Task 5: Project Management																					
Project Management and Coordination	32										300				64	64	460	$ 33,732.88	$ 64,564.73	$ 9,829.76	$ 108,127.37
Project Meetings (Montly PM Meeting)	12										24						36	$ 3,009.96	$ 5,761.06	$ 877.10	$ 9,648.13
Schedule Management	8										24						32	$ 2,607.44	$ 4,990.64	$ 759.81	$ 8,357.89
Risk Management	8										24						32	$ 2,607.44	$ 4,990.64	$ 759.81	$ 8,357.89
																	0	$ -	$ -	$ -	$ -
Subtotal Task 5	60	0	0	0	0	0	0	0	0	0	372	0	0	0	64	64	560	$ 41,957.72	$ 80,307.08	$ 12,226.48	$ 134,491.28
Task 6: Existing Conditions and Survey																					
Task 6.1: Existing Conditions and Site Visits	16			16		16			2		83	72	16				221	$ 14,598.64	$ 27,941.80	$ 4,254.04	$ 46,794.48
Task 6.2: Topographic Survey												16	16				32	$ 1,483.36	$ 2,839.15	$ 432.25	$ 4,754.76
Task 6.3 Utility Locating												16	16				32	$ 1,483.36	$ 2,839.15	$ 432.25	$ 4,754.76
Subtotal Task 6	16	0	0	16	0	16	0	0	2	0	83	104	48	0	0	0	285	$ 17,565.36	$ 33,620.10	$ 5,118.55	$ 56,304.00
Task 7: Detailed Design																					
7.1 Detailed Design (50%)	16			204	80	160	25	8	32	3	247	449	174	125			1523	$ 96,754.86	$185,188.80	$ 28,194.37	$ 310,138.03
7.2 Detailed Design (90%)	16			180	100	92	15	8	62	3	297	420	230	40			1463	$ 92,594.51	$177,225.89	$ 26,982.04	$ 296,802.44
7.3 Detailed Design (100%)	16	20	36	80	20	64	10	6	23	3	121.5	300	130	40			869.5	$ 54,806.46	$104,899.56	$ 15,970.60	$ 175,676.63
Subtotal Task 7	48	20	36	464	200	316	50	22	117	9	666	1,169	534	205	0	0	3,856	$244,155.83	$467,314.26	$ 71,147.01	$ 782,617.10
Other Direct Costs																					
Meals & Incidental Expenses (Current GSA rate)																					$ 1,360.00
Travel - Mileage (Current IRS rate)																					$ 5,000.00
Signage Strategy Graphic Design																					$ 50,000.00
ODC Subtotal																					$ 56,360.00
Grand Total																					**$ 1,029,772.38**

CITY OF SACRAMENTO 10-H FORM

COST PLUS FIXED FEE

Check one: Prime

Approved with Supplement # (type Original if it is the Original): 3

CONSULTANT Name: ARUP US, Inc **Date:** 10/1/2026

Project Name: SVS Regional Bus Stops

Project #: T15029071

Fringe Benefit %	+ *Overhead %	+ Gen & Admin %	Combined %
65.77%	125.63%	0.00%	191.40%

Fixed Fee (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, OH, or G&A)	Approved Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH, G&A & Fixed Fee)
X		BIM Manager	Chris Mee	$68.17	$218.51
		Senior Administrator II	Dee Dee Maggi	$59.51	$190.75
		Senior Project Controls I	Emily Steinkamp	$55.72	$178.60
		Associate Principal (Engineer)	Eric Sekulski	$89.16	$285.79
X		Senior Engineer II	Gabriela Ruvalcaba	$57.88	$185.53
		Associate	Giuliana Galante	$56.50	$181.11
		Associate Principal (Engineer)	Grant McInnes	$122.95	$394.10
		Associate (Engineer)	Jennifer Sudario	$81.26	$260.47
X		Senior Consultant III	Jessica Wolf	$71.83	$230.24
		Senior Engineer III	Mahsa Jerdi	$75.10	$240.73
X		Associate Principal - Project Director	Mathew Bamm	$100.63	$322.56
		Senior Analyst II	Natalia Sanabria	$76.15	$244.09
		Associate		$81.26	$260.47
		Associate Principal		$122.95	$394.10
		BIM Manager		$63.93	$204.92
		BIM Manager II		$78.18	$250.60
		BIM Technician		$59.46	$190.59
		Consultant I		$48.55	$155.62
		Consultant II		$50.58	$162.13
		Consultant III		$57.11	$183.06
		Engineer I		$40.02	$128.28
		Engineer II		$52.69	$168.89
		Engineer III		$70.47	$225.88
		Principal		$170.68	$547.10
		Project Administrator		$52.69	$168.89
		Project Controls		$52.41	$168.00
		Project Controls II		$52.41	$168.00
		Senior Administrator II		$69.03	$221.27
		Senior Analyst II		$78.18	$250.60
		Senior Consultant I		$62.43	$200.11
		Senior Consultant II		$67.43	$216.14
		Senior Consultant III		$74.34	$238.29
		Senior Engineer I		$52.07	$166.91
		Senior Engineer II		$68.94	$220.98
		Senior Engineer III		$75.10	$240.73
		Senior Project Controls II		$72.32	$231.81

