

SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



ITEM
3.38
(ID # 9346)

MEETING DATE:
Tuesday, May 21, 2019

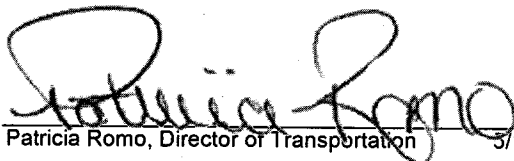
FROM : TLMA-TRANSPORTATION:

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY-TRANSPORTATION:
Ratify and Approve Amendment No. 2 to the agreement between the County of Riverside and Kimley Horn and Associates Inc. for Engineering and Environmental Services on the Interstate 10 Bypass Project in the Cabazon Area. 5th District [\$100,000 Current FY, \$335,064 19/20 FY; \$3,280,141 Total], Local Funds 100%

RECOMMENDED MOTION: That the Board of Supervisors:

1. Ratify and Approve Amendment No. 2 to the Agreement between the County of Riverside and Kimley Horn and Associates Inc. for Engineering and Environmental Services on the Interstate 10 Bypass Project in the Cabazon Area for Fiscal Years 18/19-20/21, and authorize the Chairman of the board to execute the same.

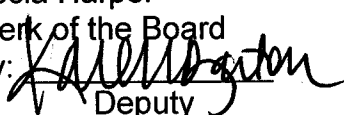
ACTION:Policy


Patricia Romo, Director of Transportation 5/10/2019

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Perez, seconded by Supervisor Jeffries and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Spiegel, Washington, Perez and Hewitt
Nays: None
Absent: None
Date: May 21, 2019
xc: Transp.

Kecia Harper
Clerk of the Board
By: 
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ 100,000	\$ 335,064	\$ 3,280,141	\$ N/A
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ N/A
SOURCE OF FUNDS: Gas Tax (100%). No General Funds are used on this Project.			Budget Adjustment: No	
			For Fiscal Year: 18/19-20/21	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

On February 28, 2012 (Item 3-60), the County of Riverside Board of Supervisors (Board) approved the Engineering and Environmental Services Contract between the County of Riverside Transportation Department (County) and Kimley Horn and Associates Inc. to prepare preliminary engineering and environmental documentation for a new local roadway between the community of Cabazon and the City of Banning. The roadway is necessary to provide an alternate to Interstate 10 (I-10) through the San Gorgonio pass area between Hathaway Street in the City of Banning to the Morongo Trail interchange on I-10 near the community of Cabazon. Over the past several years, incidents have occurred on I-10, causing a partial or full closure of the interstate. The new road connection will improve public safety and facilitate local trips between the communities that can avoid the freeway, and serve as an alternate route in the event of a freeway incident. The project team has considered various alignments in coordination with the project stakeholders including property owners, the Morongo Band of Mission Indians, the City of Banning, the Bureau of Indian Affairs, the community of Cabazon, and the utility owners and regulatory agencies.

The Project's draft environmental document (draft ED) was circulated for public comment in 2018. Following the circulation of the draft ED, the County made the decision to recirculate the draft ED based on public comment and the decision to identify a locally preferred alternative based on recent case law. The revised draft ED is expected to be released in June 2019

The Board approved Amendment No. 1 of the Agreement on September 22, 2015 (Item 3-28) due to the unanticipated costs to complete a Complex Environmental Assessment and additional alternative analysis.

Amendment No. 2 is needed to cover the costs associated with recirculation of the environmental document. The additional services are estimated to cost \$435,064, including a 10% contingency. Final environmental approval is anticipated in early 2020.

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

The Transportation Department is recommending that the agreement be ratified to extend the termination date of the agreement from July 31, 2018 to December 31, 2020, or completion of the Environmental phase of the project, whichever is sooner.

Impact on Residents and Businesses

The I-10 Bypass will provide a local road alternative to I-10 between the City of Banning and the community of Cabazon, where there are no local road connections between the communities today. The I-10 Bypass is one component of the "I-10 lifeline" improvements that span a nearly 20-mile section between Palm Springs and Banning that creates a continuous alternative to I-10. It will provide for alternate road facilities to bypass I-10 in the event of an emergency.

