ATTACHMENT 1: SCOPE OF WORK

CROWS LANDING CORRIDOR PLAN

INTRODUCTION:

StanCOG proposes the Crows Landing Corridor Plan (Plan), which is needed to determine the feasibility of inter-jurisdictional transportation connectivity improvements along the Crows Landing Road corridor between Interstate 5 (I-5) and State Route (SR) 99 (planning area), The Plan area includes Fink Road from SR 33 to I-5. The Plan is needed to support and improve the mobility of goods and people to and from the proposed Crows Landing Logistics Center (formerly a naval air station) in southwestern Stanislaus County.

The Corridor Plan is intended to support Stanislaus County's transportation and economic development vision and general plan policies as they relate to the southwest County between Patterson and Newman. The Plan also supports the transportation and economic development goals of the cities of Patterson, Newman, and other nearby communities in the County.

The Plan will involve analyzing and providing complete street alternatives that will help address the need to improve multimodal access, reduce traffic congestion and associated greenhouse emissions, and increase safe connections from the surrounding communities to area employment centers. A key component of this project includes robust community engagement through a variety of public outreach methods, interagency coordination and involvement, and community consensus building.

Planning Area and Demographics:

The Crows Landing Road corridor is a major sub-regional connector in southwestern Stanislaus County, linking I-5 eastward through more rural areas to the communities along SR 99. The planning area is approximately 22 miles between the Fink Road interchange at I-5 near Crows Landing and the Crows Landing interchange at SR 99 south of downtown Modesto; the Fink Road section extends about 4 miles (Refer to Figure 1 on next page and also Attachment 3: Project Area Map) .

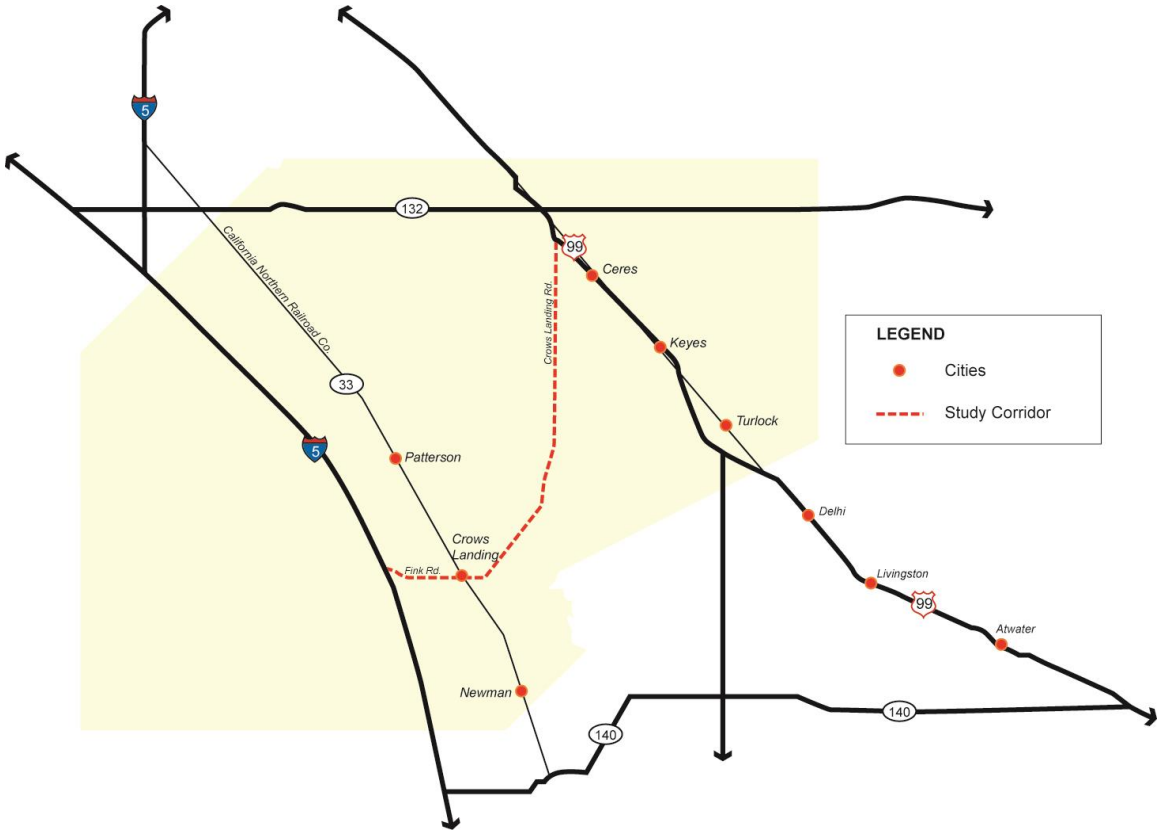

Figure 1, showing the Plan Corridor (Crows Landing Road/Fink Road between I-5 to SR 99)

