



TO: Mayor and Councilmembers

FROM: Jaime A. Valdez, Neighborhood Services Director

CONTACT: Gerald Comati, P.E., Project Manager, COM3 Consulting, Inc.
Claudia Dato, Senior Project Manager

SUBJECT: Goleta Train Depot Update and Amendment No. 2 to Professional Design Services Agreement 2019-042 with Anil Verma Associates, Inc.

RECOMMENDATION:

- A. Receive an update on the Goleta Train Depot Project; and
- B. Authorize the City Manager to execute Amendment No. 2 to Professional Design Services Agreement 2019-042 between the City of Goleta and Anil Verma Associates, Inc., to expand the scope of work and add \$220,000 to the compensation thereby increasing the not-to-exceed amount to \$2,975,000.

BACKGROUND:

On April 26, 2018, the California State Transportation Agency (CalSTA) notified the Santa Barbara County Association of Governments (SBCAG) that SBCAG had been awarded \$13 million in funding as a result of applying in partnership with the City of Goleta for grant funds under the Transit and Intercity Rail Capital Program (TIRCP). The Goleta Train Depot Project is the development of a new multi-modal train station adjacent to the location of the existing Amtrak platform with the intent to increase rail ridership. Through the completion of a full-service station, the project will improve connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for potential future additional train storage that will support increased commuter rail needs. These improvements will make the new facility safer, functional, and inviting. The project site is adjacent to the existing Amtrak platform at the northern end of South La Patera Lane.

The following is a brief recap of the major milestones of the Goleta Train Depot Project, which include, but are not limited to:

On May 31, 2018, the City closed escrow on the purchase of the approximate 2.5-acre property located at 27 S. La Patera Lane for \$6.7M as part of the future Goleta Train Depot Project.

On December 18, 2018, the City Council authorized the Mayor to execute a \$12.2M Funding Agreement between SBCAG and the City regarding the 2018 TIRCP grant.

On June 4, 2019, the City Council authorized the City Manager to enter into Professional Design Services Agreement with Anil Verma Associates, Inc. (AVA) (Agreement No. 2019-042) in an amount not to exceed \$2,400,000 for design of the Goleta Train Depot Project with the term of agreement expiring on June 30, 2022. Design work began on the Train Depot project in July 2019.

On February 8, 2020, City Council adopted the required Station Area Master Plan for the Project.

On January 18, 2022, the Council certified the Goleta Train Depot Final Environmental Impact Report (EIR) and approved the Mitigation Monitoring and Reporting Program for the Goleta Train Depot Project.

On June 7, 2022, the City Council subsequently approved Amendment No. 1 to Agreement No. 2019-042 with AVA to extend the term to June 30, 2024, to revise the scope of work, and to increase the not-to-exceed amount by \$375,000 making the current not-to-exceed amount \$2,775,000.

On January 31, 2023, Project staff was notified of its successful co-application with SBCAG and additional \$5.56M in TIRCP Supplemental Funding to be matched by a \$1M commitment of City funds.

The latest design plans are included for presentation purposes as Attachment 1.

The proposed Amendment No. 2 to Agreement No. 2019-042 with AVA would expand the scope of work and add \$220,000 to the compensation thereby making the new not-to-exceed amount \$2,975,000. The additional services needed are described in greater detail below, and a complete description of them may be found in Exhibit A-2 to Attachment 2. Attachment 2 (Amendment No. 2) also includes the original and added scope of work from Amendment No. 1, so it represents the comprehensive scope of work in its entirety with new additions.

DISCUSSION:

The original project schedule has been revised several times due to Covid-19 Conditions, Funding Delays, the need for multiple interactions with the Design Review Board (DRB) and associated design revisions to the depot building, and design revisions to the site plan to implement value engineering elements. As a result, the overall project schedule has been extended. The design team and City have participated in additional project bi-weekly meetings and coordination with project stakeholders and will continue to do so.

There are a few design changes and other new work tasks which necessitate and involve both greater work effort (expanded scope) and a corresponding increase in costs. These include the following:

- The need to add a Mezzanine Level for hiding utilities and for concealing four large AC units. Design for the HVAC and mechanical have required significant changes to second level plans and additional detailing required for architectural, structural, mechanical, electrical, plumbing, and fire sprinkler layout. There are no adequate locations to hide AC units on the ground level without obstructing facility functions and so the units were relocated to the mezzanine level. As the design developed, it became evident that a mezzanine level would also help conceal ductwork connections, electrical/smoke alarm/communication conduits, plumbing, light sources, and recessed fire sprinklers and associated piping.
- Incorporation of an additional non-gendered (gender neutral) bathroom per the City's request which required a reconfigured interior layout; revised plans and detailing for architectural, structural, mechanical, electrical, plumbing, and fire sprinkler layout; and reconfiguring the other restroom and janitorial closet to accommodate that.
- Miscellaneous facility enhancements including concealing plumbing within structural steel systems, developing bid alternatives, and obtaining additional input from stakeholder groups such as Chumash tribe representatives, Amtrak representatives, and Bike Coalition representatives.
- Additional allowance for Sustainability Sub-Consultant for LEED Credit Packaging and submission the during design phase.
- Preparation of a traffic study to determine lane and turn lane configurations at S. La Patera Lane and Hollister Avenue. This also affected the civil engineering work.
- A redesign to address additional recommendations made by the Santa Barbara Bike Coalition (SB Bike). These recommendations prioritize bicycle and pedestrian modes of transportation to provide better connections to the Goleta Train Depot. These changes also impacted landscape design (see more discussion below).
- Preparation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) in compliance with the Construction General Permit and any additional information required by the state for projects starting construction after September of 2023.
- Geotechnical review and certification of structural drawings including geotechnical site visits, inspections, review, and recommendations for treatment of the concrete paving to remain on site.

This additional scope of work results in a cost of \$219,922. Staff has rounded this up by a few dollars for convenience to make the increase \$220,000. In addition to the expanded services and scope of work detailed above, overall costs have gone up due to increased labor costs, many more meetings than originally scoped, multiple design iterations, and separating the project into two phased design packages, one for the Goleta Train Depot

site and adjacent off-street improvements, and the other for the South La Patera Lane Infrastructure Package.

The roadway improvements along S. La Patera Lane have changed slightly since the last time they were presented to the City Council in October of 2020 when the design theme for the building was selected. In the last year, the project design team has been coordinating with MOVESB (previously the Santa Barbara County Bike Coalition) regarding an optimum design for the S. La Patera Lane corridor in terms of prioritizing pedestrians and bicyclists. A majority of the bike facilities are Class IV Separated Bikeways composed of 6' wide bikeway and combination of 2' wide raised physical island and striped buffer separation. As a result, the project team implemented design modifications that replace the originally proposed Class II Bike Lanes with a Class IV Bikeway facility (separated bike lanes) and realigned sidewalks on both sides of S. La Patera accordingly. Incorporation of the Class IV Bikeway facility does result in the loss of an additional 10 street parking places along S. La Patera Lane. The sidewalks will comply with ADA design standards and pocket landscaping will line the sidewalks. As in the original design, street lighting will be included along the sidewalk on the west side of the street. The Design Team and City staff believe these modifications result in a better project design and the changes will not increase construction costs.

Staff foresees one additional amendment with AVA for the construction phase. Staff expects to bring the final plans and authorization to go out to bid to City Council in fall 2023 along with an agreement for construction management. The bid process is expected to occur in winter 2023, with award of construction contract in early spring 2024. Construction would begin shortly after award of contract.

GOLETA STRATEGIC PLAN:

The Goleta Train Depot Project furthers the progress of the City's Strategic Plan as it pertains to strengthening infrastructure.

City-Wide Strategy: 5, Strengthen Infrastructure

Strategic Goal: 5.1, Strengthen Citywide infrastructure including roads and traffic circulation, including bicycle lanes, paths, and sidewalks.

FISCAL IMPACTS:

An existing allocation of \$5,559,000 for FY 2022-23 is currently in place in Fund 321 (TIRCP) for Project Number 9079 (Goleta Train Depot) along with an additional \$189,464 carried over from FY 2022-23 and available for use in FY 2023-24. No additional allocation is being requested for FY 2023-24. Expenditures of any and all funds related to the TIRCP grant are subject to the Funding Agreement between the City of Goleta and SBCAG. The Funding Agreement's Exhibit B states a not-to-exceed amount of \$12.2M for reimbursement to the City (Agreement No. 2018-023) and is inclusive of design/engineering/environmental work as well as construction.

The \$12.2M will be increased later this year when the California Transportation Commission meets by the additional \$5.56M secured in January of this year, bringing the total amount for the project to \$17.76M from TIRCP. Sufficient budget will be made available to support the contract amount over the course of this fiscal year.

ALTERNATIVES:

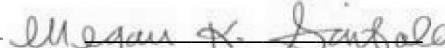
City Council could choose to not amend the contract with AVA in which case, the design phase of the Goleta Train Depot could not be completed.

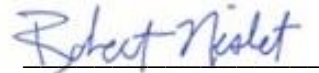
Reviewed By:

Legal Review By:

Approved By:


Kristine Schmidt
Assistant City Manager


Megan Garibaldi
City Attorney


Robert Nisbet
City Manager

ATTACHMENTS:

1. Goleta Train Depot Update Presentation
2. Amendment No. 2 to Professional Design Services Agreement 2019-042 with Anil Verma Associates (AVA), Inc. for the Goleta Train Depot Project; and
3. Amendment No. 1 to Professional Design Services Agreement 2019-042 with Anil Verma Associates (AVA), Inc. for the Goleta Train Depot Project, including original scope of work, Exhibit A, and expanded scope of work, Exhibit A-1.

ATTACHMENT 1

Goleta Train Depot Update Presentation



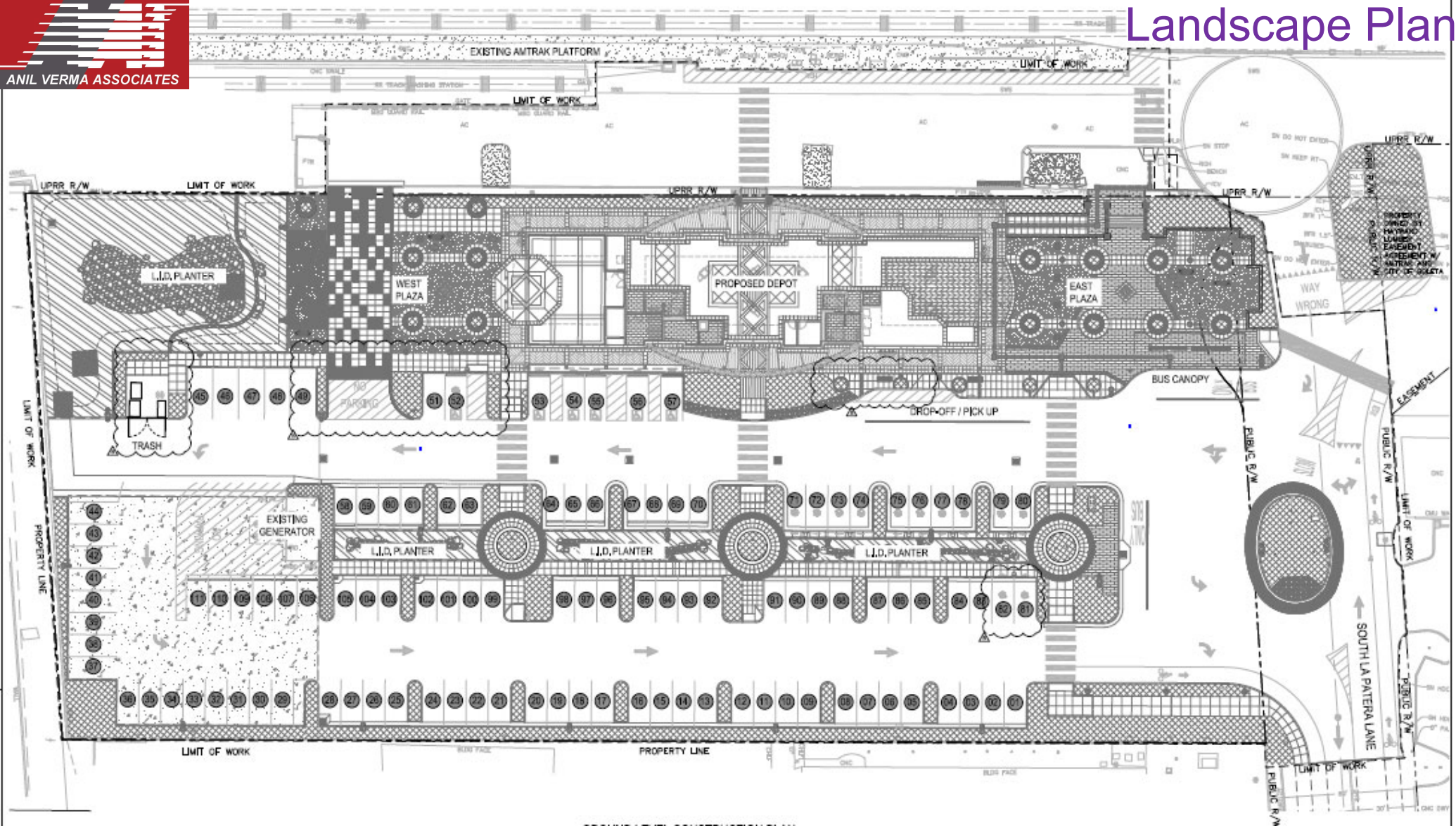
GOLETA TRAIN DEPOT

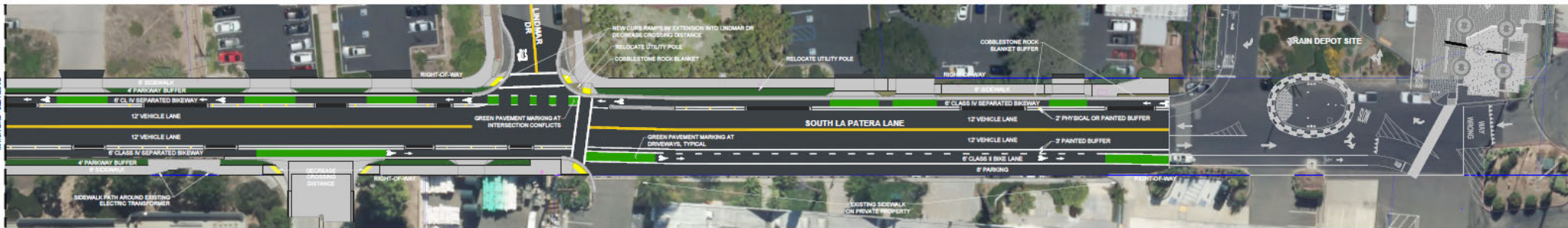
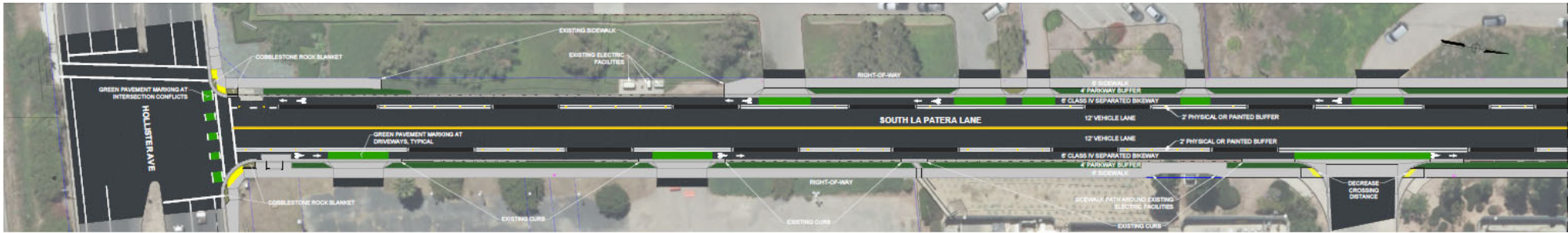
Anil Verma PSA Amendment & Design Update