PRIME CONSULTANT GRAND TOTAL: $ 1,378,773.45

Check one: Prime

Approved with Supplement # (type Original if it is the Original): 3

CONSULTANT Name: ARUP US, Inc **Date:** 10/1/2026

Project Name: SVS Regional Bus Stops

Project #: T15029071

Fringe Benefit %	+ *Overhead %	+ Gen & Admin %	Combined %
65.77%	125.63%	0.00%	191.40%

Fixed Fee (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, OH, or G&A)	Approved Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH, G&A & Fixed Fee)

SUB CONSULTANTS	SUB CONSULTANT NAME	TOTAL BUDGET AMOUNTS
	AIM Consulting	$ 68,081.02
	Atlas Lab Inc.	$ 11,063.96
	Cartwright NorCal Inc	$ 82,046.11
	Unico Engineering	$ 159,671.43
	SUB CONSULTANTS GRAND TOTAL:	**$ 320,862.52**

Other Direct Costs (ODC) Items and Rates	Estimated ODC Budgets Shall Be Included in Cost Proposal.	ODC DESCRIPTION	RATE	TOTAL
		Travel - Mileage	Current IRS Rate	$ 5,842.91
		Meals and Incidentals	Per GSA Guidelines	$ 1,490.34
		Signage Strategy Graphic Design	At Cost	$ 50,000.00
				$ -
			OTHER DIRECT COSTS TOTAL	**$ 57,333.25**

AGREEMENT GRAND TOTAL: $ 1,699,635.97

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2. 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.
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4. 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.
5. 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. CONSULTANT 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. CONSULTANT is responsible for paying the appropriate rate, including escalations that take place during the term of the Agreement. CONSULTANT shall be reimbursed at the above listed approved flat hourly billing rates.
6. 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 CONSULTANT at the approved overtime rates noted above. CONSULTANT shall pay prevailing wage employees per prevailing wage guidelines.
7. Local transportation costs resulting from commuting to and from the employee's residence to the office or job site are not reimbursable.
8. The Project will not reimburse CONSULTANT for costs to relocate its staff to the geographic area of the contract. The Project will not reimburse CONSULTANT for any per diem.
9. 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. 09/03/2025 Rev

Matthew Bamm

CONSULTANT'S AUTHORIZED PERSON SIGNATURE

COST PROPOSAL - COST PLUS FIXED FEE

Sacramento Valley Station Regional Commuter Bus Stops

	AIM Consulting									
	Staff Name and or Classification	Katie DeMaio Senior Project Manager	Project Manager	Project Coordinator I	Darlene Tran Graphic Design	Hours Subtotal	Labor Costs	OH + Fringe 103.73%	Profit 10%	Total Cost
	Actual Base Hourly Rate	$ 71.71	$ 53.76	$ 48.72	$ 79.03					
Task 8.4										
8.4.1 Outreach Management and Strategic Communications	Hours	18	6	0	0	24	$ 1,613.34	$ 1,673.52	$ 328.69	$ 3,615.54
8.4.2 Stakeholder Database	Hours	4	8	8	0	20	$ 1,106.68	$ 1,147.96	$ 225.46	$ 2,480.10
8.4.3 Website and Communication Collateral	Hours	2	4	12	7	25	$ 1,496.31	$ 1,552.12	$ 304.84	$ 3,353.28
8.4.4 Focus Group Meetings and Property Owner Outreach	Hours	60	33	30	6	129	$ 8,012.46	$ 8,311.32	$ 1,142.66	$ 17,466.45
8.4.5 Direct Mail	Hours	6	0	5	9	20	$ 1,385.13	$ 1,436.80	$ 197.53	$ 3,019.46
Task 8.4 Subtotal		90	51	55	22	218	$ 13,613.92	$ 14,121.72	$ 2,199.19	$ 29,934.83
Other Direct Costs										
Printing										4500.00
Postage										600.00
ODC Subtotal		0	0	0	0	0	0.00	0.00	0.00	5100.00
Grand Total										**$ 35,034.83**

