




**STAFF REPORT
TOWN COUNCIL MEETING OF OCTOBER 9, 2012
CONSENT ITEM**

TO: Honorable Mayor and Members of the Town Council

FROM: Brian Fragliao, Director of Public Works /Town Engineer 

DATE: September 24, 2012

SUBJECT: NEIGHBORHOOD ELECTRIC VEHICLE (NEV) TRANSPORTATION –
AWARD CONTRACT

RECOMMENDATION:

Recommend awarding the project to Bennett Engineering Services for a not-to-exceed cost of \$26,398.03, and direct the Town Manager to sign into an agreement with the consultant.

ISSUE STATEMENT AND DISCUSSION:

At the March 10, 2009 and May 8, 2012 Town Council meetings, staff provided Council with information regarding the City of Lincoln & City of Rocklin Neighborhood Electric Vehicle (NEV) development and process. At the July 10, 2012 Town Council meeting, Council approved the Capital Improvement Program that included in the 2012-2013 fiscal year projects to acquire a consultant to prepare the NEV Transportation Plan. The plan preparation was estimated at \$30,000.

Staff sent invitations to five qualified transportation consultants with knowledge of NEV plan preparation and experience in the Placer County region. In August, staff received one proposal from Bennett Engineering Services. Bennett Engineering has partnered up with Fehr & Peers Consultants and ESA (an environmental consultant). The submitted proposal came in at \$39,927.17. Public Works Staff met with Leo Rubio the Project Manager and was able to adjust the scope of work and lower the cost to \$26,398.03. The consultant will also make sure that the proposal NEV improvements will be compatible with existing and proposed bike and pedestrian improvements. Attached is the proposal and cost estimate.

CEQA REQUIREMENTS:

If the NEV improvements can be contained within Loomis right-of-way, the project would be exempt under California Environmental Quality Act (CEQA) Section 15301 c&d Class 1, "Existing Facilities" of the guidelines. Streets with speeds greater than 35 mph will need a separate lane from the existing vehicle lane which may require additional right-of-way and additional environmental process.

FINANCIAL AND/OR POLICY IMPLICATIONS:

Funding would come from the General Fund Transportation Account that currently contains a balance of 1.09 million dollars.

PROPOSAL

To: The Town of Loomis
From: Bennett Engineering Services

Professional Engineering Services



LOOMIS
A SMALL TOWN
IS LIKE A BIG FAMILY

Incorporated December 15, 1961



TRUSTED ENGINEERING ADVISORS

Bennett Engineering Services
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Revised Proposal to the Town of Loomis Neighborhood Electric Vehicle Transportation Plan

September 18, 2012

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COVER LETTER

September 18, 2012

Brian Fragio
Director of Public Works/ Town Engineer
Town of Loomis
3665 Taylor Road
Loomis, CA 95650

Subject: Proposal for the Preparation of the Town of Loomis NEV
Transportation Plan

Dear Mr. Fragio:

We are pleased to submit this proposal to prepare the Town of Loomis (Town) Neighborhood Electric Vehicle Transportation Plan.

The project team consists of Bennett Engineering Services (**BEN|EN**) Fehr & Peers Transportation Consultants, and Environmental Science Associates (ESA). This professional and dedicated team has been carefully chosen based on knowledge of the project, area of expertise, previous working relationships among team members, and similar project experience.

I will be pleased to serve as your Project Manager. My qualifications include more than 18 years of civil engineering and project management experience including 12 years with Caltrans. Recent projects include working with the Cities of Lincoln and Rocklin on their Neighborhood Electric Vehicle (NEV) Transportation Plans, and other public agencies on similar NEV Transportation planning efforts. The Town will also benefit from my extensive roadway design experience, and experience obtaining state and federal funding for similar projects. I also have extensive funding experience which includes delivering projects as a Caltrans Project Manager through SACOG and the California Transportation Commission (CTC). I assisted the City of Lincoln and the City of Sacramento to obtain and manage federally funded projects.

The project team is comprised of leaders in 'Smart Growth', and transportation planning. NEV Transportation Planning shares similar benefits as bicycle, and pedestrian planning, and is consistent with 'Smart Growth' principles. NEVs, bicyclists, and pedestrians can coexist on a well-connected network of paths and trails that link residential, retail, and recreational land uses, thus reducing automobile trips.

This team is uniquely qualified in the field of alternative transportation planning design and development. NEV transportation planning is a relatively new and cutting edge idea, and it is rare to find such an experienced project team with an in-depth understanding of what it takes to implement this type of project.

We have the appropriate staffing, we are eager to initiate work, and look forward to working with Town staff on this project. I am duly authorized to bind the firm, and this proposal is valid for 90 days.

Thank you for the opportunity to propose.

Sincerely,
Bennett Engineering Services, Inc.

Leo Rubio, PE
Vice President



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PROJECT OVERVIEW

Introduction

The emerging trend toward low-speed electric vehicle transportation is becoming increasingly widespread as people recognize electric vehicles' energy benefits, air quality improvements, alternative mode of transportation for aging community, and cost savings - especially in light of the rising fuel prices. If enough public support emerges from the public outreach process, and the planning concepts prove to be feasible, the Town of Loomis would be the third in the Placer County to establish a Neighborhood Electric Vehicle (NEV) Transportation Plan; and possibly the first to connect a route between two cities via an NEV transportation route.

The Loomis NEV Transportation Plan project will address specific goals (as outlined by the Town in the Request for Proposal, and listed in the enclosed scope of services Task 4.6) and explore opportunities to enhance the Town's current transportation system.

The Town residents have expressed interest in exploring options that will promote NEV travel in the community. This alternative mode of transportation is not new to Placer County. Many cities throughout the State of California and elsewhere have implemented similar programs to serve their communities. In Placer County, the Cities of Lincoln and Rocklin have developed and implemented award-winning NEV Transportation Plans which provide residents with an alternative to driving a car or cycling, **especially for those who are aged out of driving.**

With community support, a successful NEV Transportation Plan will provide many benefits including, but not limited to: reduction in fuel consumption, improved air quality, alternative mobility option for aging community, reduced congestion on roadways, community cohesion, and support of local businesses.

Knowledge of the Project Area

This project will provide a comprehensive look at an alternative mode of transportation that can be used to supplement existing Bike and Pedestrian Plans. **The BEN|EN team has extensive experience working in the Town of Loomis and surrounding Placer County areas.**

- ▶ BEN|EN recently completed a project that

involved constructing pipeline along Taylor Road.

- ▶ Steve Speights, PE, who will serve as Senior Engineer and provide quality reviews to assist the project team, has served as Town of Loomis - Town Engineer / Surveyor (since 1986) - Town Engineer for Loomis for thirteen years.
- ▶ Fehr & Peers has completed over 630 projects in Placer County over the past 14 years and has extensive experience working with all the cities within the County.
- ▶ We have studied the transportation element of the Downtown Implementation Plan, as well as the General Plan, Bicycle Transportation Plan, and Trails Master Plan and have a good grasp of the Town's existing and future opportunities for NEV Transportation.

Specialized Knowledge of Bike, Pedestrian and Electric Vehicle Transportation

BEN|EN and the proposed Project Team are uniquely qualified to assist the Town of Loomis on this project. BEN|EN is the only engineering firm that has experience preparing and implementing an NEV Transportation Plan for the cities of Lincoln and Rocklin, securing Federal grant funds for this type of project, preparing construction documents, and assisting with plan implementation. BEN|EN also led an NEV advisory group consisting of City of Lincoln Public Works Director, Police staff, City Maintenance and Operations personnel, City councilmember, and local NEV users. This group was assembled to keep abreast of citywide law enforcement, maintenance, and operational issues from the different perspectives, and to provide feedback to the City during quarterly meetings.

With recent NEV project experience we gained specialized knowledge on the legislation process, including experimental signage and striping standards through the California Traffic Control Devices Committee (CTCDC). NEVs are allowed, by law, to operate on streets whose speed limits are 35 mph or less (excluding state highways). For the Lincoln/Rocklin projects, we assisted with drafting legislation to allow NEVs to travel

PROJECT OVERVIEW

on roadways above 35 mph on separate Class II NEV/Bike lanes on local streets, obtaining CTCDC approval for experimental signing and striping, coordinated with Caltrans to allow NEV travel on State Route 193 in Lincoln, and continue coordinating with Caltrans to develop statewide standards for NEV Transportation Planning and policy changes to allow statewide implementation.

Bicycle and pedestrian facilities must be designed with the user in mind. Having led the efforts for the City of Lincoln and other NEV projects, we have the experience to field questions and address concerns from the general public with regard to bicycle, pedestrian, golf cart and NEV facilities.

As leaders in the transportation industry, the proposed experienced engineering team understands the various modes of transportation and how they can interact safely in each classification of roadway. If the Town desires, we will examine opportunities for Class I shared-use facilities. The speed differentials of walking (5 mph), bicycling (15 mph) and NEVs (25 mph maximum) on an off-road facility are all within a close range of speed.

