Statement of Qualifications

All-Inclusive PA&ED Services on the North County Corridor Project

prepared for:

Stanislaus County Department of Public Works

August 2, 2013

MARK THOMAS & COMPANY

MARK THOMAS & COMPANY

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August 2, 2013

Mr. Colt Esenwein, PE
STANISLAUS COUNTY DEPARTMENT OF PUBLIC WORKS
1716 Morgan Road
Modesto, CA 95358

RE: Statement of Qualifications
ALL-INCLUSIVE PA&ED SERVICES ON THE NORTH COUNTY CORRIDOR PROJECT (NCC)

Dear Colt:

Establishing new transportation corridors across multi-jurisdictional boundaries requires extraordinary vision and leadership. From our review of the information provided for the above-mentioned project, we can clearly see that Stanislaus County Department of Public Works (County), along with Caltrans, has expended a great amount of effort to achieve the goal of establishing a new State Route (SR) 108 alignment that will relieve congestion and improve mobility within and around the Modesto, Riverbank, and Oakdale communities.

We are excited and confident that we can help you accomplish your vision and goals by providing you a team of highly experienced transportation corridor managers, designers, and environmental specialists that have worked together before in delivering similar projects through the complex procedures, processes, and requirements set forth by Caltrans and other governing agencies. Mark Thomas & Company (MTCo) will lead this team as your prime consultant with the support of the following key subconsultants:

- **Circlepoint** – EIR/EIS Leader and Author
- **Monk & Associates** – Biological Assessment/Natural Environment Study
- **LSA Associates** – Cultural Resources (and other technical studies)

We chose these particular firms based on our understanding and experience with the critical areas that we know will lead to PA&ED approval in a timely manner. Recently, Circlepoint and Monk & Associates worked with MTCo to deliver the Atwater-Merced Expressway (AME) Project for the Merced County Association of Governments (MCAG). This new 7-mile expressway corridor presented many of the same characteristics and issues that you are facing today in your project. Working together with a multi-jurisdictional group of agencies, this team delivered a Final Project Report and Final EIR 1-year ahead of schedule and under budget. Subsequently, MTCo completed final design, environmental revalidation, right of way clearance, and permitting for the first phase of the AME corridor, the AME/SR 99 Interchange, under accelerated conditions. A groundbreaking of this project is scheduled for August 9, 2013.

LSA Associates (LSA) will play a critical environmental role for cultural resources and other technical studies for the project. MTCo worked closely with LSA on the Veterans Boulevard/SR 99 Interchange for the City of Fresno under Caltrans District 6 oversight. LSA successfully provided environmental leadership in the preparation of an EIR/EA document for this project under MTCo management.

This core team will be supported by a cadre of professionals in the areas of **public outreach** (Judith Buethe Communications); **traffic engineering** (Fehr & Peers); **geotechnical engineering** (Crawford & Associates); **right of way acquisitions** (Bender Rosenthal); and **value analysis** (Value Management Systems). Several of these firms have already worked on the NCC which will minimize learning curves and allow us to **get up to speed** quickly and reduce project delays.

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www.markthomas.com (916) 381-9100 fax: (916) 381-9180

PROJECT MANAGEMENT

Management of the NCC will demand a highly experienced project manager that has outstanding communication and leadership skills, a credible technical design background, and proven knowledge of Caltrans and FHWA policies and procedures that has been developed over the course of his 33-year career. You will find these qualities in one of our most experienced project managers, **Jimmy W. Sims**. His professional credentials include being a registered civil engineer; a past planning commissioner and chairperson; and a Principal and Board Director of the firm. He has personally worked with and managed the core team members and the other supporting consultants on similar types of projects. His reputation of providing dedicated and personal service to his clientele is well known and will serve you well.

Jimmy's project experience in delivering corridor types of projects is very similar to the NCC project:

- He managed and delivered the Atwater-Merced Expressway PA&ED, guiding the project through multiple government agencies; coordinating with a number of stakeholders; addressing sensitive biological and cultural resources; presenting at public information meetings, city councils, board of supervisors, and the MCAG board; and acquiring approvals from Caltrans Districts 6 and 10 ad other resource agencies.
- He managed and delivered the State Route 84 Corridor PSR-PDS and the Isabel Avenue (SR 84)/I-580 Interchange PA&ED, PS&E project – a 10-mile corridor between I-680 and I-580 that ultimately replaced the a 10-mile portion of State Route 84 through the City of Livermore. For the PSR-PDS, he worked with Caltrans, the cities of Pleasanton and Livermore, and the County of Alameda to develop the alignment and geometric layout of the corridor. For the PA&ED portion, he led a multi-disciplinary team to acquire Caltrans District 4 and FHWA approvals. Subsequently, he managed preparation of PS&E documents for more than $100M of improvements which were constructed in May 2013. The Isabel project won the ACEC 2013 Engineering Excellence Honor Award (a statewide competition) and the APWA Northern Chapter 2013 Project of the Year Award.
- In March 2013, Jimmy managed and completed the PA&ED for a new interchange at Potrero Boulevard and State Route 60 in the City of Beaumont. For this $70M project Jimmy led not only the design engineers, but also directed the efforts of the environmental subconsultants and authored the environmental document (IS/EA) that gained approval from Caltrans District 8.

Through his long term commitment to MTCo and to these projects, the County can rest assured that he is well-suited and qualified to be your project manager for the NCC project.

CONCLUSION

In the following pages of this Statement of Qualifications (SOQ), you will read more about why Jimmy is well-suited to be the NCC project manager and the qualifications of the team members he will lead. We are confident that after reading this information and contacting the provided references, you will decide that MTCo is the firm you need to complete the long overdue PA&ED phase of this project.

If you have any questions regarding the content of this SOQ, please feel free to contact me or Jimmy. We both look forward to working with you on this important project.

Sincerely yours,
MARK THOMAS & COMPANY, INC.

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Project Manager
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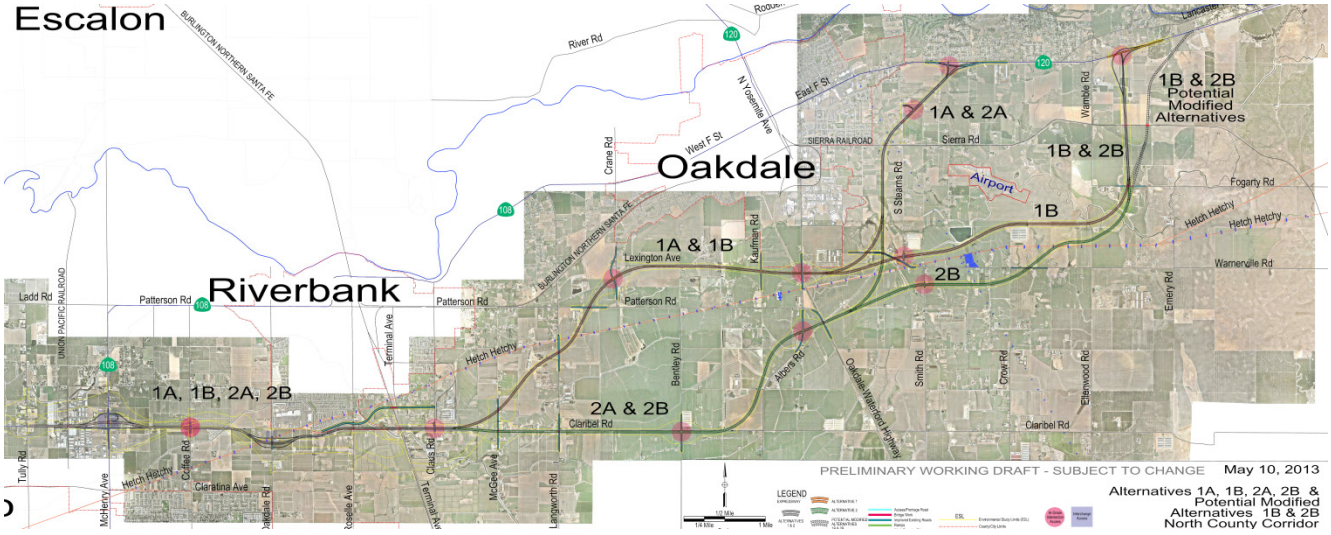
PROJECT UNDERSTANDING