CITY OF SACRAMENTO 10-H FORM

COST PLUS FIXED FEE

Check one: Sub

Approved with Supplement # (type Original if it is the Original): 3

SUB CONSULTANT Name: AIM Consulting Date: 9/28/2026

Project Name: SVS Regional Bus Stops

Project #: T15029071

Fringe Benefit %	+ *Overhead %	+ Gen & Admin %	Combined %
14.94%	88.79%	0.00%	103.73%

Fixed Fee (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, OH, or G&A)	Approved Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH, G&A & Fixed Fee)
X		Senior Project Manager	Katie DeMaio	$71.71	$160.70
		Project Manager	Blair Czarecki	$53.76	$120.48
		Senior Project Coordinator		$43.03	$96.43
		Project Coordinator I	Felix Molina	$48.72	$109.18
		Project Coordinator II		$44.01	$98.63
X		Graphic Designer	Darline Tran	$79.03	$177.11

Other Direct Costs (ODC) Items and Rates

Estimated ODC Budgets Shall Be Included in Cost Proposal.

Description	Rate	Total
Shipping & Postage	At Cost	$ 2,400.00
Printing & Reproduction	At Cost	$ 6,300.00
		$ -
	OTHER DIRECT COSTS TOTAL	$ 8,700.00

SUB-CONSULTANT GRAND TOTAL: $ 68,081.02

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2. 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.
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5. 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. CONSULTANT 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. CONSULTANT is responsible for paying the appropriate rate, including escalations that take place during the term of the Agreement. CONSULTANT shall be reimbursed at the above listed approved flat hourly billing rates.
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9. 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.

09/03/2025 Rev

Katie DeMaio

SUBCONSULTANT'S AUTHORIZED PERSON SIGNATURE

COST PROPOSAL - COST PLUS FIXED FEE

Sacramento Valley Station Regional Commuter Bus Stops

	Atlas Lab											
	Staff Name and or Classification	Erik Prince Principal	Associate Landscape Architect				Admin	Hours Subtotal	Labor Costs	OH + Fringe 110%	Profit 10%	Total Cost
	Actual Base Hourly Rate	$ 65.86	$ 50.58	$ -	$ -	$ -	$ -					
Task 8.3 - Landscape Architecture												
Ad-hoc Landsape Architecture input	Hours	20	16.75	0	0			36.75	$ 2,164.50	$ 2,380.95	$ 454.55	$ 5,000.00
Task 8.3 Subtotal		20	16.75	0	0	0	0	36.75	2,164.50	2,380.95	454.55	5,000.00
Grand Total												**$ 5,000.00**

CITY OF SACRAMENTO 10-H FORM
COST PLUS FIXED FEE

Check one: Sub

Approved with Supplement # (type Original if it is the Original): 3

SUB CONSULTANT Name: Atlas Lab Inc Date: 9/28/2026

Project Name: SVS Regional Bus Stops

Project #: T15029071

Fringe Benefit %	+ *Overhead %	+ Gen & Admin %	Combined %
30.00%	80.00%	0.00%	110.00%

Fixed Fee (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, OH, or G&A)	Approved Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH, G&A & Fixed Fee)
		Principal	Erik Prince	$65.86	$152.14
		Principal	Kimberly Garza	$65.86	$152.14
		Associate/Landscape Architect	Brenna Castro	$50.58	$116.84
		Project Designer		$40.04	$92.49

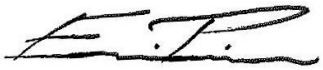
Other Direct Cost Estimated ODC Budg	ODC Description	Rate	Total
	NONE		$ -

SUB-CONSULTANT GRAND TOTAL: $ 11,063.96

1. 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. 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 the rates of similar personnel with similar experience listed on this cost proposal. The approved fully loaded billing rate shall be all-inclusive, including all mark-ups, fringe, and overhead expenses and profit.
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9. 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.