Although Stanislaus County is diverse, with a population that is 46.7 percent of white, 41.9 percent Hispanic, and 6.4 percent Asian, cities and more rural areas in southwestern Stanislaus County have significantly larger Hispanic communities with lower incomes. More than half the population in the cities of Patterson, Newman, and Ceres identify as Hispanic, at 55.6 percent, 64.4 percent, and 55.2 percent, respectively. Even the more rural communities, such as Crows Landing (along the planning corridor) and Keyes (along SR 99), 80 percent and 54.8 percent, respectively, identify as Hispanic.

Economic Significance of the Planning Area:
An important node along the Crows Landing Road corridor will be the proposed Crows Landing Logistics Center, located north of Fink Road, envisioned to provide thousands of new jobs to southwestern Stanislaus County. The proposed industrial park will cover 1,500 acres and will be located within commute distance of many Central Valley communities that are expected to be a significant source of California's future population growth and proximate to the cities of Patterson, Newman, and Ceres. From 2000 to 2010, Stanislaus County's population grew by approximately 18.3 percent, outpacing the state by nearly 5 percent. Patterson, with a population just over 20,000 and just 5 miles north of the proposed Crows Landing Logistics Center, experienced more than three times as much growth, more than 75 percent over the same time period. However, the jobs-to-housing ratio in Patterson is 0.62, with 47.4 percent of workers working outside of Stanislaus County and an average commute time of 42 minutes. Newman, located 9 miles south of the project site with a population of just over 10,000, also saw significant growth at 44 percent, with 34.3 percent of workers working outside Stanislaus County and an average commute time of 34 minutes.

The proposed Crows Landing Logistics Center will potentially be one of the largest employment centers in the San Joaquin Valley. It is expected to attract employees from Patterson, Newman, and Ceres and also provide jobs for smaller disadvantaged unincorporated communities along Crows Landing Road (such as the community of

Crows Landing), spurring economic and interregional vitality. For these reasons, improving transportation connectivity is integral to the economic sustainability of the region and the County's economic development strategy. To demonstrate the high priority of this project, Stanislaus County (County) has made and continues to make substantial investments in the planning of the Crows Landing Logistics Center.

Planning Scope:
As stated below, the scope of work for this Plan is designed to evaluate transportation connectivity issues and improvement alternatives along Crows Landing Road in southwestern Stanislaus County, between I-5, SR 33, and SR 99, leading up to the planned Crows Landing Logistics Center area. The scope of this Plan aims to provide local, regional, and state agencies a common information source to understand how transportation connectivity improvements may provide future businesses and industrial clusters in the area with a strategic advantage, and bring thousands of badly needed jobs for local residents. The Plan will also serve as a strategy for the improvement of multi-modal transportation connectivity within southwest Stanislaus County between 1-5 and SR 99.

RESPONSIBLE PARTIES:

The Stanislaus County Council of Governments (StanCOG) is the lead applicant for this Plan, with the County as the sub-applicant, and will be responsible for the administration of the grant. StanCOG will select a consultant team (Consultant) to perform most of the tasks and prepare the final Plan resulting from the feasibility analysis of this area. StanCOG's or its delegated agency's project manager will be responsible for executing the grant.

Minor changes to the scope of work proposed in this application may be necessary to integrate innovative data analysis or outreach approaches suggested by the Consultant. StanCOG staff members anticipate that these adjustments to scope of work will not differ substantially and will not exceed the grant request amount.

Project Partners:

- Cities of Patterson, Newman and Ceres
- California Department of Transportation (Caltrans)
- Consultant

OVERALL PROJECT OBJECTIVES:

The feasibility analysis of connectivity issues along Crows Landing Road, a major sub-regional route, is the first step toward the design and future implementation of transportation improvements that will benefit local residents' quality of life. Such improvements will attract economic development and demonstrate a net reduction in goods movement and commuter trips along with associated improvement of air quality.

