

June 9, 2008

Charles W. Ebeling, C.E., T.E.  
Department of Public Works  
County of Santa Barbara  
123 East Anapamu Street  
Santa Barbara, CA 93101

Subject: **TRAFFIC AND TRANSPORTATION ENGINEERING STUDY** for the UC Santa Barbara - Long Range Development Plan – *Revised*

Dear Mr. Ebeling:

KOA Corporation (KOA) is pleased to receive a request for proposal to assist the County of Santa Barbara to perform a traffic and transportation engineering study of the UC Santa Barbara (UCSB) Long Range Development Plan (LRDP). We are interested in assisting with this project and submit this proposal accordingly. This proposal was based upon the information you provided. The Scope of Services, cost estimate, and schedule for this project are presented in the attachment to this letter.

KOA has earned a reputation for high quality work, fulfillment of deadlines, and reasonable costs. The firm has offices in Orange, San Diego, Ontario, Oakland, and Monterey Park. Our Orange office will manage this project. The firm has coverage in the following areas: Professional Liability (\$2 million), Automobile Liability (\$1 million) and General Liability (\$5,000,000). Our Worker's Compensation coverage meets the insurance requirements of California State law. We have successfully completed similar projects for numerous public agencies and private parties. References for specific related projects will be provided upon request.

We look forward to working with you on this important project. This proposal is valid for 120 days.

Sincerely,

Rock E. Miller, P.E.  
Vice President

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# **PROPOSED SCOPE OF SERVICES for a Traffic and Transportation Study for UC Santa Barbara's Long Range Development Plan**

## **BACKGROUND**

The following scope of services, schedule and fee applies to preparation of a traffic and transportation impact study for University of California at Santa Barbara (UCSB), 2008 Long Range Development Plan (LRDP). The study will be conducted under the County of Santa Barbara's direction. KOA intends to work closely with the County staff to ensure the defensibility of our traffic study. KOA will analyze the traffic and transportation effects upon the surrounding street system based on land use and circulation changes identified in the UCSB 2008 LRDP. The plan includes a substantial growth for its student population, faculty, and staff which may have significant impacts to the surrounding areas including City of Goleta, Isla Vista Community, and Santa Barbara County's unincorporated area.

A full-scale comprehensive study for the UCSB LRDP traffic study requires 3 to 4 months to complete. Per our recent communication with the County staff, it is our understanding that the draft report has to be submitted for County's review by end of August, 2008. Due to the time constraints, KOA is proposing to conduct a compressed study and provide a draft report by end of August for review and continue to work on the optional tasks including a wider study area, more analysis scenarios, and model reruns. The scope of services discussed below has been divided into two sections: 1). the Compressed Study scope and 2). the Optional Study scope. Written direction from authorized County personnel is required to begin work on the optional study tasks.

## **SCOPE OF SERVICES FOR THE COMPRESSED STUDY (DRAFT DUE, END OF AUGUST, 2008)**

The Scope of Services is intended to meet the County of Santa Barbara requirements and best practice for preparation of a traffic and transportation study for the UCSB LRDP. The study will be conducted in conjunction with the County's efforts of responding to the LRDP DEIR prepared by the consultants hired by UC Santa Barbara. Due to the time constraints, the study will only focus on core locations and the more important scenarios. No traffic model rerun is expected but model output will be refined based on manual adjustment.

### **Task I – Study Orientation and Scope Refinement**

KOA senior staff would meet with County staff to discuss the project, the proposed method of analysis, and other relevant considerations. We will verify our approach and any additional specific study requirements prior to any analysis. We will discuss potential traffic and transportation issues with the County staff to identify any additional concerns and recommendations.

Two meetings will be scheduled by KOA senior staff at Santa Barbara County. The purpose is to clarify the expectations and discuss issues raised while conducting the analysis.

**Deliverables:**

Meeting agendas, minutes, and action items for each meeting

**Task 2 - Study Scope**

KOA will identify the study locations based on the CMP criteria and other relevant study guidelines. We will also consult with the County staff to refine the study area. Based on the review of the DEIR and County's review comments to the DEIR, KOA is proposing to analyze all intersections identified on Figure I. A total of 34 intersections are proposed to be analyzed.