The Stanislaus County Public Works Department (County), acting for the North County Corridor (NCC) Transportation Expressway Authority, wishes to select a new consultant team to complete the PA&ED process for the NCC Project. We understand that the County wants an experienced project manager and an environmental consultant that have demonstrated experience in delivering Caltrans PA&ED and EIR/EIS documents for major transportation projects. We also understand that the County has completed a great amount of background studies, traffic analyses, alternative corridor definition, and performed extensive public outreach. Some milestone events that have recently occurred are noted in the following table:

MILESTONE EVENT	DATE
Final Environmental Impact Report (FEIR) for Route Adoption approved.	*April 2010*
North County Corridor SR-108 Route Adoption approved by the CTC.	*May 2010*
Public Scoping Meetings have been held.	*September 8, 2010* *September 13, 2010*
Final Alternative Alignments presented to the public.	*June 16, 2011*
Draft Traffic Forecasts Memorandum (Fehr & Peers) completed. New project limits identified.	*May 2013*
The PDT agreed to change the functional classification of the corridor from freeway to expressway. The PDT decided to modify the limits of the corridor to begin at Kiernan/Tully. The PDT decided to issue a new NOI/NOP, revised technical studies, and make the necessary changes to the design to reflect the project limit changes. Biological surveys for dry and wet seasons updated but protocol surveys are still pending. Traffic analysis will need to conform to new RTP via an Air Quality Conformity Report.	*June 2013*

The original alignments have already gone through an alternative screening process against the approved Purpose and Need and have been further refined through a robust public outreach program that is being led by the County. As part of this RFQ, the County provided the current corridor alignments (Alternatives 1A, 1B, 2A, and 2B dated May 2013) that have not been fully presented to the public. We also understand that minor variations of Alternatives 1B and 2B are being evaluated at the east end of the corridor to address some concerns expressed by property owners in that reach of the corridor.



Based on our review and understanding of the information that has been supplied and our experience, the following key project elements will be critical to the completion of the environmental and project approval process:

AREA OF FOCUS	WHY IS THIS IMPORTANT?	WHO WILL ADDRESS THIS?
Gain Caltrans formal approval of the traffic forecasts for the project. Define the "fundable alternative" and determine what traffic analysis is required for NEPA clearance purposes.	Formal approval of the traffic forecasts will allow the MTCo team to engage Caltrans Operations who will provide oversight for the traffic operational analysis report. Approval of this report will be critical to finalizing the corridor geometric layouts. The definition of a fundable project will formulate a nexus with all of the technical studies, especially traffic studies since the construction of a reduced project will still need to meet with Caltrans' 20 years after opening requirements.	Fehr & Peers will work closely with Caltrans Forecasting to finalize the May 2013 draft document. MTCo, Circlepoint, and Fehr & Peers will meet with the County to discuss the NEPA fundable project and the traffic analysis that will be needed to support this critical alternative.
Review the history of the alternative alignments with the County and confirm the locations of at-grade intersections, grade separated intersections; and proposed interchanges associated with an updated project description.	A clear and concise picture of the scope of the corridor improvements is critical to the success of the environmental technical studies. Once the project description is agreed to, the technical studies can proceed.	MTCo will take the lead for this and after being brought up to speed, determine if there are changes to the improvements and also confirm the project description.
Confirm that the current Area of Potential Effect (APE) is still compatible to the new project limits and the scope of the improvements. The traffic forecast numbers will be used at this juncture to kick-start the technical studies. Confirmation and/or identification of ancillary improvements (i.e., local roadway realignments, new roadway connections to the corridor, and potential frontage roads) to provide access from adjacent parcels to the corridor.	We need to save time and get studies completed to a review position. Changing the project limits may present opportunities to streamline the completion of technical studies as we capitalize on work that has already been performed.	MTCo and Circlepoint will work together to verify that the corridor improvements are adequately defined so that the APE limits can be confirmed. This will allow the technical studies to proceed. Given the significant changes in the project limits, the extent and scope of the technical studies will also logically change to requiring lesser study.
Finalize the geometric layouts of the corridor intersections and interchanges using the approved traffic operations analysis. Other design elements will also be developed in conjunction with this such as defining flood plains and proposed drainage systems, utility relocations, addressing access control, determining if frontage roads are needed, and right of way needs.	Similar to the environmental technical studies, the technical studies associated with the design elements of the project will need to show a clear picture for disclosure to the public. Sensitivity to describing the proposed improvement to a relative degree of accuracy will be critical to identify impacts and to propose mitigation measures to minimize or eliminate those impacts.	MTCo will finalize the geometrics and perform the technical studies related to the design elements mentioned. Those studies will be coordinated with Circlepoint for their use in addressing the pertinent sections within the environmental document.
Impacts to sensitive wetlands and Waters of the United States must be carefully considered for the corridor alignments so that a Least Environmentally Damaging Practicable Alternative (LEDPA) can be clearly identified and supported.	The USACE will require that the PDT selected Build Alternative satisfy LEDPA requirements, especially if there are impacts to wetlands and Waters of the United States. This will be critical to gaining USACE approvals for the selected Build Alternative during the permitting phase of the project.	MTCo and Circlepoint will take the lead in keeping this in mind as the various alternatives are being refined.
Coordinating the timing of reviews for the Draft Project Report and Draft Environmental Document.	There will be a number of technical studies being prepared simultaneously during the course of the PA&ED process. Typically, reviews of DPR content (a non-public document) which includes in general, traffic operations, accident analysis, geometric layouts, drainage studies, stage construction, cost estimates, and other design oriented work is reviewed by non-environmental functional units at Caltrans. However, the information indicated above is "connected" to the information that will be disclosed to the public. Therefore, there needs to be consistency between the two documents.	MTCo will take the lead in managing this important aspect of the overall PA&ED process. Changes to the scope of the project must be kept at minimal levels; otherwise extensive delays will be realized on the environmental end. It has been our experience that reviews of the Draft Project Report (DPR) and Draft Environmental Document (DED) are done somewhat independently within Caltrans until the time of DED circulation. Managing and maintaining consistency between the two documents will ensure timely approvals for circulation and subsequent overall PA&ED approval.

We have carefully assessed the project's status based on information provided by the Department. The table below presents a brief summary of the status of the various technical studies that are critical for completion of the environmental document.

RESOURCE TOPIC	REQUIRED TECHNICAL STUDIES	STATUS
Land Use	Section 4(f) Evaluation	No substantive work done
Growth, Farmlands, Community Impacts, Utilities/Emergency Services	Community Impact Assessment (CIA)	No substantive work done
Traffic and Transportation/ Pedestrian and Bicycle Facilities	Traffic Studies	Traffic Forecasting near approval by Caltrans
Visual/Aesthetics	Visual Impact Assessment (VIA)	No substantive work done
Cultural Resources	Archaeological Survey Report (ASR), Historical Resources Evaluation Report (HRER), Historic Property Survey Report (HPSR), Extended Phase I Investigation (XP1)	Draft ASR Prepared Historic Property DPR forms completed
Hydrology and Floodplain	Location Hydraulic Study (LHS), Floodplain Evaluation Report (FER)	No substantive work done
Water Quality and Storm Water Runoff	Water Quality Assessment Report (WQAR)/ Storm Water Data Report (SWDR)	No substantive work done
Geology/Soils/Seismic/ Topography	Preliminary Geotechnical Assessment (PGA)	No substantive work done
Paleontology	Paleontological Evaluation Report (PER), Paleontological Mitigation Plan (PMP)	Draft PER/PMP started but needs more work
Hazardous Waste/Materials	Phase I Initial Site Assessment (ISA), Preliminary Site Investigation (PSI)	No substantive work done
Air Quality	Air Quality (AQ) Report	No substantive work done
Noise	Noise Study Report (NSR), Noise Abatement Decision Report (NADR)	No substantive work done
Energy	Energy Study	No substantive work done
Biological Environment	Natural Environmental Study (NES) with supporting habitat assessments and protocol surveys, Biological Assessment (BA), Wetland Delineation Report (WDR)	Field surveys for special-status species were conducted between 2011-2012; However, USFWS has determined that due to below normal precipitation during the survey seasons, the survey results prepared are showing false negative results. Surveys must be redone. Preliminary wetland delineation initiated, but not relevant to current conditions due to the protracted project schedule.

As shown in the table above, there is a significant amount of work that needs to be performed to gain approval of the PA&ED. In addition, the recent re-scoping of the project will require reissuance of a Notice of Intent/Notice of Preparation; revisions to a number of technical studies, changes to the corridor design, and additional public outreach.