The project team has been researching NEV transportation for nearly a decade. In collaboration with City of Lincoln staff, BEN|EN presented a technical paper entitled “Thriving with Neighborhood Electric Vehicles” to the American Society of Civil Engineers (ASCE). It was published in the “Transportation, Land-Use and Air Quality” conference proceedings in 2008.

Issues Requiring Special Considerations

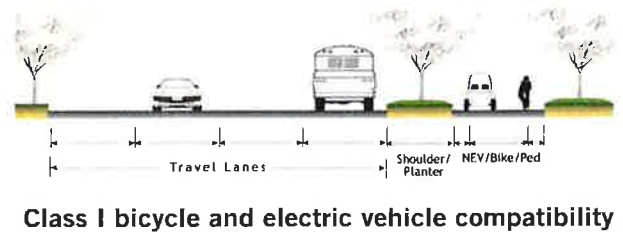
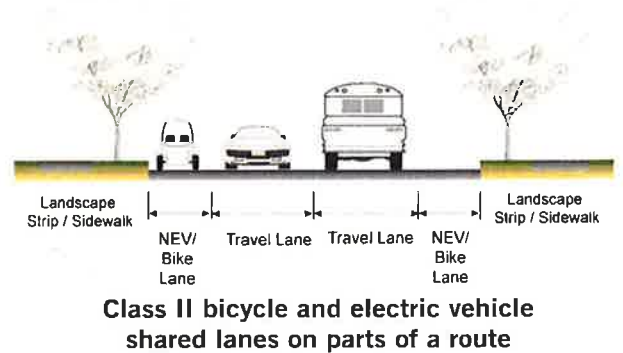
Based on our experience, we have listed examples of issues that may require special consideration during development of the Town’s NEV Transportation Plan. Issues include, but are not limited to:

1. Widening roadways where necessary. Special considerations must be taken to address potential impacts to adjacent properties. Some of the considerations include:

- ▶ Right-of-Way impacts
- ▶ Utilities on roadway
- ▶ Drainage considerations

2. Addressing the bicycle community and pedestrian concerns. Balancing the needs of bicyclists and pedestrians will be an important consideration during the development of the NEV Transportation Plan. Bicyclists have struggled for years to get adequate bike routes, shoulders and roadside striping. In Lincoln, the electric vehicle/bike shared use of the facilities provided added width and striping for safer bicycle travel.

Two design options are shown in the cross-sections below.



3. Address the concerns from the community. The development and implementation of an NEV Transportation Plan will be more successful if it garners community support. Public education and participation in the development process are crucial and effective tools in developing this support. The following are topics that will be examined as part of this plan:

- a. Demand for NEV transportation.
- b. The future of electric vehicle transportation
- c. Mobility concerns with aging and disabled drivers, especially those that cannot drive a high-speed automobile. The slower speed at which a low speed vehicle travels is a contributing factor to the increased safety.

4. Safety of the facility. Safety is a high priority in the design of a NEV route. This NEV

PROJECT OVERVIEW

Transportation Plan will address those features that provide for a safe route for multiple users. Some of the safety considerations include:

- a. Bicycle and NEV compatibility.
- b. Volume of traffic on specific roads.
- c. Special considerations at intersections and railroad crossings.

5. Agency Coordination. Coordination with the Department of Transportation, Railroad, local law enforcement, and other State and local agencies to receive feedback on proposed concepts.

6. Environmental Impacts. The project footprint and proposed uses will be evaluated conceptually at this phase, then studied in more detail during the next phase of the development of this project.

Strengths of the Proposed Project Team

We are uniquely qualified in the field of alternative transportation planning design and development. Our designs have been

demonstrated in similar programs located in the City of Lincoln and City of Rocklin. NEV transportation planning is a relatively new and cutting edge idea, and it is rare to find such an experienced project team with an in-depth understanding of what it takes to implement this type of project.

We feel that our biggest strength is our project team experience!

- ▶ **BEN|EN** (formerly MHM Engineers & Surveyors) worked on the **City of Lincoln and Rocklin NEV Transportation Plans**. Fehr & Peers and ESA were part of the project team.
- ▶ We also completed Technical Studies and a Feasibility Report for the **Woodland-Davis Alternative Transportation Corridor**. Fehr & Peers and ESA were part of the project team.

We also have extensive experience obtaining state and federal funding for other local public agencies on similar projects.

Additional related BENIEN Experience	Additional related project team experience
<ul style="list-style-type: none"> ▶ NEV Transportation Planning assistance, City of Rocklin, CA ▶ NEV Transportation Planning assistance, Amador County, CA ▶ Assisted Rancho Mission Viejo with their NEV Feasibility Study ▶ Assisting the California Department of Transportation and the California Legislature to develop statewide standards and policy changes for NEV transportation. ▶ NZEV Transportation Planning Guide, Ministry of Transportation, British Columbia, Canada ▶ NEV Transportation Plan, Western Riverside Council of Governments (WRCOG), Riverside, CA ▶ Douglas Road Bike Trail, Rancho Cordova, CA ▶ UC Davis Old Davis Road Extension, Davis, CA ▶ UC Davis Hutchison Corridor Improvements, Davis, CA 	<ul style="list-style-type: none"> ▶ Golf Cart Transportation Plan, Sun City Lincoln Hills, CA ▶ NEV Feasibility Study, Rancho Mission Viejo, Orange County, CA ▶ Woodland-Davis Bike Study, Yolo County, CA ▶ UC Davis Bike and Transit Study, Davis, CA ▶ City of Roseville Bikeway Master Plan, Roseville, CA ▶ Southeast Sacramento Bike & Pedestrian Access Study, Sacramento, CA ▶ Eastern Placer County Public Works, Dollar Creek Shared Use Trail Project, Placer County, CA

SCOPE OF WORK

TASK 1. PROJECT MANAGEMENT AND COORDINATION

1.1. Project Meetings

Setup and facilitate Project Development Team (PDT) meetings, field reviews, and other project-related meetings. Prepare meeting agendas, meeting minutes, and meeting sign-in sheets.

1.2. Agency Coordination

Coordination with other agencies as needed for meetings, engineering studies, and other project related tasks. Coordinate with the California Department of Transportation (Caltrans), local, state and federal environmental agencies, railroad and other private and public agencies. The Town's Director of Public Works will be kept abreast of all coordination with outside agencies, prior to any meeting with an outside agency or organization.

1.3. Monthly Status Reports

BEN|EN will prepare monthly status reports to be submitted with invoices. The status report will outline all activities for which charges have been made by the consultant and subconsultants.

TASK 2. PUBLIC OUTREACH

2.1. Project Coordination Meetings

In preparation of the Public Meetings, the following will be completed:

- BEN|EN will meet with Town staff (up to two (2) meetings) during development of the NEV Transportation Plan, and to prepare a list of key stakeholders (Stakeholders may include, but are not limited to: property owners, farmers, bicycle clubs, business interests, advocacy groups, representatives from area schools, service agencies, and other members of the community as appropriate). BEN|EN will draft meeting agendas, and identify methods (with the assistance of Town Staff) for public outreach during development of the NEV Transportation Plan.
- Coordination with Town staff will also include emails, phone calls and other general correspondence.
- BEN|EN will prepare technical materials/ exhibits/maps for the public meetings. BEN|EN will obtain the Director of Public

Works approval of all material prior to the public meetings.

Town staff is primarily responsible for identifying methods for public outreach and preparing and distributing notices/flyers, with assistance from BEN|EN.

2.2. Community Kick-off Meeting

This meeting will introduce the project and the NEV Transportation Plan process; identify the Town's efforts to promote NEV's and how it coincides with the different alternative modes of transportation, including vehicle, bicycling, pedestrian movement; identify preliminary goals, including factors that contribute to a successful alternative transportation corridor; identify roles of various stakeholders and the public; identify project schedule; obtain initial public input regarding the Plan.

Information to be collected at this meeting will include connection points and most desired routes. We will ask the community to identify routes and collect feedback on where they live and where they want to go.

BEN|EN will develop a meeting format and agenda to best meet the goals of the meeting, hosting the meeting (in association with Town staff) and provide meeting minutes.

Online Survey (OPTIONAL): As an option, we can create an online survey available for residents who are unable to attend the workshops. This would allow those who could not attend the public workshops to answer questions and provide comments relative to the proposed NEV plan.

2.3. Public Meetings

BEN|EN team will coordinate with the Town of Loomis staff to attend one (1) public workshop, including one (1) with the key stakeholders identified during the project kick-off meeting. We will listen carefully to the needs and opportunities expressed by town residents, business owners, and other key stakeholders so we can collaboratively develop a plan that will have the community's support long after we complete our work on the project.