Both AM and PM peak hour conditions will be analyzed for the study intersections. Daily traffic volumes and V/C ratios conditions will be analyzed for roadway segments. Approximately 20 roadway segments are proposed to be analyzed. City of Goleta Traffic Model will be used to assist in providing future traffic forecasts for the subject project. KOA has obtained the traffic model from the County staff. The following future scenarios are expected to be analyzed in full scale:

- Year 2025 No Project Conditions
- Year 2025 with LRDP Conditions
- Year 2025 with LRDP and Proposed LRDP Roadway Improvements

KOA recommends not analyzing the freeway facility operation conditions (freeway mainline and ramp junctions) due to time and budgeting constraints. However, traffic spill back from off-ramps and congestion conditions will be considered via the traffic model.

**Deliverables:**

A scope letter which documents the study area and detail analysis methodologies will be submitted for the County's review.

**Task 3 – Data Collection & Field Review****3.1 - Traffic Data**

Portions of the peak period intersection traffic counts (mostly PM only) and daily volume counts will be obtained from the UCSB DEIR report. The County will be responsible to conduct all additional counts required for the traffic study during the AM and PM Peak hours. Additional ADT counts for the study roadway segments may be also needed and will be furnished by the County. Because UCSB is currently in summer session, KOA will have to adjust the current count data upwards based on the historical counts in order to better represent the conditions while the university is in full session. Adjustment methodology will be documented in the report.

**3.2 - Field Review**

KOA will review the location and intersections in the field to observe and inventory roadway geometrics, existing traffic operation, traffic signal parameters, and relevant information during peak hours.

**Deliverables:**

Traffic count data will be submitted as the appendices of the report. The existing intersection geometry condition will be illustrated on figures.

**Task 4 – Define Analysis Methodology**

The study area includes multiple jurisdictions and each jurisdiction may have established different analysis methodologies, level of service thresholds and significant impact criteria. The general plan, policies and transportation related programs for the following jurisdictions will be consulted to setup the correct analysis criteria:

- County of Santa Barbara
- City of Goleta
- Isla Vista Community
- Caltrans
- County of Santa Barbara Congestion Management Program
- University of California, Santa Barbara

**Deliverables:**

The analysis methodology will be documented in one chapter of the traffic and transportation report.

**Task 5 – Traffic and Transportation Analysis**

The following traffic and transportation conditions will be analyzed:

*5.1. Existing Conditions Analysis*

Existing traffic conditions with establishing the circulation characteristics within the study area include:

- Intersection operational conditions
- Mid block roadway segment conditions
- Pedestrian and bicycle conditions
- Parking conditions
- Transit facilities conditions

*5.2 Project Trip Generation and Distribution*

The trip generation rates and trip generation calculations provided by UC Santa Barbara will be evaluated. If it is necessary, the trip generation will be revised accordingly. The LRDP trip distribution will be illustrated on clear figures for better understanding. The trip distribution will be based upon “select zone model runs” which have been provided to KOA.

*5.3 Long Range Operation Conditions:*

To conduct the analysis for the three future scenarios, the following subtasks will be conducted:

### 5.3.1. Future Scenario Assumptions

KOA will discuss with County of Santa Barbara to define the assumptions of surrounding land use and roadway improvements for each scenario. All funded improvements should be considered in the future no-project scenario. All planned improvements such as planned new roadways and roadway intersection improvements should also be considered as mitigation measures.

### 5.3.2. Traffic Model Refinement

City of Goleta Traffic Model will be used to develop the future scenarios. It is our understanding that the transportation consultants hired by UC Santa Barbara have updated the traffic model to incorporate the LRDP traffic analysis zones, future land uses and roadway network. The Draft EIR indicates that the traffic analysis zones for the university campus have been disaggregated to 19 zones. The updated model has been obtained from the County of Santa Barbara, however no detail documentation is available. Due to the time constraints, KOA will not rerun the traffic model and modify model assumptions. However, issues which have been identified from the model output will be addressed based on the post processing (model output refinement) by comparing volumes for different scenarios. Manual adjustments for the traffic volumes are expected.