Additional Fiscal Information

Amendment No. 2 proposes to increase the budget by \$435,064.

Original Contract	\$2,321,744
Amendment No.1	\$ 523,333
Amendment No.2	<u>\$ 435,064</u>
Total Contract	\$3,280,141

Amendment No. 2 will be funded 100% by Gas Tax. No General Funds will be used on this project.

ATTACHMENTS

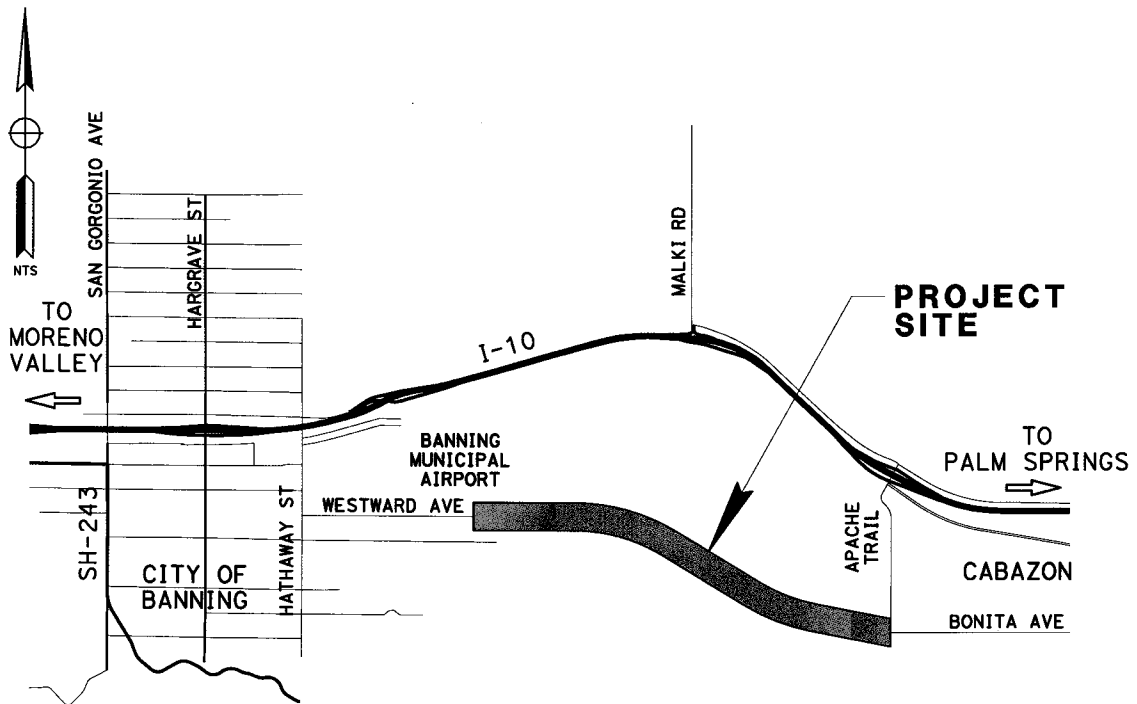
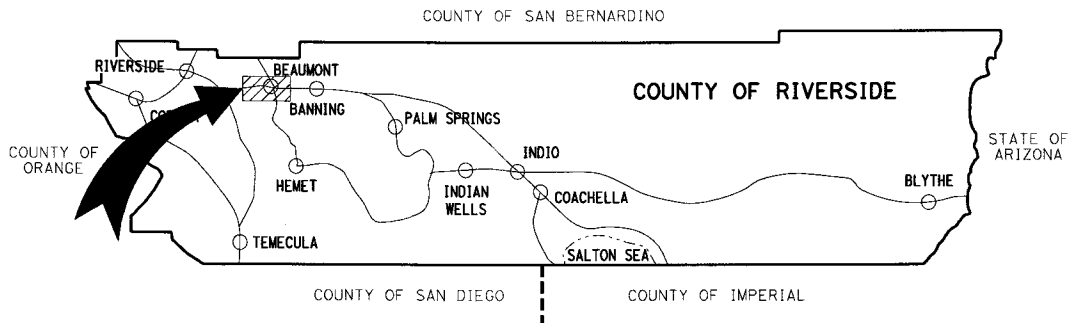
Vicinity Map
Amendment 2



