

**AMENDMENT NO. 9 TO THE AGREEMENT  
BETWEEN THE CITY OF SAN MATEO AND  
STANTEC CONSULTING SERVICES INC FOR  
FOR PROFESSIONAL SERVICES FOR THE BASINS 2 AND 3 COLLECTION SYSTEM IMPROVEMENTS,  
PROJECT NO. 46S003  
(\$13,286,310 *[Original Amount]* \$1,024,031 *[added amount]*)**

WHEREAS, the City of San Mateo ("City"), a municipal corporation of the State of California, and Stantec Consulting Services Inc. ("CONSULTANT"), entered into an Agreement for Basins 2 and 3 Collection System Improvements Project No. 46S003 ("Agreement") on April 26, 2016; and

WHEREAS, City and CONSULTANT wish to amend the Agreement to extend the completion date and add scope of this Agreement.

NOW, THEREFORE, the parties agree as follows:

1. Section 1 – Scope of Project of the Agreement is amended to reference "Exhibits A, A1, A2, A3, A4, A5, A6, A7, A8 and A9". Exhibit A9 to the Agreement is attached and incorporated by reference.
2. Section 7 – Term, Progress and Completion of the Agreement is amended to reference "Exhibits B, B1, B2, B3, B4, B5 and B6". Exhibit B6 to the Agreement is attached and incorporated by reference.
3. Section 8 – Payment of the Agreement is amended to state "City agrees to pay CONSULTANT a fee based on verified time and materials not to exceed \$14,310,341. Requests for payments shall be itemized and correspond to the various items of work described in Exhibits A1, A2, A3, A4, A5, A6, A7, A8 and A9 and shall be based on the rate and cost schedule set forth in Exhibits C1, C2, C3, C4, C5 and C6." Exhibit C6 to the Agreement is attached and incorporated by reference.
4. The remaining terms of the Agreement remain in full force and effect.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, CITY OF SAN MATEO and STANTEC, INC. have executed this Agreement on

\_\_\_\_\_.

CITY OF SAN MATEO

CONSULTANT

\_\_\_\_\_  
Brad B. Underwood  
Public Works Director

\_\_\_\_\_  
Kari D. Shively  
Its Authorized Agent  
Vice President

Revised March 11, 2020

## **EXHIBIT “A9”**

### **SCOPE OF SERVICES**

Basins 2 and 3 Collection System Improvements  
Job No. 46S003

## **SCOPE OF SERVICES**

The Consultant will provide and has provided additional engineering services for Project Elements listed in this Scope of Services. The project, and fee negotiations, has been executed in three phases. This scope included in Amendment 9 describes services required during Phase 2, in addition to the original Phase 2 Scope of Services. Phase 3 scopes will be and have been developed and executed separately from this scope.

Additional tasks that are required of the Consultant under the categories below are detailed in the following sections. A listing of assumptions and deliverables is provided in this Scope of Services.

### **Phase 2**

- Task 1 – General Services
- Task 3 – Pre-Design Investigations
- Task 5 – Final Design

The City reserves the right to discontinue, alter, or postpone services at any time.

### ***Overall Scope Assumptions:***

This amendment includes modifications to the design that were identified during design progression for the Lift Stations, Dale Ave Pump Station (DAPS), Conveyance, and Underground Flow Equalization System (UFES) Packages.

## **TASK 1 – GENERAL SERVICES**

All General Services were covered under Amendments 3 and 4. Where additional scope is identified that scope is summarized in this section.

### **Task 1.1 – Project Management**

Additional project management tasks were required for additional design tasks including general management, progress reports, project invoices and progress scheduling.

### **Task 1.2 – Risk Management**

No change

### **Task 1.3 – Workshops and Meetings**

The Consultant was required to attend additional workshops and meetings for the additional design tasks.

#### **Activity 1.3.3 – Progress Meetings**

The design was originally scheduled to be completed July 9, 2019 (UFES – the last design to be completed). Both the UFES and Conveyance packages have been delayed beyond that time frame. The UFES design was impacted by a delay to the CEQA process and City coordination with the public. The Conveyance design was delayed due to pursuit of the SST-3 alternative alignment, first with PG&E and then with Caltrain. This amendment assumes that the Conveyance design will be completed by July 2020. Under this assumption, design progress meetings will be held for one full year past the original finish date - two meetings per month for design management, one meeting per week for design coordination with the CWP.