### 5.3.3. Traffic Impact Analysis

The Traffic Impact Analyses will include the calculation of LOS for each of the study road segments and intersections for both AM and PM peak periods. The road segment and intersection LOS will be determined using methodology based upon the requirements of the different jurisdictions. Up to 34 intersections and 20 roadway segments will be analyzed for all three future scenarios.

### 5.3.4. Mitigation Measures

Mitigation measures will be identified to address project-related and cumulative traffic impacts based on a comparison of the results of LOS analyses between the applicable scenarios listed above. Project impacts will be based on County and City standards and will be identified based on the various long range scenarios. As appropriate, mitigation measures designed to reduce potential circulation impacts to acceptable levels will be identified.

Any mitigation measures will include a discussion regarding feasibility of the implementation of said measures including potential right-of-way acquisition, parking prohibition/restriction, specific movement restrictions, and cost estimate of said measures. County's GTIP approved improvements will be closely referenced. KOA will consider any policy documents from the County of Santa Barbara, the Isla Vista Redevelopment Agency, and Santa Barbara County Association of Governments when deciding the appropriate mitigation measures.

### 5.3.5. Fair-Share and Cost Estimate Calculation

Fair-share calculation for each impacted intersection will be calculated based on the cumulative project increase and the project-only volume contribution. The cost estimate will be summarized based on the mitigation improvements proposed.

### 5.3.6. Effects to the County of Santa Barbara's Goleta Transportation Improvement Plan (GTIP)

KOA will evaluate the impacts to County infrastructure and how potential compensation for those impacts affect the GTIP list of projects and fee calculation.

#### **Deliverables:**

The traffic volumes for all scenarios will be illustrated on figures and the analysis results will be documented in tables. All figures and tables will be included in the main body of the study report. The analysis worksheets will be included in the appendices.

#### **Task 6 - Parking Analysis**

A parking analysis will be performed. The on street parking impacts to the Isla Vista community will be specifically addressed. The parking regulations and programs to be administered by UCSB will also be discussed in the report.

#### **Deliverables:**

Parking analysis will be documented as one chapter of the report. All supporting material will be included in the appendices.

#### **Task 7 - Pedestrian and Bicycle Analysis**

KOA will provide information, potential strategies, and recommendations for bicycles and pedestrians. The analysis will focus upon strategies that will enhance pedestrian safety and convenience and impose less impact to vehicular traffic.

The DEIR designates five new east-west connections between Isla Vista and the Main Campus for bicycle/pedestrian uses. The plan also proposes to discourage use of Pardall Road, which is the main bicycle route connecting the Isla Vista Community to the main campus, passing through an underpass into the campus aligned with the main east/west bicycle corridor within the campus.

KOA will continue to encourage bicycles to use and be concentrated along Pardall Road/Sueno Road to provide the most appropriate method of circulation for bicyclists. The Isla Vista Community Master Plan should be further referenced in order to properly plan for and participate in the improvement projects for Isla Vista.

Due to lack of bicycle volume data, no quantitative analysis can be performed for the impact of bicycle movements within this compressed study. However, KOA will estimate bicycle volumes at several critical locations where the bicycle inclusion would seriously affect the analysis results. For instance, we will assume about 20,000 bicycle trips per day along Pardall Road on a typical school day. The peak hour bicycle trips will be estimated based on the daily bicycle trips and the peak to daily ratios.

#### **Deliverables:**

Pedestrian and Bicycle analysis will be addressed in one chapter of the report.

#### **Task 8 – Submittal and Review of Report**

KOA will prepare a comprehensive traffic study report that will include the following (at a minimum):

- I. Executive Summary
- II. Introduction
- III. Analysis Methodology
- IV. Existing Conditions
  - Intersections
  - Mid-Block Segments
  - Pedestrian and Bicycle Conditions
  - Parking Conditions
  - Transit facilities conditions
- V. Project Related Traffic Volumes
  - Land Use Assumptions
  - Trip Generation
  - Trip Distribution
- VI. Funded and Planned Roadway Improvements
- VII. Future Traffic Volume Forecasts
  - Model Refinement Process
- VIII. Traffic Impact Analysis
  - Existing Conditions (2008)
  - Year 2025 No Project Conditions
  - Year 2025 with LRDP Conditions
  - Year 2025 with LRDP and Proposed LRDP Roadway Improvements
- IX. Mitigation Measures for all Future with Project scenarios.
- X. Fair-Share Calculation and Cost Estimates
- XI. GTIP affects
- XII. Parking Analysis
- XIII. Bicycle and Pedestrian Analysis
- XIV. Conclusions

Any proper or reasonable revisions will be incorporated into the traffic study in order to be fully responsive to the Scope of Services. Reasonable revisions include any corrections to the report within the general scope of work, but exclude any additional traffic data collection or analysis at any locations except as specified in our proposal.