SCOPE OF WORK

BEN|EN team will provide large-scale aerial maps of the Town for community members to examine and mark-up with their comments. The maps can help to facilitate response to the following issues:

- ▶ Where do you travel in the Town of Loomis? What are your major destinations?
- ▶ From your perspective, where are your current constraints or safety concerns related to NEV travel in the Town of Loomis?
- ▶ Where are the barriers for operating an NEV seamlessly in the Town of Loomis?
- ▶ What ideas do you have for enhancing NEV travel?
- ▶ Where/how should we prioritize improvements to accommodate NEV travel in the Town of Loomis?

Deliverables: Mapping will be made available as PDFs to the Town to post on its web site for those unable to attend the workshop. We will summarize the results of the kickoff meeting, and present the findings/preliminary conclusions of the NEV Transportation Plan. **BEN|EN** will develop a meeting format and agenda to best meet the goals of the meeting, facilitate Public Meetings (in association with Town staff), document attendance, and provide meeting minutes.

Travel Time Maps (OPTIONAL): These maps select key locations within the Town of Loomis and identify the approximate travel times to those locations using various modes of travel. This tool is beneficial to determine locations where alternative transportation modes would serve community needs.

TASK 3. NEV TRANSPORTATION CORRIDOR INVENTORY AND DATA COLLECTION

3.1. Data Collection and Plan Review

Obtain and review existing planning documents (to be provided by Town), and as-built plans (as necessary) for roadways, flood areas and utility projects. We will review relevant planning documents early in the project to expand our knowledge of related projects and confirm the direction of our approach to the project.

We will review Town-provided traffic counts at key road crossings, adjacent intersections, and proximate roadways. We will compile additional readily-available traffic counts and forecasts from

completed projects.

3.2. Photo Inventory

Panoramic photographs of the majority of the corridor alignments have already been captured with Google Street View and are accessible to the general public. **BEN|EN** will supplement information not available in Street View with additional photos of proposed improvement areas taken at key vantage points.

3.3. Similar Facilities Comparison

BEN|EN will collect data on the operational characteristics of similar alternative corridor facilities around the country. Findings will be discussed in the Existing Condition Memo as part of Task #3.4.

3.4. Existing Conditions

The data gathered will include right-of-way maps, drainage and watershed maps, railway alignments, approved development maps, and any other relevant base maps.

The information will be used to develop preliminary projections of demand for an alternative transportation corridor, current transportation mode share, land use, and anything else needed to describe existing conditions.

TASK 4. NEV Transportation Plan

The NEV Transportation Plan will include:

1. Project overview & description
2. Summary of public outreach program
3. Summary of inventory and data collection
4. Special Design Considerations
5. Mapping
6. Environmental Assessment
7. Cost Estimates

4.1. Special Design Considerations

Special Design Considerations include:

- ▶ Consideration of special access points and roadway or railroad crossings.
- ▶ Identification of roadway cross-section, possible design standards, drainage considerations, special pavement markings, road markings, signage and striping as needed for travel lanes, road crossings, and circulation for the various modes as necessary and feasible.

SCOPE OF WORK

- ▶ Location of possible electrical charging stations for electric vehicles.

4.3. Mapping

Mapping efforts will include the following:

- ▶ Maps of study area. One vicinity map, one project overview map, and detailed map sheets (scale no greater than 1"=100') will be provided.
- ▶ Information shown on maps will include: opportunities and constraints for the route, property ownership, route alternatives, pertinent land use, topographic and biological information.
- ▶ Additional information to be provided by the Town in GIS format that may be shown on maps includes: Aerial photo, adjacent bikeways/Pedestrian pathways per Bicycle & Trails Master Plan, streets, utilities, easements, waterways and other significant biological features, schools, parks, city boundaries, neighborhood association boundaries, property lines, transit routes, park-and-ride lots.
- ▶ Illustrative cross-section for route in critical locations to identify design options and road-crossing treatments.
- ▶ Existing and identified future transportation infrastructure including roads, bicycle and pedestrian facilities, and transit facilities.
- ▶ Barriers to travel such as railroads, waterways, and freeways and constraints identified in the field or through our stakeholder meetings.
- ▶ Key origins and destinations for NEV travel.
- ▶ Traffic volumes (ADT or peak hour) and speed limits on significant roadways, including truck traffic on key corridors.

4.4. Environmental Assessment

Identify the level of environmental assessment required for the project. All relevant Federal and State requirements would be identified to complete an environmental study.

The project team will focus work efforts on identifying level of environmental assessment and regulatory permitting needs in support of the project. We will provide a preliminary

assessment of the potential environmental issues associated with the project. As part of our work, we will also provide recommendations on the types of environmental compliance documents and regulatory permits that may be required for future California Environmental Quality Act and National Environmental Policy Act (CEQA/NEPA) compliance activities.

Deliverable: *Environmental Assessments*

4.5. Cost Estimates

BEN|EN will provide a list of estimated infrastructure improvements to implement NEV routes and cost estimates for construction. A preliminary cost estimate will include, but is not limited to, a breakdown of cost for roadway, structures, right-of-way acquisition costs, environmental mitigation and permitting needs, preliminary engineering, construction support, and with appropriate contingencies for this phase of work.

4.6. Draft NEV Transportation Plan

The NEV Transportation Plan will summarize the results of stakeholder feedback and provide recommendations on:

- ▶ A facility that serves mode choices of local citizens, possibly including commuter and recreational bicyclists, low-speed electric vehicles, pedestrians and other nonmotorized travelers. All route segments will include signs, pathway width, striping, and other measures to minimize conflicts.
- ▶ A route that is designed and operates in a way to maximize safety and security by organizing and managing users and minimizing conflicts between various modes.
- ▶ Minimized impacts to adjacent property owners by appropriate design and operation of the facility. This may include fencing, landscaping, signage, and other appropriate improvements.
- ▶ A facility designed to meet local, state and federal standards, including the American with Disabilities Act (ADA).
- ▶ Improved access to scenic resources and rural areas while protecting environmentally sensitive areas and agricultural operations.

SCOPE OF WORK

The NEV Transportation Planning document will provide information as outlined in the goals of the RFP, and will include the following:

- ▶ Information on the NEV's purpose, process, impacts and benefits.
- ▶ Public outreach summary.
- ▶ Planning concept and schedule to implement the plan.
- ▶ Assembly Bill documentation to be processed.
- ▶ A funding strategy for construction and maintenance of the plan.
- ▶ Cost estimates.
- ▶ NEV standards that can be incorporated into the Town's Development Manual and Construction Standards.
- ▶ NEV Circulation Maps.

The draft report (60% complete) will summarize all project activities, progress, initial analysis and a draft Assembly Bill document.

Deliverables: Five (5) hard copies of the draft NEV Transportation Plan and one (1) electronic version.

4.7. Final NEV Transportation Plan

The Final Plan will include recommended possible implementation phasing options, discussion of safety, description of all necessary policy changes, draft Assembly Bill language to process through State, infrastructure improvements, and right-of-way acquisitions, possible funding sources to supplement the preparation of engineering documents, construction of improvements and maintaining the improvements.

Deliverables: Five (5) hard copies of the final NEV Transportation Plan and one (1) electronic version.

SCOPE OF WORK

Funding

As an optional task, we can assist the Town with identifying and preparing applications for potential funding sources to fund the NEV Transportation Plan preparation and Construction.

Possible funding sources that could off-set the project costs include, but are not limited to:

- ▶ Congestion, Mitigation and Air Quality -- CMAQ
- ▶ Highway Safety Improvement Program - HSIP
- ▶ Regional Surface Transportation Program – RSTP
- ▶ Safe Routes to School (State and Federal)
- ▶ Transportation Enhancement - TE
- ▶ Bicycle Transportation Account- BTA
- ▶ Community Based Transportation Planning Demo Grant Program

As an example, **BEN|EN** assisted the City of Lincoln with funding application submittals. Funding sources were researched and pursued through many agencies including the Sacramento Area Council of Governments (SACOG) which resulted in an allocations totaling over \$800,000. Placer County Air Quality Control Board (PCAPCD) funding assistance was also awarded for the project.

BEN|EN has extensive experience with grant funding and project delivery of transportation projects. There are many funding sources available, and we will provide information to the Town of those sources, and Leo Rubio has provided funding assistance to both the City of Lincoln and the City of Sacramento. He helped secure funds for a variety of projects ranging from NEV transportation planning, street widenings, roadway rehabilitation, streetscape/complete streets and realignment projects, and others.

PROJECT SCHEDULE

BEN|EN will refine the submitted project schedule as the project progresses. The project schedule will be submitted to the Town Project Manager for periodic review. The schedule is organized in a way that critical tasks can be completed in a timely manner.