In the following pages, we will present to you how we will get up to speed quickly, how we will organize and manage MTCo Team efforts; and ultimately how we will deliver the Project Report and Final Environmental Document for the North County Corridor Project within a reasonable timeframe. Based on what we understand now, notwithstanding potential delays as a result of dry winters, we anticipate that PA/ED phase can be completed within the next 24-36 months.

PROJECT APPROACH

As a first order of work, our project manager and key team members will meet with County staff to discuss the overall project goals and history, ensure that all available data has been provided, and lay the foundation for developing tasks, deliverables, schedule, and budgets for completing the PA&ED. Communications will be directed through our project manager, as he will be the primary conduit of information between the County and the MTCo Team. This is the same process we used on the Atwater-Merced Expressway PA&ED.

A status assessment will be conducted and led by Jimmy Sims as he works closely with other pertinent team members of the MTCo team to verify the observations we have indicated in this proposal; the completeness of work that has been prepared;

the acceptability of the technical products for which we will take ownership; and the level of effort that will be required to complete the PA&ED tasks. Using his broad range of experience developed over the last 30+ years in Caltrans processes, technical design, environmental documentation, and public outreach, he will prepare a detailed work plan that will include definitive milestone delivery dates for specific products. We anticipate that this effort will take 30 days from being selected. Once completed, we will have a clear understanding of the critical path in the project schedule so that the MTCo Team and agency resources can be focused accordingly in re-initiating the technical work effort.

Getting Environmental Studies Back On Track. We will help the County complete the EIR/EIS for the NCC using a straightforward, streamlined approach. Once we have verified that the alternatives have been clearly defined, we will call upon the extensive experience of our environmental consultant, Circlepoint, to bring forward a clear, concise plan for preparing the EIR/EIS building upon previously prepared documentation; incorporating updates to environmental laws, regulations, and procedures; and considering changes to the current project design in a timely fashion. Our approach will include using the previous technical study information to the extent feasible, focusing on updating information only where needed. To guide our approach, the MTCo team has developed an action plan that identifies the critical activities they would complete in 30 to 120 days to get the project back on track.

RESOURCE TOPIC	REQUIRED TECHNICAL STUDIES	ACTION ITEMS: 30 DAYS	ACTION ITEMS: 60 TO 120 DAYS
Land Use	Section 4(f) Evaluation	Identify potential Section 4(f) resources in the project area and review alignments for potential conflicts.	Prepare and submit draft Section 4(f) Evaluation
Growth, Farmlands, Community Impacts, Utilities and Emergency Services	CIA	Evaluate direct or indirect influences the project could have on growth. Collect updated Census data; Map environmental justice communities. Map adjacent farmlands. Map potential property takes and relocation of homes or businesses. Identify potential utility conflicts and/or relocations.	Prepare and submit draft CIA
Traffic and Transportation / Pedestrian and Bicycle Facilities	Traffic Studies	Confirm that forecasting studies are completed. Confirm pedestrian/bicycle status in corridor.	Process traffic data Prepare and submit draft traffic operational study
Visual / Aesthetics	VIA	Complete Caltrans VIA guidance checklist to determine appropriate level of technical report and obtain Caltrans' conformance on technical scope. Conduct focus meeting with Caltrans landscape and design staff to identify key viewer groups, establish appropriate viewsheds, and select viewpoint locations.	Prepare and submit draft VIA
Cultural Resources	ASR HRER HPSR XP1	Prepare and submit updated APE map for Caltrans approval. Conduct focus meeting with Caltrans PQS staff to review proposed technical scope. Close gaps in DPR forms. Initiate Native American Consultation. Determine the status of Permits to Enter (PTE) for field surveys. Identify additional needs.	Prepare and submit draft ASR, HRER and HPSR Prepare and submit Finding of Effect (FOE); Initiate Section 106 Consultation (MOA, if needed) Hold focus meeting to review proposed scope of XPI Conduct XP1 and submit draft report Process additional PTEs
Hydrology and Floodplain	LHS FER	Determine the extent of impacts to flood plains and overall drainage solutions. Confirm scope and schedule.	Prepare draft LHS and FER
Water Quality and Storm Water Runoff	WQAR/SWDR	Determine the scope and schedule of what needs to be prepared.	Prepare and submit draft WQAR and SWDR

RESOURCE TOPIC	REQUIRED TECHNICAL STUDIES	ACTION ITEMS: 30 DAYS	ACTION ITEMS: 60 TO 120 DAYS
Geology/ Soils/Seismic/ Topography	PGA	Determine the scope of what needs to be prepared.	Prepare and submit draft PGA
Paleontology	PER PMP	Review available data from PER prepared by previous consultant. Conduct focus meeting with Caltrans Paleontology staff to close gaps, identify areas of potential sensitivity, and review proposed technical scope. Obtain all PTE permits for surveys.	Prepare and submit draft PER and PMP
Hazardous Waste/Materials	ISA PSI	Prepare and submit draft ISA. Determine if PSI and/or subsequent subsurface investigation reports are required.	Prepare and submit draft PSI Hold focus meeting with Caltrans staff to review technical scopes for subsurface investigations (if required) Prepare and submit draft subsurface investigation reports (if required) Determine cost estimates for any remediation and/or removal of contaminated soils
Air Quality	AQ Report	Prepare and submit AQ Workplan Memo for Caltrans concurrence.	Collect existing AQ data Conduct AQ modeling for each alternative using traffic forecasts and operations data Prepare and submit draft AQ Report
Noise	NSR NADR	Prepare and submit NSR Workplan Memo for Caltrans concurrence.	Conduct noise monitoring to determine existing noise environment Build noise models for each alternative Calculate future noise levels for each alternative Prepare and submit draft NSR Prepare and submit draft NADR
Energy	Energy Study	Review Caltrans guidance to determine if quantitative analysis of energy impacts is required. Obtain Caltrans concurrence on quantitative v. qualitative methodology.	Prepare Energy Study (if needed)
Biological Environment	NES with supporting habitat assessments and protocol surveys, BA, WDR	Conduct focus meeting with Caltrans biologists to determine if any information previously collected during the 2011-2012 timeframe is still valid for use in the NES. Determine all appropriate windows for scheduling biological field surveys for NES. Determine appropriate window for scheduling wetland delineation survey. Determine if USFWS technical assistance is warranted for protocol surveys.	Commence biological field surveys Conduct wetland delineation surveys Prepare NES with supporting habitat assessments and survey reports

In addition, the following environmental management strategies will allow us to efficiently produce a solid defensible document:

- Identifying changes in existing conditions and new land uses and regulations early in the process
- Ensuring consistency of the EIR/EIS with the Council on Environmental Quality's (CEQ's) final guidance for federal agencies: *Improving the Process for Preparing Efficient and Timely Environmental Reviews under the National Environmental Policy Act*, March 6, 2012
- Streamlining the technical information to keep the combined document to a maximum of 300 pages
- Identifying key data gaps, if any, within the first 30 days to maintain schedule
- Providing a thorough and factual evaluation in the document that withstands legal scrutiny
- Ensure the EIR/EIS is responsive to the concerns of the community

Key to Environmental Success. The key to success is working closely with Caltrans and the County on the scope, format, and key issues for the technical reports and EIR/EIS. Guidance for preparing the EIR/EIS is clearly outlined in the Standard Environmental Reference (SER). To augment this guidance, regular meetings will be held with Caltrans and the County to review project status, discuss key issues, confirm work plans, review study results, and ensure the review process with Caltrans runs smoothly. Circlepoint has succeeded many times in the completion of highly-complex corridor projects using this management style with Caltrans and has successfully completed the ED within the desirable timeframe identified by the project sponsor.

The use of project informational videos on websites and during presentations assist public agencies in reaching the audience conveniently. This can be done cost effectively by using existing PowerPoint presentations the Department has already created. Additionally, short video clips may be used to assist Caltrans in the review of the technical sections of the project. We used this approach very successful on the US 50/Hazel Avenue Interchange PSR.