August 15, 2023

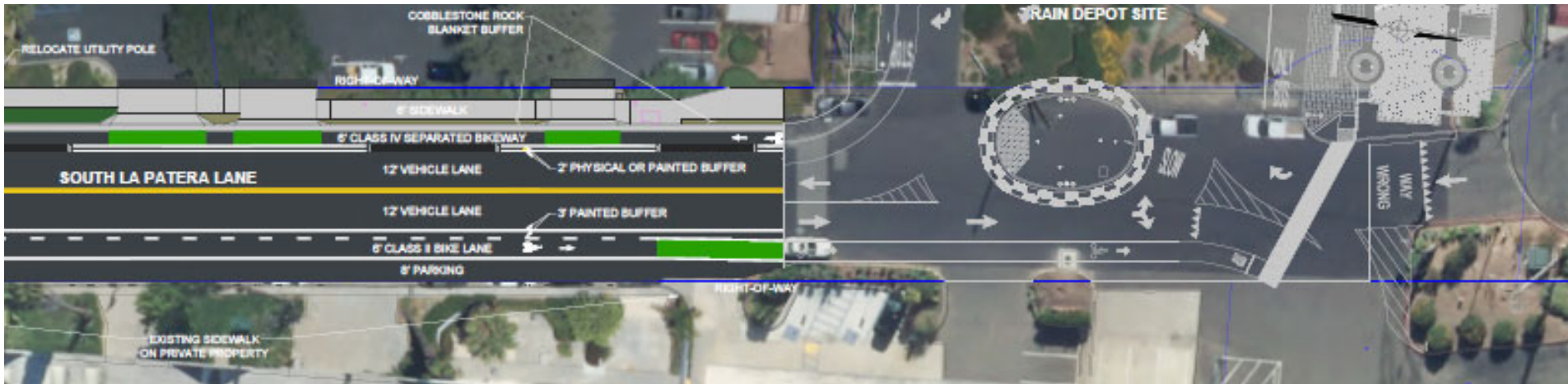
Department of Neighborhood Services

Landscape Plan





**SOUTH LA PATERA ROAD IMPROVEMENTS
CLASS IV SEPARATED BIKEWAYS**





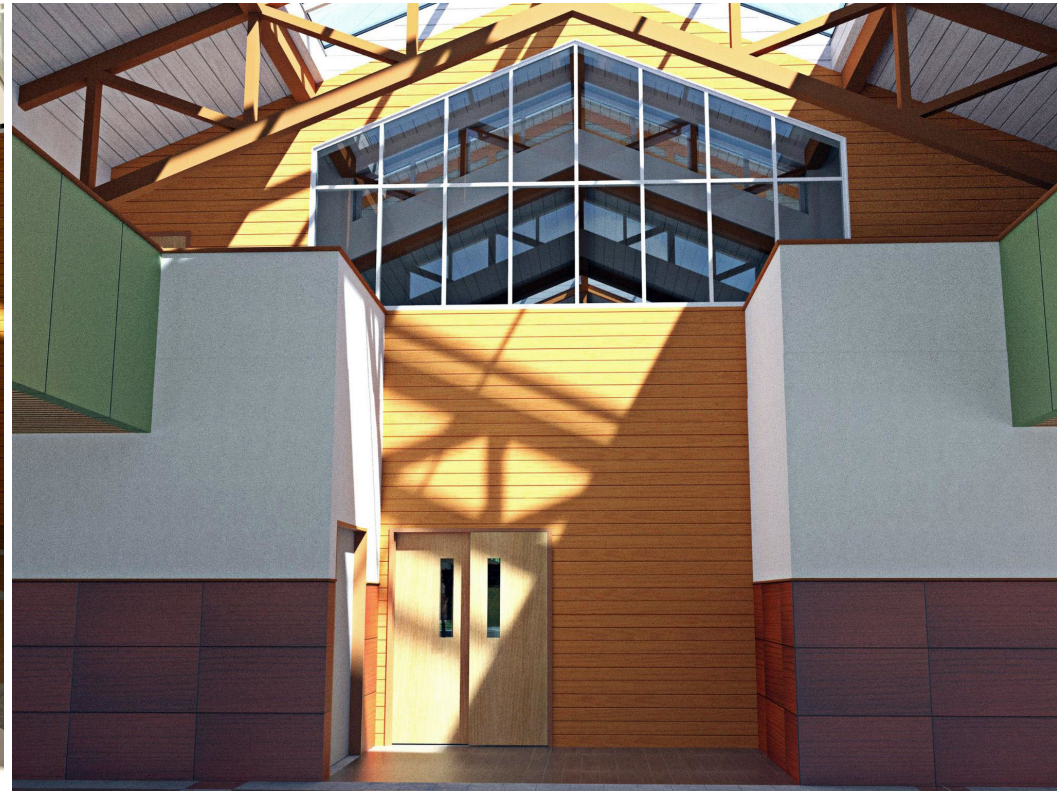
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Interior Views



1

Interior Views



ATTACHMENT 2

Amendment No. 2 to Professional Design Services Agreement 2019-042
with Anil Verma Associates (AVA), Inc. for the Goleta Train Depot Project

**AMENDMENT NO. 2
TO A PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF GOLETA
AND
ANIL VERMA ASSOCIATES, INC.**

This **Amendment No. 2** to the PROFESSIONAL DESIGN SERVICES AGREEMENT by and between the **CITY OF GOLETA**, a municipal corporation ("City") and **ANIL VERMA ASSOCIATES, INC.** ("Consultant") dated June 4, 2019 ("Agreement," Agreement No. 2019-042) is made on this _____ day of _____, 2023.

SECTION A. RECITALS

1. This Agreement is for professional design services for the Goleta Train Depot project and was authorized on June 4, 2019; and
2. This Agreement has been amended to provide for additional compensation in the amount of \$375,000; expand the scope of work for additional design services; and to extend the expiration date of the agreement from June 30, 2022 to June 30, 2024. (Amendment No 1.); and
3. The Agreement currently provides in Section 3 Subsection (a) for the total compensation amount not to exceed \$2,775,000; and
4. The parties desire to amend the Agreement so as to provide for additional compensation in the amount of \$220,000 for additional tasks; and
5. The Agreement currently provides in Exhibit A-1 entitled "Scope of Work" the complete and particular description of services; and
6. The parties desire to amend Exhibit A-1 by adding additional services as more completely and particularly set forth in the Scope of Work, attached as Exhibit "A-2"; and
7. The City Council approved this Amendment No. 2 on this _____ day of _____, 2023.

SECTION B. AMENDED TERMS

Now therefore City and Consultant agree as follows that the Agreement be, and hereby is, amended as follows:

1. **Subsection (a) of Section 3. COMPENSATION AND PAYMENT** of the Agreement is amended to add an additional authorized amount of \$220,000 and to read in its entirety:
 - (a) **Maximum and Rate.** The total compensation payable to CONSULTANT by CITY for the services under this AGREEMENT

SHALL NOT EXCEED the sum of **\$2,995,000** (herein "not-to-exceed amount") and shall be earned as the work progresses.

Hourly at the hourly rates and with reimbursement to CONSULTANT for those expenses set forth in CONSULTANT's Schedule of Fees marked Exhibit "B," attached and incorporated herein. The rates and expenses set forth in that exhibit shall be binding upon CONSULTANT until June 30, 2024, after which any change in said rates and expenses must be approved in writing by CITY's Project Manager as described in Section 5 (CITY is to be given 60 days notice of any rate increase request), provided the not to exceed amount is the total compensation due CONSULTANT for all work described under this AGREEMENT.

2. This Agreement is amended to delete and replace in its entirety:

Exhibit A-1 "Scope of Work" with **Exhibit A-2 "Scope of Work"** attached hereto and incorporated herein.

3. Except as otherwise specifically provided herein, all other provisions of the Agreement shall remain in full force and effect.

In concurrence and witness whereof, this Amendment No. 2 has been executed by the parties effective on the date and year first above written.

CITY OF GOLETA

CONSULTANT

Robert Nisbet, City Manager


Anil Verma, FAIA, President

ATTEST:

Deborah Lopez, City Clerk

Nandini Verma, Secretary

APPROVED AS TO FORM:
MEGAN GARIBALDI, CITY ATTORNEY

DocuSigned by:

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Scott Shapses, Deputy City Attorney



**THE GOLETA TRAIN DEPOT PROJECT
(*Train Depot Project*)**

And

**THE SOUTH LA PATERA ROADWAY IMPROVEMENT PROJECT
(*Roadway Project*)**



SCOPE OF WORK – PLUS AMENDMENTS #1 & #2

~~May 22, 2019 Revised May 15, 2022~~

Revised July 25, 2023

**Prepared for: The City of Goleta, Neighborhood Services and Public Safety Department
Prepared by: Anil Verma Associates, Inc.**

**PROPOSAL
AMENDED AS#1 AND AS#2 PROFESSIONAL DESIGN SERVICES FOR THE
GOLETA TRAIN DEPOT PROJECT, CITY OF GOLETA, CA**

~~May 22, 2019~~
~~May 15, 2022~~
AMENDED
May 25, 2023

PROJECT UNDERSTANDING

The scope identified in the City of Goleta’s (“CITY”) Request for Proposal (RFP) dated 01/17/2019, serves to provide a new multimodal train depot just south of the existing Goleta AMTRAK train platform site. Project footprint, scope of work, and program elements will remain as shown in the RFP. The scope improvements described herein will be prepared as two separate projects: (1) the roadway and access improvements (**Roadway Project**) along South La Patera Lane between Hollister Avenue and the proposed depot; and (2) a depot building with waiting rooms and a café, a new parking facility, and accommodations for buses, vanpools, and bicycles (**Train Depot Project**) at the station site, located south of the existing CITY Amtrak train platform.

The depot building and parking will be located on land owned by CITY located immediately adjacent to the existing platform. The existing site consists of an existing warehouse composing of roughly half of the project site with the warehouse located in the northern middle of the project area. The remaining area is surfaced with either concrete or asphalt pavement. Historically the project site was covered with orchards. The 1953 photograph shows the project site cleared of the orchards with existing warehouse structure shown in the 1967 photograph. The proposed project will not be modifying the existing platform and it is assumed new improvements will be outside of Railroad Right-of-Way. The train depot building will include a lobby, ticketing area, waiting room, café, community room, restrooms/ shower/ changing facilities, bike storage and baggage storage lockers. In addition, the design of the depot will accommodate opportunities for public art projects both inside and outside the building. Anil Verma Associates Inc. (“CONSULTANT”) assumes that structural loads will be representative one-story or two-story light-framed construction and that only minor grading will be required.

Environmental documentation in accordance with the City’s 2008 Environmental Review Guidelines will be prepared for two separate projects. CONSULTANT team will prepare necessary California Environmental Quality Act (CEQA) compliance documentation for these projects. The scope of work and fee estimate are based on CONSULTANT’s understanding of these projects and existing conditions of the project site and vicinity, as well as CONSULTANT’s experience on similar projects throughout California.

SCHEDULE 1 – PROPOSED SCOPE OF SERVICES

PHASE 1.PM	PROJECT MANAGEMENT / COORDINATION / ADMIN	Duration: 5 months
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TASK 1.PM.1	PROJECT AND SUBCONSULTANT MANAGEMENT AND QUALITY CONTROL
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Project scope shall be limited to the related items listed in the CITY’s Request for Proposal that included the project overview and outline of proposed improvements. The Project Manager (PM) shall conduct, oversee and manage the performance of the work including

- Coordination of the development of the overall work tasks
- Management of the schedule, budget, staff resources
- Reporting work progress and schedule updates to the CITY’s Project Manager
- Scheduling, coordinating, and providing minutes of Project Development Team (PDT) meetings.

SCOPE OF WORK

The Project Development Team shall include, but not limited to, the following stakeholders: CITY; Amtrak; LOSSAN, SBCAG, Santa Barbara Airport, SBMTD, and UCSB. Prior to the start of work, CONSULTANT will furnish the subconsultants the appropriate forms, manuals, and criteria to ensure uniformity of all project documents. CONSULTANT's PM will conduct status and review meetings with subconsultants to review their progress, ensure up-to-date information is being used and the appropriate activities are being performed. Subconsultants will submit all studies, reports, and plans to the PM for review of conformity with the project scope of work, directives, applicable codes, design criteria, and any other requirements. The PM will meet with the design team on a periodic basis to establish design tasks and to determine schedule and budget status. Deliverables will be made through the PM. CONSULTANT project team and their respective tasks include:

PACKAGE 1 (Roadway Project)

- **Anil Verma Associates, Inc. (AVA)** - Landscape Architecture, Dry Utilities, and Structural Engineering
- **MNS Engineers, Inc.** – Civil Engineering, Survey/Mapping, Utilities, Drainage, Right-Of Way
- **Rincon Consultants, Inc.** – Environmental Services
- **ENGEO** – Geotechnical Engineering and Hydrology Engineering

PACKAGE 2 (Train Depot Project)

- **Anil Verma Associates (AVA)** has Architectural, Mechanical Engineering, Electrical Engineering, Dry Utilities, Plumbing, Lighting, Landscape and Irrigation, and Structural Engineering services in-house
- **SE Engineering Solutions** – Optional Structural Engineering Support
- **RailPros** – Civil Engineering, Wet Utilities, Grading, Drainage, and UPRR/LOSSAN Coordination.
- **MNS Engineers, Inc.** – Survey/Mapping
- **Rincon Consultants, Inc.** – Environmental Services and Outreach
- **ENGEO** – Geotechnical Engineering, Hydrology Engineering, and SWPPP/SWRCB

CONSULTANT's QA/QC Plan will be developed and submitted to CITY for approval as an independent document. This plan will detail the policies and procedures to ensure that Quality Assurance (QA) procedures are in place and that Quality Control (QC) is performed for each work product and by the design team. Project quality control records will be maintained and provide copies, if requested by CITY. AutoDesk Revit/AutoCAD is anticipated to be utilized as the main design programs.

CONSULTANT shall submit a baseline schedule at the start of the work. The baseline schedule will serve as the basis for monitoring and controlling project activities. The baseline schedule will be reviewed and approved by CITY and PDT members. The schedule shall show the relationship of the project tasks, expected sequence of design, milestone submittals and the effect of any impacts to the overall schedule.

Assumed 5-month period (6/04/19 thru 11/14/19) for up to Task 1.PD Preliminary Design Phase. Preliminary Environmental (11/18/19 thru 5/01/20) shown under Task 1.PE is anticipated to occur concurrently with Task 2.PD (35% Design) and managed under Task 2.PM (Phase2). Overall duration for the Phase 1 project management schedule is anticipated to be a 5-month period **(6/04/2019 thru 11/14/2019)**.

OUTPUT: Baseline Schedule and Quality Assurance Plan (QAP)

AS #1 TASK 1.PM.1 PROJECT AND SUBCONSULTANT MANAGEMENT AND QUALITY CONTROL

Design work began on the Goleta Train Depot project in July 2019. The original project schedule has been revised several times due to DRB approvals and Covid-19 Conditions. The overall project schedule has been extended. In that time, PDT staff participated and continue to participate in additional project bi-weekly meetings and coordination with project stakeholders.

SCOPE OF WORK

Task	Planned Start	Actual Start	Planned Completion	Actual Completion	Delay
35% Design	2/28/2020	11/2020	4/2020	12/2020	8 mo.
65% Design	4/2021	8/2021	7/2021	11/2021	5 mo.
95% Design	6/2021	2/2022	10/2021	--	
Final Bid Package	12/2021	--	3/2022	--	

TASK 1.PM.2 MEETINGS

Coordinate and attend meetings with City staff. CONSULTANT’s team shall prepare and provide to CITY, standard meeting notes for discussion related to the scope of services herein. CITY indicated face to face meetings every two months and bi-weekly conference calls. CONSULTANT shall record and document the discussions, decisions and actions agreed to at these meetings. Task specific meetings are identified within the separate tasks. CONSULTANT to schedule risk management workshops with the design team and key stakeholders at key milestones.