Assumptions used in developing the Schedule:

- ▶ Notice to Proceed: October 2012.
- ▶ The Town Engineer will coordinate with the **BEN|EN** team to schedule Public Outreach Meetings in a manner that coincides with milestone deliverables.
- ▶ Upon Notice to Proceed, the Town will provide the following:
 - ▶ Existing planning documents
 - ▶ Access to available information for roadways, drainage, and utility projects.
 - ▶ Existing Traffic Counts
- ▶ Town reviews of draft documents estimated at 10 calendar days.

SCHEDULE

Task	Month	1	2	3	4
Project Management		■	■	■	■
Existing Conditions Memo		■			
Community Kick-off Meeting		■			
Draft NEV Transportation Plan		■	■		
Neighborhood Meetings				■	■
Final NEV Transportation Plan					■

PROJECT TEAM QUALIFICATIONS

The **BEN|EN** project team has been assembled to meet the unique requirements of the Town of Loomis NEV Transportation Planning Project. This is a very seasoned group of professionals

who have a teaming history of successfully delivering similar projects for local public agency clients.

Organization Chart



Experienced Team

BEN|EN has assembled an experienced, focused, and proven team of consultants to provide the full range of professional services required to complete the Loomis NEV Transportation Planning. **BEN|EN** will be the key point-of-contact, providing services for agency coordination, project management, and technical report deliverables.

Having worked together before on several projects including the Cities of Lincoln and Rocklin NEV Transportation projects, and the Woodland-Davis Alternative Transportation Corridor Study project, we are a proven Project Team that has the full range of services required to complete this project.

This team of professionals is uniquely qualified

in the field of NEV transportation planning design and development. NEV transportation planning is a relatively new and cutting edge idea, and it is rare to find such an experienced project team with an in-depth understanding of what it takes to implement this type of project. **BEN|EN** developed experimental signage and striping standards and is already working with State and Federal Agencies for inclusion into Statewide and Federal Standards.

The project team is comprised of transportation experts with decades of experience in roadway engineering, multi-use pathways, and bikeway studies. In addition, the project team has excellent professional relationships with statewide agencies such as Caltrans, and regional councils such as the Sacramento Area Council of Governments (SACOG).

PROJECT TEAM QUALIFICATIONS

Moreover, our team knows the project area very well. Our collective experience brings pertinent principle knowledge to the infrastructure requirements of this very unique geographic area. We understand, and respect, the environment in which we are working. We acknowledge the responsibility of providing for engineering that upholds the integrity and beauty of our region.

BEN|EN Company Profile

Providing high quality civil engineering services to cities, counties, special districts, universities, private companies, and other professionals has always been the firm's focus. BEN|EN takes pride in finding innovative and cost-effective engineering solutions to roadway, water, wastewater, drainage, site improvement, and other important infrastructure projects.

What sets the firm apart is its ability to partner with clients early in project development and retain that partnership through construction.

Orin Bennett started his engineering practice in 1979. Through ownership transitions Bennett Engineering Services, as it is organized today, has been providing service since 1995. The firm's main goal is to serve clients as *Trusted Engineering Advisors*. BEN|EN achieves this by offering dedicated, highly experienced project managers who focus on being accessible and responsive to client needs.

The firm is led by talented and highly-experienced, licensed professionals. BEN|EN is located in the City of Roseville and is a California certified Small Business Enterprise (SBE) #52302.

- Office location: Roseville, CA
- Years in business: 17 years
- Staff: 7 licensed professionals and 6 support staff

BEN|EN Key Staff

A hallmark of the firm is principal involvement throughout the project. **Orin Bennett, PE**, will oversee the project as **Principal-in-Charge**. He is always available to the Town to discuss any unresolved project issues or concerns that might arise. Orin has more than 40 years of civil engineering experience and has led the Roseville

office since 1995 serving mostly public agency clients. He has performed quality control/quality assurance and map checking on countless roadway projects.

Leo Rubio, PE, will serve as **Project Manager**, key point of contact. He has 18 years of civil engineering experience, including 12 years at Caltrans. Leo builds effective partnerships to provide quality civil engineering services.

Leo prepared the City of Lincoln's NEV Transportation Plan Report, prepared signing and striping plans, and estimates for the NEV Transportation Plan, and coordinated with City, Caltrans and SACOG staff to receive necessary funding and approvals. He has assisted the City of Rocklin to develop their NEV Transportation Plan and has provided technical assistance to Orange County and other communities with similar interest. In addition, his experience includes working with Cities, Counties, local transportation planning agencies, local interest groups and land owners to resolve complicated issues on large controversial projects such as the Lincoln Bypass project on State Route 65.

Leo will be responsible for agency coordination, project management, assigning project staffing tasks, and assuring deliverables are provided on time and in budget. Engineering responsibilities include review and preparation of NEV Transportation Plans.

Steve Speights, PE, Senior Engineer will assist with quality control during design. Steve has more than 40 years of civil engineering experience in planning, design, and construction contract administration of public works infrastructure. The team will benefit from his knowledge of the Town of Loomis as he served as Town Surveyor (since 1986), and was Town Engineer for Loomis for thirteen years.

Steve Lamb, PE will serve as **Project Engineer** and has 12 years of engineering and construction experience. Steve is a valued project team member, and provides alternatives analyses and technical reports, utility coordination, roadway, sidewalk and parking lot plans, stormwater and sewer infrastructure design, Low Impact Design components dealing with storm water treatment, paving and overlay, ADA accessibility alterations, and construction administration.

PROJECT TEAM QUALIFICATIONS

Recent projects include the Highway 49 Streetscape project in Placer County, UC Davis Old Davis Road Extension project, and the Sunrise Boulevard Complete Streets project in Citrus Heights. The Sunrise Blvd Complete Streets project includes multi-modal travel ways (bicycle and pedestrian mobility, including connectivity and access to transit, residential areas and neighborhood shopping).

Gayle Capik will serve as **Project Assistant**. With 17 years admin support experience, including 6 years at BEN|EN, Gayle has assisted with drafting several engineering technical studies and reports specializing in NEV planning. Gayle has researched NEVs and assisted project managers and clients on NEV planning documents since 2006. She worked closely with staff on the City of Lincoln NEV Transportation Plan, the NZEV Transportation Planning Guide, Woodland-Davis ATC Transportation Corridor, and the WRCOG 4-Cities NEV Planning Projects. She was editor and co-writer of a technical conference paper for the City of Lincoln entitled "Thriving with Neighborhood Electric Vehicles", which was published in the ASCE 2007 conference proceedings for Transportation, Land Use, Planning and Air Quality conference in Florida. The paper addresses the City of Lincoln's (City) vision to provide a NEV friendly community to all its citizens.

Subconsultant Company Information

Fehr & Peers Company Profile

Fehr & Peers specializes in providing transportation planning and traffic engineering services to public and private sector clients. They emphasize the development of creative, cost-effective, and results-oriented solutions to planning and design problems associated with all modes of transportation. Maintaining this singular focus on transportation enables Fehr & Peers to provide state-of-the-practice expertise to clients. They are nationally-recognized experts in these areas – they routinely publish many professional papers, serve on national committees, and teach courses to others in the industry.

Work will be performed out of their Roseville office.

Fehr & Peers Key Staff

Rich Ledbetter will serve as an **Expert Advisor** to the project team. He will provide oversight based on his knowledge of multimodal transportation planning, specifically related to NEV planning. He will assist the project team in reviewing the available information, creating meeting and workshop materials, and developing the NEV Circulation Plan. He will also be available as needed for project meetings.

Kim Fox will serve as **Project Manager**. She will work with the project team and coordinate with agency and prime consultant staff. She will be responsible for all Fehr & Peers tasks outlined in the scope of work. She will be present and able to contribute at project meetings and public workshops. Finally, she will assist the project team in developing the NEV Circulation Plan.


ESA Company Profile

Since its inception in 1969, Environmental Science Associates (ESA) has prepared more than 5,000 environmental documents in compliance with the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Clean Air Act, Clean Water Act, Resource Conservation and Recovery Act, state and federal endangered species acts, and other local, state, and federal environmental requirements. ESA's thorough knowledge of federal and state environmental statutes, regulations, and case law and their ongoing efforts to remain aware of changes in local environmental policy provide them with a comprehensive understanding of compliance and reporting processes. With a staff of more than 250 professionals, ESA offers expertise in all disciplines relevant to environmental planning, analysis, assessment, and regulation. ESA has the following data sets available for use with the project: Habitat (from County HCP effort), Wildlife Fire Hazard Zones, Important Farmland (see attached Figure in the Supportive Information Section), Williamson Act Contracts, FEMA or Flood Hazard Zones, and CNDDDB (Special Status Species occurrence)

ESA Key Staff

Ray Weiss will serve as **Environmental Analyst**. Ray is a community planner with more than 14 years of experience managing the preparation

PROJECT TEAM QUALIFICATIONS



of environmental studies under local, state, and federal agency jurisdiction. Fluent in Spanish, he has extensive experience in active public participation, including workshops, charettes, and surveys; and in presenting technical information in an understandable manner at public hearings and in written documents. Ray's key project experience includes providing environmental compliance services for the City of Lincoln's Neighborhood Electric Vehicle Plan and the Placer County Tahoe City Transit Center Alternative Site Evaluation Report.