The primary objectives of this Plan are to help StanCOG to:

(1) identify and document connectivity problems along Crows Landing Road corridor between I-5, SR 33, and SR 99;

(2) create and evaluate alternatives for the most efficient and effective transportation improvements needed in association with existing and planned local job opportunities , to improve multimodal connectivity, goods movement, safety, traffic flow, and reduce employee commutes;

(3) explore both the optimal set of regional transportation improvements, phasing strategies connected to the redevelopment of the former naval air station, and

funding strategies—that is, test various corridor plan concepts that complement the transportation infrastructure master planning component of the Crows Landing Logistics Center;

(4) prioritize transportation improvements for engineering design, and then seek funding for implementation; and

(5) integrate this Plan with future planning and environmental analysis of other planned developments in the vicinity of the corridor .

Task No. 1—Overall Project Management

This task involves StanCOG's review of the project budget and implementation of project controls to manage the scope, cost and schedule. StanCOG will provide monthly work progress reports, schedule updates, and cost-to-date reports. The task will be managed by a project manager from StanCOG or its delegated agency, overseeing the Consultant. The "Overall Project Management" task will include the subtasks listed below.

Task 1.1 Project Kickoff Meeting

As soon as the grant is approved, StanCOG will conduct a kickoff meeting with Caltrans to discuss the overall scope and schedule of the project. The kickoff meeting will also involve discussing the portions of the scope to be performed by StanCOG and the portions to be performed using the Consultant. In addition, StanCOG will confer with Caltrans to confirm scope, roles, responsibilities, document type and format, approval process, and Project Development Team (PDT) members.

Responsible Party:

- *StanCOG*

Deliverables:

- *Meeting agenda and minutes*
- *Scope of work*

Task 1.2 Consultant Procurement

After discussing the scope and roles and responsibilities with Caltrans, StanCOG will discuss with its stakeholders the method of Consultant procurement. The discussion will include ways to streamline the process to reduce procurement costs. StanCOG will explore options such as the following:

(a) Soliciting a Request for Qualifications/Proposals
(b) Augmenting the contract with existing qualified consultant

Responsible Party:

- *StanCOG*

Deliverables:

- *Meeting agenda and minutes*
- *Consultant procurement document*

Task 1.3 Project Management and Meetings

During the development of the Plan, monthly PDT meetings will be scheduled with StanCOG staff members, Caltrans functional units, and project stakeholders that include

the Cities of Newman and Patterson and Stanislaus County staff members. The work activities are as follows:

- Conduct initial scope and budget meeting with stakeholders.
- Provide Caltrans with monthly progress reports, schedule updates, and invoices.
- Attend monthly PDT meetings.

Responsible Party:

- *Consultant*

Deliverables:

- *Draft scope and final scope*
- *PDT meeting agendas and minutes*
- *Monthly progress reports, schedule updates, and invoices to StanCOG*

Task 1.4 Invoicing

StanCOG will prepare and submit monthly invoices to Caltrans including detailed lists of tasks that were performed during the dates for which the invoice is being presented. Each invoice will be accompanied by a snapshot of project progress indicating the percentage of completion for each task and the amount of budget expended. The invoices will follow the template agreed upon with Caltrans in Task 1.1.

Deliverables:

- *Monthly invoices to Caltrans*

Responsible Party:

- *StanCOG*

Task 1.5 Quarterly Reports

StanCOG will prepare and submit quarterly progress reports to Caltrans outlining the progress made during the quarter. The report will compare the planned activities reported on the project schedule to the actual work done during the quarter. In addition, the report will provide comparison of actual costs to the budget, variances if any, the Estimate to Complete (EAC), Earned Value (EV), etc. The report will explain the significant differences and StanCOG's efforts to mitigate any negative consequences. Three quarterly reports are anticipated during the project timeframe.

Deliverables:

- *Quarterly report to Caltrans*

Responsible Party:

- *StanCOG*

Task No. 2—Community Involvement and Outreach

This is a critical task for the successful completion of this Plan. Engaging the community surrounding the planning area, understanding community views about existing connectivity issues, and building consensus regarding the feasibility of planning alternatives is key to the future implementation of the Plan. To gain effective and comprehensive public input from non-English-speaking segments of the population, public participation specialists who can design multi-lingual outreach materials, provide meeting translations, and work with diverse community groups will be involved as part of the Consultant team.

Task 2.1 Project Development Workshops

At least two project workshops will inform and engage stakeholders and the community in the project development. The primary intent of these project development workshops is to create an environment where the public is most comfortable providing input and feel invested in the Plan's vision.