OUTPUT: Three (3) PDT meetings held at CITY’S offices and nine (9) bi-weekly conference calls. Prepare meeting agendas and minutes, action items list, and decision log for three (3) PDT meetings.

TASK 1.PM.3 PREPARE INVOICES PER CITY SPECIFICATIONS

CONSULTANT’S Project Manager shall provide monthly progress reports as part of the monthly invoice. The progress reports shall address activities and progress within the recent billing cycle and provide upcoming deliverables and actions.

OUTPUT: Monthly progress reports and invoices.

PHASE 1.PD PRELIMINARY DESIGN Duration: 5 Months

TASK 1.PD.1 DEVELOP BASE MAPPING

- A. STRATEGY SESSION / PROGRAM DEFINITION - meet with CITY and project team to understand the site design objectives and opportunities for approval. Establish specific design criteria and preliminary landscape construction budget from the CITY - one meeting.
- B. SITE RECONNAISSANCE - visit the site to observe and photograph existing conditions and neighborhood context. Compare existing conditions against as-built drawings provided by CITY.
- C. REVIEW/ANALYZE DATA – critically review the most recent site plan including the conceptual plans and estimate of probable costs prepared by others. Discuss with CITY staff, so critical information is carried forward. Review CITY as-built and historical documents and studies. Review CITY tract and parcel maps for right-of-way data. Confirm facility locations and configurations. Provide cursory review of accessibility (Americans with Disabilities Act (ADA) and California Building Code (CBC)), drainage, utility, and right-of-way issues. Review/verify existing and required amenities, look beyond the confines of the scope of work area to see if there are any connections that should be recognized, either vehicular, bike or pedestrian. Identify inconsistencies, deficiencies, or any other information necessary to progress the work.
- D. DEVELOP BASE MAPPING – Base Mapping will be prepared using City-provided survey data. CITY provided an ALTA survey for the train depot site. CONSULTANT team will perform the necessary topographic surveying in order to establish vertical and horizontal control, and the Train Depot Project boundary. For the Roadway Package site area, CONSULTANT team will perform both a site topographic survey and mapping. This information will be used to develop a base from which to prepare preliminary design.

SCOPE OF WORK

- Additional Topographic Surveying for Train Depot Package site (27 S La Patera Lane). MNS previously performed an ALTA and topographic survey of 27 S. La Patera Lane for CITY. It is anticipated that additional survey may be required for the site design effort. CONSULTANT will perform supplementary survey.
- La Patera Lane Topographic Mapping & Boundary Retracement: CONSULTANT will perform field surveying and mapping in support of the roadway improvements. CONSULTANT will establish new control on a local basis of bearings and tie to the NAVD88 vertical datum based on local benchmarks. The limits of the survey mapping will generally be the road right-of-way plus 5 feet each side from Hollister Avenue to the end of La Patera Lane at the project site. The intersection of Hollister Avenue and La Patera Lane is included. The survey mapping will include: hardscape, structures, walls, fences, trees, signage and striping, and observable utilities.

Topographic/utility base map will be prepared at a scale of 1-inch=20-feet with 1-foot contour intervals. In addition, CONSULTANT will retrace the westerly right of way boundary. The boundary retrace will be based upon field monumentation and record map information. Acquisition of a preliminary title report will be made if deemed necessary. If needed, CONSULTANT estimates cost of additional services to be from \$5,000 to \$10,000 for a project of this size.

- E. CONSULTANT team will initiate contact with the various utilities within the project site to obtain available as-builts and utility maps. During the site visit, visible utility appurtenances will be identified. These features will be checked for consistency with the as-built information obtained from the utility companies. Utility features will be marked for the surveyors to record during the topographic survey. CONSULTANT has included up to 4 potholes and a half-day for the survey crew of \$5,250 which has been included in the fee herein.

OUTPUT: PDF record of all research and data collection. Field Reconnaissance notes. Topographic Survey in AutoCAD format. Preparation of Utility Matrix showing utilities having facilities in the project area and a listing of items received from the various utilities.

TASK 1.PD.2A PRELIMINARY DESIGN OPTIONS

CONSULTANT's team will prepare the train depot building and site design addressing the requirements in the environmental document, and will be in accordance with CITY standards, Title 24, and other applicable requirements. CONSULTANT will develop the initial architectural styles for study by providing architectural plan and elevation sketches and comments to aid CITY staff to determine a style for the project. Prepare a collage of development imagery (photos) to describe the project character. The CONSULTANT team anticipates participation in a strategy session, indicated in Task 1.PD.1A to understand the site design objectives. In concert with the CONSULTANT team, determine the constraints, opportunities, general capacities or optimum level of development. CONSULTANT's Structural Engineer will counsel on building form, materials, and structural systems pertaining to suitability of design as related to site conditions, building code requirements, and soils report requirements.

OUTPUT: Prepare preliminary architectural plans, elevations, and sketches. Prepare imagery collage.

TASK 1.PD.2B LOW IMPACT DEVELOPMENT DESIGN

CONSULTANT's team will prepare a Standard Urban Stormwater Mitigation Plan (SUSMP) tailored to the project that lists and describes the proposed appropriate stormwater mitigation measures. The SUSMP will be prepared to satisfy National Pollutant Discharge Elimination System (NPDES) requirements and requirements set forth in CITY's Standard Urban Stormwater Mitigation Plan (SUSMP). The Low Impact Development (LID) design will include bioswales and potentially other methods such as bioretention cells to effectively infiltrate/filter the on-site run-off to fulfill the SUSMP requirements and suitable based upon geotechnical investigations. Pervious pavement may be included in areas not subject to bus turning movements. CONSULTANT will analyze the site area to optimize the placement of the LID features to reduce construction costs. It is assumed that CITY will provide necessary proof of ongoing BMP maintenance once the project is complete.

SCOPE OF WORK

OUTPUT: Four (4) 8.5"x11" copies of SUSMP submittal for CITY's review. Each submittal will include a map/plot plan showing proposed BMPs. Initial and Final submittal will be provided to CITY.

TASK 1.PD.2C PRELIMINARY LANDSCAPE PLAN

CONSULTANT will prepare preliminary landscape plans for the project site. CONSULTANT will work closely with CITY Landscape and Maintenance staff in order to provide a preliminary and final design that meets the CITY's requirements.

OUTPUT: Preliminary landscape plans.

TASK 1.PD.3A FINALIZE PRELIMINARY DESIGN OPTIONS

Based upon feedback from project stakeholders, CONSULTANT's team will prepare final conceptual designs and sketches to provide a preferred scheme from which to carry forward CITY's design goals. The team anticipated to account for up to two public meetings for the project. All communications with the public or the press will be made by CITY with the CONSULTANT team providing support.

OUTPUT: Finalize preliminary architectural plans, elevations, and sketches. Prepare exhibits for outreach.

TASK 1.PD.3B PRELIMINARY DESIGN OPTIONS FOR SOUTH LA PATERA LANE ROAD IMPROVEMENTS

CONSULTANT's team will develop up to five conceptual design options for proposed pedestrian, bike and parking improvements along South La Patera Lane. The options will be presented to CITY Public Works Department for review. CITY Public Works Department will provide direction regarding preferred options for development of 35% design. Potential options include:

- Sidewalk infill: Continuation of what is already built along the corridor.
- Class 2 Bike Lanes: narrow parking and travel lanes. Add curb extensions at intersections and driveways for landscape and storm water infiltration.
- Class 2 Buffered Bike Lanes: remove parking, expand parkway.
- Class 4 Bikeway: narrow parking and travel lanes.
- Class 1 Bike Path: in place of the sidewalk and on-road bike facilities. May add Class 1 with multiple driveway crossings is not optimal.

OUTPUT: Finalize preliminary civil plans and sketches. Prepare exhibits for Public Works Department.

TASK 1.PD.4 GEOTECHNICAL EXPLORATION

CONSULTANT's team will retain a subcontractor with a truck-mounted drill rig to perform three borings in accessible areas of the pavement. Borings will be performed between 5 and 50 feet deep with samples being collected using split-spoon samplers and/or Shelby Tubes, if soft clay is encountered. In discussion with the CITY, work is not intended within UPRR property and necessary borings shall be performed within the existing warehouse building. This requires the use of a limited access drilling rig mobilized out of the Los Angeles or Bay Area as they are not available on the Central Coast. Performing work inside the building also requires additional coordination effort with subcontractors for access. Additional field work will also be performed along South La Patera Lane.

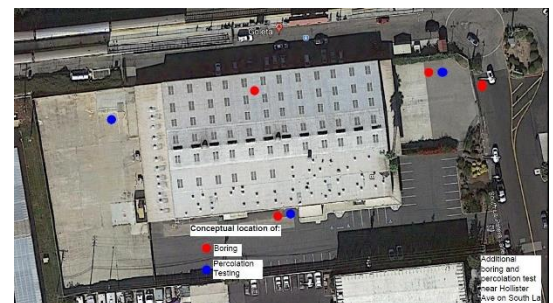


EXHIBIT 1: Proposed Boring Locations

CONSULTANT assumes CITY will facilitate any encroachment permit and waive the associated fee, if any. Borings will be performed in the parking lane and we assume that traffic control will be required. "No Parking" signs will be placed in areas of borings a minimum of 24 hours in advance. CONSULTANT requests that CITY

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provide towing services in the event that a vehicle is parked in the work area in addition to providing barricades. Due to the depth of the static groundwater level, a drilling permit from the County of Santa Barbara is not anticipated. Borings located in areas of concrete flatwork will require concrete coring/cutting, we have include the cost of a concrete coring contractor in our budget.

We will generally place soil cuttings back into the boreholes with excess spoils being placed in 55-gallon steel drums and stored on-site for about a week prior to pickup. CONSULTANT has assumed, following analytical testing, the soil cuttings to be considered non-hazardous. Boring soils considered hazardous will require an additional fee for disposal. The boring locations will be capped with asphalt cold patch within the street, other locations will be left unpatched as we assume the improvements will be demolished at a later time. The drilling contractor estimates about 2 days to perform the borings in addition to the shallow borings discussed below for percolation testing. CONSULTANT has budgeted for a private utility locator to mark the locations of identifiable utilities prior to field work. An ENGEO engineer or geologist will observe the drilling operations and log the subsurface conditions encountered. Soil samples will be taken at frequent intervals for visual classification and laboratory testing.

CONSULTANT will test representative soil samples from the exploratory locations in ENGEO's laboratory to determine some of their engineering properties. CONSULTANT plan to perform moisture-density, sieve analysis, plasticity index, R-value, and limited corrosion tests. Other tests will be performed as necessary.

At this time, the locations and depths of percolation basins are not determined. CONSULTANT proposes to drill and install three percolation test holes to a depth of approximately 3 to 5 feet below the existing grade. The test holes will be located near the deeper geotechnical borings. The boring will be converted to percolation test hole by placing a thin layer of fine gravel at the bottom of the test hole, placing a 3- or 4-inch-diameter perforated pipe in the hole and then surrounding the pipe with gravel. The hole will be pre-soaked overnight prior to testing, with measurement of the percolation rate occurring the following day. We assume the four test locations may be completed in two field days. At the start of the test, the hole will be refilled with water to approximately 12 inches above the pea gravel placed at the bottom of the hole. The water level will be measured on a regular basis until the percolation rates stabilize. Following percolation testing, the perforated pipe will be removed and hole filled with crushed rock and soil and cap the hole with asphalt cold patch within the street.

CONSULTANT will analyze the subsurface conditions and laboratory test results, and prepare a geotechnical a report including field exploration and laboratory data, in addition to the items described below.

- Suitability of the site for the proposed development.
- Assessment of geological hazards at the site and in the general project area.
- Treatment of geotechnical constraints such as loose/soft surface soils, debris flow, landslides, existing fills, compressible soils, expansive soils, liquefiable soils, and lateral spreading, as necessary, based on field exploration results.
- Analysis of potential total and differential settlement due to seismic densification, liquefaction and consolidation, as appropriate.
- Conceptual measures to mitigate hazards, geotechnical constraints, and predicted settlements, as appropriate.
- Site grading recommendations, including fill placement recommendations, utility backfill, and recommendations for site drainage.
- Brief corrosion potential description.
- Foundation design parameters for recommended foundation type(s) and CBC seismic criteria.
- In Section 20.3.1 of ASCE 7-10 "For structures having a fundamental period of vibration equal to or less than 0.5 seconds, site response analysis is not required to determine spectral accelerations for liquefiable soils." CONSULTANT has assumed a Site Response Analysis is not required by the seismic

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code. Additional authorization is required before performing the Site Response Analysis.

- Secondary slab-on-grade (flatwork) recommendations.
- Preliminary parking lot pavement recommendations for hot mix asphalt.
- Conventional retaining wall recommendations.
- Stormwater infiltration opportunities

CONSULTANT will prepare a draft report for CITY review and then a final report that addresses CITY comments, if any. The geotechnical report will include a summary of the surface and subsurface conditions, seismicity, laboratory test data, exploration log data, and a site plan showing our exploratory locations and improvement limits. CONSULTANT will respond to CITY comments and provide a final geotechnical report. We have assumed up to 12 staff hours.

OUTPUT: *Draft and Final Geotechnical Report of Investigation; the report will be signed by a California – licensed Geotechnical Engineer and Certified Engineering Geologist.*

TASK 1.PD.5 PRELIMINARY ROUGH ORDER OF MAGNITUDE OF COSTS

CONSULTANT’s team will prepare a rough order of magnitude for potential construction costs for the project during the preliminary design phase. The construction estimate will include the total cost, and subtotals for each category of work and major work items.

OUTPUT: *Preliminary Cost Estimate.*

TASK 1.PD.6 STAKEHOLDER COORDINATION FOR LOSSAN TRAIN STORAGE PROJECT

LOSSAN will be contracting with Amtrak for that train storage project. CONSULTANT’s team shall serve as CITY’s consultant/advisor for the LOSSAN train storage project as it relates to that project’s impacts on CITY’s future project. CONSULTANT team shall review submittals/reports/alternatives from LOSSAN/Amtrak and meet with them - up to three (3) rounds of reviews of materials/meetings. Assumes only one (1) meeting and up to five (5) phone meetings.

OUTPUT: *Provide advisory comments. Provide meeting notes.*

PHASE 1.PE PRELIMINARY ENVIRONMENTAL / TECHNICAL STUDIES Duration: 5 Months

Technical studies necessary for CEQA compliance for the Train Depot Project will be prepared to meet CITY standards. Draft versions of each study will be submitted in electronic form for at least one round of CITY review and then updated based on City comments. Additional rounds of review can be added under a contract amendment. CONSULTANT will submit revised studies submitted to LOSSAN, SBCAG, and Amtrak for review. CONSULTANT team will address additional comments and finalize the technical studies for CITY approval.

TASK 1.PE.1 INITIAL LITERATURE REVIEW AND PROJECT DESCRIPTION FOR TECHNICAL STUDIES

CONSULTANT’s team will gather and review available information and data regarding the historic and existing environmental setting of the Train Depot Project site and vicinity. During this effort, any state or federal permit or consultation requirements will be noted. CONSULTANT’s team will also prepare the project description, which will fully describe the actions to be undertaken as part of the Train Depot Project, including project limits, proposed demolition and construction activities, staging areas and facilities, disposal and borrow sites required, and utility relocations. The project description will include any additional improvements for the overall station area identified in the Master Plan.

OUTPUT: *Project Description*

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TASK 1.PE.2 PHASE I ENVIRONMENTAL SITE ASSESSMENT

CONSULTANT's team will review applicable hazardous materials/waste records, conduct a site reconnaissance, and interview the current property owner to identify potential recognized environmental conditions. CONSULTANT's team will also prepare a Phase I Environmental Site Assessment (ESA) to document findings based on our research. The report will identify whether additional site investigation, including soil sampling and analysis is warranted. CONSULTANT will prepare a draft report for CITY review and then a final report that addresses CITY comments, if any.