### **Activity 1.3.4 – Workshops and Focused Meetings**

An additional design submittal (95% Design) was required for the DAPS Package and the Lift Stations Package. For these new design submittals, the Consultant conducted a review meeting with City staff where the submittals were presented to the City and it was demonstrated that previous City comments were addressed in the submittal.

The following additional meetings were required:

- Discussion of the SST-3 alternative alignment in seventeen (17) separate meetings with the City and/or with Caltrain
- Discussion of the SST-3 alternative alignment with PG&E in four (4) separate meetings
- Three (3) additional meetings are assumed for 2020 with Caltrain
- Four (4) additional hydraulic modeling workshops/meetings were held following the 90% design. These meetings were related to WWTP control over UFES operation.

### **Task 1.4 – Quality Control**

No change. See Task 5.

### **Task 1.5 – Management of Subconsultants**

The Consultant managed the activities of Subconsultants during the additional scope of this amendment. This included coordination during pre-design investigations and final design work under survey, geotechnical investigations, potholing, CCTV and pump station design.

### **Task 1.6 – Agency Coordination, Public Outreach Support, and City Meeting Support**

The Consultant provided design support to develop materials and designs for the City's public outreach events, Planning Commission and City Council meetings over the course of the project. There were approximately twenty-four (24) meetings held where the Consultant was involved, four more than the originally budgeted 20 meetings.

### **Task 1.7 – Permitting and Environmental Support**

No change

## **PHASE 2**

### **TASK 3 – PRE-DESIGN INVESTIGATIONS**

Several changes were made to the original design intent requiring additional survey, potholing, geotechnical investigations and other work. Those changes are summarized in this section.

#### **Task 3.1 – Survey**

As the design has evolved for the Conveyance and UFES design packages, the diversion structures were refined and the alignments were adjusted to accommodate decisions, ROW, revised model, other utility owners, etc. This required supplemental field investigations, including field and aerial surveys. Topographic information used on the construction plans was generated from a field survey and an aerial mapping process. Additional survey tasks in support of the design evolution for each package are listed below:

### **Right of Way Linework Update (Conveyance Package)**

Revision all of the linework in the alignments for projects SST-09, SST-12, SST-13, SST-X1, SST-X2 & SST-X3 due to updated pipeline alignments after further hydraulic validation. The line work modifications were necessary to reflect property research completed during design of new property lines and new rights-of-way lines. Work also included confirming surface cover and confirming the easements for the existing properties. Subconsultant also researched additional right of way records to supplement the rights of way including Caltrans, Caltrain, PGE, etc. and added the line work and labels to the design drawings.

### **Borel Creek Box Culverts (UFES Package)**

Subconsultant surveyed the box culverts under Delaware just north of Saratoga Drive. This survey included the elevations at the flowline and soffit of the box culvert on each side and included the dimensions of the openings. This work was drafted into the Event Center Perimeter UFES Topographic Survey and was used in the design of the UFES force main HDD crossing described in Task 5.

### **Geotech Locations (Conveyance Package)**

Subconsultant surveyed the location of the ten (10) additional Geotechnical Environmental Exploration locations as completed by geotechnical subconsultant on October 26, 2018. These locations were added to the SST-X3 survey.

### **Utility Pothole Locations (Conveyance and UFES Packages)**

Subconsultant surveyed the location of the sixty-nine (69) additional utility potholes (174 in original scope) at seven (7) different project locations. In addition, the Subconsultant traced utility markings (for an approximately 300-foot PG&E electrical line) at the Event Center. These locations were added to the surveys in their respective areas.

### **UFES Easement Plat and Legal at 90% (UFES Package)**

Subconsultant prepared additional temporary easements based on the new schematic provided by the City, bringing the total number of UFES easements to four (4). This effort included multiple revisions to the easements based on changes to the design drawings. Subconsultant modified the plats and legal descriptions to finalize the location of said easements.

### **UFES Easement Layout (UFES Package)**

Subconsultant laid out cones on three occasions along the easement lines for visual aid of the Event Center Staff to determine if the UFES easement locations are acceptable.