Some issues to discuss and resolve early with Caltrans and the County include:

- Have the original noise models been verified by Caltrans and can they be re-run with the new data or will a new set of models need to be approved?
- Has Caltrans provided confirmation that the Architectural APE as defined previously conforms to the latest understanding between Caltrans PQS and the Project Team (i.e., has the Architectural APE changed since December 2012 to reflect the PAL expansion of June 2013)?
- Has Caltrans approved the exemption of those architectural properties previously proposed as not needing eligibility evaluations under the Programmatic Agreement?
- Which technical studies, and to what degree, have been subjected to informal Caltrans coordination or review?
- Will updated Native American consultation be required due to the passage of time since the draft ASR was prepared?
- Has informal coordination with Caltrans PQS occurred to define the need and potential scope of geo-archaeological investigations that may be required?
- Have any Section 4(f) properties been identified that may pose a constraint to the alternatives or that would require identification of avoidance alternatives?
- Selection of the preferred alternative – discuss the pros and cons of identifying the preferred alternative in the draft versus final EIR/EIS.
- Methods to build consensus with the public.

MTCO MANAGEMENT APPROACH

The MTCo project management approach is grounded in our understanding that successful projects are the result of:

Commitment of key staff and adequate resources necessary to deliver projects as promised. MTCo recognizes that a commitment is made with each new project. We recognize that a slip in a design task may have far greater implications for the client's other activities. Our commitment is backed up with the appropriate number of qualified staff necessary to get the projects done on time.

Early issue identification and resolution. This is an essential element to ensure project delivery and that long lead time items can be addressed without significant effect on schedules. Monthly progress meetings for short tasks are not necessary. However, for longer-scheduled tasks it is essential, even if the meeting is brief. The meeting emphasizes the responsibilities of each team member and clarifies roles, needs, and the interrelationships between tasks.

Act as extension of County staff. MTCo prides itself on acting as an extension of our client's staff. We do not try to impose our "system" on our client, but rather tailor our process to fit within the client structure, to provide assistance where necessary. We are flexible to changes in client operations.

Being responsive and collaborative to your needs. We commit to bring you our most experienced, "hands-on" managers and engineers. Each one has the reputation of being responsive. The keys to our previous project successes have been our understanding of our clients' policies and procedures and in working with everyone in a collaborative and cooperative manner.

TEAM INTRODUCTION

The North County Corridor (NCC) project will require a comprehensive and experienced team that recognizes the planning and design complexities of the corridor, and who can assist in developing a project that will meet the needs of the County, Caltrans, and the region's communities. While the concepts of the project have been developed, much more work remains to be performed to satisfy the environmental process and develop the project report. To meet the goals of the project as defined in the Request for Qualifications (RFQ), we have identified a CORE TEAM of firms whose experience and knowledge of the project corridor and stakeholders will facilitate environmental clearance and PA&ED approval. Each firm will play a critical role toward moving the project toward implementation, and each has committed their most experienced manager to deliver each element of this important project. The following information provides you "snapshot" profiles of each CORE TEAM firm:

Mark Thomas & Company, Inc.

Since 1927, MTCo has provided civil and surveying services for transportation-oriented projects including regional corridors, State highways and freeways, interchanges, major roadways, pedestrian/bicycle facilities, and transit facilities. We have moved many of our projects through the various phases of project delivery, from conceptual planning and preliminary engineering/environmental clearance to final design. In most cases, we continue to support our clients by providing design engineering, and staking during the construction phase. Supporting services such as in-house surveys, right of way engineering, and bridge structure design enhances our record of delivering complex projects under accelerated schedules. As a result, the firm has planned, designed, and constructed more than $2 billion of improvements on the State Highway System through Caltrans' PID, PA&ED, and PS&E processes in the past 10 years alone.

MTCo AT A GLANCE

- FOUNDED IN 1927 IN SAN JOSE - 85 YEARS SERVING NORTHERN CALIFORNIA
- 175 FULL-TIME EMPLOYEES
- NINE OFFICE LOCATIONS
- SPECIALIZES IN CALTRANS PROJECT DELIVERY - PID, PA&ED, PS&E
- IN-HOUSE CIVIL/STRUCTURES DESIGN AND SURVEY SERVICES

Our stability throughout the years is founded in our strong reputation for producing quality services with an experienced engineering staff. This reputation is realized through the efforts of more than 175 full-time professionals operating from nine offices which are strategically located in San Jose (corporate headquarters), Sacramento, Fresno, Oakland, Walnut Creek, San Mateo, Cupertino, Salinas, and Irvine. Despite our broad depth of services, we remain grounded in and focused on serving our clients with a "hands-on" management style. Our recent history of delivering projects that are relevant to the NCC project are detailed throughout this proposal.

Circlepoint: Environmental Document and Technical Studies Lead

Established in 1987, Circlepoint is a private corporation with offices in Oakland and Sacramento. Circlepoint manages the full range of environmental planning, assessment, permitting, and regulatory compliance services to numerous municipal and private clients. During the past 25 years, Circlepoint has successfully completed more than 400 environmental and planning studies. Circlepoint will work with the County to efficiently navigate the complex review and permitting processes in full compliance with all pertinent laws and regulations.

Monk & Associates: BA/NES Technical Studies

Monk & Associates Inc (M&A) provides a variety of biological services for infrastructure projects such as highways, roads, and pipelines. M&A biologists carry a Federal 10(a)(1)(A) permit to conduct surveys for federally listed branchiopods and California tiger salamander. M&A provides expertise in the following areas:

- EIR/EIS biology sections
- biological constraints analyses, mitigation and monitoring plans, and habitat restoration plans
- special-status plant and animal surveys (for endangered and threatened plant and animal species)
- wetlands planning and permitting
- wetlands construction design and oversight
- preparation of Streambed Alteration Agreements
- endangered species "incidental take permits"

Other Support Team Firms

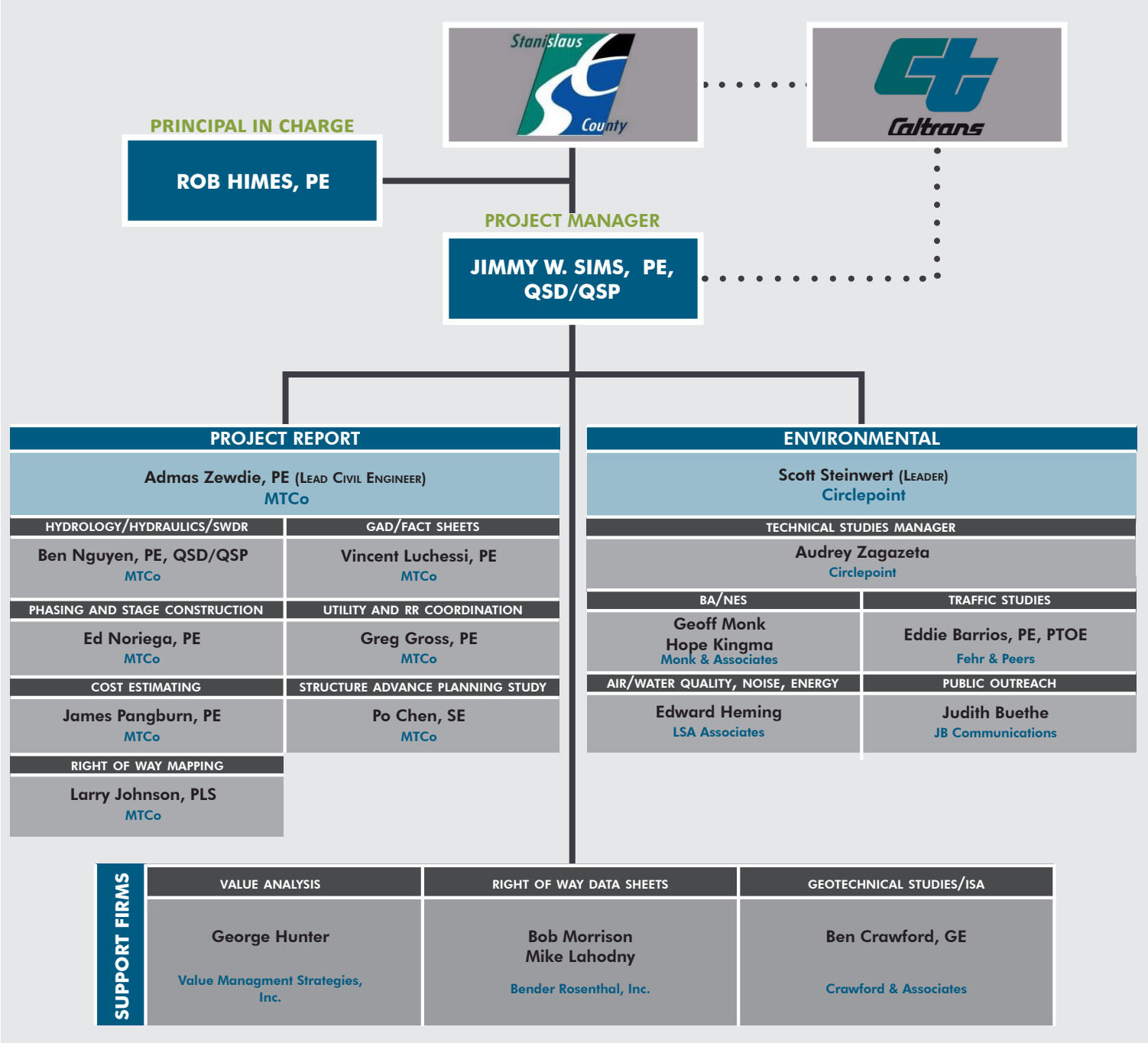
As shown to below, we have compiled an oustanding team of trusted subconsultants who will support our core team in delivering the PA&ED. Projects demonstrating our cohesive team's work together are described herein.