Gregory V. Prietos, Director County Counsel 5/15/2019

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

I-10 BYPASS
BYPASS FROM BANNING TO CABAZON
CITY OF BANNING
PROJECT No. B7-0776



VICINITY MAP
TOWNSHIP 38 RANGE 1E SECTION 10
COUNTY ROAD BOOK PAGE No. 139

AMENDMENT NO. 2

AMENDMENT TO AGREEMENT BETWEEN

THE COUNTY OF RIVERSIDE AND KIMLEY-HORN AND ASSOCIATES, INC.

FOR THE I-10 BYPASS PRELIMINARY ENGINEERING AND ENVIRONMENTAL SERVICES PROJECT

THIS AMENDMENT NO. 2 (hereinafter the "Amendment") to an agreement is made and entered into as of this 21st day of May, 2019, by and between the County of Riverside, a political subdivision of the State of California (hereinafter the "COUNTY"), and Kimley-Horn and Associates, Inc., a North Carolina corporation (hereinafter "ENGINEER").

RECITALS

- A. COUNTY and ENGINEER have entered in an agreement entitled "Engineering Services Agreement, I-10 Bypass Preliminary Engineering and Environmental Services, between the County of Riverside on behalf of Transportation Department and Kimley-Horn and Associates, Inc." that is dated February 28, 2012 (hereinafter the "Agreement") and amended on September 22, 2015. The Agreement provides the terms and conditions, scope of work, schedule and budget for the performance of professional and technical services necessary to prepare an environmental document and preliminary engineering.
- B. The parties desire to amend the Agreement Appendix A – SCOPE OF SERVICES, Appendix B – SCHEDULE OF SERVICES, and Appendix C – BUDGET in order to include additional services, extend the current schedule and increase the budget to cover the additional services.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants hereinafter contained, the parties agree as follows:

1. To amend Article VI. Subsection B referring to the not to exceed amount of the contract to provide a new not to exceed amount of \$3,280,141. New totals for contractor totals are reflected in Appendix C2.
2. To amend the Agreement to include the additional services required as a result of project changes, as identified in Appendix A2 – ADDITIONAL SERVICES. Detailed descriptions of the additional services are provided in Appendix A2 of this Amendment, attached hereto and incorporated by this reference.
3. To amend the Agreement Appendix B – SCHEDULE OF SERVICES to extend the project completion from July 31, 2018 to December 31, 2020.
4. To amend the Agreement Appendix C – BUDGET include Appendix C2 including Direct Salary Rates and the

I-10 BYPASS PRELIMINARY ENGINEERING AND ENVIRONMENTAL SERVICES

1 costs for the additional services described in Appendix A2 as detailed in Appendix C2, attached hereto and
2 incorporated by this reference. The current Agreement budget of \$2,845,077.00 is to be increased by
3 \$435,064 (\$395,513 plus a 10% contingency of \$39,551) for a total budget amount of \$3,280,141.00.

- 4
- 5 5. All references to Appendix A regarding scope of work shall hereafter be read as referring to Appendix A and
6 Appendix A2. All references to Appendix C budget shall hereafter be read as referring to Appendix C and
7 Appendix C2.
- 8 6. Except to the extent specifically modified or amended hereunder, all of the terms, covenants and conditions of
9 the Agreement as approved on February 28, 2012 and amended on September 22, 2015 shall remain in full
10 force and effect between the parties hereto.


11 IN WITNESS HEREOF, the parties hereto have caused this Amendment to the Agreement to be duly executed
12 this day and year first written above.