### **Extended Mapping at Saratoga & 28th Ave (UFES Package)**

Survey subconsultant traced the conduit routing alignment from the new electrical building to the connection point at the existing wave broadband connection at 28<sup>th</sup> and Saratoga. This included drafting all hardscape, utilities and a field verification of the deliverable.

### **PG&E Easement at the Event Center (UFES Package)**

Subconsultant prepared a plat and legal description for the proposed PG&E distribution transformer on Saratoga Drive. The plat and legal description are based on the easement requirements received in PG&E email (December 16, 2019) involving the recording of said easement to be provided to PG&E by the City.

### **Manhole Locations at the Event Center (UFES Package)**

Located two (2) existing manholes and measured the inverts at the Event Center and added information to drawings.

### **Future Tree Locations (UFES Package)**

Located pin flags placed by City arborist and Event Center showing the location of nine (9) future trees in Bay Meadows Park along the Event Center property and incorporated into the drawings.

### **New Aerial Mapping along Delaware/Caltrans (Conveyance Package)**

Subconsultant provided an aerial-based boundary and utility survey for the design of a potential pipeline alignment alternative along Caltrain ROW west of Delaware Street. The limits of work for this project are bounded by 25th Avenue to the north, S. Delaware Street to the east, Pacific/Delaware to the south and the existing railroad to the west. This survey is based on horizontal and vertical survey control tied to city monuments and a city vertical datum benchmark. The aerial survey generally includes visible surface evident improvements, 1-foot contours, spot elevations, tree driplines and general striping. Subconsultant provided street right of way lines as shown on available record maps. Subconsultant performed a conventional ground survey to supplement the aerial base map with surface evident utilities within the drive aisle. Invert elevations and pipe sizes were provided for sanitary sewer and storm drain. Subconsultant delivered mapping at a scale which fits legibly on a 30"x42" plan sheet.

### **Mapping Delaware/Caltrain (Conveyance Package)**

Subconsultant performed a field survey to collect control points from the Caltrain Consultant's topographic survey files and then rotate and translate the files onto the project coordinates and elevations for the Caltrain ROW pipeline alternative. This includes adjusting the elevations on the consultant aerial and trimming the lines to fit the existing aerial survey. This also includes using the boundary resolution provided by the Caltrain consultant for the right of way in this area.

### **Juniper Street Mapping (Conveyance Package)**

Subconsultant provided an aerial-based boundary and utility survey for the design of a new pipeline along Juniper Street for SST-09. The limits of work for this project are bounded by 28th Avenue, 30th Avenue, Isabelle Avenue and Hacienda Street. This survey is based on horizontal and vertical survey control tied to city monuments and a city vertical datum benchmark. The aerial survey includes visible surface evident improvements, 1-foot contours, spot elevations, tree driplines and general striping. The street right of way lines as shown on available record maps were provided. Subconsultant performed a conventional ground survey to supplement the aerial base map with surface evident utilities within the roadway. Invert elevations and pipe sizes were provided for sanitary

sewer and storm drain. Subconsultant delivered mapping at a scale which fits legibly on a 30"x42" plan sheet.

### **Task 3.2 – CCTV**

There were inconsistencies with existing sewer system information between the City-provided base maps, GIS and the record drawings. In order to resolve inconsistencies, the manholes throughout the Basin 2 and 3 scope were evaluated using panorama television. Additional CCTV was necessary on existing pipelines to verify connections. Three (3) CCTV events were conducted for the siphon under Laurel Creek due to rainy weather and the existing pipe being full. Additional CCTV of the new segments corresponding to the additional lengths where traditional survey was conducted was required. Panorama inspection of the corresponding manholes was also conducted for condition assessment. This work was in addition to the \$50,000 allowance for CCTV in the original scope. The original scope assumed 600 feet of CCTV. The additional CCTV involved 1,200 additional feet.

### **Task 3.3 – Utility Coordination**

No change.

### **Task 3.4 – Potholing**

Additional potholes (69 on top of the originally scoped 174) were required to investigate additional sewer alignments as described in Section 3.1. Extensive traffic control required for these potholes, which added to the cost. Original potholing contractor was not able to secure the appropriate traffic control permits and provide services within project time frame. The time to secure permits and provide traffic control services, added approximately 60% to the cost per pothole.

### **Task 3.5 Geotechnical investigation**

As the design progressed for the UFES project, additional geotechnical investigations were deemed necessary.