As ESA's Central Valley Community Development Group Director, Ray will ensure the availability of ESA staff for the project and oversee quality control measures for ESA project deliverables.

Local Experience:

ESA is on the Placer County's On-Call list for environmental consulting services for both the western and eastern (Tahoe Basin) portions of the County, and recently completed environmental studies for the County's Dollar Point Shared Use Trail. Locally, Ray has prepared various environmental documents for Placer County Water Agency including the Foothill Water Treatment Plant and the Loomis Basin Water Pipeline Project.

SPECIALIZED EXPERIENCE AND QUALIFICATIONS

City of Lincoln NEV Transportation Plan Lincoln, CA

Project Description: The Lincoln Neighborhood Electric Vehicle (NEV) Transportation Plan was assembled as a planning-level document for implementing the City of Lincoln's (City) vision to offer residents with safe access to downtown Lincoln and other commercial areas. It was approved by the City Council on August 8, 2006. The City shared their vision with land developers and businesses in Lincoln. In response to the plan, businesses and land developers are accommodating NEV transportation by providing special parking and charging stations in commercial centers.

BEN|EN coordinated with the California Traffic Control Devices Committee (CTCDC) for approval of experimental signing and striping, and coordinated with Caltrans to allow NEV travel on State Route 193 in Lincoln. We prepared contract documents for construction of Class II NEV Lanes (No pavement widening).

BEN|EN assists City staff with prioritizing the construction sequence. We also prepared construction cost estimates, and prepared documents necessary to obtain authorization for construction, including all exhibits.

Traffic consultant Fehr & Peers performed traffic/existing conditions analyses and evaluated how NEVs would integrate with the existing system of bikeways, golf cart lanes and paths, and vehicular traffic.

Working with Bennett Engineering Services, the City of Lincoln, and Caltrans District 3 staff, ESA provided environmental compliance services for the City's NEV Transportation Plan. Specific activities completed by ESA included development of a project description, completion/submittal of the Preliminary Environmental Study Form (for Caltrans), and other activities in support of the environmental compliance phase of the project.

This project was completed in several phases within identified budgets and schedules. Installation of route signage, and construction of shared Bike/NEV lane pavement markings and striping took place between 2007-2008, with future phases planned.



City of Rocklin NEV Transportation Plan Rocklin, CA

Project Description: Similar to the City of Lincoln's NEV Project, **BEN|EN**'s work performed for the City of Rocklin's NEV Transportation Plan included:

- ▶ Review of traffic volume data.
- ▶ Provided guidelines for experimental signage used by the City of Lincoln for NEV facilities.
- ▶ Prepared recommendations regarding legal processes for implementing existing law and AB 2353 NEV lanes in Rocklin. Made recommendations to City Council for approval of NEV routes, NEV lane widths, conversion of bike lanes to NEV/bike lanes, striping requirements, and signage spacing.
- ▶ Reviewed the proposed land-use plan and street design plan to assess Trip Destinations, NEV Crossings (locations and treatment), and the NEV Route Plan.
- ▶ Attended Public Workshops.
- ▶ Prepared update to City functional classification of roadways and processed it through Caltrans.

SPECIALIZED EXPERIENCE AND QUALIFICATIONS

Woodland-Davis ATC Feasibility Study

Yolo County, CA

Project Description: The purpose of the Woodland-Davis Alternative Transportation Corridor Feasibility Study (ATC Study) was to update the Cities' 2001 Bikeway Feasibility Report and evaluate options for an alternative transportation route to connect communities. The long-term objective of this effort is the creation of an efficient, safe, and aesthetically pleasing route that would enhance connectivity between Davis and Woodland, accommodate bicyclists and possibly low-speed electric vehicles, and serve as a recreational and transportation amenity.

The ATC Study provided an in-depth look at the infrastructure necessary to support a multi-use alternative mode corridor primarily focused on bicycles and low speed electric vehicles such as Neighborhood Electric Vehicles (NEVs). The ATC Study recommendations provided the basis for funding and design of a preferred alternative. As part of the evaluation, the **BEN|EN** project team participated in a public outreach effort for the proposed project.

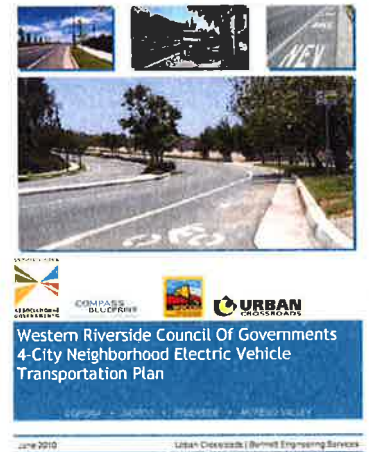
ESA prepared an environmental constraint analysis that evaluated several potential alternative transportation (including bike, pedestrian, and neighborhood electric vehicle uses) corridors providing a connection between the cities of Woodland and Davis in Yolo County. This study was completed in 2009 within the identified budget and schedule.



WRCOG NEV Program

Western Riverside County, CA

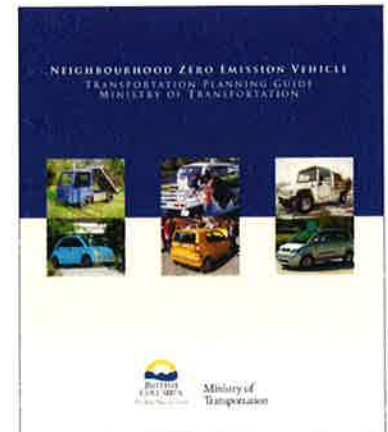
Project Description: **BEN|EN** teamed with Urban Crossroads for this Western Riverside Council of Governments (WRCOG) project located in Western Riverside County, specifically in the Cities of Riverside, Corona, Norco and Moreno Valley. The project explores the deployment of eco-friendly neighborhood electric vehicles (NEVs) within these contiguous communities as part of an overall conceptual NEV program. We produced an Existing Conditions Memorandum and Award-Winning NEV Transportation Plan that explored NEVs as a viable transportation option through the process of examining existing roadways and connection points, and determining appropriate development of infrastructure necessary to allow NEVs to operate safely on public streets, and circulate seamlessly throughout the communities. These studies were completed in 2010 within the identified budget and schedule.



SPECIALIZED EXPERIENCE AND QUALIFICATIONS

Canada NZEV Guidebook British Columbia, Canada

Project Description: BEN|EN and key team members assisted the Ministry of Transportation in British Columbia with drafting a Neighborhood Zero-Emission Vehicle (NZEV) Transportation Planning guide book. This guide will accompany the proposed British Columbia regulation change for Low Speed Vehicles and provide information to municipalities that wish to facilitate the use of NEVs in their community. The purpose of the NZEV Informational Guide is to provide best practices and considerations for facilitating safe NEV travel. It is intended to be used as a valuable resource to provide practical guidance when introducing NZEVs in communities. The guidebook discusses Benefits, Planning and Policy considerations, detailed design, and other considerations. This project was completed in July 2008.



Client Contacts List	Address	Project Team, Role*
John E. Pedri, PE Dir of Public Works, City Engineer (retired) T: (916) 698-7271	City of Lincoln 600 6th Street Lincoln, CA 95648	<ul style="list-style-type: none"> Lincoln NEV Transportation Plan BEN EN Team: Leo Rubio (PM) Brandon Michel (CADD) Gayle Capik (PA) Fehr & Peers: Rich Ledbetter (TP) ESA: Ray Weiss (EA)
Justin Nartker Operations Supervisor T: (916) 625-5500	City of Rocklin 4081 Alvis Court Rocklin, CA 95677	<ul style="list-style-type: none"> Rocklin NEV Transportation Plan BEN EN Team: Leo Rubio (PM) Gayle Capik (PA)
Roxanne Namazi, PE Senior Civil Engineer T: (530) 757-5675	City of Davis 1717 Fifth Street Davis, CA 95616	<ul style="list-style-type: none"> Woodland-Davis Alternative Transportation Corridor Feasibility Study BEN EN Team: Leo Rubio (PM) Brandon Michel (CADD) Gayle Capik (PA) Fehr & Peers: Rich Ledbetter (TP) ESA: Ray Weiss (EA)
John Kain President Project Mgr T: (949) 660-1994 x211	Urban Crossroads 6820 Indiana Av, #240 Riverside, CA 92506	<ul style="list-style-type: none"> WRCOG NEV Transportation Plan BEN EN Team: Leo Rubio (PM) Gayle Capik (PA)
Nathan Popp Senior Project Manager Climate Action Program T: (250) 356-9084	Ministry of Transportation and Infrastructure 2C-940 Blanshard St., PO Box 9850 Stn Prov Govt, Victoria, British Columbia, V8W 9T5	<ul style="list-style-type: none"> Canada NZEV Guidebook BEN EN Team: Leo Rubio (PM) Brandon Michel (CADD) Gayle Capik (PA)

* PM = Project Manager
 CADD = AutoCAD Drafting
 PA = Project Assistant
 TP = Transportation Planner
 EA = Environmental Assessment

REFERENCES

We invite you to contact our references who will attest to the high level of service the **BEN|EN** staff provides.