(OPTIONAL TASK) - If additional investigations related to hazardous materials/waste are necessary based on findings of the Phase I ESA, CONSULTANT's team will collect and analyze soils from six machine-drilled borings (10ft in depth) and five hand-augured borings (3ft in depth). CONSULTANT will prepare a Phase II ESA report to discuss findings and recommendations based on the analysis of the soil samples. CONSULTANT will prepare a draft report for CITY review and then a final report that addresses City comments, if any. This scope of work and cost estimate are subject to change based on findings of the Phase I ESA.

OUTPUT: *Draft and Final Environmental Site Assessment (ESA).*

TASK 1.PE.3 BIOLOGICAL RESOURCES ASSESSMENT

CONSULTANT's team biologists will review relevant literature and databases and conduct a reconnaissance level field survey to assess habitat suitability for special status species. A brief Biological Resources Assessment report to be prepared for potential project impacts and recommended avoidance, minimization, and/or mitigation measures, if warranted. CONSULTANT will prepare a draft report for CITY review and then a final report that addresses CITY comments, if any.

OUTPUT: *Draft and Final Biological Resources Assessment Report.*

TASK 1.PE.4A TRAFFIC STUDY (DATA COLLECTION AND RESEARCH)

CONSULTANT's Traffic Engineer, will provide a traffic study in support of the environmental documentation. CONSULTANT will prepare a draft report for CITY review and then a final report that addresses CITY comments, if any. CONSULTANT will confirm the development description with the project team, work schedule, and assumptions to be utilized in the traffic study. Obtain and analyze the project site plan that illustrates the access scheme to the project site in both hard copy and digital formats. In consultation with CITY staff, prepare preliminary project data (i.e., project trip generation, trip distribution, and all other data required for consideration under the traffic study guidelines) and formalize the Memorandum of Understanding (MOU) detailing the parameters and assumptions of the traffic study and submit for review and comment. The Traffic Engineer will visit the project study area to confirm existing conditions with respect to existing development, site access, parking use, and areas of congestion in order to verify our overall understanding of traffic conditions in the area, which might affect this project. In conjunction with Task 1.PE.4A, confirm the existing roadway striping, traffic control measures, curbside parking restrictions, adjacent intersection configurations, and other pertinent roadway features. Our team will conduct weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual turning movement counts at up to 10 study intersections to be identified for the analysis in consultation with CITY staff. In conjunction with the manual turning movement vehicle counts, a count of pedestrian and bicycle volumes will be collected during the peak periods. The number and location of the study intersections will be verified with CITY staff prior to commencing the analysis. Conduct 24-hour machine counts at up to four (4) street segments near the project site to be identified for the analysis in consultation with CITY staff. Our team will research data at the CITY, County of Santa Barbara, as well as other recent traffic impact studies prepared for developments in the project vicinity, regarding the status of other proposed developments (related projects) in the area

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which may contribute cumulative impacts to the adjacent street system and study locations in the vicinity of the proposed project. The compiled list of related projects will be forwarded for review by CITY staff.

TASK 1.PE.4B TRAFFIC STUDY (TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT)

CONSULTANT will prepare trip generation forecasts for the proposed project for a typical weekday over a 24-hour period, as well as for the commuter AM and PM peak hours. The trip generation forecasts will be derived from trip rates listed in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE) in 2017. The project trip generation forecast will be submitted for review and approval by CITY staff prior to finalization. Assign the forecast weekday AM and PM peak hour trips expected to be generated by the proposed project to the study intersections based on existing and anticipated traffic patterns to and from the project site. The assumed distribution pattern will be submitted for review and approval by CITY staff prior to finalization. Prepare trip generation forecasts for the related projects for a typical weekday over a 24-hour period, as well as for the weekday commuter AM and PM peak hours utilizing the ITE *Trip Generation Manual* publication. The forecast weekday AM and PM peak hour trips expected to be generated by the related projects will be distributed and assigned to the local street system. In addition to related projects, consideration for the utilization of an ambient traffic growth factor for purposes of assessing the trips generated by related projects that are currently unknown. The ambient growth factor to be utilized in the calculations will be confirmed with CITY staff prior to commencement.

TASK 1.PE.4C TRAFFIC STUDY (PROJECT EVALUATION AND MITIGATION MEASURES)

CONSULTANT will prepare AM and PM peak hour Level of Service calculations at the study intersections for the following conditions for the proposed project:

- (a) Existing Conditions;
- (b) Condition (a) Plus Project;
- (c) Condition (b) With Project Mitigation, if necessary;
- (d) Condition (a) Plus Future Pre-Project traffic;
- (e) Condition (d) With Project traffic;
- (f) Condition (e) With Project Mitigation, if necessary;

Utilize the CITY-approved capacity analysis methodologies for the Level of Service calculations. The future background traffic volumes will be forecast by applying a growth factor (typically estimated at 1.0 to 2.0% per year) to the existing traffic volumes and adding traffic from cumulative developments (related projects) in the study area. Prior to initiation of the analysis, we will confirm the traffic analysis conditions with CITY staff. The team shall assess the impact of the project based on the results of the peak hour intersection analyses and application of the CITY's significance criteria. Based on this assessment, determine which intersections (if any) will require improvements to mitigate potential traffic impacts associated with the proposed development to less than significant levels. The team will coordinate with CITY staff to identify potential transportation demand management and roadway improvement measures available to reduce any forecast significant impacts to less than significant levels. Based on this coordination, provide recommended mitigation measures which may include demand management measures, intersection and/or signalization improvements, striping modifications, the addition of auxiliary turn lanes, traffic control/limitations at site access points, etc. The recommended mitigation measures will be described within the text of the report. Should concept plans be required to demonstrate the feasibility of any of the recommended mitigation measures, a contract amendment will be required.

TASK 1.PE.4D TRAFFIC STUDY (SITE ACCESS AND CIRCULATION REVIEW)

CONSULTANT's traffic engineer will review the proposed site plan and provide recommendations to address

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concerns regarding site access and internal circulation. Provide recommendations regarding the location of site access driveways, the number of driveways, potential turn restrictions, and connectivity with the internal circulation system.

TASK 1.PE.4E TRAFFIC STUDY (CONGESTION MANAGEMENT PROGRAM ROADWAY IMPACT ANALYSIS)

CONSULTANT will prepare an analysis of potential impacts at monitoring location(s) identified in the 2009 Santa Barbara County Congestion Management Program publication, Santa Barbara County Association of Governments, June 2009. The CMP impact thresholds will be reviewed to determine if an analysis is required and, as needed, an evaluation will be prepared of the potential project impacts on the CMP system. Research transit routes and stops in the project vicinity and prepare an analysis of potential impacts to public transit consistent with procedures outlined in the CMP manual.

TASK 1.PE.4G TRAFFIC STUDY (VEHICLE MILES TRAVELED – VMT - DISCUSSION)

Prepare a qualitative analysis of the project's expected Vehicle Miles Traveled based on guidance provided by the California Governor's Office of Planning and Research (OPR).

TASK 1.PE.4F TRAFFIC STUDY (PREPARATION OF THE TRAFFIC IMPACT STUDY)

CONSULTANT will prepare a draft traffic impact study in report format which details all of the above-mentioned items including our analysis, findings and conclusions. The draft study will be suitably documented with tabular, graphic and appendix material. The draft study will be submitted for review by appropriate members of the project team. If necessary, revise the draft traffic impact study based on project team comments (i.e., one round of revisions assumed) and submit the final report to the CITY.

OUTPUT: Draft and Final Traffic Study Report

AMENDED AS#2 TASK 1.PE.4G PREPARE TRAFFIC STUDY AT HOLLISTER / LA PATERA TRANSITION

CONSULTANT's Team prepared and submitted traffic study for determining lane configuration needs at S. La Patera Lane and Hollister Avenue. Information was used to determine turn lane requirements for civil.

OUTPUT: Memorandum for traffic Study.

TASK 1.PE.5 STORM WATER CONTROL PLAN

CONSULTANT's team will provide two Stormwater Control Plan (SCP) for the project in accordance with the Santa Barbara County Stormwater Technical Guide for Low Impact Development, which CONSULTANT understands has been adopted by CITY. This will incorporate infiltration and/or treat and discharge Best Management Practices (BMPs) for the project such as pervious pavements or bioretention. CONSULTANT assumes more than 2,500 square feet of impervious surfaces will be replaced as part of the project. CONSULTANT also assumes that two SCPs will need to be prepared based on the implementation strategy of the City. CONSULTANT will provide an operations and maintenance manual for the proposed BMPs as part of the SCP submittal. CONSULTANT will prepare a draft report for CITY review and then a final report that addresses CITY comments, if any.

OUTPUT: Draft and Final Stormwater Control Plan

TASK 1.PE.6 CULTURAL RESOURCES TECHNICAL REPORT

CONSULTANT's team to conduct a records search of known archaeological and historical resources within a 0.5-mile radius of the project site and conduct a pedestrian survey of the project site. CONSULTANT team will prepare a technical report that will discuss the potential eligibility of existing on-site warehouse for significance under CEQA, as it is more than 50 years of age, and mitigation measures, if required.

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CONSULTANT will prepare a draft report for CITY review and then a final report that addresses CITY comments, if any.

CONSULTANT team will also assist CITY with government-to-government consultation under Assembly Bill AB52 by providing CITY with letter templates and detailed instructions to ensure meaningful consultation with interested Native American groups can be completed in accordance with AB 52. CONSULTANT team can assist with additional AB 52 consultation tasks if directed under a contract amendment.

OUTPUT: Draft and Final Cultural Resources Technical Report

TASK 1.PE.7 STORM WATER DATA REPORT

CONSULTANT team's geotechnical consultant will provide a Storm Drainage Technical Report to the team's Environmental Consultants that describes existing site drainage and any modifications proposed as a result of the project for inclusion in the project California Environmental Quality Act document. CONSULTANT will include calculations estimating flow and volumes of stormwater runoff from the proposed project into the City of Goleta storm drain system. Using this data and data provided by CITY, CONSULTANT's team will develop a Storm Water Data Report (SWDR). The Caltrans SWDR 2017 instruction guidance will be used as a template. The SWDR shall include a Vicinity map, Evaluation Form, Risk Determination, Revised Universal Soil Loss Equation, Version 2 (RUSLE2) Summary, and Storm Water Multiple Application and Report Tracking System (SMARTS) attachments. The following are CONSULTANT's assumptions regarding the proposed task:

- *Designation of Short or Long SWDR Form will be determined and provided to CONSULTANT team as part of the Plans, Specifications and Estimate (PS&E) phase.*
- *One round of edits is included; if additional revisions are necessary, they shall be billed on a T&M basis.*
- *Up to 10 hours are assumed for data support on SMARTS. CONSULTANT team assumes CITY will approve a qualified staff member as a data submitter on SMARTS.*
- *For calculating erosion using Revised Universal Soil Loss Equation, Version 2 (RUSLE2), CONSULTANT team assumes pre-graded slope gradients and post construction slope gradients will be provided by the client.*

CONSULTANT will prepare a draft report for CITY review and then a final report that addresses CITY comments, if any.

OUTPUT: Storm Drainage Technical Report. Draft and Final Storm Water Data Report.

TASK 1.PE.8 WATER RESOURCE ASSESSMENT REPORT

CONSULTANT (via Rincon) will prepare a water quality assessment report (WQAR) that evaluates the effects of the project on water quality. This WQAR will include a discussion of the proposed project, the physical setting of the project area, and the regulatory framework with respect to water quality. It will also provide data on surface water and groundwater resources within the project area and their water quality health, describe water quality impairments and beneficial uses, identify potential water quality impacts/benefits associated with the proposed project, and recommend avoidance and/or minimization measures for potentially adverse impacts. The potential construction and operational water quality effects of the project will also be assessed. One round of edits is included in our estimate; additional revisions to be billed on a time and materials basis. CONSULTANT will prepare a draft report for CITY review and then a final report that addresses CITY comments, if any.

OUTPUT: Draft and Final Water Resource Assessment Report

PHASE 2.PM PROJECT MANAGEMENT / COORDINATION / ADMIN Duration: 14 months

CONSULTANT team will proceed with the 35% phase upon completion of the CITY's review and approval of

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the preliminary design. The object of the 35% Design will be to:

- a. Ensure the design development address in every respect the CITY's review comments
- b. Advance preliminary design efforts to a 35% Plans, Specifications, and Estimate package including required submittals for reports, matrices, and checklists
- c. Verify constructability and functional feasibility of the proposed design
- d. Confirm that the project's footprint conforms to the Environmental Documents
- e. Confirm if any Right-of-Way acquisition is required.
- f. Identify initial construction work window requirements.
- g. Detail construction phasing plans and identify proposed contractor staging areas.
- h. Prepare a 35% Cost Estimate and materials list.
- i. CONSULTANT's team will prepare a Hydrologic/hydraulic (drainage) study in accordance with CITY's Design Criteria, and all other local standards.

TASK 2.PM.1 PROJECT AND SUBCONSULTANT MANAGEMENT AND QUALITY CONTROL

The Project Manager (PM) shall conduct, oversee and manage the performance of the work. Project quality control records will be maintained and CONSULTANT to provide copies, if requested by CITY. The baseline schedule will be reviewed and approved by CITY and CONSULTANT team members.

Assumed a 3-month period (11/18/19 thru 2/20/20) for up to Task 2.PD 35% Design Phase, a 5-month period (11/18/19 thru 5/01/20) for up to Task 1.PE Preliminary Environmental, and an 11-month period (5/04/20 thru 4/8/21) for Environmental Phase. Some of the duration for Phase 2 environmental efforts will occur under Phase 3 Task 3.PM project management calendar. Overall duration for the Phase 2 design and environmental work project management schedule is anticipated to be a 14-month period **(11/18/19 thru 1/18/2021)**

OUTPUT: Updated Baseline Schedule

TASK 2.PM.2 MEETINGS

CONSULTANT to coordinate and attend all meetings with CITY staff. CONSULTANT's team shall prepare and provide to CITY, standard meeting notes for discussion related to CONSULTANT's team's scope of services. CONSULTANT shall record and document the discussions, decisions and actions agreed to at these meetings. Task-specific meetings are identified within the separate tasks. CONSULTANT to schedule risk management workshops with the design team and key stakeholders.

OUTPUT: Seven (7) PDT meetings held at CITY's offices and twenty-three (23) bi-weekly conference calls. Prepare meeting agendas and minutes, action items list, and decision log for seven (7) PDT meetings.

TASK 2.PM.3 PREPARE INVOICES PER CITY SPECIFICATIONS

CONSULTANT'S Project Manager shall provide monthly progress reports as part of the monthly invoice. The progress reports shall address activities and progress within the recent billing cycle and provide upcoming deliverables and actions.

OUTPUT: Monthly progress reports and invoices.

PHASE 2.PD PRELIMINARY DESIGN – DEPOT BUILDING AND SITE WORK Duration: 3 Months

Upon approval of the preliminary design options by CITY and other agencies, CONSULTANT's team shall prepare design development phase documents and submit them to CITY. Separate packages will start to be developed for the Train Depot Package and the Roadway Package.