#### **Activity 3.5.3.1 – Pipelines and UFES Groundwater Monitoring**

Subconsultant has obtained and will continue to obtain groundwater level data from vibrating wire piezometers until the projects are constructed, through approximately three (3) additional quarterly events and associated quarterly reports as compared to the original budget of six (6) events, taking the work through the end of construction, which is expected to be completed approximately nine months (July 2019 to April 2020) later than originally scheduled.

#### **Activity 3.5.3.1 –UFES Pump Test**

Subconsultant performed pump test at the UFES site and conducted water quality analyses.

### **TASK 5 – FINAL DESIGN**

The original Phase 2 scope required the Consultant to provide engineering services to prepare biddable drawings, technical specifications and other contract documents as required based on the design concepts and criteria developed during Preliminary Design. The Final Design was to be documented in three (3) phases (60%, 90% and 100% design). Two 95% design packages were added to the scope as well as additional design tasks as described below.



## Task 5.1 – 60% Design Submittal

No change

## Task 5.2 – 90% Design Submittal

New details were added to UFES, Lift Stations, DAPS, and Conveyance deliverables at 90% and 100%. During review of the 90% Design Submittals for the Lift Stations and DAPS packages the City requested several design changes deviating from the original design intent. Several changes were requested during the UFES design and the project duration was extended.

As the design has evolved for the Conveyance design package, the diversion structures were refined and the alignments were adjusted to accommodate decisions, ROW and other utility owners. As the design changed to accommodate these modifications, alignments have changed, requiring supplemental field investigation to support the designs (captured in other tasks). Also, an alternative pipeline alignment for SST-3 has been evaluated. As a result, the project duration for the Conveyance package has been extended. The planned date of completion for which this change is based on is July 9, 2020.

These changes are noted in the table on the following pages.

Item No.	Name	Description of Scope Addition
<b>38th Ave and 41st Ave Lift Stations</b>		
1	41st Ave Siting Effort	Consultant was asked to evaluate alternative site locations for the 41st Ave Pump Station during the final design. A TM was prepared and revised multiple times. Design layouts were provided, temporary and permanent easements were determined, and OPCCs were prepared for each of 5 alternatives.
2	Dual FM and Valving at 41st Ave	During the 90% design review workshop, a dual force main and valves and valve vault design was added to the design scope. This would allow City O&M to divert flow to either the existing 41st Ave force main or the new one.
3	Incorporate 38th Ave Gravity Sewer	The City requested that a proposed sewer replacement on 38th Ave from the El Camino Rehab project be combined with the Lift Station package.
4	Add WIFIA language to the Lift Station specs	The City indicated that they would seek WIFIA funding in May 2019. These requirements were added to the specifications. All of the products in each package were reviewed for compliance with Buy American requirements. Similar specifications were used from the DAPS package. Some time was required to coordinate the revision with existing specification and check Buy American requirements for products.
<b>DAPS</b>		
1	Design electric actuators to existing influent slide gates at the distribution box.	During the preliminary design phase, City O&M staff noted that the existing slide gates will remain as manually operated gates. At the 60% design phase, O&M Staff requested that the existing manually operated gates be changed to motor operated gates. At the 90% design, O&M staff decided that only one of the slide gates needed to be motor operated.
2	Re-design valve actuators from individual electro-hydraulic actuators to a central hydraulic power unit	At the 90% design workshop, O&M staff requested that the design be changed from the already designed electro-hydraulic actuators for each valve to a replacement of the existing central hydraulic power unit.
3	Extension of the access platform to the large diameter valves	This item was proposed by City staff at the 90% design review workshops to improve accessibility for routine maintenance activities. This scope item required relocating the platform access stairs to the north wall in the pump room. Additional structural support members needed to be designed for the extended platforms.
4	Design radio backup for telemetry of all alarms.	During the 90% design phase, City O&M staff requested adding radio backup for telemetry of alarms from DAPS to the WWTP, which Stantec incorporated into the 95% design submittal.
5	Rehabilitate existing elevator.	At the 90% design review workshop, the Consultant was asked to develop recommendations for the DAPS elevator that included construction costs for review. Based on these recommendations, the Consultant was asked to design the rehabilitate the elevator. The