BENIEN References	Contact Info	Relevant Projects
John E. Pedri, PE City of Lincoln Dir of Public Works, City Engineer (retired)	T: (916) 698-7271 jpedri@sbcglobal.net	<ul style="list-style-type: none"> ▶ Lincoln NEV Transportation Plan ▶ City of Lincoln Engineering Assistance Contract ▶ Lincoln Hwy 65 Bypass
Justin Nartker City of Rocklin Operations Supervisor	T: (916) 625-5500 justin.nartker@rocklin.ca.us	<ul style="list-style-type: none"> ▶ Rocklin NEV Transportation Plan
Roxanne Namazi, PE City of Davis Senior Civil Engineer	T: (530) 757-5675 RNamazi@cityofdavis.org	<ul style="list-style-type: none"> ▶ Woodland-Davis Alternative Transportation Corridor Feasibility Study

Client Testimonials:

"BEN|EN's team consistently keeps me fully informed, and provides the City of Lincoln Quality Products and services that are on time and in budget!" -John Pedri, PE, retired Director of Public Works, City of Lincoln

"Leo is a good leader, good communicator, motivator, and reliable to get the job done!" -Gary Sidhu, PE, former SFP, Project Management, Caltrans Dist 3

"Leo and his team are very responsive to us. Leo's knowledge of the Caltrans process has been a huge asset for our project team because he's been able to push some things through that would often take longer. For me, that's a very important aspect to this project – getting through the Caltrans process – as well as his knowledge of the people up there. It's helped move things along." -Stu Hodgkins, Principal Civil Engineer, City of Citrus Heights

"BEN|EN's responsiveness as well as their ability to think outside the box is what I like best about working with them. Leo was able to expedite the processes especially working with Caltrans on a federal project. He was able to call specific people and navigate those waters. That was worth its weight in gold!" - Matt Johns, Project Manager, City of Sacramento

REQUIRED STATEMENTS

Proprietary Statement

Nothing contained in the submitted proposal will be proprietary. All proposals shall become the property of the Town of Loomis once submitted.

Conflict of Interest Statement

BEN|EN, its officers, principals, staff, and subconsultants have no actual or apparent conflict of interest relative to the services to be provided for this project, nor do team members have relationships with landowners or developers within the study area that would result in conflict of interest.

At all times during the performance of these services, **BEN|EN** and its Subconsultants will avoid conflicts of interest or the appearance of any conflicts of interest with the Town of Loomis; any relevant boards, commissions, committees, etc. on which they sit; or any other possible conflicts of interest that could be construed as interfering with our ability to analyze routes impartially, or may have an impact on any potential construction project based on the report's findings.

BEN|EN and its subconsultants warrant that no official or employee of the Town has an interest, has been employed or retained to solicit or aid in the procuring of the resulting contract, nor that any such person will be employed in the performance of such contract without immediate divulgence of such fact to the Town.

Insurance Requirements

Bennett Engineering Services (**BEN|EN**) will continue to maintain insurance levels that meet the Town of Loomis' requirements.

All policies are in effect from 01/01/2012 through 01/01/2013, and are renewed annually at existing levels. Upon request, the Town will be specifically named on the certificates.

COVERAGE	LIMITS OF LIABILITY	INSURANCE COMPANY	POLICY #
General Liability	\$4,000,000 aggregate \$2,000,000 occurrence	Valley Forge Insurance Company	B2099771157
Workers Compensation	\$1,000,000 each accident	Transportation Insurance Company	WC2099771336
Professional Liability	\$2,000,000 aggregate \$1,000,000 occurrence	Hiscox Insurance Company	ANE104970210
Automobile Liability	\$1,000,000 combined single limit	Valley Forge Insurance Company	B2099771157
Excess Liability	\$1,000,000 aggregate \$1,000,000 occurrence	Continental Casualty Company	B2099772471

TEAM RESUME



Leo Rubio, PE

Vice President | Project Manager

1082 Sunrise Ave, Ste 100
Roseville, California
T 916.783.4100
F 916.783.4110
C 916.397.4481
lrubio@ben-en.com

Leo Rubio has more than 18 years of engineering experience in streetscape and transportation projects (more than 12 years working for Caltrans). His experience includes working with public agency clients such as the Cities of Davis, Sacramento, Auburn, Citrus Heights, Lincoln, Rocklin, Yolo County, Placer County, and many others, as well as local transportation planning agencies such as PCTPA.

Leo's relevant project experience includes the City of Lincoln Neighborhood Electric Vehicle (NEV) Transportation Project. He prepared plans, specifications, cost estimates, and contract documents for this award-winning project. The project required Caltrans coordination, public outreach, and reviews of City land-use and street design plans to assess the following: Identification of feasible paths and routes; Integration with bicycle and pedestrian facilities; Evaluate feasibility of crossing major arterial roads within the city; Placement of signage and lane markings; Locations for parking and charging stations; Connection locations for public transportation options.

Leo has extensive experience with assisting local agencies with obtaining state and federal funding on similar projects. He also has extensive experience processing Federally Funded projects through Caltrans. While at Caltrans, Leo was responsible for managing multimillion dollar projects in District 3, requiring close coordination with Caltrans project delivery staff, local agencies, regulatory agencies, and consultants.

Education

Bachelor of Science, Civil Engineering, California State University, Sacramento, 1993

Professional Registration

Civil Engineer, License No. 56895, 1997

Professional Affiliations

American Public Works Association (APWA)
American Council of Engineering Companies (ACEC)

NEV Transportation Projects:

- ▶ *Lincoln NEV Transportation Plan | City of Lincoln*
- ▶ *Rocklin NEV Transportation Plan | City of Rocklin*
- ▶ *WRCOG NEV Planning | West Riverside County*
- ▶ *Woodland-Davis Alternative Transportation Corridor Feasibility Study | Yolo County*
- ▶ *Canada NZEV Guidebook | British Columbia, Canada*

Other Relevant Projects:

- ▶ *Douglas Road Bike Trail | City of Rancho Cordova*
- ▶ *UC Davis - Old Davis Road Extension to A Street*
- ▶ *UC Davis - Hutchison Corridor Improvements*
- ▶ *Sunrise Blvd. Complete Streets Improvements, Phase 1 & Phase 3 | City of Citrus Heights*
- ▶ *Del Paso Blvd. Streetscape Improvements | City of Sacramento*
- ▶ *Auburn Urban Development Authority Streetscape | City of Auburn*
- ▶ *Auburn Highway 49 Streetscape Design | Placer County Redevelopment Agency*
- ▶ *Grant Fund Management | City of Sacramento DOT*
- ▶ *Highway 65 Lincoln Bypass | City of Lincoln*



Rich Ledbetter

Senior Transportation Planner

about

Rich Ledbetter is a Senior Transportation Planner working on short and long-range transportation and transit projects. Mr. Ledbetter has expertise in the development of Regional Transportation and Short-Range Transit Plans for rural counties and has completed recent RTP updates for 12 California counties. Mr. Ledbetter has also been involved in preparing Golf Cart Transportation Plans for the Del Web retirement community in Lincoln, California, and the new expanded Neighborhood Electric Vehicle (NEV) plans for the City of Lincoln and for developments in Rancho Mission Viejo, Orange County. These community projects involve focused public outreach and consensus building with the community and local government. Mr. Ledbetter has completed eight bikeway master plans and a scenic corridor preservation master. Mr. Ledbetter has experience in grant writing at both the State and regional level. He has been successful in obtaining approximately \$3.9 million in recent grant funding for several jurisdictions in the surrounding Sacramento area.

education

Post Graduate Courses, Regional Science, Portland State University, 1990-1991
Master of Urban Planning, Portland State University, 1989
Bachelor of Arts, Economics, California State University, Sacramento, 1986
Associate of Arts, Mathematics, American River College, 1975

expertise

- Transportation Planning
- Transit Operations and Planning
- Bike and Pedestrian Planning
- Transportation Management
- Planning Grant Writing and Funding Applications

project experience

Transportation Planning

Responsibilities have included policy development, technical and alternatives analysis for the following planning projects.