Activities associated with this task will include but are not limited to the following:

- plan, organize, facilitate, and conduct a minimum of two project workshops;
- research and identify appropriate locations to host the workshops for up to 100 attendees;
- prepare and place display advertisements;
- prepare and distribute direct mail and posters to the community and key stakeholders;
- have a public stenographer available for dictated comments;
- obtain language translators, if needed;
- develop and finalize comment sheets, informational handouts, and presentation materials for each workshop;
- design and print meeting materials and maps; and
- prepare workshop summaries that include a detailed overview of how the workshop was noticed, organized, facilitated, and conducted; documentation of issues and comments from participants; and a list of any action items/next steps.

Deliverables:

- *Notification materials (workshop announcements, display ads, news releases, letters to elected officials, direct mail to stakeholders/property owners/general public; Web site announcements)*
- *Meeting agendas/PowerPoint presentations (if included)/project informational materials/exhibit boards, fact sheets, workshop summaries*

Responsible Party:

- *Consultant*

Task 2.2 Stakeholder Oversight and Advisory Committee

PDT members will identify other important decision makers, representatives of community-based organizations, representatives of business and property owners along the planning corridor, utility providers, and other public agency and stakeholders, as available. StanCOG staff will contact representatives of agencies and nonprofit groups that serve affected communities and ask them to identify representatives that could serve on an Advisory Committee. The primary task for this committee would be to provide technical and policy input regarding 1) opportunities and issues related to the Crows Landing Road corridor, and future connectivity goals; 2) consideration of conceptual transportation improvements and roadway alignment alternatives; 3) and review of the draft Plan.

Activities associated with this task will include but are not limited to the following:

- establish inter-agency coordination plan and protocols;

- identify and maintain agency representatives and a key stakeholder list for ongoing coordination and discussion of issues. The proposed agency and key stakeholder list from the Plan will be maintained and updated; and
- organize, conduct, and document up to four Advisory Committee meetings.

Deliverables:

- *Agency and key stakeholder contact list coded for interest and activity*
- *Information and presentation materials for agency meetings*
- *Checklist for each public workshop*
- *Advisory Committee Meeting agendas*
- *Advisory Committee Meeting summaries with action item lists*

Responsible Party:

- *Consultant*

Task 2.3 Database Development and Comment Tracking

An Excel database will be created of property owners, businesses, and other stakeholders who provide comments or ask questions. The database will be updated with names from the public workshop sign-ins; information from the PDT; ongoing research; and telephone, e-mail, and personal contacts. Among the groups on the stakeholder list will be the following:

- PDT participants;
- Residents, businesses, and property owners near the existing and proposed conceptual alignments;
- Elected officials and representatives in the project area, as well as other pertinent governmental and quasi-governmental entities in the area;
- Staff members from Caltrans and other pertinent state agencies;
- Staff members from pertinent federal agencies;
- Groups representing businesses;
- Civic and community groups;
- Emergency responders;
- Utilities;
- Entities that may be affected by disruptions in traffic patterns;
- Affected agencies; and
- Others.

A protocol will be developed and implemented for tracking comments.

Deliverables:

- *Outline of database information for review by team*
- *Database with contact information and issues/comments noted*
- *Comment tracking reports*

Responsible Party:

- *Consultant*

Task 2.4 Combined Newsletters/Fact Sheets

Newsletters/fact sheets will be developed and provided as described below:

- develop an outline and appropriate topics for each newsletter/fact sheet;
- provide two combined newsletters/fact sheets to keep interested parties updated on project development and available information on the project development process;
- publish materials using StanCOG's standard format for publications; and
- make bilingual newsletters/fact sheets available at workshops and distribute to people on the project mailing list.

Deliverables:

- *Newsletters/fact sheets*

Responsible Party:

- *Consultant*

Task 2.5 Public Engagement and Visioning Report

A report detailing all public outreach activities will be assembled and distributed to Caltrans and the PDT.

Deliverable:

- *Public engagement and visioning report*

Responsible Party:

- *Consultant*

Task No. 3—Data Collection

This task involves collecting all existing information that may be available from the local agencies and Caltrans, and analyzing the data to ascertain the relevance for Plan.

Task 3.1 Surveys and Mapping

Mapping will consist of information obtained from Google Maps, supplemented with information obtained from the County, Caltrans, and the local agencies.