SUPPORT TEAM FIRM	ROLE
LSA Associates	Technical Studies: Cultural, Air, Water, Noise, Energy
Buethe Communications	Public Outreach
Fehr & Peers	Traffic Studies

SUPPORT TEAM FIRM	ROLE
Crawford & Associates	Geotechnical Studies/ ISA
Bender-Rosenthal	Right of Way Data Sheets
Value Management Strategies	Value Analysis

PROJECT TEAM ORGANIZATION

The chart below depicts how MTCo will manage lines of communication between the County and our in-house team, our key and supporting subconsultants, and Caltrans to deliver the NCC PA&ED. Qualifications and respective roles for our key staff members are provided throughout this section.



QUALIFICATIONS OF THE MANAGEMENT TEAM

The ultimate success of a complex project like NCC hinges on the management team's dedication, continuity, and ability to apply their knowledge and lessons learned to maintain forward momentum, obtain approvals, and meet project goals. As described in this section, our proposed management team will be led by three key individuals who have worked together extensively to deliver management successes that resulted in timely environmental clearance and project approvals – and ultimately fundable, implementable phased projects. **Jimmy Sims** will serve as your project manager, providing overall leadership and managing the PA&ED process. His experience planning corridor projects and knowledge of Caltrans policy and design procedures, combined with his ability to maximize the expertise of our other managers and work with communities, will expedite project approvals. **Scott Steinwert,** will lead preparation of the EIR/EIS document, combining his technical expertise with a keen ability to deliver clear, user-friendly information to Caltrans, stakeholders, and the public to develop consensus and alternatives that mitigate environmental impacts. **Admas Zewdie** will lead the engineering design elements of the project and preparation of the Project Report. Over the last 7 years, he has worked closely with Caltrans Districts 6 and 10 and other agencies to deliver major transportation projects in the Central Valley.

JIMMY SIMS, PE, QSD/QSP
PROJECT MANAGER

33 YEARS OF EXPERIENCE
BS IN CIVIL ENGINEERING
CA C35458, CA QSD/P 21588

Jimmy Sims has more than 33 years of experience in the planning and design of major infrastructure improvements involving local roadways, highways, public works, and transportation projects. Over the course of his career, he has delivered more than $1 billion of planned and constructed projects to transportation agencies throughout California. As a past city planning commissioner, he was involved in the development of specific plans, updating general plan components, and land zoning updates which has provided him great insights in understanding community issues, working in public environments, and providing livable and sustainable design solutions. As one of our most experienced managers, he has delivered some of our largest transportation and capital improvement projects, and provides an unmatched record of experience in the expedited delivery of project approvals and environmental clearance. Examples of his recent project delivery accomplishments inclulde the Atwater-Merced Expressway Corridor PA&ED; the SR99 Widening and Applegate Road Interchange PSR, the Route 238 Corridor Improvements Project PR, EIR, and PS&E; and the Isabel Avenue/I-580 Interchange PA&ED and PS&E.

SCOTT STEINWERT
ENVIRONMENTAL LEADER

25 YEARS OF EXPERIENCE
BA IN BIOLOGY

Scott Steinwert has 25 years of experience managing the environmental process for transportation projects throughout California. Scott's depth of experience allows him to be particularly effective in strategizing with clients about the most efficient approach to environmental review. He is a skilled project manager and oversees interdisciplinary teams of specialists in all areas of environmental analysis and planning. His areas of focus include land use, socioeconomics, and environmental justice evaluations; Section 4(f) evaluations; Section 7 and Section 106 compliance procedures; and visual impact assessments. He is recognized as a leader in the field of visual impact assessments for transportation projects and has overseen the visual impact analysis of several high profile projects. Scott also organizes and facilitates public meetings and workshops on planning, environmental, and design issues. Scott led environmental documentation for the AME Corridor PA&ED and the I-80/I-680/SR 12 Interchange in Solano County.

CLIENT KUDOS FOR OUR MANAGEMENT TEAM

MTCo

ATWATER-MERCED EXPRESSWAY

"Throughout the project, MTCo maintained consistent key staffing. Jimmy Sims as project manager and Admas Zewdie as lead project engineer have done exemplar work on the project and command the respect of Caltrans staff. Their collaborative approach to project delivery has been instrumental in steering this project from infancy to fruition."

— Marjorie Kirn, Executive Director, Merced County Association of Governments Tel. (209) 723-3153

CAMPUS PARKWAY

"Prior to MTCo's involvement, the project was not effectively progressing through the Caltrans approval process. By working collaboratively with Caltrans staff at District 6 and 10, MTCo was able to expedetiously gain approval... Jimmy Sims (project manager) and Admas Zewdie (project engineer) have been instrumental to the success of our projects. "

— Steven Rough, PE, Supervising Engineer, Merced County Department of Public Works Tel. (209) 385-7601

CIRCLEPOINT

I-80/I-680/SR 12 INTERCHANGE EIS/EIR

"I have a compliment. There are 2 aspects of CEQA. One is substance in the subject area and the other process and presentation and it really is an excellent package. I only wish more consultants would do that. That would help the public to be able to follow what's going on and would be able to take one document and see the explanation for what is being done to mitigate the potential significant impacts."

— Mayor Elizabeth Patterson, City of Benicia, Solano Transportation Board Meeting, May 12, 2010

"Scott,
I'm taking the liberty of speaking for Janet but we both really enjoyed working with you and very much respect your professionalism and abilities. It was crazy and hectic but working with you was a pleasure. Until the next biggie, all the best!"

— Dale Jones, Caltrans HQ Environmental Coordinator for District 4 & 7

ADMAS ZEWDIE, PE
LEAD CIVIL ENGINEER

17 YEARS OF EXPERIENCE

MBA, BS IN CIVIL ENGINEERING

CA C63469

Admas Zewdie has more than 17 years of experience in the planning and design of transportation facilities. Through his work on large transportation projects in the Central Valley in the last seven years, he has developed extensive working relationships with Caltrans staff in Districts 6 and 10. From 2005 to 2009, he served as the lead engineer for the AME project, ably developing designs and technical studies that successfully completed the PA&ED phase one year ahead of schedule in collaboration with Jimmy and Scott. From 2010 to 2012, he continued to manage the final design and right of way acquisition phase of the Atwater-Merced Expressway/SR 99 interchange project, completing the project within an accelerated timeline to meet funding deadlines. Admas was the lead civil engineer for the Route 238 Corridor Improvement Project, developing the preliminary design and working closely with Jimmy and the environmental consultant to complete the EIR. His collaborative approach to problem solving has been instrumental in building consensus on controversial issues.

The table below depicts large, complex corridor and interchange projects that these key individuals have delivered together in the past or as a key subconsultant to MTCo. Through these projects, we have developed strong relationships of trust and dependability in delivering similar projects like NCC to clients throughout Northern California.