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ARTICLE VII • APPROVALS

COUNTY Approvals

RECOMMENDED FOR APPROVAL:

 PR Dated: 5/14/19


PATRICIA ROMO

Director

Juan C. Perez
Asst. CEO/TLMA Director

APPROVED AS TO FORM:


County Counsel

 Dated: 5/14/19

SYNTHIA M. GUNZEL

Chief Deputy County Counsel

APPROVAL BY THE BOARD OF SUPERVISORS

 Dated: MAY 21 2019

KEVIN JEFFRIES

PRINTED NAME

Chairman, Riverside County Board of Supervisors

ATTEST:

 Dated: MAY 21 2019

KECIA HARPER

Clerk, Board of Supervisors

ENGINEER Approvals

ENGINEER:

 Dated: 2/19/19

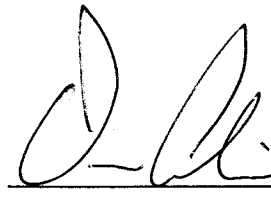
Dennis Landaal, PE

PRINTED NAME

Sr. Vice President

TITLE

ENGINEER:

 Dated: 2/19/19

Darren Adrian, PE

PRINTED NAME

Secretary

TITLE

APPENDIX A2 - ADDITIONAL SERVICES

The following is a detailed description of the additional services:

Task 1. Recirculate Draft EIR/EA

During the public review period, it was decided to update the Draft EIR/EA documents to identify a Locally Preferred Alternative (LPA) because of the recent Case in Washoe Meadows Community v. Department of Parks and Recreation. Since this requires recirculation of the Draft EIR/EA, updates will also be made to address comments received during the public review period that ended on April 30th, 2018. The approved scope of work included an estimate for effort to address comments on the Draft EIR/EA; however, it did not include recirculation of the Draft EIR/EA.

This requires revisions to the Draft EIR/EA Executive Summary and Chapter 1 to add the discussion of the LPA per the Caltrans Annotated Outline. Revisions associated with comments during the public review period are anticipated to include revisions to the following topics in the Draft EIR/EA: Alternatives Considered but Eliminated, Traffic on Local Roads, Truck Regulations, Stream Crossings, Wildlife Crossing, and Compliance with MSHCPs. It also involves reviewing recent changes for Drainage design related to the "Check Flood" which is a minimum 200-year storm event and making appropriate revisions in the Hydrology and Floodplains Section. Revisions to technical studies are not anticipated to be necessary, with the possible exception of the NES. Any revisions to the NES are anticipated to occur in the form of an errata sheet. While these revisions do not constitute a formal response to public comments, they will require the effort of both planning and technical staff to supplement the current analysis in the Draft EIR/EA. Kimley-Horn anticipates up to two rounds of comments from the County, Caltrans District 8 and Caltrans Headquarters on the revised document prior to recirculation.

Recirculation of the Draft EIR/EA will encompass the following tasks: 1) Update the Notice of Availability and Notice of Completion; 2) Update the distribution and mailing list to include commenters from the first public review period; 3) Reproduction of the Recirculated Document. It is anticipated: 15 hard copies of the executive summary, 15 CDs, and 1 NOC to the State Clearinghouse; 3 hard copies of the Draft EIR/EA and errata for the technical studies and 5 CDs to the County; 1 hard copy of the Draft EIR/EA and errata to Caltrans; and 1 hard copy of the Draft EIR/EA, errata and full technical studies and 1 CD to each of the two libraries. Reproduction of any hard copies of technical studies for the County or Caltrans are not expected, as the errata for these studies will be submitted. However, full technical studies and accompanying errata

1 will be produced for the libraries in the case the original technical studies are no longer held by the
2 libraries. The County will be responsible for mailing notices based on the radius list. Kimley-Horn will be
3 responsible for mailing notices to agencies and interested parties.