09/03/2025 Rev



SUBCONSULTANT'S AUTHORIZED PERSON SIGNATURE

COST PROPOSAL - COST PLUS FIXED FEE

Sacramento Valley Station Regional Commuter Bus Stops

	Cartwright Nor Cal								
	Staff Name and or Classification	Director	Sr. Project Manager	Sr. Project Engineer/Assistant PM	Senior Project Designer	Hours Subtotal	Labor Costs	OH + Fringe 138%	Profit 10%	Total Cost
	Actual Base Hourly Rate	$ 108.92	$ 82.50	$ 68.49	$ 43.26					
Task 8.2 Utility Coordination and Local Site Support										
Sending and preparing utility letters "A" and "B"	Hours	2	6	8	36	52	$ 2,818.12	$ 3,889.01	$ 670.71	$ 7,377.84
Onsite support for utility locating	Hours	2	8	40	0	50	$ 3,617.44	$ 4,992.07	$ 860.95	$ 9,470.46
Onsite support for additional topographic survey	Hours	2	8	40	12	62	$ 4,136.56	$ 5,708.45	$ 984.50	$ 10,829.51
Civil design reviews	Hours	10	60	60	0	130	$ 10,148.60	$ 14,005.07	$ 2,415.37	$ 26,569.03
Ad-hoc civil design input	Hours	3	16	8	0	27	$ 2,194.68	$ 3,028.66	$ 522.33	$ 5,745.67
Task 8.2 Subtotal		19	98	156	48	321	$ 6,435.56	$ 8,881.07	$ 1,531.66	$ 59,992.52
Grand Total										**$ 59,992.52**

CITY OF SACRAMENTO 10-H FORM

COST PLUS FIXED FEE

Check one: Sub

Approved with Supplement # (type Original if it is the Original): 3

SUB CONSULTANT Name: Cartwright **Date:** 9/28/2026

Project Name: SVS Regional Bus Stops

Project #: T15029071

Fringe Benefit %	+ *Overhead %	+ Gen & Admin %	Combined %
0.00%	138.00%	0.00%	138.00%

Fixed Fee (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, OH, or G&A)	Approved Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH, G&A & Fixed Fee)
		Project Engineer	Francis Solis	$50.44	$132.05
		Sr. Project Designer	Ariana Foster	$43.26	$113.25
		Project Engineer	Hannah Kissler	$51.55	$134.95
X		Sr. Project Manager	Monica Wuebker-Jarwin	$82.50	$215.99
X		Director	Andrew MacDonald	$108.92	$285.15
		Admin	Tabitha Micheels	$36.89	$96.58
		Sr. Project Designer II	Wesley Yee	$51.17	$133.96
		Sr. Project Manager	Carl Moore	$83.50	$218.60
		Engineering Technician	Raul Padilla	$27.00	$70.69
		Project Designer	Eugene Shyshpanov	$36.72	$96.13
		Project Manager	Gustavo Landa	$60.58	$158.60
		Sr. Project Designer	Ruben Sobreyra	$46.26	$121.11
		Project Designer	Alina Yaroshevic	$34.00	$89.01
		Project Designer	Emma Maslyanka	$36.72	$96.13
		Project Designer	Allan Acevedo	$36.00	$94.25
		Project Designer	Gagandeep Singh	$36.72	$96.13
		Sr. Project Engineer	Veronica Bernardo	$68.49	$179.31

Other Direct Cost Estimated ODC Budg

Description	Rate	Total
NONE		$ -

SUB-CONSULTANT GRAND TOTAL: $ 82,046.11

Check one: Sub

Approved with Supplement # (type Original if it is the Original): 3

SUB CONSULTANT Name: Cartwright Date: 9/28/2026

Project Name: SVS Regional Bus Stops

Project #: T15029071

Fringe Benefit %	+ *Overhead %	+ Gen & Admin %	Combined %
0.00%	138.00%	0.00%	138.00%

Fixed Fee (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, OH, or G&A)	Approved Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH, G&A & Fixed Fee)

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9. 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.