		scope included an assessment of the existing condition, repairing groundwater intrusion, replacing existing elevator equipment, and updating controls for user operation.
6	Design pick points.	During the 90% design review, O&M staff requested that pick points be added over the knife gate valves, which were added to the 95% design submittal.
7	Replace and relocate the existing safety shower and eyewash station and add an additional eyewash station in the pump room.	During the 90% design workshop, City O&M staff noted the existing eyewash station needs to be relocated (and replaced), and that a new eyewash station should also be installed in the pump room, and the low water pressure to the existing station should be corrected.
8	Design manual transfer pump for the underground diesel fuel tank	At the 90% design phase, City O&M staff requested the addition of a manual transfer pump to be plumbed into the generator fuel supply piping. Scope included designing a hand-crank style pump with associated isolation valves into the transfer piping from the UST to the day tank.
9	Re-incorporate the DAX-01 FM design	At the 90% design level, the City requested that the DAPS force main work be removed from the Conveyance Package and added to the DAPS package.
10	Add removable railing sockets around each existing floor opening in the mezzanine level	During the site walk after the 90% design review workshop, O&M staff requested the addition of temporary railing around openings in the mezzanine floor to increase safety around the openings when the hatch covers are removed. This involved installing plates and post sleeves that frame on the inside of the openings.
11	Add a second means of egress from the pump room to the mezzanine level	During the 90% design review, O&M staff requested a second means of egress from the pump room platform to the mezzanine level. This scope item required structural review of the existing mezzanine level floor and required re-design of the existing structure to accommodate the additional opening.
12	Add a hoist to remove the sump pumps in the pump room	During the site walk after the 90% design review workshop, O&M staff requested the design of a hoist to remove the sump pumps in the pump room.
13	Add two trolley hoists in the pump room	During the 90% design, O&M staff requested the addition of a trolley hoist to move equipment from the pump access platform elevation down to the pump room finish floor.
14	Undersized existing AC system	The existing AC system serving the electrical room is undersized. Therefore, the Consultant was required to design the electrical system for higher temperatures.
15	New FM isolation valves outside the pump station	The Consultant was asked to design new isolation valves (either knife gate or check valves) with an associated vault for access just outside of the pump station wall.
16	New DAPS surge tanks	Based on the surge analysis for the project, it was determined that new surge tanks would be required for the facility. The design of these new surge tanks was not covered in the original scope because the existing surge tanks were not in service, so it was assumed they were not required. However, the operational requirements for the new pump station change the way that DAPS will operate. Time for Subs only.
17	Add WIFIA language to the DAPS specs.	The City indicated that they would seek WIFIA funding in May 2019. These requirements were added to the specifications. All of the products in each package were reviewed for compliance with the Buy American requirements. This was the first package where the WIFIA requirements were added. This addition required all of the original work to add the requirements, including review of the Buy American requirements for each relevant product in the specifications.
<b>Other Additions</b>		
	SAT-03 – UFES Additional design tasks	<p>Additional design tasks under UFES included the Borel Creek HDD crossing design; additional landscaping design along Delaware as a result of the new UFES construction traffic route; additional architectural renderings in support of public meetings; new truck traffic evaluation of the temporary easement for the construction traffic routing to the site; traffic control plans for diversion pipeline streets and intersections for preparation for community meetings; additional construction monitoring evaluation and associated cost estimates. Shoring was evaluated for UFES.</p> <p>Normal shoring design/evaluation is to recommend foundational requirements as a result of the geotechnical review/report. Additional meetings were held to discuss shoring options, investigate specific aspects of the shoring, including integrating the shoring into the structure wall, evaluate the potential related noise associated with the shoring provide summary related TMs for potential settlement and potential requirements for the shoring, related figures were developed for the TMs and public meetings, and workshops.</p> <p>Shoring time is only for subs.</p>