MANAGEMENT TEAM MEMBERS	PROJECT NAME AND LOCATION	CONSTRUCTION VALUE	CLIENT REFERENCE	ENVIRONMENTAL CLEARANCE	CALTRANS APPROVALS	MULTIPLE STAKEHOLDERS
Jimmy Sims Admas Zewdie Scott Steinwert	Atwater-Merced Expressway, Merced County PA&ED, EIR, PS&E *7-mile corridor, New interchange at SR 99*	$218 million $40 million – Phase 1	Merced County Association of Governments (MCAG) Marjorie Kirn (209) 723-3152	■	■	■
Jimmy Sims Scott Steinwert	Applegate Road Interchange/SR 99 Widening, Atwater PSR, PEER *3-mile corridor, Interchange modification*	$300 million	MCAG/City of Atwater Scott McBride (209) 357-6345	■	■	■
Scott Steinwert (sub to MTCo) Jimmy Sims*	I-80/I-680/SR12 Interchange Improvements Project PA&ED, EIR/EIS, PS&E *9-mile corridor* *New direct connector btwn I-80 - I-680**	$1.2 billion	Solano Transportation Authority Janet Adams (707) 424-6075	■	■	■
Scott Steinwert (w/ MTCo)	State Route 4 Gap Closure Project MIS, EIR/EIS, and PS&E Contra Costa County	$75 million	Contra Costa Transportation Authority Paul Maxwell, Former Deputy Director (now with Paul Maxwell Consulting) (510) 325-0682	■	■	■
Jimmy Sims Admas Zewdie	Campus Parkway, Merced County PR, PS&E *4.5-mile corridor, New connection at SR 140*	$5.5 million – Phase 1 $28 million – Phase 2 $57 million – Phase 3	Merced County Public Works Steve Rough (209) 385-7601	■	■	■
Jimmy Sims Admas Zewdie	Isabel Avenue/I-580 Interchange Improvements, Livermore PA&ED, IS/EA, PS&E *3-mile corridor, New interchange at I-580*	$90 million	City of Livermore Roberto Escobar (925) 960-4532	■	■	■
Jimmy Sims Admas Zewdie	Route 238 Corridor Improvement Project PR, EIR, PS&E *5-mile corridor*	$50 million	City of Hayward Kevin Briggs (510) 583-4760	■	■	■

QUALIFICATIONS OF THE SUPPORT TEAM

KEY STAFF	ROLE	YEARS OF EXPERIENCE	EDUCATION	CALIFORNIA REGISTRATION
Rob Himes	Principal in Charge	27	BS in Civil Engineering, University of California, Berkeley	C45787
Ben Nguyen	Hydrology/Hydraulics/ SWDR	18	MS in Civil Engineering, San Jose State University	C65222 QSD/P308
Ed Noriega	Phasing and Stage Construction	18	BS in Civil Engineering, University of Toledo, Ohio	C61555
Greg Gross	Utility and Railroad Coordination	9	BS in Civil Engineering, California State University, Sacramento	C70950
James Pangburn	Cost Estimating	11	BS in Civil Engineering, California State University, Sacramento	C71445
Vincent Luchessi	GAD/Fact Sheets	9	MS in Civil Engineering, San Jose State University	C72344
Po Chen	Structure Advance Planning Studies	36	MS in Structural Engineering, University of Akron	S3112
Larry Johnson	Right of Way Mapping	40	BS in Land Surveying & Photogrammetry, California State University, Fresno	PLS 4998
Audrey Zagazeta	Technical Studies Manager	13	BS in Environmental Science, San Jose State University	N/A
Geoff Monk	BA/NES	30	MS in Wildland Resource Science, University of California, Berkeley	N/A
Hope Kingma	BA/NES	20	MS in Biological Sciences, California State University, Hayward	N/A
Eddie Barrios	Traffic Studies	16	BS in Civil Engineering, University of California, Berkeley	C61847 T2179 PTOE 1321
Edward Heming	Air/Water Quality, Noise, & Energy Technical Studies	11	MS in Environmental Studies, California State University	AICP 025193
Judith Buethe	Public Outreach	32	MPA in Public Administration, University of San Francisco	N/A
George Hunter	Value Analysis	25	BS in Civil Engineering, California State University, Sacramento	C44538 PMP 305856 CVS 20000717
Bob Morrison	Right of Way Data Sheets	16	MBA, California State University, Sacramento	C52617 PMP 50326 REB01837271
Mike Lahodny	Right of Way Data Sheets	40	BS, Geography/Urban Planning/Real Estate California State University Northridge	AG 044258
Ben Crawford	Geotechnical Investigation/ISA	11	BS in Civil Engineering, California Polytechnic State University, San Luis Obispo	C68457 G2861

AVAILABILITY OF THE TEAM AND INTERAVAILABILITY

MTCO'S COMMITTED NORTH COUNTY CORRIDOR PROJECT TEAM

At MTCo, we are proud to extend the benefits of our low staff turnover rate to our clients. As an employee-owned firm, our staff take satisfaction in the quality of our work and are both professionally and personally vested in the success of our projects. Many of our proposed staff are career-long MTCo employees, and the County will benefit from working with the same group of professionals throughout the course of this project. Proposed project manager, Jimmy Sims, has been with MTCo for 13 years, and his investment as a firm principal and owner assure his full-term commitment to this project. Our proposed principal in charge (Rob Himes) is also a principal of the firm, and will: 1) dedicate the staff listed in this proposal for the lifetime of the NCC PA&ED project; and 2) commit to reallocating firm resources to this project should the schedule need to be accelerated to meet funding or program goals. With this level of staff and firm commitment, ***MTCo's project team is structured to provide redundancy between key staff and availability of additional resources so that the NCC project can be delivered on schedule without interruption or additional expense.***

Our principal in charge and project manager are principals of the firm. As such, they have the ability to ensure that our resources are available as promised and as needed to complete the project.

INTERAVAILABILITY AND EFFICACY

MTCo staff are cross-trained in a variety of disciplines and we employ careful standardization of procedures and deliverable formats to facilitate seamless work-sharing across all of our offices. Additionally, with more than 150 staff members in Northern California, we possess a deep pool of technical staff who can be called upon if needed to meet an acceleration of schedule or to fulfill additional staffing needs. Our depth of in-house resources and streamlined remote communication methods allows MTCo to provide responsive services and a tailored approach to meet the County's specific needs.

STAFF RESOURCES BY DISCIPLINE

DISCIPLINE	# OF STAFF
Transportation	102
Structures	14
Survey	18
Special Services	18
Corporate	13

CURRENT WORKLOAD AND AVAILABILITY OF KEY TEAM MEMBERS

The NCC project schedule aligns perfectly with our project team's availability. MTCo's key staff recently completed delivery of several major projects (including the AME PA&ED and PS&E Phases, Campus Parkway Phase 2 PS&E, and the Route 238 Corridor Improvements Project (Construction Support), allowing us to focus our resources on your project. As you can see in the table below, each team member we have assigned is available to meet your project needs.

TEAM MEMBER	% AVAILABILITY	OFFICE LOC.
Jimmy Sims[1] (Project Manager)	65%	San Jose
Admas Zewdie[1] (Lead Civil)	75%	
Vincent Luchessi[1]	70%	
Po Chen[1]	40%	
Ben Nguyen[1]	70%	
Larry Johnson[1]	10%	
Rob Himes[1] (Principal in Charge)	10%	Sacramento
James Pangburn[1]	40%	
Ed Noriega[1]	45%	Fresno
Greg Gross[1]	60%	

TEAM MEMBER	% AVAILABILITY	OFFICE LOC.
Scott Steinwert[2] (Env. Lead)	45%	Oakland
Audrey Zagazeta[2]	50%	Oakland
Geoff Monk[3]	30%	Walnut Creek
Hope Kingma[3]	50%	
Eddie Barrios[4]	40%	Walnut Creek
Edward Heming[5]	60%	Rocklin
Judith Buethe[6]	50%	Stockton
George Hunter[7]	40%	Escondido
Bob Morrison[8]	45%	Sacramento
Mike Lahodny[8]	50%	
Ben Crawford[9]	60%	Sacramento

1 MTCo
2 Circlepoint
3 Monk & Associates
4 Fehr & Peers
5 LSA
6 Buethe Communications
7 VMS
8 Bender Rosenthal
9 Crawford