09/03/2025 Rev

SUBCONSULTANT'S AUTHORIZED PERSON SIGNATURE

COST PROPOSAL - COST PLUS FIXED FEE

Sacramento Valley Station Regional Commuter Bus Stops

	UNICO Engineering, Inc.												
	Staff Name and or Classification	Rob Markes Survey Manager	Ryan Ming PLS Senior Land Surveyor	PLS Land Surveyor	LSIT Land Surveyor	Party Chief	Rodman	Survey Technician	Hours Subtotal	Labor Costs	OH + Fringe 144.92%	Profit 10%	Total Cost
	Actual Base Hourly Rate	$ 92.73	$ 74.13	$ 55.85	$ 42.67	$ 80.64	$ 77.85	$ 33.72					
Task 8.1: Land Surveying													
	Hours	16	16	16	0	80	80	68	276	$ 18,535.52	$ 26,861.68	$ 4,539.72	$ 49,936.92
Topographic Surveys, Utility	Hours	0	0	0	0	0	0	0	0	$ -	$ -	$ -	$ -
Survey and Mapping	Hours	0	0	0	0	0	0	0	0	$ -	$ -	$ -	$ -
Task 8.1 Subtotal		16	16	16	0	80	80	68	276	18,535.52	26,861.68	4,539.72	49,936.92
Other Direct Costs													
													$ 20,000.00
GPR Utility Investigation													
ODC Subtotal		0	0	0	0	0		0	0	$ -	$ -	$ -	$ 20,000.00
Grand Total													**$ 69,936.92**

CITY OF SACRAMENTO 10-H FORM

COST PLUS FIXED FEE

Check one: Sub

Approved with Supplement # (type Original if it is the Original): 3

SUB CONSULTANT Name: UNICO Engineering Inc Date: 9/28/2026

Project Name: SVS Regional Bus Stops

Project #: T15029071

Fringe Benefit %	+ *Overhead %	+ Gen & Admin %	Combined %
0.00%	144.92%	0.00%	144.92%

Fixed Fee (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, OH, or G&A)	Approved Fully Loaded Hourly Rate For Reference Only (Includes Fringe, OH, G&A & Fixed Fee)
X		Survey Manager	Rob Markes	$92.73	$249.83
X		Senior Land Surveyor	Ryan Ming	$74.13	$199.72
		Land Surveyor	Todd Jordan	$55.85	$150.47
		Land Surveyor	Roy Porter	$42.67	$114.96
	X	Party Chief	Tim Pringle	$80.64	$217.25
	X	Party Chief		$80.64	$217.25
	X	Rodman	Tony Perez	$77.85	$209.74
	X	Rodman		$77.85	$209.74
		Survey Technician	Enrique Cacho	$33.72	$90.85
		Survey Technician		$33.72	$90.85

Other Direct Costs (ODC) Items and Rates — Estimated ODC Budgets Shall Be

ODC Description	Rate	Total
GPR Utility Investigation (BESS Testlab)	At Cost	$ 34,407.50
		$ -
	OTHER DIRECT COSTS TOTAL	**$ 34,407.50**

SUB-CONSULTANT GRAND TOTAL: $ 159,671.43

1. 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. 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 the rates of similar personnel with similar experience listed on this cost proposal. The approved fully loaded billing rate shall be all-inclusive, including all mark-ups, fringe, and overhead expenses and profit.
2. 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.
3. 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 SUBCONSULTANT 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 classification. In addition, if the substitution involves Key Staff, CONSULTANT 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.
4. 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.
5. 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. CONSULTANT 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. CONSULTANT is responsible for paying the appropriate rate, including escalations that take place during the term of the Agreement. CONSULTANT shall be reimbursed at the above listed approved flat hourly billing rates.
6. 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 CONSULTANT at the approved overtime rates noted above. CONSULTANT shall pay prevailing wage employees per prevailing wage guidelines.
7. Local transportation costs resulting from commuting to and from the employee's residence to the office or job site are not reimbursable.
8. The Project will not reimburse CONSULTANT for costs to relocate its staff to the geographic area of the contract. The Project will not reimburse CONSULTANT for any per diem.
9. 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.

09/03/2025 Rev

Chris Payne 9/29/26

SUBCONSULTANT'S AUTHORIZED PERSON SIGNATURE