	UFES - Additional tree survey, additional reports	Survey trees along the park where the CMU wall was negotiated with the Expo Center, also along the roads where the temporary transportation easement is located. 15 additional trees were assessed for UFES.
	Conveyance - Additional tree survey, additional reports	Survey the trees for the pipeline extensions for the conveyance package and revision of the tree reports due to additional trees impacted by the construction. 298 trees were first inventoried and assessed. Subsequently, an additional 72 were inventoried and assessed.
	SST-03 - Alternative alignment in Caltrain ROW	Three separate pipeline alignments were designed to close to 90%. One was the original Delaware alignment parallel to the existing Delaware sewer. Another was a replacement and upsize of the existing Delaware sewer. And the other was the Caltrain alignment. The Caltrain alignment has resulted in several TMs, OPCCs, construction schedule(s), and additional refinements.
	SST-09 – 28 <sup>th</sup> Ave Sewer	28 <sup>th</sup> Ave sewer pipe was extension to Juniper Street after hydraulic validation from additional flow monitoring.
	SST-12 – Extension in El Camino Real	An additional 700 feet of sewer pipe in El Camino was included in the design after hydraulic validation from additional flow monitoring.
	SST-X3 - W Hillsdale Blvd Sewer	Design of Laurel Creek Siphon, an additional segment of sewer from what was originally scoped.
	Add WIFIA language to the UFES specs	The City indicated that they would seek WIFIA funding in May 2019. These requirements were added to the specifications. All of the products in each package were reviewed for compliance with Buy American requirements. Similar specifications were used from the DAPS package. Some time was required to coordinate the revision with existing specification and check Buy American requirements for products.
	Add WIFIA language to the Conveyance specs	The City indicated that they would seek WIFIA funding in May 2019. These requirements were added to the specifications. All of the products in each package were reviewed for compliance with Buy American requirements. Similar specifications were used from the DAPS package. Some time was required to coordinate the revision with existing specification and check Buy American requirements for products.
<b>Contingency</b>		
	Contingency for Final Design	Design contingency for scope or time changes desired by City. These changes may only be performed if authorized in writing by the City.

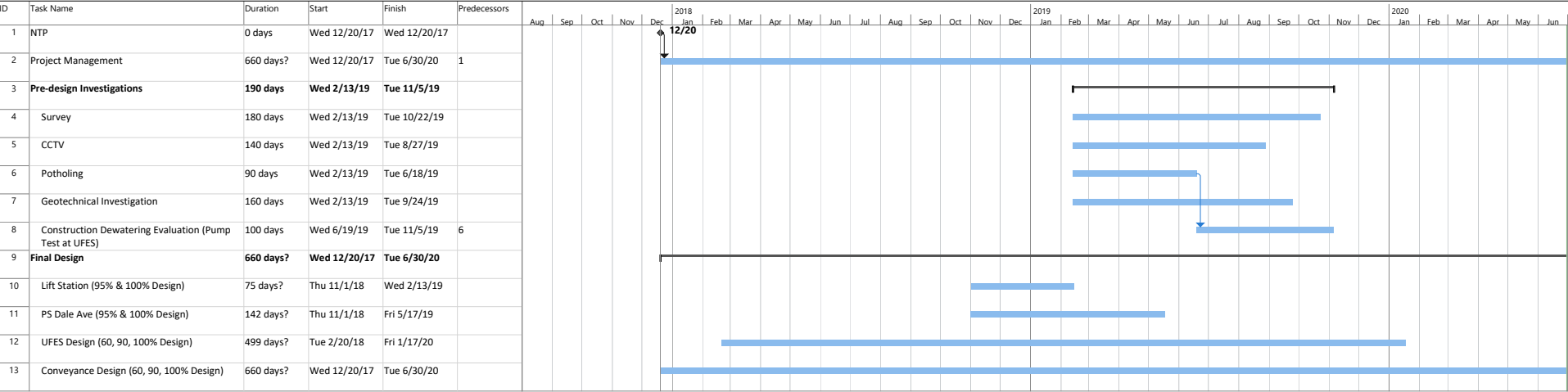
**Task 5 Assumptions:**

- An interim deliverable, 95%, was added prior to the Lift Station and DAPS 100% Design submittal to confirm changes made at 90% design.
- Each additional design deliverable required an additional QC effort with the related discipline reviews.