4 **Task 2. Section 7 Consultation**

5 The original scope and budget did not include Section 7 consultation, as habitat surveys had not been
6 completed and habitat suitability for various endangered species had not yet been determined. Upon
7 surveying the Biological Study Area (BSA), Kimley-Horn determined that marginally suitable habitat for
8 desert tortoise was present within the project area. This determination triggered the need for Section 7
9 consultation. Kimley-Horn will provide Federal Endangered Species Act (FESA) Section 7 consultation
10 support to the project team including Caltrans and the Morongo Band of Mission Indians (Tribe). Support
11 may include drafting FESA Section 7 initiation letters to initiate Section 7 consultation with USFWS (one
12 letter for Caltrans and one letter for the Tribe); two meetings/coordination with the project team, Caltrans,
13 Tribe, and USFWS; providing previously prepared reports, species observation locations, shapefiles, and
14 maps of the proposed site disturbances.

15 **Task 3. CEQA Noise**

16 The approved scope of work for the CEQA noise analysis included additional analysis outside of the
17 Project footprint to the east in Cabazon at four sensitive noise receptors. As the results from the noise
18 evaluation came in, it was evident that the project had impacts that needed to be evaluated in more detail
19 and to the west of the project limits in the City of Banning. Approximately 30 sensitive noise receptors were
20 further evaluated in the City of Banning and in Cabazon where noise levels would exceed the threshold for
21 significant noise impacts under CEQA. The results of the CEQA noise analysis were incorporated into the
22 Chapter 3 CEQA analysis in the Draft EIR/EA.

23 Due to the unique physical conditions with potential impacts to house frontages and adjacent properties
24 with varying conditions, multiple conference calls and a site visit were necessary to agree on the
25 methodology associated with the CEQA analysis. In addition, upon completion of methodology
26 discussions, noise staff ran additional traffic noise models as well as numerous noise barrier/noise
27 reduction calculations to assess multiple noise mitigation options.

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2 Task 4. Annotated Outline Updates

3 In 2017, Caltrans began a process for implementing significant updates to the EIR/EA Annotated Outline.
4 This was not included in the approved scope of work and impacted the Draft EIR/EA that was undergoing
5 agency review. The document had to be updated according to the 2017 Environmental Document
6 Annotated Outlines Update, Summary of Changes and "Grandfathering" Guidelines dated August 4, 2017.
7 Draft documents in progress that would circulate prior to December 31, 2017 were required to make the
8 changes outlined in the grandfathering guidelines. The Team updated the Draft EIR/EA as required by the
9 grandfathering guidelines. Changes included the following:

- 10 • The new NEPA Assignment language must be used on the Cover Sheet.
- 11 • The NEPA Assignment language at the beginning of the Summary or Chapter 1 (as applicable) must
12 be updated.
- 13 • The "Joint CEQA/NEPA Document Boilerplate" language must be updated to reflect the new NEPA
14 Assignment MOU.
- 15 • Projects that are "capacity-increasing or a major street or highway lane alignment" and that were newly
16 approved for programming after January 1, 2017 must discuss the feasibility of reversible lanes as a
17 project alternative.
- 18 • The new guidance must be followed in the "Topics Considered but Determined not to be Relevant"
19 section.
- 20 • In Cultural Resources, update the PA reference, include a discussion of tribal cultural resources (as
21 applicable), and include the effects findings for each resource and the project as a whole.
- 22 • The document must state whether or not there is a significant floodplain encroachment, and if there is
23 an "Only Practicable Alternative Finding" is required in the final document.
- 24 • The final document must contain FHWA's Conformity Determination as either an appendix or in the
25 "Comments and Coordination" chapter.
- 26 • The draft document must include preliminary effect findings (anticipated effects) for each
27 listed/proposed species and/or critical habitat and the final document must include an Effect Finding for
28 each listed/proposed species and/or critical habitat.

1 Task 5. Complex EA Process

2 Caltrans Headquarters involvement for the Complex EA process required effort for elements out of the
3 approved scope of work, including justification for the approved Project Description; analysis and
4 documentation for energy and paleo; updates to eight of the previously approved tech studies with errata
5 sheets; and coordination with the County, Caltrans District 8 and Headquarters for each of these items.