**Deliverables:**

- 5 bound copies of Administrative Draft Report
- 20 bound copies of the Final Report

Electronic copies of each draft version and final report shall be provided.

**Task 9 – Project Support and Meetings**

KOA will furnish the following additional services:

- We will assist in addressing any comments that relate to traffic and circulation issues regarding the UCSB LRDP.

- KOA will be available to responsible parties to discuss traffic aspects of the project from our offices, as needed throughout the project.
- We will attend up to four (4) team meetings at the County of Santa Barbara to discuss project progress and issues for duration of the project.

### **SCOPE OF SERVICES FOR THE OPTIONAL STUDY (FOLLOWING THE COMPRESSED STUDY)**

KOA will not proceed with the “optional study” without expressed written authorization from the County of Santa Barbara.

A more comprehensive and thorough study may need to be conducted after the DEIR becomes certified. The study will be conducted to provide the County of Santa Barbara additional detailed traffic and transportation information, if needed.

#### **Optional Task 1 – Study Orientation and Scope Refinement**

One more meeting will be scheduled by KOA senior staff at the Santa Barbara County. The purpose is to clarify the expectations and discuss issues raised while conducting the analysis.

##### **Deliverables:**

Meeting agendas, minutes, and action items for each meeting

#### **Optional Task 2 - Study Scope**

Additional 10 more intersections are proposed to be analyzed for both AM and PM peak hour conditions. 5 more roadway segments will also be analyzed.

The following five future scenarios are expected to be analyzed in full scale:

- Year 2025 No Project Conditions
- Year 2025 with LRDP Conditions
- Year 2025 with LRDP and Proposed LRDP Roadway Improvements
- Year 2025 with LRDP and Proposed LRDP Roadway Improvements and Isla Vista Connections
- Year 2025 with LRDP without Proposed Student and Faculty/Staff Housing

##### **Deliverables:**

A revised scope letter which documents the study area and detail analysis methodologies will be submitted for the County’s review.

#### **Optional Task 3 – Data Collection & Field Review**

##### *3.1 - Traffic Data*

Additional AM, PM, and ADT counts for the study intersections and roadway segments may also needed and will be furnished by the County. Bicycle counts are also needed for critical intersections within Isla Vista community.



### *3.2 - Field Review*

KOA will review the additional location and intersections in the field to observe and inventory roadway geometrics, existing traffic operation, traffic signal parameters, and relevant information during peak hours.

#### **Deliverables:**

Traffic count data will be submitted as the appendices of the report. The existing intersection geometry condition will be illustrated on figures.

### **Optional Task 4 – Define Analysis Methodology**

The traffic model documentation will be prepared under this task based on the model assumption and parameter changes.

#### **Deliverables:**

The analysis methodology will be documented in one chapter of the traffic and transportation report. Model documentation letter will be prepared as a separate document for County's review.

### **Optional Task 5 – Traffic and Transportation Analysis**

#### *5.1. Existing Conditions Analysis*

Existing traffic conditions for the additional analysis locations will be conducted. About 10 more intersections and 5 more roadway segments will be analyzed under the existing conditions.

#### *5.2 Project Trip Generation and Distribution:*

KOA will work with the County staff to evaluate the LRDP land use assumptions. The trip generation rate and trip generation calculation provided by UC Santa Barbara will be evaluated based on the supporting survey data. If it is necessary, the trip generation will be revised accordingly.

#### *5.3 Long Range Operation Conditions:*

Additional efforts are needed in order to understand the assumptions and modify the model parameters including trip generation data and roadway network data. Regenerating the model outputs is necessary based on the revised assumptions and update.