Deliverables:

- *Google aerial photographs and geographic information system (i.e., GIS) information obtained from other agencies*

Responsible Party:

- *Consultant*

Task 3.2 Data from Review of Existing Reports, Studies, and Mapping

Relevant data will be collected from the local agencies, StanCOG, and Caltrans. The relevant data will include planning documents (such as general plans, corridor studies, the transportation corridor report, Regional Transportation Improvement Program and Regional Transportation Program information, and congestion management plan); base mapping; readily available geotechnical and utility easement data; traffic volume and existing travel demand model data; details on newly constructed transportation

improvements; data on proposed development and transportation projects; existing surveys and right-of-way (ROW) maps; and Traffic Accident Surveillance and Analysis System (TASAS) along the corridor. A site tour will also be conducted.

Deliverables

- *Summary of available information pertaining to the planned facility*

Responsible Party:

- *Consultant*

Task 3.3 As-Built Centerline and Existing Right-of-Way Data

This task involves reviewing the existing centerline data of the roadway facilities within the jurisdiction of the County, the cities, and Caltrans and collecting data to locate existing facility centerline and ROW lines. StanCOG's consultant will obtain and existing record information such as plans, as-builts, survey files, and mapping. No aerial mapping or field surveying will be performed as part of this task.

Deliverables

- *A Google map with approximate ROW and centerline information of existing facilities overlaid*

Responsible Party:

- *Consultant*

Task 3.4 Constraints Data

The aerial maps will be reviewed to identify any major known constraints that are to be avoided. The data will be obtained from the local agencies based on readily available information about such issues as land use restrictions identified in the planning documents, known sensitive environmental resources, and major utilities.

Deliverables

- *A Google map showing the major constraints to be avoided*

Responsible Party:

- *Consultant*

Task 3.5 Preliminary Right-of-Way Data and Cost Estimate

ROW information will be prepared for each alternative considered for the feasibility analysis. This includes assessing ROW requirements and preparing approximate ROW cost estimates.

The appraisals will generally include the following elements:

- the purpose and function of the appraisal, including limiting factors and conditions;
- description of the physical characteristics of the property being affected;
- a discussion of relevant and reliable approaches to estimation of value (in most cases, this will necessitate the use of the sales comparison approach only);
- a description of comparable sales relied on in the determination of value;
- a discussion of the value of the property rights to be acquired, including damages to the remainder;

Deliverables:

- *Preliminary ROW estimate for up to three alternatives*

Responsible Party:

- *Consultant*

Task No. 4—Traffic Studies

This task will involve the use by StanCOG's Consultant of the StanCOG/Caltrans/City of Modesto Travel Demand Model to estimate average daily traffic (ADT) volumes in the project Plan area with and without the proposed alignments. It is anticipated that only roadway network changes will be required to be made to the model and that land use changes will not be necessary.

Task 4.1 Traffic Studies

Using the daily traffic forecasts, the team will summarize congestion levels in the Plan area for No Project and With Project conditions for up to three alignments. Summary statistics may include roadway-specific and areawide measures such as ADT volumes and volume-to-capacity ratios. It is anticipated that this information will be used to support the purpose and need of the project.

StanCOG's Consultant will prepare a technical memorandum summarizing the results under this task.

Deliverable:

- *Traffic technical memorandum*

Responsible Party:

- *Consultant*

Task No. 5—Perform Alternatives Analysis

This task will involve defining design criteria and developing connectivity concepts based on complete streets approach, preparing draft and final alternatives (after identifying design exceptions), and developing preliminary cost estimates, as described below.

Task 5.1 Definition of Design Criteria and Development of Connectivity Concepts

STANCOG's Consultant will meet with the cities, County, and Caltrans to reach a consensus on the basic design criteria for the corridor. Details such as type of roadway, shoulders and bike lanes, and provisions for transit and park-and-ride lots will be discussed and finalized. The team will also review possible improvements to pedestrian, bicycle, and transit facilities along the corridor to encourage multi-modal access.

Once the basic criteria are defined, StanCOG's Consultant will use the information obtained from the data collected under Task 3 to propose conceptual alternatives that meet the constraints. At this point, these concepts will be nonengineered lines drawn on the Google map.