6 Task 6. Public Coordination

7 The approved scope of work encompassed three public meetings consisting of a Public Information
8 Meeting, Public Scoping Meeting and the Public Hearing. In addition, the City of Banning requested two
9 additional meetings and it was necessary for the team to participate in a West Desert Municipal Advisory
10 Committee (MAC) meeting to update Cabazon residents on the Project. Staff prepared presentations,
11 coordinated information, presented at the meetings and assisted the County in answering questions.

12 Two additional meetings are anticipated: one to update Banning City Council, and another to update the
13 West Desert Municipal Advisory Committee (MAC).

14 Task 7. Project Management/Admin Extension

15 The public review for the Draft EIR/EA was originally scheduled as a 45-day review period as required by
16 CEQA, from December 29, 2017 to February 13, 2018. Due to the City of Banning request for additional
17 public outreach, the public review period was extended to the end of April 2018. In addition, the updates to
18 the Draft EIR/EA along with the approval process and recirculation for another public review is estimated to
19 extend the schedule by approximately 17 months. This will require coordination through weekly calls,
20 preparation and follow-up on action items. This constitutes a change to the approved scope of work.
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12/20/2018

**I-10 Bypass
Amendment 2
Summary by Firm and Task**

Task	Kimley-Horn Hours	Kimley-Horn Cost	LSA Hours	LSA Cost	Total Hours	Total labor	Expenses	Total
Recirculate Draft EIR/EA	198	\$43,464.39	556	\$73,588.85	754	\$117,053.23	\$3,500.00	\$120,553.23
Section 7 Consultation	5	\$1,081.93	80	\$11,850.18	85	\$12,932.11		\$12,932.11
CEQA Noise	46	\$9,621.67	85	\$11,478.64	131	\$21,100.31		\$21,100.31
Annotated Outline Updates	68	\$14,896.75	148	\$18,867.21	216	\$33,763.96		\$33,763.96
Complex EA Process	165	\$39,907.89	553	\$70,472.67	718	\$110,380.57		\$110,380.57
Public Outreach	144	\$30,110.89	16	\$2,196.33	160	\$32,307.22	\$1,135.00	\$33,442.22
Project Management/Admin Extension	198	\$47,867.63	102	\$12,472.61	300	\$60,340.25	\$3,000.00	\$63,340.25
Total Labor	824	\$186,951.14	1,540	\$200,927	2,364	\$387,877.64		
Expenses		\$5,000.00		\$2,635.00			\$7,635	
Totals	824	\$191,951.14	1,540	\$203,561.50	2,364	\$387,877.64	\$7,635.00	\$395,512.64