Up to a total of 44 intersections and 25 roadway segments will be reanalyzed for all five future scenarios.

Additional mitigation measures will be identified to address project-related and cumulative traffic impacts based on a comparison of the results of LOS analyses between the applicable scenarios listed above. Project impacts will be based on County and City's standards and will be identified based on the various long range scenarios. As appropriate, mitigation measures designed to reduce potential circulation impacts to acceptable levels will be identified.

Fair-share calculation for each impacted intersection will be calculated based on the cumulative project increase and the project-only volume contribution. The cost estimate will be summarized based on the mitigation improvement proposed.

KOA will evaluate how impacts to County infrastructure and potential compensation for those impacts affect the GTIP list of projects and fee calculation.

**Deliverables:**

The traffic volumes for all scenarios will be illustrated on figures and the analysis results will be documented in tables. All figures and tables will be included in the main body of the study report. The analysis worksheets will be included in the appendices.

**Optional Task 6 - Parking Analysis**

Specific parking impacts to the Isla Vista Community will be addressed quantitatively. A comprehensive parking demand, supply, & management study for the Isla Vista Community should be provided to identify adequate mitigation to the impact of additional parking demand to the neighboring communities.

**Deliverables:**

Parking analysis will be documented as one chapter of the report. All supporting material will be included in the appendices.

**Optional Task 7 - Pedestrian and Bicycle Analysis**

KOA will conduct pedestrian/bicycle analysis at a quantitative level with the available bicycle counts. A strategic plan for the pedestrian and bicycle connections between Isla Vista and the Main Campus will be provided. All study intersections within Isla Vista Community will be re-analyzed considering the bicycle volumes.

**Deliverables:**

Pedestrian and Bicycle analysis will be addressed in one chapter of the report.

**Optional Task 8 – Submittal and Review of Report**

KOA will prepare a comprehensive traffic study report that will include the following (at a minimum):

- I. Executive Summary
- II. Introduction
- III. Analysis Methodology
- IV. Model Documentation
- V. Existing Conditions
  - Intersections
  - Mid-Block Segments
  - Pedestrian and Bicycle Conditions
  - Parking Conditions
  - Transit Facilities Conditions
- VI. Project Related Traffic Volumes

- Land Use Assumptions
- Trip Generation
- Trip Distribution
- VII. Funded and Planned Roadway Improvements
- VIII. Future Traffic Volume Forecasts
  - Traffic Model Updates
  - Model Refinement Process
- IX. Traffic Impact Analysis
  - Existing Conditions (2008)
  - Year 2025 No Project Conditions
  - Year 2025 with LRDP Conditions
  - Year 2025 with LRDP and Proposed LRDP Roadway Improvements
  - Year 2025 with LRDP and Proposed LRDP Roadway Improvements and Isla Vista Connections
  - Year 2025 with LRDP without Proposed Student and Faculty/Staff Housing
- X. Mitigation Measures for all future with Project Scenarios.
- XI. Fair-Share Calculation and Cost Estimates
- XII. GTIP affects
- XIII. Parking Analysis
- XIV. Bicycle and Pedestrian Analysis
- XV. Conclusions

Any proper or reasonable revisions will be incorporated into the traffic study in order to be fully responsive to the Scope of Services. Reasonable revisions include any corrections to the report within the general scope of work, but exclude any additional traffic data collection or analysis at any locations except as specified in our proposal.

**Deliverables:**

- I copy of Model Documentation
- 5 bound copies of Administrative Draft Report
- 20 bound copies of the Final Report

Electronic copies of each draft version and final report shall be provided.

**Optional Task 9 – Project Support and Meetings**

KOA will furnish the following additional services:

We will attend additional (2) team meetings at the County of Santa Barbara to discuss project progress and issues for duration of the project.

**SCHEDULE**

The detail project schedule for both the compressed study and the optional study is illustrated on Exhibit A. The exact schedule will be finalized between our Project Manager and the County of Santa

Barbara. KOA is intended to meet the schedule under the assumption that all required data will be obtained promptly.