- Mariposa 2012 RTP Update
- Siskiyou County 2010 RTP Update
- Trinity County 2010 RTP Update
- Stanislaus County 2011 RTP Update
- Golf Cart Transportation Plan for Sun City – Lincoln Hills (Del Webb)
- Golf Cart Transportation Plan for City of Lincoln
- Neighborhood Electric Vehicle (NEV) Plan for City of Lincoln

Bike and Pedestrian Planning

- Inyo County Collaborative Bicycle Master Plan (2008)
- City of Roseville Bikeway Master Plan (2007)
- City of Lincoln Bikeway Master Plan (2002)
- City of Oakdale Bikeway and Trails Master Plan (2003)
- City of Oakdale Highway 108 Scenic Corridor Trails Plan (2004)

Grant Writing and Funding Applications (Funded)

- Prepared SACOG Community Design Grant for UC Davis for Bikeway/Transit Study
- Prepared Caltrans Planning Grant for City of Yuba City for multi-modal mixed-use development
- Prepared Safe Routes to School grant application for City of Lincoln

Transit Operations and Planning

Responsibilities have included the design and planning for new transit routes and demand modeling for park and ride lot implementation.

- Siskiyou County 2007 Transit Development Plan (includes ADA service delivery component)
- Siskiyou 2005 Transit Provider Survey
- Rural Transit Provider Survey for Nevada Department of Transportation (NDOT)

FEHR & PEERS

Roseville | Denver | Honolulu | Inland Empire | Oakland | Orange County | Reno

2990 Lava Ridge Court
Suite 200
Roseville, CA 95661



Kim Fox

Transportation Engineer

about

Kim Fox is a Transportation Engineer in the Roseville office of Fehr & Peers. Since joining the company in 2007, she has worked on a variety of projects in the areas of transportation planning, traffic impact analysis, traffic operations, and traffic simulation.

education

Bachelor of Science, Civil Engineering, Sacramento State University

publications and presentations

Co-Authored *A Report to the California State Legislature: Neighborhood Electric Vehicle Transportation Plan Evaluation*. Presented in response to Assembly Bill 2353 in January 2008. Accepted for Presentation at the 2009 Transportation Research Board 88th Annual Meeting.

expertise

- Transportation Planning
- Traffic Operations
- Traffic Calming
- Public Outreach

project experience

Multimodal Transportation Planning

While a student at Sacramento State University, Kim co-authored a report to the California State Legislature evaluating the Neighborhood Electric Vehicle (NEV) Plan in Lincoln, CA, post implementation. For the project Kim performed an extensive study on the use of and laws associated with NEVs. She also surveyed many residents, including NEV users, traditional vehicle drivers and

bicyclists, and conducted field observations of the NEV infrastructure associated with the plan.

Since joining Fehr & Peers Kim has worked on the Davis – Woodland Alternative Transportation (NEV) Feasibility Study. Working with the project team, she assessed the demand for an alternative transportation corridor, reviewed intermodal connectivity, and evaluated options for roadway crossings. She also assisted at public workshops and developed a public survey.

Other projects that she has worked on involving multimodal transportation planning include the following.

- City of Colfax General Plan Update – Colfax, CA
- Colfax Train Study – Colfax, CA
- El Camino Avenue Street and Sidewalk Improvements – Sacramento, CA
- Yuba City High School Pedestrian Study – Yuba City, CA
- Siskiyou County Regional Transportation Plan Update – Siskiyou County, CA

Traffic Calming

Kim worked with City of Sacramento Staff to develop the Mercy Hospital Traffic Calming Plan. She was responsible for data collection and educating the community through a series of workshops with a neighborhood committee. Working with the committee, she helped to develop a traffic calming plan consistent with community goals and objectives.

Traffic Operations and Impact Analysis

Managed or served as project engineer for the following projects.

- Gray Avenue Access Study – Yuba City, CA
- Teichert Woodland Facility Expansion – Woodland, CA
- UC Davis, Sacramento Long Range Development Plan EIR – Sacramento, CA
- Loomis Marketplace Traffic Study – Loomis, CA

FEHR & PEERS

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2990 Lava Ridge Court
Suite 200
Roseville, CA 95661



RAY WEISS

Environmental Analysis

Ray is a community planner with 18 years of experience specializing in the development of streamlining strategies in project delivery under the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) for federal, state, and local government transportation projects. Fluent in Spanish, he has extensive experience in active public participation, including workshops, charettes, and surveys; and in presenting technical information in an understandable manner at public hearings and in written documents. Prior to joining ESA, he served as project manager for a local environmental consulting firm; and as Data Analyst for the Sacramento Area Council of Governments, where he managed data collection and analysis for a regional transportation survey.

Education

B.A., Economics with a special emphasis in environmental and resource economics, California State University, Sacramento

18 Years Experience

Professional Affiliations

Association of Environmental Professionals
American Planning Association

Awards

CCAPA – 2008 Award of Merit for Comprehensive Planning: Small Jurisdiction City of Lincoln General Plan Update

CCAPA – 2001 Comprehensive Planning Award – Inyo County General Plan Update Project

Relevant Experience

City of Lincoln Neighborhood Electric Vehicle Plan. *Environmental Project Manager.* Working with Bennett Engineering Services, the City of Lincoln, and Caltrans District 3 staff, Ray provided a variety of environmental compliance services for the proposed project. Specific activities completed by ESA included development of a project description, completion/submittal of the Preliminary Environmental Study Form (for Caltrans), and other activities in support of the environmental compliance phase of the project.


Davis Alternate Transportation Corridor. *Environmental Project Manager.* Working with Bennett Engineering Services, Ray provided project management and public facilitation services for preparation of an environmental constraints study addressing several alternative vehicle/bicycle/pedestrian corridors connecting the cities of Davis and Woodland. Key environmental issues included wetlands/creek crossings, impacts to agricultural resources, and public health and safety issues (including health issues related to aerial spraying for surrounding agricultural lands).

City of Escalon, McHenry Avenue Widening MND. *Project Manager.* In addition to completion of the mitigated negative declaration (MND), ESA conducted several historic resource evaluations as part of the Cultural Resources Inventory Report. The City previously constructed a variety of roadway improvements (including roadway curbs and gutters) along portions of McHenry Avenue to provide vehicle/pedestrian access along the roadway. This project completed these street improvements by extending the previously constructed curbs, gutters, and sidewalks through the remaining unimproved portions of McHenry Avenue.

County of Merced California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) On-Call Compliance Services. *Project Director.* Ray is overseeing various transportation projects under this on-call contract to conduct environmental studies and prepare CEQA and NEPA documentation. Projects involving coordination with Caltrans District 10 staff include the La Grange Road Bridge Replacement Project, Dickenson Ferry Road Bridge Replacement Project, and Burchell Avenue Bridge Replacement Project.

SUPPORTIVE INFORMATION

Lincoln Informational Brochure




Mayor
Ray Sprague

Mayor Pro Tem
Kent Nakata


Council Members
Tom Cosgrove
Primo Santini
Spencer Short


City Manager
Gerald Johnson

Public Works Director
John E. Pedri, P.E.

Design Engineering 
M-H-M Engineers and Surveyors


Contact Information
John E. Pedri, P.E.
City of Lincoln
640 Fifth Street
Lincoln, CA 95648
Tel. (916) 645-8576
<http://www.ci.lincoln.ca.us/>








NEVs in Motion

NEVs continue to circulate within the City and, as a result, residents are enjoying increased mobility, greater use of public transit, reduced travel costs, improved air quality and community cohesion. With over 200 NEVs in the City of Lincoln, NEV drivers are saving approximately 6,600 gallons of gasoline per year and reducing emissions by 720 pounds of air pollutants annually. Thanks to the support of residents, community and state leaders, the City of Lincoln is paving the way for others to provide safe and environmentally friendly alternatives to traditional automobile travel.






Neighborhood Electric Vehicle (NEV) Transportation Plan

What is a Neighborhood Electric Vehicle?


Neighborhood Electric Vehicles (NEVs) are small, electric powered personal vehicles that have a limited range and can travel at speeds up to 25 mph. They are an ideal transportation alternative for short local trips, including the grocery store, bus stops, and the doctor's office. While NEVs look similar to golf carts, they are actually motor vehicles that require a driver's license, registration and insurance. The following are some of the benefits and facts about NEV use:

- ☐ Safely used in California since 1991 with no fatalities
- ☐ Ideal for drivers of all ages, from teens to parents to active seniors
- ☐ Improve public safety and reduce automobile fatalities because of lower speeds
- ☐ Provide a vibrant community since travel range is limited
- ☐ Support Sacramento Area Council of Governments (SACOG) goals by encouraging local shopping and local businesses
- ☐ Conserve 1/4 the energy of an automobile and are three times more economical (usually)
- ☐ Powered by renewable, natural resources
- ☐ Reduce dependence on petroleum by using electricity (equivalent to 150 miles per gallon of gasoline)
- ☐ Cost an average of \$9,025 per mile of energy (Commission for Environmental Cooperation, 2002)



Evolution of NEVs in the City of Lincoln

The City of Lincoln Department of Public Works is committed to promoting increased energy efficiency, providing a better quality of life for its community, and providing the necessary infrastructure to accommodate the rapid growth and urban village lifestyle of the City.