Appendix C-2 Budget

COMPANY: LSA Associates, Inc.		SCOPE OF WORK Environmental		DATE: 12/20/2018		REV: 0		
PROJECT: I-10 Banning Bypass				MILESTONE/PHASE/PROJ SUMMARY: All Phases				
DIRECT LABOR								
PERSONNEL	FUNCTION	HOURS		RATE		AMOUNT		
Rob McCann	Principal	26	@	\$88.53		\$2,301.78		
Lisa Williams	Principal (Env)	10	@	\$63.64		\$636.40		
Amy Fischer	Principal (AQ/Noise)	13	@	\$63.45		\$824.85		
King Thomas	Associate (Env Mgr)	173	@	\$55.44		\$9,591.12		
Ron Brugger	Senior AQ Staff	44	@	\$41.82		\$1,840.08		
Ryan Bensley	Associate (Env)	24	@	\$47.49		\$1,139.76		
Sarah Rieboldt	Senior Paleo Staff	24	@	\$45.19		\$1,084.56		
JT Stephens	Associate (Noise)	66	@	\$46.61		\$3,076.26		
Jason Lui	Senior Noise Staff	60	@	\$45.90		\$2,754.00		
John Ko	Associate (Bio)	148	@	\$52.50		\$7,770.00		
Jodi Ross-Borrego	Principal (Bio)	180	@	\$48.93		\$8,807.40		
Amanda Johnson	Senior Env Planner	200	@	\$54.10		\$10,820.00		
Zhe Chen	AQ Staff	10	@	\$34.48		\$344.80		
Shelby Cramton	Asst. Env Planner	220	@	\$27.01		\$5,942.20		
Christina Hirt	Env Planner	158	@	\$32.34		\$5,109.72		
Matt Phillips	Graphics	24	@	\$42.22		\$1,013.28		
Meredith Canterbury	GIS	44	@	\$39.28		\$1,728.32		
Document Management		116	@	\$36.15		\$4,193.40		
		TOTAL HOURS		1540		TOTAL DIRECT LABOR	\$68,977.93	
MULTIPLIERS								
ESCALATION @		(Rate)				\$0.00		
OVERHEAD @		74.47% (of Total Direct Labor + Escalation)				\$51,367.86		
PAYROLL ADDITIVES @		90.34% (of Total Direct Labor + Escalation)				\$62,314.66		
						TOTAL MULTIPLIERS	\$113,682.53	
OTHER DIRECT EXPENSES ... Billed at Actual Cost ...								
ITEM	QUANTITY	UNIT		UNIT COST		AMOUNT		
Mileage	1	EA		\$135.00		\$135.00		
Recirculate DEIR/EA	1	EA		\$2,500.00		\$2,500.00		
						TOTAL OTHER DIRECT EXPENSES	\$2,635.00	
OUTSIDE SERVICES (w/o fee)								
COMPANY	LABOR	MULTIPLIER		EXPENSES		TOTAL		
							TOTAL OUTSIDE SERVICES	\$0.00
FEES								
OUTSIDE SERVICES ADMIN FEE @		(of Total Outside Services & Outside Services Fees)				\$0.00		
LSA ASSOCIATES, INC. @		10.00% (of Total Direct Labor + Total Multipliers)				\$18,266.05		
OUTSIDE SERVICES @		10.00% (of Total Labor + Total Multiplier for Outside Service)				\$0.00		
						TOTAL FEES	\$18,266.05	
						TOTAL COST	\$203,561.50	

Appendix C-2 Budget

COMPANY: Kimley-Horn and Associates, Inc.		SCOPE OF WORK Preliminary Engineering/Environmental										DATE: 12/20/2018	REVISION:
PROJECT: I-10 Banning Bypass												MILESTONE/PHASE/PROJECT SUMMARY: Phase 1	
Task	Project Manager	Senior Engineer	OC2 Senior Engineer	Senior Drainage Engineer	Senior Traffic Engineer	Professional II	Professional I	Junior Professional	Analyst	CADD Designer	Admin Support	Senior Landscape Architect	TOTAL
Total Manhours	78	517	10	198	21	824							
Recirculate Draft EIR/EA													
Provide Input	4	60	10			40							114
Review Incorporated Sections	4	60				20							84
Section 7 Consultation													
Coordination/Review	1	2				2							5
CEQA Noise													
Site Visit		6											6
Coordination/Review	4	16				20							40
Annotated Outline Updates													
Coord with Calltrans		12											12
Review Sections	4	8				4							16
Provide Updates to Sections	4	16				20							40
Complex EA Process													
Provide Input on Comments	2	40											42
Review Incorporated Sections	2	60				20							82
Coord with Calltrans	1	40											41
Public Outreach													
Desert MAC Presentation	2	12				12							26
City Council Presentation	4	30				30							64
Town Hall Meeting	4	30				20							54
Project Management/Admin Extension													
Project Management	12	50									21		83
Weekly Coord Calls	20	55											75
Coordination meetings (6)	10	20				10							40