## PERSONNEL ASSIGNED

Ms. Min Zhou will be the Project Manager for this project. Ms. Min Zhou is a Senior Transportation Engineer for KOA and has experience with projects of this type. She will be responsible for coordination with you and preparation of the report. Mr. Rock Miller, P.E., will be the Principal-in-Charge for this project. Mr. Miller will oversee project progress, attend meetings, perform Quality Assurance, and will sign the report.

## PROPOSED FEE

Exhibit B illustrates the estimated time and materials with a not to exceed amount for each task and for the total contract. The total is based upon the cost of time, materials, and reprographic expenses for KOA for projects of this type and scope.

Invoices would be submitted monthly based upon project progress (percentage) and work completed. Accounts are past due after 30 days. A finance charge of 1.5% per month after invoice date may be assessed on accounts more than 60 days past due. In addition, all previous accounts with KOA must be made current prior to delivery of the first submittal.

## Billing Rates Summary

| Classification                              | Rate       |
|---|------------|
| CEO / President                             | \$250/hour |
| Firm Principal / Vice President             | \$225/hour |
| Senior Transportation Engineer              | \$185/hour |
| Senior Designer                             | \$175/hour |
| Accounting Management                       | \$130/hour |
| Associate Engineer / Planner                | \$120/hour |
| Assistant Transportation Engineer / Planner | \$95/hour  |
| Assistant Designer / Project Designer       | \$85/hour  |
| CAD Technician                              | \$75/hour  |
| Administrative Assistant / Planning Aide    | \$65/hour  |
| Messenger / Intern                          | \$55/hour  |

### General Provisions

Telephone, equipment, and fax are normally included in above hourly costs. Direct expenses including blacklining, commercial CAD plotting, subconsultant expense, issuance of specially endorsed insurance certificate, and direct costs, are billed at cost plus 5% unless stated otherwise in the proposal. Printing is approximately \$75/black & white copy (bound study) or \$125/Color copy (bound study). Mileage is

charged at the federally allowed rate. Public meetings and public hearings are normally excluded from any proposal, but will be billed as extra work at the rates above. There is a four-hour minimum for nighttime public hearings. Expert witness testimonies in court or at depositions are not shown. Annual adjustments in these fees of approximately 5% will be requested for each 12-month period following authorization.

## **EXCLUSIONS**

These exclusions describe the situations that most frequently result in the need for extra work and additional compensation.