**Task 5 Deliverables:**

- Additional 95% design deliverables:
  - DAPS
  - Lift Stations
- Additional 90% design deliverables:
  - SST-3 in Caltrain ROW

Exhibit B-6: Project Schedule  
San Mateo  
Basins 2 and 3 Collection System Improvements



Project: desadds\_phase2.mpp

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Progress

Manual Progress

					Shoring	Geotech	Potholing	Survey	CCTV	Lift Stations												
											5%	\$ 500.00	\$ 211.00	\$ 66.00	\$ 0.580	\$ 1.50	\$ 13.29	\$ 65.00				
Task - Description		Total Hours	Subtotal Labor	Brierley Associates	ENGEO	Exaro	Kier & Wright	ProPipe	Schaaf & Wheeler	Subtotal Subs	Markup on Subs	Airfare	Stay per day	M&I per day (GSA per diem rate for San Mateo)	Mileage	Copies	FRD	Postage / Shipping	Subtotal ODC		TOTAL	
P2	Phase 2																					
1	Project Management	318	\$65,562	\$0	\$0	\$0	\$0	\$0	\$7,520	\$7,520	\$376	\$3,000	\$2,110	\$660	\$2,405	\$3,000	\$4,226	\$0	\$15,401		\$88,859	
3	Pre-design Investigations	234	\$35,879	\$0	\$47,920	\$168,833	\$160,531	\$40,000	\$0	\$417,284	\$20,864	\$0	\$0	\$0	\$0	\$0	\$3,110	\$0	\$3,110		\$477,138	
5	Final Design	4920	\$824,787	\$30,000	\$44,508	\$0	\$0	\$0	\$146,051	\$220,559	\$11,028	\$500	\$422	\$132	\$676	\$1,080	\$70,969	\$0	\$73,778		\$1,130,152	
5	Final Design Contingency	1579	\$270,308	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294	\$20,985	\$0	\$21,279		\$291,587	
	Remaining Phase 2 Budget																				-\$963,705	
P2	Phase 2 Additions - Amendment No. 9	7051	\$1,196,536	\$30,000	\$92,428	\$168,833	\$160,531	\$40,000	\$153,571	\$645,363	\$32,268	\$3,500	\$2,532	\$792	\$3,081	\$4,374	\$99,290	\$0	\$113,569		\$1,024,031	

EXHIBIT C6  
RATE AND COST SCHEDULE  
Stantec Consulting Services Inc.  
AS OF APRIL 27, 2019  
**San Mateo**  
**Basins 2 and 3 Collection System Improvements**  
**Job No. 46S003**