EXPERIENCE WITH SIMILAR PROJECTS

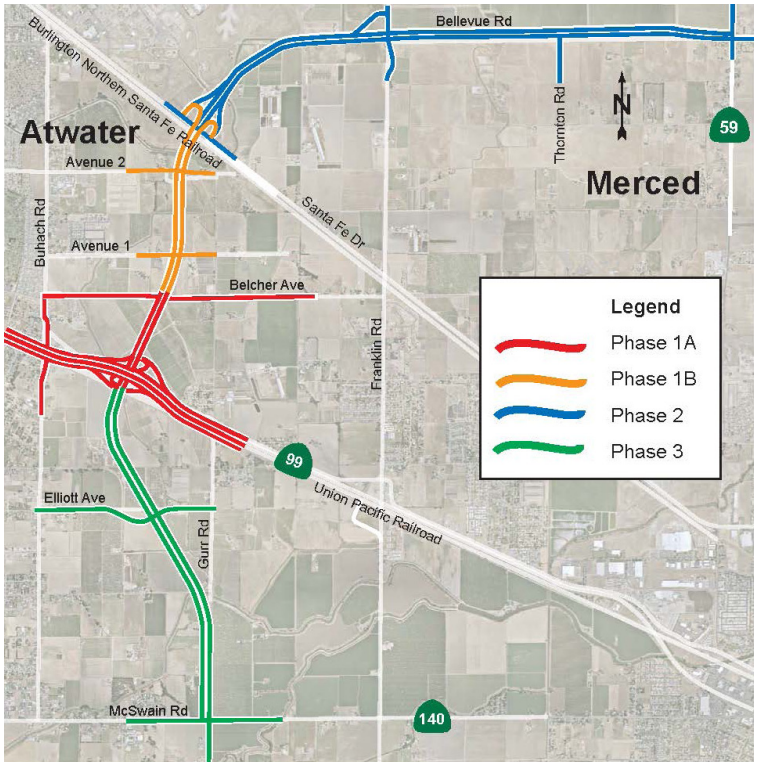
The projects described below required coordination with client staff, Caltrans, and other technical disciplines; coordination with resource and permitting agencies; and public outreach. These projects demonstrate the level of success our team (including both core and support firms) has attained working together to coordinate with multiple jurisdictions, the public, and regulators to gain project approvals and environmental clearance. We encourage you to contact our clients, who will attest to our record of excellence in accomplishing their project goals.

MARK THOMAS & COMPANY (WITH OTHER TEAM MEMBERS AS NOTED)

Atwater-Merced Expressway MERCED COUNTY

AME is a 7-mile long, proposed four-lane access-controlled expressway corridor that will provide additional traffic capacity in the area and will serve as the primary access route for two of the region's major employment centers, Castle Airport and the University of California, Merced. MTCo led a multi-disciplinary team in successfully completing the PA&ED phase through Caltrans one year ahead of schedule. MTCo:

- Used criteria developed with the public and project stakeholders to narrow the scope to two viable alternatives.
- Conducted detailed environmental technical studies and refined alternatives to significantly reduce environmental impacts.
- Worked with Caltrans Districts 10 and 6 to develop, analyze, and refine project design features.
- Prepared conceptual construction staging plans, preliminary cost estimates, right of way data sheets, traffic management plan, and storm water data report.
- Prepared a Supplemental Project Report and Environmental Revalidation to further reduce the scope of the first phase to better compete for construction funding.
- Accurately determined utility relocation costs and timelines that were incorporated in the project approval documents.
- Prepared final PS&E for Phase 1A improvements that adhered to available budgets under an accelerated schedule that also included acquisition of right-of-way and utility relocations. Bid results came in 13% below our engineer's estimate.



CONTACT

Marjorie Kirn
Executive Director, MCAG
(209) 723-3152

KEY TEAM MEMBERS AND ROLES

- Jimmy Sims (Project Manager)
- Admas Zewdie (Lead Civil Engineer)
- Po-Kang Chen (Structures Lead)
- Larry Johnson (Survey Manager)
- Vincent Luchessi (Geometrics/Alternatives Dvlpm't)
- Ben Nguyen (Drainage/Hydrology/SWDR)

- Circlepoint (Environmental and Outreach)
- Monk & Associates (BA/NES Technical Studies)
- Bender Rosenthal (Right of Way Acquisitions)

I-80/I-680/SR 12 Interchange SOLANO COUNTY

This $1.2 billion project will improve overall corridor mobility and safety through a major reconstruction of 9 miles of interstate freeway and 4 miles of state highway. The project will relocate/reconstruct the I-80/I-680 interchange, two freeway-to-freeway interchanges, and four local interchanges on I-80; and construct four new interchanges. MTCo:

- Reviewed and screened alternatives from the PID
- Met with residents, local and resource agencies, Caltrans, and FHWA to shape the purpose and need, resulting in the preferred ultimate alignment
- Identified elements that could be independently accelerated ahead of the main interchange project.
- Coordinated with rural property owners and residents of Fairfield and Cordelia to ensure that alignment alternatives preserved existing agricultural uses, accommodated future commercial development, and shifted away from a historic community.
- Worked closely with Circlepoint to coordinate with a variety of agencies including FHWA, CHP, the Yocha Dohe tribe (related to cultural artifacts and burial sites), BCDC, state and federal resource agencies (for NEPA/404 coordination), USFWS (for determination of the least environmentally damaging practicable alternative [LEDPA] and the biological opinion, and with Solano County and the cities of Fairfield and Suisun City.

CONTACT **Janet Adams**
Dir. of Projects, Solano Transportation Authority
(707) 424-6010

KEY STAFF AND ROLES

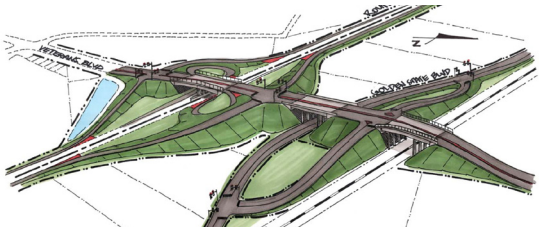
- Mike Lohman (Principal in Charge)
- Jimmy Sims (Package 3 Design Leader)
- Po-Kang Chen (Structures Lead)
- Vincent Luchessi (Geometrics)
- James Pangburn (Project Engineer)
- Ben Nguyen (Drainage/Hydrology)

- Circlepoint (Environmental, Outreach)
- Fehr & Peers (Traffic Studies)

Veterans Boulevard Improvements at SR99/UPRR FRESNO

This project will construct the Veterans Boulevard Extension, a 3-mile long, six-lane corridor from Shaw Avenue to Herndon Avenue, an interchange, a connection to the existing Golden State Boulevard, a grade separation crossing over the UPRR and High-Speed Rail tracks, and a multi-purpose trail. MTCo:

- Managed the CEQA/NEPA environmental process;
- Obtained project approval from Caltrans.
- Coordinated with High Speed Rail, UPRR, Caltrans, Fresno Irrigation District, and PG&E.
- Worked closely with Caltrans, the City, and the County in the preparation of a revised Freeway Agreement and a New Public Road Connection report.
- Developed alternatives to accommodate a new interchange connection with the UPRR grade separated crossing while providing full access to local development within an extremely constrained area.
- Developed a preferred alternative that accommodated local development and a grade separated Class I bicycle facility.



CONTACT **Scott Mozier**
Engineer, City of Fresno
(559) 621-8702

KEY STAFF AND ROLES

- Rob Himes (Principal in Charge)
- Ed Noriega (Project Manager)
- Greg Gross (Utility and Rail Coordination)
- Larry Johnson (Survey Manager)

- LSA (Environmental and Technical Studies)
- Fehr & Peers (Traffic Studies)
- Bender Rosenthal (Right of Way)
- VMS (Value Engineering)

CIRCLEPOINT

BART Extension to Santa Clara SANTA CLARA COUNTY

For an approximately 10-year period, Circlepoint worked closely with the Santa Clara Valley Transportation Authority (VTA) to provide communication services and prepare CEQA/NEPA documents for the proposed extension of BART from the Fremont Warm Springs Station to the City of Santa Clara. The environmental documents included an EIR, two supplemental EIRs and an EIS. Circlepoint obtained environmental clearance for the following projects:

- BART Extension to Milpitas, San Jose, and Santa Clara EIR and Supplemental EIR (SEIR-1)
- Silicon Valley Rapid Transit Project EIS and SEIR-2
- Silicon Valley Rapid Transit Project SEIS/SEIR-3

CONTACT **Tom Fitzwater**
Environmental Resources Planning Manager,
Santa Clara Valley Transportation Authority
(408) 321-5705

KEY STAFF AND ROLES

- Scott Steinwert (Principal)
- Audrey Zagazeta (Project Manager)

XpressWest (formerly DesertXpress) High-Speed Rail

To provide a much needed alternative to the I-15 between Los Angeles and Las Vegas, XpressWest Enterprises proposed a privately owned, high-speed rail line running about 200 miles on exclusive track from Victorville to Las Vegas. Circlepoint:

- provided hands-on program management, strategic oversight and direction to achieve a thorough and responsive environmental review process.
- directed and executed innovative approaches to the assessment of biological and cultural resources, the review of ridership projections, and economic impact analysis.
- Prepared the Draft EIS in record time and within a budget far below any previous EIS of this magnitude.
- Prepared the Final EIS, which was announced personally by US Secretary of Transportation Ray La Hood and Senate Majority Leader Harry Reid.