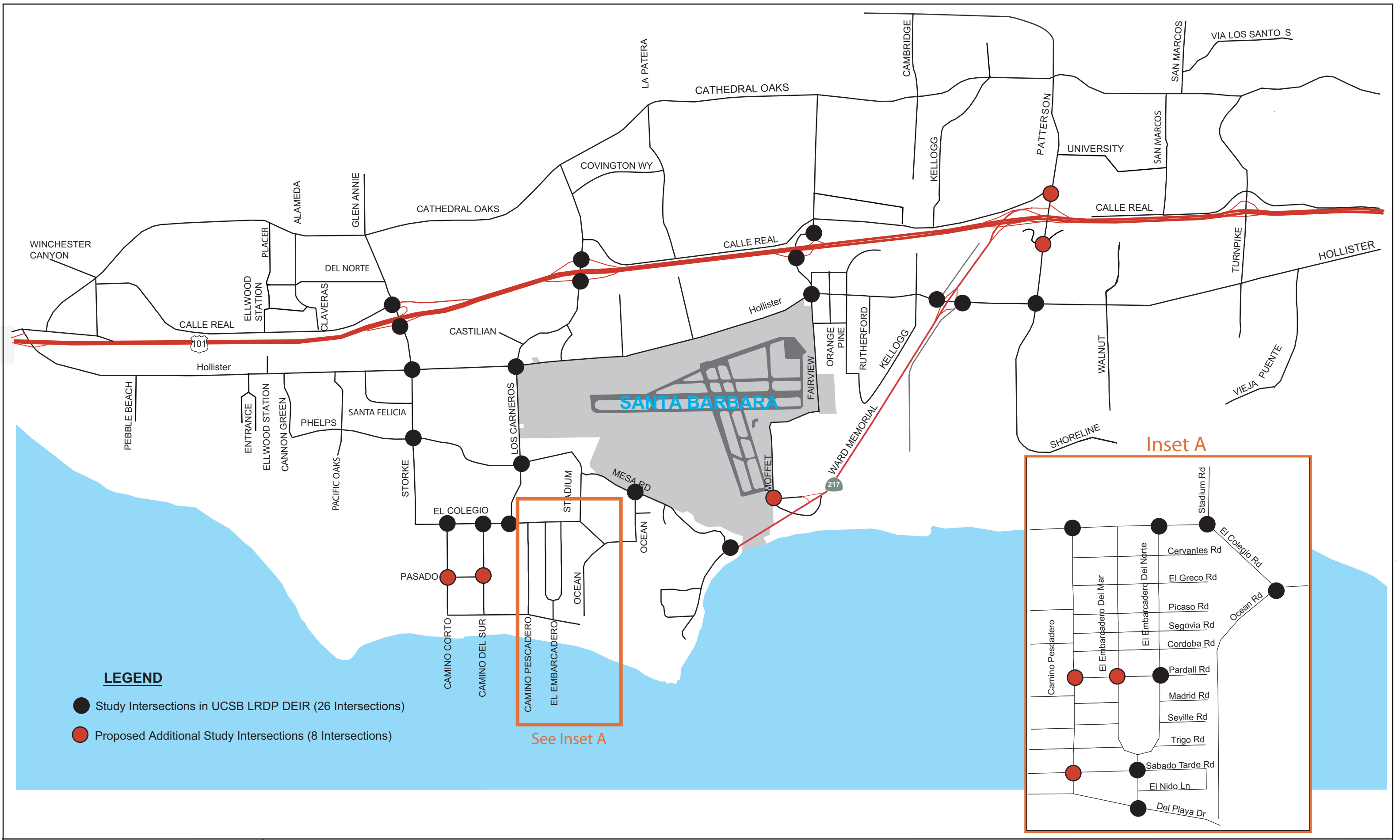
- The proposed scope of work and fee does not include any public hearing or meeting attendance, except as specifically indicated in the Scope of Services. Attendance at additional meetings is billed up to \$250 per hour for a Firm Principal, with a four-hour minimum for night meetings.
- If the project description or size should change after the project is initiated, or if traffic studies are required at additional locations, it may be necessary to revise the study extensively, and renegotiate the proposed budget.
- The proposed fee does not include any costs or fees charged by any public agency for its review of traffic modeling services, additional, or new traffic model runs by any Agency. The project applicant will pay these directly to the Agency.
- The traffic study will be based upon timely traffic information. It must be submitted to the County for initial processing within 60 days following preparation, or County requirements and data needs may change. Also, if the project schedule becomes extended for any reason, County requirements may also change.
- Once the study is underway any earned fees due to KOA Corporation (aka Katz, Okitsu & Associates) will be fully payable.
- The proposed scope of services and fee does not include study of traffic conditions at any location except as specifically outlined in the scope of services. This excludes traffic studies at any nearby intersections or driveways that might be affected by project traffic.
- A complete traffic assessment will be provided within the scope of services meeting the approval of the County. We will endeavor to justify the needs and requirements of your facility; however, we cannot guarantee that the County will approve any project, permit, or proposal. If the traffic study is completed to the satisfaction of the County, but the County does not approve the proposed project, any earned fees due to KOA will be fully payable.
- KOA reserves the right to ask for extra work fees if the County comments exceed what is reasonable. Unreasonable comments, include (but not limited to) any traffic data collection, analysis, or surveys at any locations except as specified in our proposal, added meetings, excessive surveys and qualifications of said surveys, gratuitous delays in processing study or report, and unwillingness to work with Client and/or Consultant in reaching a consensus of comments.
- If the traffic study is approved for public circulation by the County staff, and subsequent legal actions result in challenges in the study or further revisions, all KOA Corporation costs to address said legal challenges shall be considered extra work and additional compensation will be requested.
- KOA shall not be held financially responsible for costs of legal delays that relate to our work, except in the case of sole and gross negligence on our part.