Team Member	Title	Raw Labor Cost <sup>1</sup>	Raw Labor Cost With 1 % Escalation <sup>2</sup>	Fringe Benefits % of Direct Wages <sup>3</sup>	Overhead % of Direct Wages <sup>4</sup>	Subtotal	Profit %	Hourly Billing Rate
Alcock, Matthew S	Civil	\$45.05		47.32%	120.51%	\$120.66	12%	\$135.14
Alverson, Clint	Traffic	\$50.03		47.32%	120.51%	\$133.99	12%	\$150.10
Anderson, Nicholas	Hydraulics QC	\$82.63		47.32%	120.51%	\$221.30	12%	\$247.86
Anderson, Paul	Traffic	\$65.61		47.32%	120.51%	\$175.72	12%	\$196.84
Atkinson, Philip Michael	I&C Engineer	\$75.73		47.32%	120.51%	\$202.82	12%	\$227.18
Bedross, Steven T	Landscape Architect	\$60.69		47.32%	120.51%	\$162.54	12%	\$182.06
Breeding, Xi	Landscape Architect	\$26.46		47.32%	120.51%	\$70.87	12%	\$79.38
Breg, Daniel R	Conveyance Lead	\$81.72		47.32%	120.51%	\$218.87	12%	\$245.16
Castaneda, Joseph A	CAD	\$37.55		47.32%	120.51%	\$100.57	12%	\$112.64
Cook, Aurthur Steve	Landscape Architect QC	\$58.04		47.32%	120.51%	\$155.44	12%	\$174.12
Dela Cruz, Joshua B	Electrical	\$54.77		47.32%	120.51%	\$146.70	12%	\$164.30
Eide, Nick	Arborist	\$43.94		47.32%	120.51%	\$117.68	12%	\$131.82
Evans, Katherine Frances (Frances)	Cost Estimator	\$37.14		47.32%	120.51%	\$99.47	12%	\$111.42
Flynn, Patrick Kellen (Pat)	Hydraulics	\$46.30		47.32%	120.51%	\$124.00	12%	\$138.90
Georgalas, Michael	Hydraulics	\$50.85		47.32%	120.51%	\$136.19	12%	\$152.56
Goodenow, Nicholas (Nick)	Geotech	\$59.94		47.32%	120.51%	\$160.53	12%	\$179.82
Guercio, Noel S	Civil	\$76.97		47.32%	120.51%	\$206.14	12%	\$230.88
Huson, Grace A	Hydraulics	\$42.31		47.32%	120.51%	\$113.32	12%	\$126.92
Jesionowski, Michael Edward (Mike)	Cost Estimator	\$74.87		47.32%	120.51%	\$200.52	12%	\$224.60
Kelly, Deborah A	Project Accountant	\$26.92		47.32%	120.51%	\$72.11	12%	\$80.76
Khalighi, Arman	HVAC	\$33.34		47.32%	120.51%	\$89.30	12%	\$100.02
Luh, Michael E	CAD coordinator	\$47.68		47.32%	120.51%	\$127.70	12%	\$143.02
Mactutis, Joseph	Traffic	\$67.58		47.32%	120.51%	\$181.00	12%	\$202.74
Marshall, Robert B	CAD coordinator	\$45.00		47.32%	120.51%	\$120.52	12%	\$135.00
McKenzie, Fletcher A	Hydraulics	\$52.89		47.32%	120.51%	\$141.65	12%	\$158.68
Minnick, Eugene W	Architect QC	\$86.91		47.32%	120.51%	\$232.77	12%	\$260.72
Mohammed, Faiyaz S	Structural	\$42.44		47.32%	120.51%	\$113.66	12%	\$127.32
Navarro, Elizabeth	Architectural	\$43.13		47.32%	120.51%	\$115.51	12%	\$129.38
Oats, Meghan	Biologist	\$31.30		47.32%	120.51%	\$83.83	12%	\$93.90
Palmer, David A	Structural	\$74.76		47.32%	120.51%	\$200.22	12%	\$224.28
Polla, Donald Scott (Don)	Cost Estimator	\$71.80		47.32%	120.51%	\$192.30	12%	\$215.40
Prenger, Gary J	Electrical QC	\$75.04		47.32%	120.51%	\$200.97	12%	\$225.12
Radford, Scott W	Landscape Architect	\$55.43		47.32%	120.51%	\$148.45	12%	\$166.28
Raines, Gregory L	Geotechnical QC	\$111.05		47.32%	120.51%	\$297.42	12%	\$333.13
Regan, Margaret M	PM	\$84.02		47.32%	120.51%	\$225.03	12%	\$252.06
Scott, Thomas	Traffic	\$35.53		47.32%	120.51%	\$95.16	12%	\$106.60
Siamwiza, Kalonga R	Project Controls	\$48.41		47.32%	120.51%	\$129.65	12%	\$145.22
Tehaney, John M	Structural QC	\$80.51		47.32%	120.51%	\$215.63	12%	\$241.50
Thomman, John Russell (Russell)	Architect	\$50.49		47.32%	120.51%	\$135.22	12%	\$151.46
Triebel, George W	Civil QC	\$61.21		47.32%	120.51%	\$163.95	12%	\$183.62
Vanapalli, Vinay K	Traffic	\$49.65		47.32%	120.51%	\$132.97	12%	\$148.94
Winfree, Steven	Design Coordinator	\$48.72		47.32%	120.51%	\$130.48	12%	\$146.16
Wong, Marlene	Geotech	\$63.34		47.32%	120.51%	\$169.64	12%	\$190.02
Yausi, Louis A	I&C QC	\$100.00		47.32%	120.51%	\$267.82	12%	\$300.00
Zavala, Tomas	Cost Estimator	\$86.40		47.32%	120.51%	\$231.40	12%	\$259.20
Zimmerman, Haley	Traffic	\$33.72		47.32%	120.51%	\$90.31	12%	\$101.16

1 Current raw labor rates

2 If a contract starts within one (1) quarter from when the Consultant would normally increase their employee rates, an increase up to 1 % is allowed for all staff working in the first year, to begin at the starting date of the contract, and will be frozen until the anniversary of the contract. This will cover anticipated first year salary increases. Thereafter, an average maximum 3% increase for all staff working on the project from year 1 will apply.

3 Fringe benefits includes insurance, 401k, payroll taxes, vacation, education/training, annual bonuses.

4 Overhead includes indirect labor, building and rental expenses, equipment, fees, taxes, supplies.