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TASK 2.PD.1 COMPLETE DEVELOPMENT PLANS FOR TRAIN DEPOT PACKAGE / SITE

- A. DESIGN REFINEMENT - based upon the CITY's comments, perform revisions to the design concept to resolve outstanding issues, review input from all team members, and develop a base.
- B. PRELIMINARY DEMOLITION PLANS – prepare preliminary demo coordination plans for the site.
- C. PRELIMINARY CIVIL PLANS - prepare plan drawings for the preferred alternatives and design options. Drawings will include, but not be limited to sidewalk work, hydrology design, and rain garden modification. CONSULTANT team shall provide typical sections.
- D. CONSULTANT's team will prepare a Standard Urban Stormwater Mitigation Plan (SUSMP) tailored to the project that lists and describes the proposed appropriate stormwater mitigation measures. The Low Impact Development (LID) design may include bioswales and/or bioretention cells to effectively infiltrate/filter the on-site run-off to fulfill the SUSMP requirements. Pervious pavement may be included in areas not subject to bus turning movements. It is assumed that CITY will provide necessary proof of ongoing BMP maintenance once the project is complete.
- E. PRELIMINARY ARCHITECTURAL PLANS / SECTIONS / ELEVATIONS – develop typical architectural footprints and representative elevations illustrating the architectural character of the new depot building development incorporating community aspirations and incorporating art if required.
- F. PRELIMINARY FINE GRADING LANDSCAPE DESIGN – prepare preliminary grading and drainage coordination plans for landscape and softscape areas for use by the CONSULTANT's Civil Engineer.
- G. PRELIMINARY HARDSCAPE PLANS and DETAILS- prepare construction plans indicating materials, finishes, colors, and detail call-outs in a schedule.
- H. MATERIALS BOARD – provide preliminary material board indicating colors and finishes.
- I. PRELIMINARY PLANTING PLANS and DETAILS- Prepare preliminary tree planting plans and plant palette legends indicating plant varieties, size, quantity, and locations. Prepare planting details.
- J. PRELIMINARY IRRIGATION PLAN and DETAILS - prepare irrigation diagram indicating zones, mainline routing, and valve locations. Prepare irrigation details of irrigation elements.
- K. PRELIMINARY DEPOT AND SITE LIGHTING PLAN – develop an exterior lighting plan including lighting fixture types and locations. Lighting photometric plan to be prepared in future phase (Phase 3).
- L. PRELIMINARY SIGNAGE AND WAYFINDING – based upon a design analysis and strategy outlining the site needs, constraints and context, provide a unified visual language for open space area signage.
- M. PRELIMINARY STRUCTURAL ENGINEERING – Prepare preliminary structural calculations, conceptual foundation plan, and conceptual structural framing plans.
- N. GEOTECHNICAL AND FOUNDATIONS REPORT – The team will produce a summary memorandum of our findings, conclusions, and recommendations regarding site infiltration capability. CONSULTANT team will produce a calculation package stamped by a registered geotechnical engineer.
- O. DRAFT SPECIFICATIONS OUTLINE - prepare 8½" x 11", typed specifications in the Construction Specifications Institute (CSI) format which describe materials, finishes, and workmanship.
- P. OPINION OF PROBABLE COSTS - prepare an opinion of probable construction costs based upon the 35% complete drawings. This will be prepared using historical costs from recent projects.
- Q. SUBMITTAL - submit technical specification and drawings to CITY for review.

OUTPUT: 35% Complete Development submittal for Train Depot Package including:

- Preliminary Architectural Plans, Sections, Elevations, and Details
- Preliminary Construction Plans and Details
- Preliminary Planting Plans and Details

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- Preliminary Irrigation Plans and Details
- Preliminary Signage and Wayfinding Dwgs
- Lighting Plans
- Specifications Outline
- Preliminary Structural Calculations
- Geotechnical and Foundations Report
- Preliminary Civil Plans and Sections
- Preliminary foundation and framing plans
- Opinion of Probable Costs
- Material Boards

TASK 2.PD.2 REVIEW/APPROVAL OF 35% DEVELOPMENT PLANS

Upon completing the Task 2.PD.1 items described above, CONSULTANT will work with the CITY Engineering and Planning staff to incorporate the agreed upon changes to the design based on Planning Department comments, Development Review Committee, and One-Stop meeting.

OUTPUT: Comment / Response / Resolution matrix

AS #1 TASK 2.PD.2 TRAIN DEPOT REDEVELOPMENT AND VALUE ENGINEERING

DESIGN REFINEMENT - Team proceeded with 35% based upon the initial site layout plans from reviewed in July 2020. Development of the civil engineering plans, landscape plans, and architectural plans for the station depot parking lot and facility proceeded. While developing the plans, RailPros assisted Anil Verma Associates with additional site development tasks that were not included in the original project proposal including:

- Coordinated fire truck access requirements with Goleta Fire Department staff and included the recommendations into the site plan.
- Revised site plan to include raingardens not included in the original site plan.

As a result, the team spent additional design staff time to revise the plans and complete Task 8. The additional time exceeded the original budget for Task 8. Revised 35% plans were submitted to the City in December 2022. The cost estimate was updated and submitted to the City as well. Upon reviewing the project's 35% cost estimate, the City of Goleta requested that the design team reduce the overall cost of construction. Various changes were made to the site plan including:

- Depot building footprint size and building architectural and structural redesign
- Reduction in parking lot surface area
- Alignment of curb and gutter
- Location of bioswales
- Regrade new site to accommodate changes
- Value Engineering

The Project layout was designed to accommodate the WB 50 vehicle as standard, as designated by The City of Goleta. In late October 2021, Anil Verma Associates met with owners of 30 South Patera Ln (Unit 6) to discuss their access requirements. The existing condition was that WB 67 Vehicles are used to access their site and required to back into LOSSAN's property to make the maneuver. The RailPros team were instructed to do extra design to facilitate this larger vehicle. In addition, the RailPros team were instructed by the City of Goleta to investigate if the larger vehicle was legal in South Patera Ln.

Based upon the value engineered site plan, the team revised the civil, landscape, and architectural plans to work with the new site layout configuration during the 65% complete working drawing development.

TASK 2.PD.3 FINALIZE 35% DEVELOPMENT DESIGN FOR TRAIN DEPOT PACKAGE / SITE

CONSULTANT's team will address CITY and agency comments and prepare final 35% complete design package and submit to CITY.

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AS #1 TASK 2.PD.3 DRB REVIEW/APPROVAL AND REDESIGN

After Design Team prepared a Final Concept and received general approval from City Council to proceed to 35% Complete drawings, renderings were prepared and a presentation made to the Goleta Design Review Board (DRB). The Design Team made three presentations to the DRB and prepared updated site and facility designs, new graphic perspective views, and PowerPoint presentations for each presentation.

Comments from the DRB was incorporated into the final design and revisions were made for the construction document preparation between 35% to 65% complete design.

OUTPUT: *Revised 35% Complete Development Submittal for Train Depot Package*

TASK 2.PD.4 COMPLETE 35% DESIGN FOR S. LA PATERA LANE (ROADWAY PACKAGE)

CONSULTANT's team will prepare civil and landscape drawings, including drainage, sidewalk, bike lanes, planting, etc. and submit to CITY for review. The team will review site for potential utility conflicts and propose resolutions if needed.

- A. DESIGN REFINEMENT - based upon the CITY's comments, perform revisions to the design concept to resolve outstanding issues, review input from all team members, and develop a base.
- B. PRELIMINARY DEMOLITION PLANS – prepare preliminary demo coordination plans for the roadway.
- C. PRELIMINARY CIVIL PLANS - prepare plan and profile drawings for the preferred alternative design option. Drawings will include, but not be limited to sidewalk work, bike lanes, drainage, and wet utilities.
- D. PRELIMINARY PLANTING PLANS and DETAILS - Prepare preliminary tree planting plans and plant palette legends indicating plant varieties, size, quantity, and locations. Prepare planting details.
- E. PRELIMINARY IRRIGATION PLAN and DETAILS - prepare irrigation diagram indicating zones, mainline routing, and valve locations. Prepare irrigation details of irrigation elements.
- F. DRAFT SPECIFICATIONS - prepare 8½" x 11", typed specifications in the CSI format which describe materials, finishes, and workmanship.
- G. OPINION OF PROBABLE COSTS - prepare an opinion of probable construction costs based upon the design development drawings. This will be prepared using historical costs from recent projects.
- H. SUBMITTAL - submit technical specification and drawings to CITY for review.

OUTPUT: *35% Complete Development submittal for Roadway Package including:*

- Preliminary Construction Plans and Details
- Preliminary Planting Plans and Details
- Preliminary Irrigation Plans and Details
- Preliminary Civil Plans, Profiles, and Sections
- Specifications Outline
- Opinion of Probable Costs

TASK 2.PD.5 REVIEW/APPROVAL OF 35% DEVELOPMENT DESIGN FOR ROADWAY PACKAGE

Upon completing the Task 2.PD.4 items described above, CONSULTANT will work with CITY's Engineering and Planning staff to incorporate the agreed upon changes to the design based on CITY comments at a one-stop meeting. This effort is intended to be concurrent with Task 2.PD.2.

OUTPUT: *Comment / Response / Resolution matrix*

TASK 2.PD.6 FINALIZE 35% DESIGN FOR S. LA PATERA LANE (ROADWAY PACKAGE)

CONSULTANT's team will prepare revised 35% drawings and submit to CITY for review.

OUTPUT: *Revised 35% Complete Development Submittal for Roadway Package*

SCOPE OF WORK

Key Assumptions:

- The Train Depot Site Package and the Roadway Package will be developed separately. The Roadway package is anticipated to be expedited but meetings and coordination will be combined with the Train Depot Package.
- No resubmittal of the 35% is anticipated and comments will be addressed in the 65% submittal.
- Development of a Stormwater Pollution Prevention Plan (SWPPP) (including risk determination, erosion and sediment control plans, etc.) is not anticipated for the Roadway Package.
- Lighting photometric plan to be prepared in future phase (Phase 3).
- Heating, Ventilation and Air Conditioning (HVAC) Plans to be prepared in future phase (Phase 3). Mechanical, Electrical, and Plumbing Engineering design shall begin at the 65% PS&E.
- Landscape plans to provide preliminary plant locations and palette. Irrigation design to begin at 65% PS&E.
- Specifications during 35% phase will consist of an outline of Project Specification List.

PHASE 2.E ENVIRONMENTAL DOCUMENT Duration: 8 Months

In accordance with the City’s 2008 Environmental Review Guidelines, CONSULTANT’s team anticipates the Roadway Project will qualify for a Categorical Exemption (CE) and will prepare a Notice of Exemption (NOE) in compliance with CEQA. In the event that our research reveals the need for additional documentation under CEQA, CONSULTANT’s team would inform CITY and work out an appropriate arrangement to address a possible scope and budget augmentation. For the Train Depot Project, our team anticipates preparation of an Initial Study (IS) to determine whether the project will require a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR) to meet the requirements under CEQA. For purposes of this scope of work and cost estimate, our team has conservatively assumed that the IS will conclude that an EIR will need to be prepared. It is also noted that preparation of an IS not mandatory prior to preparation of an EIR; if CITY determines that an EIR will be required, preparation of an IS can be eliminated from this scope.

TASK 2.E.1 PREPARE NOTICE OF EXEMPTION

CONSULTANT’s team will prepare a NOE for the Roadway Project. The NOE will include a brief project description, a finding that the project is exempt from CEQA, citations to the relevant statutes or guidelines sections that apply, and a statement of reasons to support the findings. CONSULTANT team will prepare a brief memorandum to accompany the NOE that describes compliance of the Roadway Project with the requirements of CEQA Guideline Sections 15300, including Section 15300.2, which contains limitations on the use of CEs in certain circumstances. If technical analyses are determined to be necessary to support the findings of the CE, a scope of work and fee estimate to complete that work can be provided accordingly.

CONSULTANT team will transmit a draft NOE and memorandum to CITY for review via email, and address CITY comments on the NOE and memorandum. Pursuant to Section 15062 of the State CEQA Guidelines, the NOE will not be filed until the Roadway Project is approved. This scope of work assumes that CONSULTANT team will deliver the NOE to the County Clerk and State Clearinghouse and pay the County Clerk filing fees. An electronic copy of the NOE will be forwarded to CITY for its records and documentation.

OUTPUT: Notice of Exemption

TASK 2.E.2 PREPARE ADMINISTRATIVE DRAFT EIR

Initial Study

CONSULTANT team will prepare an IS for the Train Depot Project, using the CITY’s Environmental Thresholds and Guidelines Manual and the latest environmental checklist included in Appendix G of the CEQA

SCOPE OF WORK

Guidelines. CONSULTANT team will address each checklist item, supporting all conclusions with reasoned analysis. Existing documents and studies will be used to the extent practical, and impacts will be quantified where appropriate. CONSULTANT team will produce five hardcopies of the IS for CITY review and will incorporate CITY comments and submit the IS in electronic form to LOSSAN, SBCAG, and Amtrak for review. CONSULTANT team will address additional comments and finalize the IS for CITY approval.

Notice of Preparation and Scoping Meeting

The Notice of Preparation of an EIR (NOP) will be circulated along with the IS for the required 30-day public review period. CONSULTANT team will be responsible for circulation of the NOP to the State Clearinghouse, County Clerk, and responsible and other concerned agencies. CONSULTANT team will produce up to 25 hardcopies of the IS for distribution. CONSULTANT team will also be responsible for publishing the NOP in a local newspaper and mailing the NOP to property owners/tenants within 1,000 feet of the Train Depot Project site. The cost estimate assumes that printing, noticing, and postage fees will not exceed \$2,000. CONSULTANT team will also make a brief presentation on the Train Depot Project and environmental review process at one public scoping meeting, and will document public comments regarding the EIR scope.

Administrative Draft EIR

CONSULTANT team will prepare the administrative Draft EIR in accordance with the CEQA Guidelines and CITY requirements. The EIR will include the following sections: executive summary, introduction, project description, related projects, environmental impact analysis, and alternatives. For cost estimating purposes, CONSULTANT team assumes that the EIR will focus on direct, indirect, and cumulative impacts to air quality, biological resources, cultural resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, and utilities (specifically water supply). In addition to discussing impacts from Train Depot Project construction (including demolition of the existing building and parking lot on the project site), the EIR will focus on the environmental benefits, such as decreased GHG emissions, of the train depot based on increased ridership of trains and the corresponding decrease in vehicle miles traveled. CONSULTANT team will model air quality, GHG emissions, and noise impacts to provide a quantitative analysis. The noise analysis will be based on two 15-minute sound measurements that our team will conduct at the Train Depot Project site to determine baseline noise levels. The EIR will analyze impacts of the “no project” alternative and up to three build alternatives.

CONSULTANT team will produce five hardcopies of the administrative Draft EIR for CITY review.

OUTPUT: Administrative Draft EIR

T2.E.3 PREPARE REVISED ADMINISTRATIVE DRAFT EIR

Following receipt of CITY comments on the administrative Draft EIR, CONSULTANT team will incorporate comments and submit in electronic form the revised administrative Draft EIR for LOSSAN, SBCAG, and Amtrak review.

OUTPUT: Revised Administrative Draft EIR

T2.E.4 PREPARE FINALIZED DRAFT EIR

CONSULTANT team will incorporate comments from LOSSAN, SBCAG, and Amtrak and submit the finalized Draft EIR in electronic form to the CITY for approval prior to printing and distribution of the Draft EIR for public review.

OUTPUT: Finalized Draft EIR

SCOPE OF WORK

T2.E.5 NOTICING AND DISTRIBUTION OF PUBLIC REVIEW DRAFT EIR

CONSULTANT team will produce 15 hardcopies of the Draft EIR's Executive Summary (for submittal to the State Clearinghouse), up to 25 hardcopies of the Draft EIR, up to 10 hardcopies of the appendices to the Draft EIR, and up to 50 CDs of the Draft EIR and appendices. CONSULTANT team will prepare the Notice of Availability (NOA) and Notice of Completion for the Draft EIR, and distribute the appropriate documents to the State Clearinghouse, County Clerk, and responsible and other concerned agencies. CONSULTANT team will also be responsible for publishing the NOA in a local newspaper and mailing the NOA to property owners/tenants within 1,000 feet of the Train Depot Project site. The cost estimate assumes that printing, noticing, and postage fees will not exceed \$11,000. CONSULTANT team will attend one public hearing during the public review period.