Deliverable:

- *Basic design criteria memorandum*
- *Conceptual alternatives for further study*

Responsible Party:

- *Consultant*

Task 5.2 Preparation of Draft Alternatives

StanCOG's Consultant will develop the basic conceptual design and strategy options for use in reviewing the initial improvement alternatives to be considered for the Plan. For the proposed alternatives, the team will test feasibility of preliminary conceptual design including horizontal alignment, cross sections, strip maps within the limits of the Plan area, ROW requirements, and reviews by the PDT. The alternatives will also identify locations of potential structures that might be needed to cross natural creeks and rivers, canals, etc along the corridor.

The team will develop the preliminary scope and cost of three alternatives to evaluate their economic feasibility and provide a basis for future design, engineering and implementation projects *(not proposed to be part of this grant project)*.

Deliverable:

- *Draft alternatives*

Responsible Party:

- *Consultant*

Task 5.3 – Identification of Design Exception(s)

The proposed alternatives will be analyzed for any potential exceptions to the established design criteria. The Consultant will identify and document any Design Exceptions to the Caltrans Highway Design Manual that may be requested later during design and engineering stage *(not proposed to be part of this grant project)*, based on design criteria used in the conceptual alternatives for the Crows Landing Road.

Deliverable:

- *Design exceptions memorandum*

Responsible Party:

- *Consultant*

Task 5.4 Preparation of Final Alternatives

StanCOG's Consultant will develop the final alternatives based on input from the PDT. The final alternative design will include horizontal alignment, typical cross sections, strip maps within the limits of the planning area, and ROW requirements. The alternatives will also show locations of potential structures that might be needed to cross natural creeks and rivers, canals, and other waterways.

The team will develop the necessary scope and cost of three build alternatives to be presented. Also included in this activity are tasks required to assess the adequacy of the alternatives to develop a preliminary "need and purpose" for the project. In conjunction with the environmental conditions report, this activity will establish the approximate project scope, cost, and feasibility for each alternative.

Deliverable:

- *Final conceptual alternatives*

Responsible Party:

- *Consultant*

Task 5.5 Preliminary Construction Cost Estimates

StanCOG's Consultant will develop preliminary construction cost estimates for each alternative and phase for further refinement in the future studies. The estimates include the following items (and may include other items identified during the technical studies):

- New or widened roadway pavement structural section and earthwork
- New structures or widening of existing structures
- Reconstruction of existing features
- ROW and utility relocation
- Hazardous materials
- Drainage systems
- Traffic items (lighting, signals, signs, striping)
- Specialty items (e.g., walls, barriers, rails, stormwater best management practices)
- Traffic handling and traffic management (from the transportation management plan)
- Environmental impact mitigation costs (from the environmental conditions report)
- Contingencies

Deliverable:

- *Preliminary construction cost estimate for three alternatives*

Responsible Party:

- *Consultant*

Task No. 6— Environmental Conditions

This task will involve gathering information on environmental conditions and preparing a brief environmental report that will inform the alternatives development process, potential mitigation strategies from a broad perspective, and to evaluate the feasibility of each alternative.

Task 6.1 Environmental Conditions Report

Existing literature from recent projects, past studies, and resource database research will be used in the preparation of this report; project-specific circumstances may indicate the need for or advisability of conducting more detailed investigations. Costs developed in this activity will be used for alternative evaluation purposes. The environmental conditions report will identify the required environmental document for future design and engineering work, and provide an approximate estimate of the projected time needed to complete the environmental compliance tasks for proposed conceptual alternatives.

The environmental conditions report will be prepared and circulated to the PDT for comments. Once the comments are evaluated and addressed, a final report will be prepared.

Deliverable:

- *Draft and final Environmental Conditions Report*

Responsible Party:

- *Consultant*

Task No. 7—Draft Corridor Plan

This task will involve all activities required to develop the draft Plan text and exhibits, as well as the effort required to circulate, review, and update the draft Plan.

Task 7.1 Draft Corridor Plan

This task includes identification of any required design exceptions and development of baseline support cost estimates for future project phases (PA&ED, PS&E, ROW, and construction).

Deliverable:

- *Draft Corridor Plan for PDT review*

Responsible Party:

- *Consultant*

Task No. 8—Final Corridor Plan

This task will involve discussing the comments obtained from the PDT, resolving the comments, and addressing the final comments on the draft Plan text and exhibits, as well as the effort required to circulate, review, and update the final Plan.

Task 8.1 Final Corridor Plan

Revise and update draft Corridor Plan based on comments received from PDT.

Deliverable:

- *Final Corridor Plan to Caltrans*

Responsible Party:

- *Consultant*