PRA issued its Record of Decision in July 2011, followed shortly thereafter by RODs from other NEPA cooperating agencies.

CONTACT **David Valenstein**
Chief, Environment & Systems Planning,
U.S. Department of Transportation Federal Railroad Administration
(202) 493-6368

KEY STAFF AND ROLE

- Scott Steinwert (Principal)

OTHER MTCO/CIRCLEPOINT EXPERIENCE TOGETHER INCLUDES:

- Route 4 Gap - Contra Costa County, CA
- Redwood Rd/I-580 IC PA&ED - Castro Valley, CA
- SR 99 Widening and Applegate IC PSR - Atwater, CA
- Holly Street/US101 IC PSR - San Carlos, CA
- I-80 Express Lanes - Solano County, CA

ADDITIONAL CORRIDOR PROJECTS

In addition to our highlighted projects, MTCo has delivered a number of corridor studies and improvement projects that have been environmentally cleared and administered through Caltrans in recent years. A brief selection of these projects are described below:

PROJECT NAME/ LOCATION	DESCRIPTION OF WORK	ENVIRONMENTAL CLEARANCE	CALTRANS APPROVALS	MULTIPLE STAKEHOLDERS
SR 4 GAP CLOSURE MIS, EIR/EIS, AND PS&E Contra Costa County	This $75 million project was environmentally cleared to construct an initial four-lane, divided highway using the existing highway for the eastbound facility followed by completion of the ultimate four-lane freeway. Circlepoint prepared a major investment study and EIR/EIS, and MTCo developed "avoidance" geometrics for wetlands and endangered species, developed fundable project phases, and coordinated extensive utility relocation.	■	■	■
SR 99 WIDENING AND APPLEGATE ROAD INTERCHANGE MODIFICATION PSR, PEAR Atwater	Prepared a PSR to evaluate three build alternatives to replace the existing interchange and widen SR 99. Evaluated feasible alternatives that would be carried through the environmental process at a later date. Managed preparation of a PEAR that identified potential environmental impacts and recommended the appropriate environmental document for clearance. Incorporated public/stakeholder input into the PSR. *Team included Circlepoint and Bender Rosenthal.*		■	■
POTRERO BLVD/SR 60 INTERCHANGE, PA&ED, PS&E Beaumont	Prepared preliminary designs and an environmental document for a new interchange connectionand planned six-lane arterial roadway. The new interchange provides access to approved and planned development projects and provides congestion relief to existing interchanges located along I-10. *Team included LSA, Bender Rosenthal.*	■	■	■
ISABEL AVENUE/I-580 INTERCHANGE IS/EA, PA&ED, PS&E Livermore	This $90 million project constructed of the Isabel Avenue/I-580 interchange and realigned SR 84. Prepared project approval/environmental documents and final PS&E. MTCo led a multi-discipline team in developing multiple alternatives for the proposed interchange, determining physical impacts, and preparing associated construction cost estimates. Caltrans District 4 and FHWA approved the final PR and IS/EA, a CEQA/NEPA document. **2013 Engineering Excellence Honor Award, ACEC CA**	■	■	■
ROUTE 238 CORRIDOR IMPROVEMENTS PR, EIR, PS&E Hayward	This project improves 5 miles of roadway. The MTCo team developed an innovative "mini loop" concept that reconfigured an existing five-legged intersection and converted three major roads to one-way streets. This solution increased the capacity of the existing roadway network and improved pedestrian and bicycle mobility while minimizing right of way acquisition. Prepared presentation materials for numerous public meetings on this highly controversial project.	■	■	■
I-5/COSUMNES RIVER BOULEVARD INTERCHANGE AND ROAD EXTENSION PA&ED, PS&E Sacramento	This $75 million project constructed a four- to six-lane road, railroad overhead crossing, creek crossing, five intersections, and new interchange that connects to I-5. Prepared programming and project approval documents (PSR, PR, and FHWA concept approval report) and environmental document (EIR/EIS) for this 3.2 mile roadway extension. The study identified two alternative alignments and included close coordination with related projects. *Team included Fehr & Peers, VMS, Bender Rosenthal.*	■	■	■
SR 70 CORRIDOR IMPROVEMENT PROJECT Butte County	MTCo is leading the PID and PA&ED efforts for the the highest priority project in Butte County. The project limits extend approximately 24 miles and falls within two counties. The PID includes a detailed cost breakdown of the proposed corridor segments that would be used to develop a long term funding program, with Caltrans and BCAG as co-sponsors. *Team included Fehr & Peers.*	■	■	■
CAMPUS PARKWAY PR, PS&E Merced County	The new Campus Parkway four-lane arterial will improve circulation and access to the new UC Merced complex as well as residential and industrial developments. Merced County has been developing preliminary engineering and the environmental document for the Campus Parkway Project for the last 15 years. MTCo is preparing PS&E documents, creating three separate construction phases to meet funding criteria. The project involves the design of a 4.5-mile, four-lane roadway and undergound utility systems/utility relocations, a new Class I bike path, bridge crossings at existing UPRR tracks, two creeks, and SR 140. *Team included VMS, Bender Rosenthal.*		■	■

MTCo TEAM HOURLY RATE SCHEDULES

Condensed rate schedule are provided below with key personnel only. Full rate schedules will be provided during contract negotiations.

MARK THOMAS & COMPANY

LABOR CLASSIFICATION	HOURLY RATE
Principal/Project Manager	$275
Structural Manager	$245
Engineering Manager	$230
Senior Project Manager	$202
Survey Manager	$189
Project Manager	$184
Senior Project Engineer	$173
Project Engineer	$153
Senior Design Engineer	$142
Design Engineer	$113
Land Surveyor	$163
Project Surveyor	$142
Engineering/Survey/CADD Technician	$110
Design (Tech Assistant)	$89
Survey (Tech Assistant)	$70
Administrative	$77

CIRCLEPOINT

LABOR CLASSIFICATION	HOURLY RATE
Principal	$240
Senior Project Manager	$180
Project Manager	$140
Senior Associate	$120
Associate	$95
Assistant/Coordinator	$75
Graphic Designer	$75
Clerical	$60

MONK & ASSOCIATES

LABOR CLASSIFICATION	HOURLY RATE
Principal Biologist	$166
Associate Biologist	$145
Senior Biologist	$125
Senior Project Biologist	$110
Project Biologist	$102
Staff Biologist	$89
Biological Technicians	$89
Sub-contracting Biologists	$85 to $150

LSA

LABOR CLASSIFICATION	HOURLY RATE
Principal	$125–300
Associates	$85–200
Senior Planner	$85–175
Planner	$70–125
Assistant Planner	$55–90
Senior Field Crew/Field Crew	$50–85
Research Assistant/Technician	$35–60
Office Assistant	$60–90

FEHR & PEERS

LABOR CLASSIFICATION	HOURLY RATE
Principal	$200 – 315
Senior Associate	$175 – 230
Associate	$120 – 195
Senior Engineer/Planner	$125 – 175
Engineer/Planner	$95 – 135
Senior Technical Support	$120 – 165
Administrative Support	$90 – 125
Technician	$80 – 130
Intern	$50 – 90

JB COMMUNICATIONS

LABOR CLASSIFICATION	HOURLY RATE
Principal/Project Manager	$126.50
Deputy Project Manager	$75.90
Admin. Assistant	$47.31

VMS

LABOR CLASSIFICATION	HOURLY RATE
Principal/Project Manager	$290.22
CVS Tm Leader	$229.12
Project Coordinator	$149.81
Assistant Project Coordinator	$88.13

BENDER ROSENTHAL

LABOR CLASSIFICATION	HOURLY RATE
Principal	$210
Senior Project Manager	$175
Quality Control Auditor	$160
Senior Appraiser	$135
Relocation Specialist	$145
Senior Acquisition Agent	$135
Acquisition Agent	$120
Appraiser	$105
Researchers	$80
Administrative/Production	$70

CRAWFORD

LABOR CLASSIFICATION	HOURLY RATE
Principal Geotechnical Engineer	$145
Principal Engineer/Engineering Geologist	$145
Project Manager	$115
Field Staff – Project Engineer/Geologist	$95
Drafting	$75
Project Assistant	$55

MARK THOMAS & COMPANY

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