OUTPUT: Noticing documentation as described above

TASK 2.E.6 PREPARE ADMINISTRATIVE FINAL EIR

CONSULTANT team will prepare the administrative Final EIR, including responses to comments received during public review of the Draft EIR and the Mitigation Monitoring and Reporting Program (MMRP) for the Train Depot Project. For estimating, our team has budgeted 160 hours of professional staff time to complete the administrative Final EIR. CONSULTANT team will produce five hardcopies of the administrative Final EIR for CITY review. CONSULTANT team will also prepare the CEQA Findings and, if required, the Statement of Overriding Considerations.

OUTPUT: Administrative Final EIR

TASK 2.E.7 PREPARE FINAL EIR

Upon receipt of comments from CITY, CONSULTANT team will prepare and submit the revised administrative Final EIR in electronic form to LOSSAN, SBCAG, and Amtrak for review. CONSULTANT team will incorporate comments from LOSSAN, SBCAG, and Amtrak and submit the finalized Final EIR for CITY approval. Once approved, CONSULTANT team will produce up to 25 hardcopies of the Final EIR, up to 10 hardcopies of the appendices to the Final EIR, and up to 50 CDs of the Final EIR and appendices. CONSULTANT team will distribute the appropriate documents to applicable agencies. The cost estimate assumes that printing and postage fees will not exceed \$10,000.

OUTPUT: Final EIR

TASK 2.E.8 CERTIFICATION OF FINAL EIR

CONSULTANT's team will attend one public hearing regarding the certification of the Final EIR. If the Final EIR is certified by City Council, CONSULTANT team will prepare and file the Notice of Determination (NOD) with the State Clearinghouse and County Clerk and provide necessary fees. The cost estimate assumes that fees associated with filing the NOD (including County Clerk processing fee and the California Department of Fish and Wildlife filing fee) not to exceed \$4,000.

OUTPUT: Notice of Determination

PHASE 2 ODC's

The following ODC's are included. Any other costs are assumed to be paid for by CITY.

- Travel
- Reproduction & Postage
- Five hardcopies of the administrative Draft EIR for CITY review.
- 15 hardcopies of the Draft EIR's Executive Summary (for submittal to the State Clearinghouse), up

SCOPE OF WORK

to 25 hardcopies of the Draft EIR, up to 10 hardcopies of the appendices to the Draft EIR, and up to 50 CDs of the Draft EIR and appendices.

- 25 hardcopies of the Final EIR, up to 10 hardcopies of the appendices to the Final EIR, and up to 50 CDs of the Final EIR and appendices.

PHASE 3.PM PROJECT MANAGEMENT / COORDINATION / ADMIN Duration: 14 months

CONSULTANT will proceed with the PS&E phase (65% to Final) upon completion of the CITY’s review and approval of the preliminary design. The object of the Design will be to:

- Ensure the design development address in every respect the Planning Department review comments
- Advance preliminary design efforts to final agency approved and bid ready Plans, Specifications, and Estimate package including required submittals for reports, matrices, and checklists
- Detail construction phasing plans and identify proposed contractor staging areas.
- Prepare Cost Estimates and materials list

TASK 3.PM.1 PROJECT AND SUBCONSULTANT MANAGEMENT AND QUALITY CONTROL

The Project Manager (PM) shall conduct, oversee and manage the performance of the work. Project quality control records will be maintained and provide copies, if requested by CITY. The baseline schedule will be reviewed and approved by the CITY and CONSULTANT team members.

The schedule shall be monitored.

- For Train Depot Package and Site, a 13-month period is assumed (2/15/21 thru 3/17/22) for development of 65% Design, 95% Design, 100% Design, and final bid package.
- For Roadway Package, a 10-month period is assumed (1/18/21 thru 11/23/21) for development of 65% Design, 95% Design, 100% Design, and final bid package.
- For Continuation for Environmental phase and Permitting, a 10-month period is assumed (1/21/21 thru 11/25/21). CONSULTANT team will assist with managing the environmental review process schedule and provide project updates for the environmental analysis for incorporation into the master schedule.

CONSULTANT team will coordinate communication and developing a close working relationship with CITY staff, LOSSAN, SBCAG, and Amtrak. Overall duration for the Phase 3 design and environmental project management schedule is anticipated to be approximately a 14-month period **(1/21/21 thru 3/17/2022)**.

OUTPUT: Updated Baseline Schedule

AMENDED AS#2 TASK 3.PM.1 PROJECT AND SUBCONSULTANT MANAGEMENT AND QUALITY CONTROL

The overall project schedule has been extended. In that time, PDT staff participated and continue to participate in additional project bi-weekly meetings and coordination with project stakeholders. Additional sub-consultant management for expanded tasks described in subsequent tasks below.

Task	AS 1 Planned Start	AS 2 Actual Start	AS 1 Planned Completion	AS 2 Actual Completion	Delay
Final Bid Package	12/2021	8/2022	3/2022	9/2023	15 MO

TASK 3.PM.2 MEETINGS

Coordinate and attend all meetings with CITY staff. CONSULTANT’s team shall prepare and provide to CITY, standard meeting notes for discussion related to CONSULTANT’s team’s scope of services. CONSULTANT shall record and document the discussions, decisions and actions agreed to at these meetings. Task specific meetings are identified within the separate tasks.

SCOPE OF WORK

OUTPUT: Six (6) PDT meetings held at the CITY's offices and twenty-two (22) bi-weekly conference calls. Prepare meeting agendas and minutes, action items list, and decision log for six (6) PDT meetings.

TASK 3.PM.3 PREPARE INVOICES PER CITY SPECIFICATIONS

CONSULTANT's Project Manager shall provide monthly progress reports as part of the monthly invoice. The progress reports shall address activities and progress within the recent billing cycle and provide upcoming deliverables and actions.

OUTPUT: Monthly progress reports and invoices.

PHASE 3.FD FINAL DESIGN (BID DOCUMENTS) Duration: 9 to 12 Months

Upon approval of the 35% complete design package by the CITY and other public agencies, CONSULTANT's team shall prepare construction documents (plans and specifications) and submit them to CITY.

TASK 3.FD.1 PRELIMINARY REVIEW DESIGN REVIEW BOARD (DRB) MEETING

As the design review progresses, CONSULTANT will document all team and stakeholder comments and requirements. This will ensure that upon completion of the DRB process all aspects of the design will conform to the CITY's vision as well as related requirements and standards.

TRAIN DEPOT PACKAGE (BUILDING AND ADJACENT SITE WORK)

Based on the approval of the project from the CITY, CONSULTANT and CONSULTANT project team will prepare plans, specifications, and estimates (PS&E) to the 65% complete level of detail. PS&E's will be prepared to successfully obtain approvals from all necessary utilities and agencies.

TASK 3.FD.2 65% COMPLETE DESIGN CONSTRUCTION PLANS – DEPOT BUILDING AND SITE

- A. DESIGN REFINEMENT - based upon the CITY's comments, perform revisions to the design.
- B. DEMOLITION PLANS – prepare final demolition coordination plans for site development.
- C. CIVIL GRADING AND UTILITY DESIGN - fire access requirements, wet utilities, grading and drainage plans, accessibility requirements, and curb ramps.
- D. SWPPP – the team will prepare a draft Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) for the agency to submit to the State Water Resources Control Board, who will assign a Waste Discharge Identification number for the project. A Water Quality Technical Report (WQTR) will also be prepared to address post construction water quality.
- E. ARCHITECTURAL DRAWINGS – prepare plans, elevations, and details for Depot Building.
- F. SITE CONSTRUCTION PLANS, DETAILS, AND TYPICAL SECTIONS - prepare construction plans indicating materials, finishes, colors, and detail call-outs in a schedule.
- G. PLANTING/IRRIGATION PLANS and DETAILS - prepare labeled planting plans indicating plant varieties, size, quantity, and locations. Prepare planting details of planting elements. Prepare irrigation plans indicating sprinkler heads, drip systems, piping, valves, and controllers. Prepare irrigation details.
- H. FINAL FINE GRADING PLAN - prepare fine grading plan for design intent purposes. Civil drawings shall include preparing final hydrology, drain sizing, piping, and drainage plans.
- I. LIGHTING AND BUILDING AND SITE ELECTRICAL PLAN, DETAILS, AND SCHEDULES - prepare electrical plans, schedules, and details indicating building, site and accent lighting.
- J. STRUCTURAL DRAWINGS - prepare structural plans and details related to architectural and site elements. Structural design will include calculations, framing plans, foundation plans, sizing of framing members, and coordination with other project disciplines.

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- K. MECHANICAL, ELECTRICAL, AND PLUMBING SYSTEMS – develop drawings to include sizes of ducts, location of runs, identify equipment manufacturer and equipment size. Electrical power and data plans will be prepared to show the proposed lighting and fixtures, proposed security camera system, and will be used to coordinate with the utility companies. Plumbing plans will be prepared to show fixture sizes and to create overall water demands for the project. Coordination with the sustainable design goals will be key to ensure that the project sustainability goals are met.
- L. MONUMENT / SIGNAGE ENLARGEMENT PLAN - prepare an enlargement construction plan indicating materials, finishes, colors, and detail call-outs for the monument signage.
- M. SPECIFICATIONS - prepare 8 1/2" x 11", typed specifications in the CSI format which describe materials, finishes, and workmanship. Provide standard General and Special Conditions of CSI Section 1.
- N. QUALITY ASSURANCE / QUALITY CONTROL – The Project Team will follow CONSULTANT’s Quality Assurance Procedures as set forth in an approved QAP.
- O. OPINION OF PROBABLE COSTS - prepare an opinion of probable construction costs based upon the final design drawings. This will be prepared with contractor’s input using historical costs.
- P. SUBMITTAL - submit technical specification and drawings to CITY for review at the 65% package. One round of revisions will be provided due to CITY comments.

OUTPUT: *Submittal of 65% Design Plans, Specifications and Estimates to CITY for Review.*

TASK 3.FD.3 REVIEW/APPROVAL OF 65% COMPLETE DESIGN CONSTRUCTION DWGS

CONSULTANT’s team will prepare PS&E level construction documents. Each PS&E submittal will be submitted to CITY and select stakeholders for review and comments. Stakeholder review comments at each deliverable will be addressed with responses included with the subsequent deliverable.

OUTPUT: *Comment / Response / Resolution matrix.*

AS #1 TASK 3.FD.3 REVISIONS AND CONSTRUCTABILITY REVIEW SUPPORT FOR DEPOT/SITE

To reduce costs and provide efficiency, the project design team recommends to combined the 95% submittal with the 100% submittal. Prior to issue for bid, the City’s CM team will perform a constructability review and the design team will provide responses. The project site developed in complexity during the 35 and 65% design phase. Client requested changes include:

- The project is divided into two major components, the site and La Patera all the way down to Hollister Ave. The site work was scoped and priced accordingly, but client requested changes in the North end of La Patera. This extended the project footprint and added to RailPros task to include work in the roadway area and consider the existing adjacent business.
- Originally the project was scoped as a building along with a parking lot. Client requested additional site development with two large courtyard areas on both side of the building. This added complexity to the project because, unlike a parking lot, these areas need to be no steeper than 2% for ADA and made the grading more challenging.
- Originally the project was scoped to remove all the on-site improvements. Client requested to keep a portion of the of the existing concrete parking area at the West end of the site which complicated the design because it introduces another constraint since we must match to it.
- The Low Impact Development design is more complex and covers a larger area, 10% as opposed to original 3%. The introduction of tree wells at the center of the parking right next to the bioswales complicated the grading.
- Location of the building very close to the LOSSAN ROW which makes grading the connection of

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the depot to the LOSSAN ROW more challenging.

In summary, changes to architectural site layout introduces changes to:

- engineering site plan layout
- site grading
- planter and bioswale locations
- curb-lines and parking stall locations
- catch pit locations and drainage details
- utility layout

RailPros' original budget assumed the only items to be addressed in the 65% design phase would be minimal and consists primarily of incorporating comments from the 65% design submission and constructability review. We have not received comments from a constructability review, or stakeholders, including the City, Fire Department and Public Utilities. These will need to be addressed during the 100% design phase. Additionally, any modifications to design as part of value engineering exercise at this stage will elicit a further round of comments to address.

TASK 3.FD.4 DRB REVIEW/APPROVAL OF 65% COMPLETE DESIGN CONSTRUCTION DWGS

CONSULTANT's team will document all team and stakeholder comments and requirements. This will ensure that upon completion of the DRB process all aspects of the design will conform with CITY's vision as well as related requirements and standards.

OUTPUT: Comment / Response / Resolution matrix.

TASK 3.FD.5 FINALIZE 95% COMPLETE DESIGN FOR TRAIN DEPOT PACKAGE / SITE

CONSULTANT's team will prepare PS&E level construction documents. Each PS&E submittal will be submitted to CITY and select stakeholders for review and comments. Stakeholder review comments at each deliverable will be addressed with responses included with the subsequent deliverable.

OUTPUT: Revised 95% Complete Development Submittal for Train Depot Package.

TASK 3.FD.6 DRB REVIEW/APPROVAL OF 95% COMPLETE DESIGN CONSTRUCTION DWGS

CONSULTANT's team will document all team and stakeholder comments and requirements. This will ensure that upon completion of the DRB process all aspects of the design will conform with CITY's vision as well as related requirements and standards.

OUTPUT: Comment / Response / Resolution matrix.

TASK 3.FD.7 FINALIZE 100% COMPLETE DESIGN FOR DEPOT/SITE

CONSULTANT's Team will prepare PS&E level construction documents. Each PS&E submittal will be submitted to CITY and select stakeholders for review and comments. Stakeholder review comments at each deliverable will be addressed with responses included with the subsequent deliverable.

OUTPUT: Revised 100% Complete Development Submittal for Train Depot Package.

AMENDED AS#2 TASK 3.FD.7.1 FINALIZE 100% COMPLETE DESIGN FOR DEPOT/SITE

Added Mezzanine Level for hiding utilities and for concealing four large AC units. Design became more complex with design of plenum. Second level plans and additional detailing required for architectural, structural, mechanical, electrical, plumbing, and fire sprinkler layout. The building is publicly viewable from all sides. There were no adequate locations to hide AC units on the ground level without obstructing with

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facility functions and so the units were relocated to the mezzanine level. Further, as the design developed, it became evident that a mezzanine level would be desired to conceal numerous ductwork connections for supply and return air, hide electrical/smoke alarm/communication conduits and plumbing piping, as well as recessing lights, hiding light sources, and recessing fire sprinklers and associated piping.

OUTPUT: *Enhanced 100% Complete Development Submittal for Train Depot Package to include Mezzanine.*

AMENDED AS#2 TASK 3.FD.7.2 INCORPORATE ADDITIONAL NON-GENDERED RESTROOM

Added an additional restroom per City's request and reconfigured interior layout to accommodate post 100% complete drawings. Revised plans and detailing required for architectural, structural, mechanical, electrical, plumbing, and fire sprinkler layout. Reconfigured other restroom and janitors closet to accommodate.

OUTPUT: *Revised 100% Complete Development Submittal for Train Depot Package to include added restroom.*

AMENDED AS#2 TASK 3.FD.7.3 MISCELLANEOUS FACILITY ENHANCEMENTS

Coordinated additional enhancement, including concealing plumbing within structural steel systems, develop bid alternatives based upon fluctuating market conditions to allow options, and additional input from stakeholder groups such as Chumash tribe representatives, Amtrak representatives, and Bike Coalition representatives.

OUTPUT: *Revised 100% Complete Development Submittal for Train Depot Package to include*

TASK 3.FD.8 BID PACKAGING PREPARATION, QC, AND SUBMITTAL FOR TRAIN DEPOT BUILDING PACKAGE
CONSULTANT's Team will prepare PS&E level construction documents. Each PS&E submittal will be submitted to CITY and select stakeholders for review and comments. Stakeholder review comments at each deliverable will be addressed with responses included with the subsequent deliverable.

OUTPUT: *Revised Bid Package Submittal for Train Depot Package.*

TASK 3.FD.9 REVIEW/APPROVAL OF BID PACKAGE

CONSULTANT will document all team and stakeholder comments and requirements. This will ensure that upon completion of the DRB process all aspects of the design will conform with the CITY's vision and related requirements and standards.