Appendix C-2 Budget

COMPANY:		SCOPE OF WORK													DATE:	REVISION:			
LSA Associates, Inc.		Environmental													12/20/2018	0			
PROJECT:		MILESTONE/PHASE/PROJECT SUMMARY:																	
I-10 Barring Bypass		All Phases																	
TASK	Rob McGee	Lisa Williams	Amy Fichter	King Thomas	Non Brigger	Ryan Benley	Sarah Ribicki	JT Stephens	Jason Lui	John Ko	Scott Ross-Borrego	Amanda Johnson	The Chen	Shelby Cranton	Christina Witt	Matt Phillips	Meredith Canterbury	Document Management	TOTAL
Total Manhours	26	10	13	173	44	24	24	66	60	148	180	200	10	220	158	24	44	116	1,540
Recirculate Draft EIR/EA																			
Update DED and Recirculate	8		4	60	20	20	16	16	16	64	64	80		60	60	20	8	40	556
Section 7 Consultation																			
Coordination/Review	2	4								44	16						12	2	80
CEQA Noise																			
CEQA Analysis & Coord.	1			8				40	20			4		4			4	4	85
Annotated Outline Updates																			
Updates/Coord/Incorp. Comments	4			18			4				26	36		50			4	6	148
Complex EA Process																			
Incorporate Add'l Comments/Errata	11	6	9	55	24	4	4	8	16	40	64	64	10	74	80	4	16	64	553
Public Outreach																			
Add'l Meeting Support								2	8		6								16
Project Management/Admin Extension																			
Team Coord.				32							4	16		32	18				102

DIRECT SALARY RATES
POSITION OR CLASSIFICATION MAXIMUM HOURLY RATES

Project Manager*	\$77.80 - \$94.47
Senior Engineer*	\$55.57 - \$84.47
QC/Senior Engineer*	\$66.68 - \$84.47
Senior Drainage Engineer*	\$50.01 - \$66.68
Senior Traffic Engineer	\$45.00 - \$70.00
Senior Landscape Arch/Planner	\$55.00 - \$76.00
Senior Noise Specialist	\$55.00 - \$65.00
Professional II	\$40.00 - \$55.00
Professional I	\$35.00 - \$45.00
Junior Professional/Analyst	\$25.00 - \$35.00
CADD Designer	\$35.00 - \$45.00
Admin Support	\$20.00 - \$40.00

*Escalation for Senior Staff is based on the CPI-All Urban Consumers for the Los Angeles Area 2018 semi-annual average are as follows (All other classification rates remain unchanged):

	Salary Rate Range per Hour		Escalation
Project Manager	Base Contract	\$70.00 - \$85.00	
	Feb. 2015	\$70.91 - \$86.11	1.3%
	Feb. 2016	\$71.55 - \$86.88	0.9%
	Feb. 2017	\$72.91 - \$88.53	1.9%
	Feb. 2018	\$74.95 - \$91.01	2.8%
	Feb. 2019	\$77.80 - \$94.47	3.8%
Sr. Engineer	Base Contract	\$50.00 - \$76.00	
	Feb. 2015	\$50.65 - \$76.99	1.3%
	Feb. 2016	\$51.11 - \$77.68	0.9%
	Feb. 2017	\$52.08 - \$79.16	1.9%
	Feb. 2018	\$53.54 - \$81.37	2.8%
	Feb. 2019	\$55.57 - \$84.47	3.8%
QC/Sr. Engineer	Base Contract	\$60.00 - \$76.00	
	Feb. 2015	\$60.78 - \$76.99	1.3%
	Feb. 2016	\$61.33 - \$77.68	0.9%
	Feb. 2017	\$62.49 - \$79.16	1.9%
	Feb. 2018	\$64.24 - \$81.37	2.8%
	Feb. 2019	\$66.68 - \$84.47	3.8%
Sr. Drainage Engineer	Base Contract	\$45.00 - \$60.00	
	Feb. 2015	\$45.59 - \$60.78	1.3%
	Feb. 2016	\$46.00 - \$61.33	0.9%
	Feb. 2017	\$46.87 - \$62.49	1.9%
	Feb. 2018	\$48.18 - \$64.24	2.8%
	Feb. 2019	\$50.01 - \$66.68	3.8%