When residents of the Sun City Lincoln Hills community began using low-speed Neighborhood Electric Vehicles (NEVs), they were limited by federal regulations that only allowed them to operate these NEVs on streets with posted speeds of 35 mph or less. At that time, the City had several roadways with higher posted speed limits, which limited NEV travel to a few miles.

As a City with over 10,000 senior residents, and an overall population that is expected to increase to 50,000 residents by 2010, the need to expand the mobility of NEVs coincided with the City's commitment to providing a safer and better quality of life for all its residents. For many seniors, an NEV constitutes an unopposed alternative to making a high-speed accident in a conventional automobile or relying upon a friend or relative to get them a ride to nearby locations in the City.

Under the former California laws, golf cart legislation allowed NEVs to be driven within golf cart communities, a concept the City has always supported. However, expanding the use of NEVs beyond the Sun City Lincoln Hills development was constrained by lack of appropriate state law.

Faced with the challenge of providing both continued mobility for aging citizens and providing a safe driving environment for all drivers, the City needed to take big steps or finding a way to make NEV use throughout the city possible.

Goals of the NEV Program

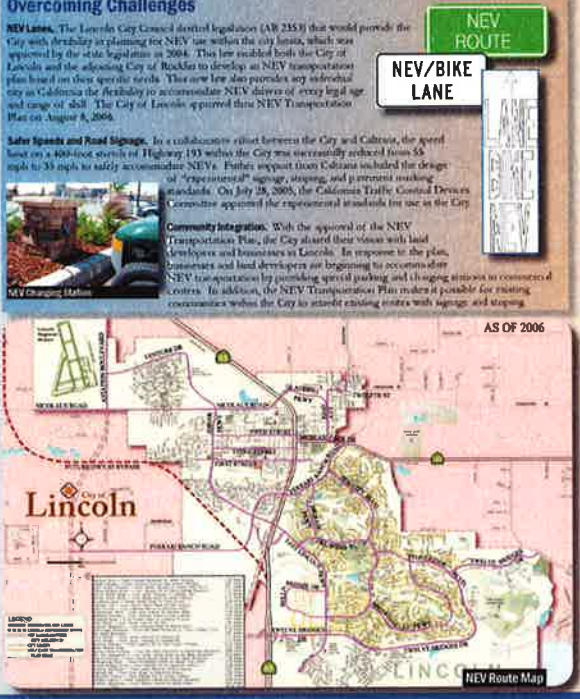
- ☐ Provide increased independence and mobility for the aging community
- ☐ Provide a safe alternative for all travelers within City limits
- ☐ Encourage NEV use as a local mode of transportation for all City residents

Overcoming Challenges

NEV Lanes. The Lincoln City Council elected legislation (AB 2553) that would provide the City with authority to plan for NEV use within the city limits, which was approved by the state legislature in 2004. This law enabled both the City of Lincoln and the adjoining City of Rocklin to develop an NEV transportation plan based on their specific needs. This new law also provided key structural city as California the flexibility to accommodate NEV drivers of every legal age and range of skill. The City of Lincoln approved this NEV Transportation Plan on August 8, 2006.

Safer Signs and Road Signage. In a collaborative effort between the City and Caltrans, the speed limit on a 400-foot stretch of Highway 193 within the City was successfully reduced from 55 mph to 35 mph to safely accommodate NEVs. Further support from Caltrans included the design of "experiential" signage, stoppings, and pavement marking standards. On July 28, 2005, the California Traffic Control Devices Committee approved the experiential standards for use in the City.

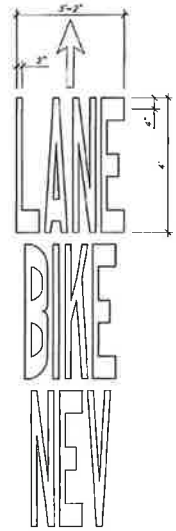
Community Integration. With the approval of the NEV Transportation Plan, the City shared their vision with local developers and businesses in Lincoln. In response to the plan, business and land developers are beginning to accommodate NEV transportation by providing special parking and loading areas in commercial centers. In addition, the NEV Transportation Plan makes it possible for existing commercial centers within the City to retrofit existing centers with signage and stoppings.



AS OF 2006

SUPPORTIVE INFORMATION

CTCDC Approved Experimental Signage and Pavement Markings



COST PROPOSAL

CONTRACT No. Town of Loomis - Neighborhood Electric Vehicle Plan Date 08/03/12
CONSULTANT Bennett Engineering Services Inc

DIRECT LABOR

Classification	Name	Range	Hours	Initial Hourly Rate	Total
Principal Engineer	Orin Bennett	40.00 - 105.00		@ \$ 69.23	\$ -
Project Manager (III)	Leo Rubio	45.00 - 65.00	38.0	@ \$ 52.89	\$ 2,009.82
Engineer (IV)	Staff	38.50 - 55.00	4.0	@ \$ 49.00	\$ 196.00
Engineer (II & III)	Staff	30.00 - 45.00	40.0	@ \$ 38.50	\$ 1,540.00
Engineer (I)	Staff	20.00 - 35.00	4.0	@ \$ 32.00	\$ 128.00
Engineering Tech (III & IV)	Staff	30.00 - 45.00		@ \$ 37.50	\$ -
Engineering Tech (I & II)	Staff	15.00 - 25.00	16.0	@ \$ 27.50	\$ 440.00
Administrative	Staff	15.00 - 35.00	24.0	@ 25.00	\$ 600.00
Subtotal Direct Labor Costs					\$ 4,913.82
Total Direct Labor Costs					\$ 4,913.82

FRINGE BENEFITS

	Rate	Total
Fringe Benefits	41.20%	\$ 2,024.49
Total Fringe Benefits		\$ 2,024.49

INDIRECT COSTS

Overhead/General and Administrative	129.60%	\$ 6,368.31
Total Indirect Costs		\$ 6,368.31

FEE: 10% \$ 1,330.66

OTHER COSTS

Mileage	\$ 200.00	
Reproduction	\$ 500.00	
Postage & Delivery	\$ 100.00	
Maps & Renderings	\$ 250.00	
Other Direct Costs (Itemize)	\$ -	
Total Other Costs		\$ 1,050.00

Total Subconsultant Costs (see attached detailed cost estimates) \$ 10,710.75

TOTAL COSTS \$ 26,398.03

Possible Funding Sources to Offset Costs:

- Congestion, Mitigation and Air Quality -- CMAQ
- Highway Safety Improvement Program - HSIP
- Regional Surface Transportation Program – RSTP
- Safe Routes to School (State and Federal)
- Transportation Enhancement - TE
- Bicycle Transportation Account BTA
- Community Based Transportation Planning Demo Grant Program

COST PROPOSAL

CONTRACT No. Town of Loomis - Neighborhood Electric Vehicle Plan Date 09/18/12
 CONSULTANT Environmental Science Associates

DIRECT LABOR

Classification	Name	Range	Hours	Initial Hourly Rate	Total
PM/QAQC	Ray Weiss		6.0 @	\$ 56.25	\$ 337.50
Lead Biologist	Stephanie Parsons		2.0 @	\$ 48.94	\$ 97.88
Staff Biologist	Staff		@	\$ 30.67	\$ -
Staff Historian	Staff		@	\$ 25.24	\$ -
Staff Planner	Staff		@	\$ 20.79	\$ -
GIS	Staff		2.0 @	\$ 41.49	\$ 82.98
Graphics	Staff		@	\$ 34.90	\$ -
Production	Logan Sakai		3.0 @	\$ 20.12	\$ 60.36
			@	\$ -	\$ -
			@	\$ -	\$ -
			@	\$ -	\$ -
			@	\$ -	\$ -
			@	\$ -	\$ -

Subtotal Direct Labor Costs \$ 578.72

Total Direct Labor Costs \$ 578.72

FRINGE BENEFITS

	Rate	Total
Fringe Benefits	51.00%	\$ 295.15
Total Fringe Benefits		\$ <u>295.15</u>

INDIRECT COSTS

Overhead/General and Administrative	157.95%	\$ 914.09
Total Indirect Costs		\$ <u>914.09</u>

FEE @ 10% \$ 178.80

OTHER COSTS

Postage and Delivery	\$ -
GIS Computer Time (@ \$15 per hour)	\$ -
Printing/Document Production	\$ 100.00
Vehicle Rental (2 trips @ \$80/trip)	\$ 160.00
Vehicle Mileage	\$ 150.00
General and Administrative Expense of 15% on Non-Labor Costs	\$ 105.00
Total Other Costs	\$ <u>515.00</u>

Total Subconsultant Costs (see attached detailed cost estimates) \$ -

TOTAL COSTS \$ 2,481.75