OUTPUT: *Comment / Response / Resolution matrix*

TASK 3.FD.10 FINALIZE AND SUBMIT BID PACKAGE FOR TRAIN DEPOT PACKAGE

Submit technical specification and drawings to the CITY at the final (100%) bid package. The final PS&E construction documents will be suitable for bidding.

OUTPUT: *Submit Final Bid Package Submittal for Train Depot Package. Anticipated deliverables include:*

- Meeting Notes and Schedules
- Construction Document Submittals at 50%, 90% and Final Design (100%).
 - Demolition Plans
 - Construction Plans and Details
 - Irrigation Plans and Details
 - Grading and Utility Plans
 - Planting Plans and Details
 - Architectural Plans and Details

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- Structural Plans and Details
- Civil Plans and Typical Sections
- Structural Engineering Calculations
- Specifications
- SWPPP Documentation
- Opinion of Probable Costs
- Signage and Wayfinding Drawings
- Lighting and Electrical Plans and Details
- Mechanical and Plumbing Plans and Details
- Quality Control Documentation
- Structural/Electrical/Mechanical Engineering Calculations

SOUTH LA PATERA LANE INFRASTRUCTURE PACKAGE

TASK 3.FD.11 65% COMPLETE DESIGN CONSTRUCTION PLANS – ROADWAY PACKAGE

- A. DESIGN REFINEMENT - based upon the CITY's comments, perform revisions to the design.
- B. DEMOLITION PLANS – prepare final demolition coordination plans for site development.
- C. CIVIL GRADING AND UTILITY DESIGN - fire access requirements, utilities, grading and drainage plans, accessibility requirements, and curb ramps. A Water Quality Technical Report (WQTR) will be prepared to address post construction water quality.
- D. SITE CONSTRUCTION PLANS, DETAILS, AND TYPICAL SECTIONS - prepare construction plans indicating materials, finishes, colors, and detail call-outs in a schedule.
- E. PLANTING/IRRIGATION PLANS and DETAILS - prepare final labeled planting plans indicating plant varieties, size, quantity, and locations. Prepare planting details of planting elements. Prepare irrigation plans indicating sprinkler heads, drip systems, piping, valves, and controllers. Prepare irrigation details of irrigation elements.
- F. SPECIFICATIONS - prepare 8 1/2" x 11", typed specifications in the CSI format which describe materials, finishes, and workmanship. Provide standard General Conditions and Special Conditions of CSI Section 1.
- G. OPINION OF PROBABLE COSTS - prepare an opinion of probable construction costs based upon the final design drawings. This will be prepared with contractor's input using historical costs.
- H. QUALITY ASSURANCE / QUALITY CONTROL – The Project Team will follow CONSULTANT's Quality Assurance Procedures as set forth in an approved QAP. CONSULTANT Quality Assurance Manager and will be responsible for coordinating all services provided and activities performed by the team.
- I. SUBMITTAL - submit technical specification and drawings to CITY for review at the 65% package. One round of revisions will be provided due to CITY comments.

OUTPUT: *Submittal of 65% Design Plans, Specifications and Estimates to CITY for review.*

Anticipated Plan Set / preliminary list of plan sheets for this project.

Sheet Description

1	Title Sheet
2	Typical Cross-Sections and Pavement Details
3-5	Roadway Plan & Profile
6-9	Construction Details
10-14	Pavement Delineation & Signs
15-18	Planting Plans and Details (If determined to be included)
19-22	Irrigation Plans and Details (If determined to be included)

AS #1 - 3.FD.11 STREET LIGHTING FOR ROADWAY PACKAGE AND DESIGN REVISIONS

The City has requested street lighting be provided along La Patera Lane. The Civil Engineer shall locate and detail light pole fixtures. The Electrical Engineer will provide Power and Grounding Plans as well as coordinate with SCE for services. In addition, civil engineer requests additional services due to the following:

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- The overall contract term has been extended.
- Costs have increased without adjustment to billing rates. This past year we have seen a substantial increase in costs, specifically labor.
- There are many more meetings that originally scoped, and we anticipate that these meetings will be required for remainder of the project development.
- Multiple 65% design iterations and coordination with City of Santa Barbara and SoCal Gas.
- Separate La Patera into two phased packages.

OUTPUT: Submittal of 95% and 100% Design Plans, Specifications and Estimates to the City of Goleta for review.

TASK 3.FD.12 REVIEW/APPROVAL OF 65% COMPLETE DESIGN CONSTRUCTION DWGS

CONSULTANT's team will prepare PS&E level construction documents. Each PS&E submittal will be submitted to CITY and select stakeholders for review and comments. Stakeholder review comments at each deliverable will be addressed with responses included with the subsequent deliverable.

OUTPUT: Comment / Response / Resolution matrix

TASK 3.FD.13 FINALIZE 95% COMPLETE DESIGN FOR ROADWAY PACKAGE

CONSULTANT's team will prepare PS&E level construction documents. Each PS&E submittal will be submitted to CITY and select stakeholders for review and comments. Stakeholder review comments at each deliverable will be addressed with responses included with the subsequent deliverable.

OUTPUT: Submittal of 95% Design Plans, Specifications and Estimates to the City of Goleta for review.

AMENDED AS#2 TASK 3.FD.13.1/2 REDESIGN 65% COMPLETE DESIGN FOR ROADWAY PACKAGE

CONSULTANT's Team prepared and submitted 65% Complete design on 1/10/2022. After several additional stakeholder meetings, Civil to revise the 65% design to address additional and new recommendations made by the Santa Barbara Bike Coalition (SB Bike). This change also impacts landscape design. These recommendations refocus (prioritize) bicycle and pedestrian modes of transportation to provide better and more accessible connections to the Goleta Train Depot, and important transportation hub for the City.

OUTPUT: Submittal of revised 65% Design Plans, Specifications and Estimates to the City of Goleta for review.

TASK 3.FD.14 REVIEW/APPROVAL OF 95% COMPLETE DESIGN CONSTRUCTION DWGS

CONSULTANT's team will document all team and stakeholder comments and requirements. This will ensure that upon completion that all aspects of the design will conform with the CITY's vision as well as related requirements and standards.

OUTPUT: Comment / Response / Resolution matrix

TASK 3.FD.15 FINALIZE 100% COMPLETE DESIGN FOR ROADWAY PACKAGE

CONSULTANT's team will prepare PS&E level construction documents. Each PS&E submittal will be submitted to CITY and select stakeholders for review and comments. Stakeholder review comments at each deliverable will be addressed with responses included with the subsequent deliverable.

OUTPUT: Submittal of 100% Design Plans, Specifications and Estimates to CITY for review.

TASK 3.FD.16 BID PACKAGING PREPARATION, QC, AND SUBMITTAL FOR ROADWAY PACKAGE

Submit technical specification and drawings to CITY at the final (100%) bid package.

OUTPUT: Submit Bid Package Submittal for Roadway Package

SCOPE OF WORK

TASK 3.FD.17 FINAL REVIEW/APPROVAL OF BID PACKAGE

CONSULTANT's team will document all team and stakeholder comments and requirements. This will ensure that upon completion that all aspects of the design will conform with CITY's vision as well as related requirements and standards.

OUTPUT: Comment / Response / Resolution matrix

TASK 3.FD.18 FINALIZE AND SUBMIT BID PACKAGE FOR ROADWAY PACKAGE

Submit technical specification and drawings to CITY at the final (100%) bid package. The final PS&E construction documents will be suitable for bidding.

AS #1 TASK 3.FD.19 – SUPPORT LEED SILVER OR GOLD CERTIFICATION

The project is seeking LEED v4 BD+C certification at the Silver level minimum, with a goal of Gold. The design team is requesting services from Brightworks to guide the LEED program tracking, documentation coordination, and application during the design phase of the project. While Anil Verma has already prepared a LEED scorecard and provided sustainability coordination meetings amongst the design team, Brightworks will take over during the beginning of the 100% Design phase. Scope of services include:

- LEED PROGRAM AND KICKOFF - Brightworks will review the project's current design documents relative to the LEED v4 rating system and the LEED Scorecard prepared by the design team. A focused LEED Kick-off meeting with the owner and essential members of the design and construction team to review and discuss the preliminary LEED Scorecard relative to the current design and the owner's interests and goals. This meeting will set a tone of collaborative to be carried out over the course of the project. For each and all of the prerequisites and targeted credit strategies, Brightworks will capture critical information about the design relative to LEED requirements, issues to resolved, action items and responsible team member firm(s). After the LEED Kick-off, an updated LEED Scorecard & Program Summary will be prepared.
- DESIGN PHASE LEED INTEGRATION AND MANAGEMENT - Brightworks will work with team members to provide guidance and direction on implementation of strategies to achieve LEED certification. Brightworks will actively track and coordinate team member responsibilities for analysis of sustainability strategies. Brightworks will also coordinate the development of LEED documentation to demonstrate rating system compliance. Brightworks will see that issues for discussion and resolution are documented and distributed to the project team on a regular basis in coordination with the project schedule. Brightworks will facilitate up to six (6) LEED Update Meetings during design phase in-person or virtually and participate in targeted, periodic design team meetings by teleconference to address LEED agenda coordination issues and delivery of final completed documentation.
- RESEARCH, SUPPORT, AND COST ANALYSIS - Investigating and evaluating alternative strategies that meet project goals and fulfill LEED requirements is critical to the success of a LEED project. Brightworks will manage the evaluation of LEED strategies, and assist the team in determining appropriate sustainability strategies are selected. Brightworks will conduct research and provide professional opinions on:
 - Opportunities for advantageous switches from LEEDv4 to v4.1 credit paths
 - Project precedence where similar LEED strategies have been employed
 - Compliance paths for LEED Innovation, Pilot and Exemplary Performance Credits
 - LEED credit interpretations based upon available GBCI data, Brightworks project experience, and formal Credit Interpretation Rulings (CIRs)
 - Green power and carbon offset quotes

SCOPE OF WORK

Brightworks will serve as the project representative in formal inquiries to the US Green Building Council to provide the project team with interpretations and updates on GBCI rulings.

- Brightworks will provide Division 1 Specifications to define the LEED process and contractor responsibilities for this project. These will include:
 - 018114 Sustainable Design Requirements
 - 017419 Construction Waste Management
 - 018119 Construction Indoor Air Quality Management

Brightworks will conduct LEED Specification and Drawings Reviews to confirm inclusion of the LEED requirements into the construction documents. Brightworks will work with the architects' specifications writers at desired points in the schedule to integrate the LEED submittal requirements for material-related performance. Reviews will occur at milestone deliverables including 65% design, 100% design, and one final backcheck.

- Brightworks will coordinate documentation efforts by the project team to submit a design phase review to GBCI at the completion of Permit Documents. Brightworks will assist with documentation completion for some credits, but we cannot document LEED prerequisites or credits requiring engineering calculations or confirmation of completion by a licensed expert. Brightworks will review all documentation prior to submitting for review, engaging in an internal peer review process to minimize the potential for rejection of submittals by GBCI. Once we have determined that the project documentation is complete, we will submit the project for LEED review and advise the project team on responses to comments returned by GBCI in the review process. Brightworks will make sure submittals are complete, consistent, and finished in a timely manner so that design phase credits can be awarded with three to six months of the completion of Permit Documents.

Project Assumptions:

- Energy model for compliance with LEED prerequisite Minimum Energy Performance and credit Optimize Energy Performance is performed by MEP firm or a third-party energy modeling consultant. Brightworks is not conducting energy modeling for LEED compliance or for Title 24 code compliance.
- Scope of services does not include construction-phase LEED services. Scope of services includes only tasks up to final review and approval of the design-phase LEED application and associated credits. Brightworks can provide a scope of services and fee proposal for construction-phase LEED certification management upon request.
- Design team to register the project in the LEED Online portal. Fees to USGBC shall be provided by the City either directly or as an ODC reimbursed to the design team.

The Design Team will support Brightview in attending up to three meetings and preparing one submission of drawing package for documentation relating to our Scope of Works in support of LEED application.

***OUTPUT:** Submittal of 95% Design Plans, Specifications and Estimates to the City of Goleta for review.*

AMENDED AS #2 TASK 3.FD.19.1 LEED COORDINATION

Additional Allowance for Sustainability Sub-Consultant for LEED Credit Packaging and submission during design phase to GBCI's website.

***OUTPUT:** LEED Submission to GBCI*

SCOPE OF WORK

AS #1 TASK 3.FD.20 – FIRE PROTECTION DESIGN DRAWINGS / SPRINKLER DESIGN

The Design Team shall develop Fire Protection sprinkler drawings, including floor plans, riser diagrams, details, and general notes. These drawings will identify the work to coordinate with the plumbing design drawings. Block diagrams will be represented in the floor plans with the required fire hazard hydraulic criteria. The consultant's sprinkler scope drawings are scope in nature, and the Sprinkler Contractor in combination with the contractor's Sprinkler Engineer of Record (EOR) shall prepare the detailed hydraulic calculations with pipe sizing and the sprinkler head placement. The Sprinkler Contractor (the installed Engineer-of-Record) is assumed to submit the Final Drawings to the all-necessary agencies and the insurance carrier for Final approval.

OUTPUT: *Submittal of 100% Design Plans, Specifications and Estimates to the City of Goleta for review.*

ROADWAY PACKAGE ASSUMPTIONS:

- A. *No permits are anticipated for Roadway Package. This is a CITY project. The roadway work is within the existing CITY right-of-way. The CITY's internal review process includes a review by Public Works.*
- B. *DRB meetings are anticipated to address: cross-section elements and widths (sidewalk, bike lanes, parking and travel lanes); parkway/planter options and street lighting.*
- C. *Utility relocations are not anticipated. The roadwork involves new curb, gutter and sidewalk. The existing utility poles and overhead lines are anticipated to be protected in place however coordination with the utility agency may be required to provide alternative supports. CONSULTANT team will identify utility-project conflicts, if they occur, and notify the project team and utility owner.*
- D. *While surface drainage is anticipated, below grade storm drain systems are not anticipated.*
- E. *Additional impervious area is less than the thresholds for engineer-prepared water pollution and erosion control plans. Design will incorporate pervious pavement, bio-retention areas or drywells, as recommended by the geotechnical engineer.*

OUTPUT: *Submit Final Bid Package Submittal for Roadway Package. Anticipated deliverables include:*

- Meeting Notes and Schedules
- Construction Document Submittals at 50%, 90% and Final Design (100%).
 - Demolition Plans
 - Construction Plans and Details
 - Irrigation Plans and Details
 - Civil Plans, Profiles, and Typical Sections
 - Grading and Utility Plans
 - Planting Plans and Details
 - Specifications
- Quality Control Documentation
- Opinion of Probable Costs
- Structural/Electrical Engineering Calculations

PHASE 3.P

PERMITS

Duration: 3 Months

Upon approval of the 100% complete design package by CITY and other public agencies, CONSULTANT shall prepare construction documents (plans and specifications) and submit them to CITY.

TASK 3.P.1A SECURE CITY PUBLIC WORKS APPROVAL FOR ROADWAY PACKAGE

The complete plan check submittal will be provided to the CITY's Public Works Department including the civil, utilities, irrigation, and landscaping. CONSULTANT team will receive plan check approvals from required CITY divisions and outside agencies as needed for construction building permits.

OUTPUT: *Approved Roadway Package*

SCOPE OF WORK

TASK 3.P.1B SECURE CITY DEVELOPMENT PERMIT FOR TRAIN DEPOT PACKAGE

The complete plan check submittal will be provided to CITY Building Department including the architectural, civil, mechanical, structural, electrical, plumbing, irrigation, and landscaping. CONSULTANT team will receive plan check approvals from required CITY divisions and outside agencies as needed for construction building permits.