## **INDEMNIFICATION**

KOA and the Client mutually agree to the fullest extent permitted by law, to indemnify and hold each other harmless from any and all damage, liability or cost, including reasonable attorney's fees and cost of defense arising from their own negligent acts, errors, and omissions in the performance of their services under this agreement, to the extent that each party is responsible for such damages, liabilities, and costs on a comparative basis of fault.

## **CONCLUSION**

KOA Corporation looks forward to working with you on this important project. If you wish to discuss this proposal further, you may contact me at my office. If you wish to expedite authorization of the project, you may sign a copy of the proposal on the approved line and return to our office at my attention. This proposal is valid for 120 days.





**EXHIBIT A: COST ESTIMATE FOR THE TRAFFIC AND TRANSPORTATION  
ENGINEERING STUDY FOR THE UCSB LRDP**

**Compressed Study Tasks:**

|  |                 |
|--|-----------------|
| <b>Task 1 – Study Orientation and Scope Refinement</b> | \$4,000         |
| <b>Task 2 - Study Scope</b>                            | \$4,000         |
| <b>Task 3 – Data Collection &amp; Field Review</b>     | \$2,000         |
| <b>Task 4 – Define Analysis Methodology</b>            | \$5,000         |
| <b>Task 5 – Traffic and Transportation Analysis</b>    |                 |
| <b>5.1. Existing Conditions</b>                        | \$5,000         |
| <b>5.2 Project Trip Generation and Distribution</b>    | \$4,000         |
| <b>5.3 Long Range Operation Conditions:</b>            |                 |
| <b>5.3.1 Scenario Assumptions</b>                      | \$4,000         |
| <b>5.3.2 Traffic Model Update</b>                      | \$8,000         |
| <b>5.3.3 Traffic Impact Analysis</b>                   | \$11,000        |
| <b>5.3.4 Mitigation Measures</b>                       | \$8,000         |
| <b>5.3.5 Fairshare and Cost Estimate Calculation</b>   | \$8,000         |
| <b>5.3.6 GTIP Affects</b>                              | \$5,000         |
| <b>Task 6 - Parking Analysis</b>                       | \$5,000         |
| <b>Task 7 - Pedestrian and Bicycle Analysis</b>        | \$5,000         |
| <b>Task 8 – Submittal and Review of Report</b>         | \$5,000         |
| <b>Task 9 – Project Support and Meetings</b>           | \$5,000         |
| <b>Total Compressed Study Tasks:</b>                   | <b>\$88,000</b> |

**Optional Study Tasks:**

|   |                  |
|---|------------------|
| <b>Optional Task 1 – Study Orientation and Scope Refinement</b> | \$1,000          |
| <b>Optional Task 2 - Study Scope</b>                            | \$1,000          |
| <b>Optional Task 3 – Data Collection &amp; Field Review</b>     | \$2,000          |
| <b>Optional Task 4 – Define Analysis Methodology</b>            | \$2,000          |
| <b>Optional Task 5 – Traffic and Transportation Analysis</b>    |                  |
| <b>5.1. Existing Conditions</b>                                 | \$1,000          |
| <b>5.2 Project Trip Generation and Distribution</b>             | \$4,000          |
| <b>5.3 Long Range Operation Conditions:</b>                     |                  |
| <b>5.3.1 Scenario Assumptions</b>                               | \$3,000          |
| <b>5.3.2 Traffic Model Update</b>                               | \$9,000          |
| <b>5.3.3 Traffic Impact Analysis</b>                            | \$7,000          |
| <b>5.3.4 Mitigation Measures</b>                                | \$8,000          |
| <b>5.3.5 Fairshare and Cost Estimate Calculation</b>            | \$7,000          |
| <b>5.3.6 GTIP Affects</b>                                       | \$5,000          |
| <b>Optional Task 6 - Parking Analysis</b>                       | \$8,000          |
| <b>Optional Task 7 - Pedestrian and Bicycle Analysis</b>        | \$10,000         |
| <b>Optional Task 8 – Submittal and Review of Report</b>         | \$5,000          |
| <b>Optional Task 9 – Project Support and Meetings</b>           | \$4,000          |
| <b>Total Optional Tasks:</b>                                    | <b>\$77,000</b>  |
| <b>TOTAL PROJECT TASKS:</b>                                     | <b>\$165,000</b> |