OUTPUT: Approved Train Depot Package

SECURE OTHER PERMITS

TASK 3-P-2A SBCAPCD EXEMPTION

CONSULTANT's team will coordinate with the Santa Barbara County Air Pollution Control District (SBCAPCD) to file the appropriate permit or exemption for the Roadway Project and the Train Depot Project. It is anticipated that these projects will not include any stationary emission sources or emission-generating activities that would require a permit; therefore, for cost estimating purposes, CONSULTANT's team assumes that filing an exemption will be appropriate for each of these projects.

TASK 3-P-2 CONSTRUCTION GENERAL PERMIT COMPLIANCE

CONSULTANT's team will assist the CITY with filing the required documents for a Notice of Intent (NOI) on the SMARTS database for the Train Depot Project. CONSULTANT's team will prepare a site-specific Stormwater Pollution Prevention Plan (SWPPP) in compliance with the Construction General Permit 2009-0009-DWQ (as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ). SWPPP preparation will include conducting applicable research, review and calculations, and developing applicable appendices and attachments (e.g., phase specific sampling and monitoring plans, spill response plan, and Water Pollution Control Drawings). SWPPP will address the site-specific risk level assessment and develop a plan for inspection and compliance requirements. CONSULTANT's team will also prepare a Construction Site Monitoring Plan (CSMP) for each of the projects that will include the visual monitoring requirements and schedule to conduct SWPPP inspections necessary to comply with the Construction General Permit. The soil disturbance for the Roadway Package is intended to be less than 1 acre and so a Contractor prepared Water Pollution Control Plan is appropriate for construction. No specific engineer-prepared reporting is anticipated for the Roadway Package.

AMENDED AS#2 TASK 3-P-2.1 STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

CONSULTANT's team will prepare a site-specific Stormwater Pollution Prevention Plan (SWPPP) in compliance with the Construction General Permit. Additional information required by the state for projects starting construction after September of 2023 will be addressed.

AMENDED AS#2 TASK 3-P-2.2 MISCELLANEOUS GEOTECHNICAL SERVICES

Provide geotechnical review and comments of structural drawings. Backcheck and prepare memorandum of certification of structural drawings. Provide geotechnical site visit, inspection, review, and recommendations for treatment of concrete paving to be protected and remain.

OUTPUT: Geotechnical Certification. Memorandum of recommendations for existing concrete

TASK 3-P-3 CONSISTENCY DETERMINATION WITH SANTA BARBARA AIRPORT

CONSULTANT's team will review all applicable documents, including the Santa Barbara County Airport Land Use Compatibility Plan and Santa Barbara Airport Master Plan, to determine compatibility of the Roadway Project and the Train Depot Project with the Santa Barbara Airport. This task includes an analysis of all compatibility factors, including overflight, airspace protection, noise, and safety. CONSULTANT's team will prepare a brief memorandum for each project to discuss findings.

SCOPE OF WORK

TASK 3-P-4 BIOLOGICAL PERMITTING MEMORANDUM

CONSULTANT's team will investigate whether the Roadway Project and the Train Depot Project will require biological permits under federal and state statutes such as the Clean Water Act, Endangered Species Act, California Endangered Species Act, Porter-Cologne Water Quality Control Act, and California Fish and Game Code. CONSULTANT's team biologists are extremely familiar with the biological resources of CITY, and CONSULTANT believes that it is highly unlikely that either of the project sites has potential to support listed species or regulated aquatic resources. Under this task, CONSULTANT's team will prepare a memorandum for each project describing the biological regulatory context and substantiating why no federal or state biological permits are required. In the unlikely occurrence that a regulated biological resource is present on one of the sites, CONSULTANT's team will work with the CITY to address the resource in the most beneficial manner for the applicable project. If resources cannot be avoided and permits are needed, CONSULTANT will work with CITY and permitting agencies to ensure that permits are timely and reasonably conditioned. While permitting is not anticipated, they can be conducted under a separate authorization.

PHASE 4.A BID ASSISTANCE 5 Months

CONSULTANT's team will support CITY during bidding and continue all project controls and reporting as required. CONSULTANT will participate in stakeholder coordination as needed and manage all requests, information, and coordination with our subconsultants. Assistance is not currently part of the scope and excluded at this time.

TASK 1 PRE-BID MEETINGS – attend a pre-bid meeting coordinated by City staff.

TASK 2 BIDDING SUPPORT (Single Package) – consultant to provide necessary interpretations to bidding contractors and subcontractors. Issue addenda as required. (One Round of comments)

TASK 3 ADDENDA/REVISIONS - provide clarification, revisions, and addenda, as needed, to the Construction Documents.

TASK 4 REVIEW BIDS AND EVALUATE LOWEST RESPONSIBLE BIDDER - AVA will assist the City in analysis of the bids and assist the City in recommending the lowest responsible bidder.

OUTPUT: Pre-Bid Clarifications and Bid Addenda, Review Comments

PHASE 4.B DESIGN SUPPORT UNDER CONSTRUCTION (NIC – future services) 25 Months

CONSULTANT's team will support CITY and Construction Manager during construction and continue all project controls and reporting as required. CONSULTANT will attend the Pre-Construction Meeting at CITY, participate in stakeholder coordination as needed, and manage requests, information, and coordination with our subconsultants. CONSULTANT will work with CITY to prepare construction bulletins and will attend regular jobsite meetings and perform site observations of the construction. When requested in writing by CITY, CONSULTANT will review and respond to Requests for Information (RFIs), Change Requests (CR), Contractor progress payment requests, or Contract Change Orders (CCO). The project team will review shop drawings and submittals for the project, as requested by CITY. CONSULTANT's team will complete a final site walk, along with CITY Project Manager or Construction Inspector at substantial completion of construction. CONSULTANT will create a comprehensive list of items needed to be complete to meet all project permit requirements and design objectives.

OUTPUT: Bid Addenda, RFI / Submittal Responses, Field Reports, and Final punch list items to be completed.

SCOPE OF WORK

PHASE 4.C **RECORD DRAWINGS AND PROJECT CLOSEOUT (NIC – optional future services)**

Upon completion of the construction contract, CONSULTANT will prepare record drawings by updating the original project "as- advertised" plan sheets showing changes that occurred during construction. Record drawings will be prepared by transferring the updates from red-marked plans received from CITY and markups recorded by the project team during construction. The record drawings will be completed in the as-advertised project CADD AutoCAD files. "Record Drawing" cells will be included on each plan sheet and updates will be clouded to provide distinction from the original design.

OUTPUT:

- *One (1) 11"x17" set of record drawings for submittal to CITY for both the Train Depot Package and the Roadway Package.*
- *One set of final record drawings in PDF format.*
- *One set of record drawing CADD files in AutoCAD 2010 format.*

SCHEDULE 2 – ASSUMPTIONS AND OUT-OF-SCOPE ITEMS

The following are assumptions or expressly excluded from the scope of services "Schedule 1:"

- PACKAGING - the project is assumed to be designed as two separate packages, a single package for the Train Depot site and two packages for the Roadway (within right-of-way) utilizing CAD or Revit software.
- FEES - payment of any governmental fees, permits or assessments to be by others.
- CHANGES - CITY or outside agency changes in program, schedule, consultant team or redesign.
- OPTIONAL NEPA COMPLIANCE TASK - If the CITY also obtains federal funding, CONSULTANT team will prepare required NEPA compliance documentation for the project. Scope of work assumes preparation of a NEPA Categorical Exclusion (CE) supported by the following standalone technical studies: Stormwater Data Report, Water Quality Assessment Report, Air Quality Technical Memorandum, Greenhouse Gas/Climate Change Study, Noise Technical Study, Initial Site Assessment, Natural Environment Study, Archaeological Survey Report, Historical Resources Evaluation Report, Historic Property Survey Report, and Visual Impact Assessment Report.
- BORING TRAFFIC CONTROL - "No Parking" signs will be placed in areas of borings a minimum of 48 hours in advance. CONSULTANT requests that CITY provide towing services in the event that a vehicle is parked in the work area in addition to providing barricades. Due to the depth of the static groundwater level, we do not anticipate needing a drilling permit from the County of Santa Barbara.
- TENANT IMPROVEMENTS – not a part, will be negotiated if out of sequence.
- CONSTRUCTION-PHASE SERVICES: It is understood and agreed that the design process cannot be completed until the Project which is the subject of this Agreement is actually constructed. It is further understood and agreed that, if construction-phase services are provided for under this Agreement, such services are essential to the completion of the professional services for which CONSULTANT is being retained. CITY acknowledges that the premature termination of CONSULTANT's services prior to substantial completion of the Project will significantly increase the risk of loss resulting, among other causes, from misinterpretation of the intent of the design, unauthorized modifications, and failure to detect errors or omissions in the plans and specifications before they become costly mistakes built into the Project. Therefore, CITY agrees that, if the services to be provided by CONSULTANT under this Agreement do not include construction-phase services, or, if this Agreement is terminated prior to substantial completion of the Project, CITY will indemnify CONSULTANT and hold CONSULTANT harmless from and against any and all claims, demands, losses, costs, liabilities and damages, including, without limitation, reasonable attorneys' fees and expenses and excepting only those claims, demands, losses, costs, liabilities and damages arising out of the negligence of CONSULTANT.

SCOPE OF WORK

- H. PREPARATION OF AS-BUILT DRAWINGS - Not a part of these services. CONSULTANT shall review the Record Drawings prepared by the landscape contractor for completeness in accordance to the specs. Preparation of Record Drawings will be prepared under future services.
- I. SCHEDULE – Deliverable timelines set herein are based upon schedules set forth in the CITY’s RFP. CONSULTANT shall plan to follow milestones set herein but shall not be held responsible for schedule delays caused by stakeholders, construction delays, or other third-party impacts that are outside CONSULTANT’s control. Some adjustments have been indicated herein based upon delayed start date. Adjusted schedule to be developed.
- J. CONSULTANT’s team will apply sustainable principles at each scale of design to achieve critical resource reductions. CONSULTANT’s team will consider sustainable concepts and discuss with CITY on how each concept will contribute to the project’s sustainable goals. The team will meet the CITY’s requirement of meeting LEED Silver Standards for potential Certification. Certification documentation and submittal not included but can be provided as an optional service.
- K. In September 2013, the Governor’s Office signed Senate Bill 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under the California Environmental Quality Act. Within the State’s CEQA Guidelines, these changes include the elimination of auto delay, Level of Service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies Vehicle Miles Traveled (VMT) as the most appropriate CEQA transportation metric, along with the elimination of Auto Delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that auto delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions. The California Governor’s Office of Planning and Research (OPR) has provided guidance to implement SB 743. Per OPR’s revisions to the CEQA guidelines, a lead agency may elect to be governed by the VMT guidelines immediately. However, beginning July 1, 2020, the VMT guidelines shall apply Statewide. To date, the City has not adopted a methodology or corresponding thresholds of significance for purposes of evaluating the potential traffic impacts of development projects based on VMT. Accordingly, this proposal assumes the analysis of project-related traffic impacts will be prepared based on the City’s current LOS-based methodology and thresholds of significance.

SCOPE OF WORK

PROPOSAL
PROFESSIONAL DESIGN SERVICES FOR THE
GOLETA TRAIN DEPOT PROJECT, CITY OF GOLETA, CA

~~May 22, 2019~~

~~May 15, 2022~~

AMENDED

May 25, 2023

SCHEDULE 3 - FEES

Fees are budget amounts estimated for the services described. The work will be provided on a task basis with an agreed hourly allowance amount for each task appropriate to a detailed scope prepared at that time. Contract and payment terms according to mutual agreement.

TIME AND MATERIALS FEE ESTIMATE

PHASE 1.PM	PROJECT MANAGEMENT PHASE 1	\$72,059.00
AS#1 PHASE 1.PM	(RailPros) \$10,806.00	
PHASE 1.PD	PRELIMINARY DESIGN	\$281,150.00
PHASE 1.PE	PRELIMINARY ENVIRONMENTAL / TECHNICAL STUDIES	\$96,938.00
AS #2 AMENDED PHASE 1.PE.4G	FINAL DESIGN (ROADWAY PACKAGE-TRAFFIC ENGR)	\$2,086.00
PHASE 2.PM	PROJECT MANAGEMENT PHASE 2	\$91,890.00
PHASE 2.PD	PRELIMINARY DESIGN (35% TRAIN DEPOT PACKAGE)	\$429,387.00
AMENDED PHASE 2.PD	PRELIMINARY DESIGN (35% TRAIN DEPOT PACKAGE)	\$86,938.00
PHASE 2.PD	PRELIMINARY DESIGN (35% ROADWAY PACKAGE)	\$47,276.00
PHASE 2.E	ENVIRONMENTAL DOCUMENTATION	\$138,031.00
PHASE 3.PM	PROJECT MANAGEMENT PHASE 3	\$139,708.00
AS #1 PHASE 3.PM	PROJECT MANAGEMENT PHASE 3	\$10,000.00
AS #2 AMENDED PHASE 3.PM	PROJECT MANAGEMENT PHASE 3	\$15,500.00
PHASE 3.FD	FINAL DESIGN (65%, 95%, 100% TRAIN DEPOT PACKAGE)	\$783,173.00
AS #1 PHASE 3.	FD FINAL DESIGN (65%, 95%, 100% TD PACKAGE)	\$86,151.00
AS #1 PHASE 3.FD.19	LEED CERTIFICATION (TRAIN DEPOT PACKAGE)	\$56,836.00
AS #2 AMENDED PHASE 3.FD.19.1	TRAIN DEPOT PACKAGE-LEED CONSULTANT	\$5,000.00
AS #1 PHASE 3.FD	FIRE PROTECTION DESIGN (TRAIN DEPOT PACKAGE)	\$32,331.00
PHASE 3.PD	FINAL DESIGN (65%, 95%, 100% ROADWAY PACKAGE)	\$137,420.00
AS #2 AMENDED PHASE 3.FD.13.1	FINAL DESIGN (ROADWAY PACKAGE-CIVIL)	\$45,000.00
AS #1 PHASE 3.PD	LIGHTING FOR ROADWAY PACKAGE AND REVISIONS	\$34,650.00
AS #2 AMENDED PHASE 3.FD.7.1	FINAL DESIGN (100% TRAIN DEPOT PACKAGE-MEZZANINE)	\$48,000.00
AS #2 AMENDED PHASE 3.FD.7.2	FINAL DESIGN (100% TRAIN DEPOT PACKAGE-RESTROOM)	\$38,000.00
AS #2 AMENDED PHASE 3.FD.7.3	FINAL DESIGN (100% TRAIN DEPOT PACKAGE-MISC.)	\$49,000.00
PHASE 3.P	PERMITS	\$45,006.00
AS #2 AMENDED PHASE 3.P.2.1	SWPPP (TRAIN DEPOT PACKAGE-GEOTECHNICAL ENGR)	\$4,500.00
AS #2 AMENDED PHASE 3.P.2.2	MISCELLANEOUS GEOTECHNICAL SERVICES	\$3,000.00
PHASE 4A	BID ASSISTANCE	\$61,245.00
	ESTIMATED FEE	<u>\$2,262,038.00</u>
	AS #1 ESTIMATED FEE	<u>\$378,957.00</u>
	AS #2 ESTIMATED FEE	<u>\$215,586.00</u>
	AMENDED ESTIMATED TOTAL FEE	<u>\$2,856,581.00</u>
STAGE 4B	DESIGN SUPPORT UNDER CONSTRUCTION	NIC / TBD
STAGE 4C	RECORD DRAWINGS AND PROJECT CLOSEOUT	NIC / TBD

ODCs / REIMBURSABLE EXPENSES:

Reproductions, CADD plots, mileage, travel costs, shipping expenses are in addition to the fee amount at cost plus 10% or directly charged Client account.

REIMBURSABLE ALLOWANCE

\$95,492.00

Amended Scope July 25, 2023 based upon Refined Scope of Services May 22, 2019 and May 15, 2022

City of Goleta

ATTACHMENT 3

Amendment No. 1 to Professional Design Services Agreement 2019-042 with Anil Verma Associates (AVA), Inc. for the Goleta Train Depot Project, including original scope of work, Exhibit A, and expanded scope of work, Exhibit A-1