



STAFF REPORT

SAUSALITO CITY COUNCIL

AGENDA TITLE:

Consultant Services Agreement – Sausalito Stairs – Non- Motorized
Transportation Pilot Program

RECOMMENDED MOTION:

Adopt a Resolution of the City Council of the City of Sausalito Awarding a Professional Services Contract to and Authorizing the City Manager to Execute a Professional Services Agreement with Questa Engineering Corp. for Preparation of Plans, Specification, Estimate and Environmental Clearance Services

SUMMARY

The U.S. Department of Transportation, through Caltrans, awarded a grant to the City to construct a new stair along the 500 block of Sausalito Blvd to connect to Prospect Avenue. Funds were also provided for the rehabilitation of an existing stair between Filbert and Cazneau next to 202/204 Cazneau. The total grant amount is for \$340,000. The City has executed a funding agreement with Caltrans totaling \$56,000 for Engineering and Environmental Review activities.

Staff issued a Request for Proposals (RFP) in December, 2008 to local and regional consulting firms that have either expressed interest in providing design services to the City in the last year, or are known to have expertise in preparation of the necessary federally-funded services. Five consultant teams submitted proposals. Staff has evaluated the proposals received and identified the team lead by Questa Engineering Corp as the team offering the greatest overall level of experience, competence, staffing and other professional qualifications necessary to perform the services required.

Staff recommends that the City enter into an agreement with Questa Engineering Corp for performance of the required services.

BACKGROUND

In 2006 Marin County issued a call for projects to be funded by the Federal Non-Motorized Transportation Pilot Program. The City proposed several stairway projects. The City was successful in securing funds to rehabilitate a stair between Filbert and Cazneau and to construct a new stair adjacent to 593 Sausalito Boulevard. The grant

is to provide funds for Plans, Specifications, Estimate and to perform necessary environmental reviews (NEPA and CEQA).

The City issued a Request for Proposals (RFP) in December, 2008 and five proposals were received:

- Questa/Linda Carruthers/Environmental Collaborative/Origer & Assoc
- Sea Designs/Zone 17 Landscape Architecture
- Douglas Matteson
- W.B. Clausen/Carruthers/Don Olsen/Hemati
- ILS/LAK

Staff reviewed the proposals and found all proposing teams qualified to perform the work.

ISSUES

Why these sites: The two stairs sites were funded as a result of Marin County Non-Motorized Transportation Pilot Program Administrators perception that the projects could be designed and built by the end of 2009. The funded projects were part of a larger proposal prepared and included "steps, lanes and pathway" facilities in seven areas of the City. The original large proposal was prepared with the assistance of members of the Imagine Sausalito Transportation Action Committee. The original proposal included stair project sites including new segments for the Richardson's Bay shoreline path, new stairs in Old Town/Hurricane Gulch area, and rehabilitation of several existing stairs in need of repair. Shoreline path facilities were also proposed.

The new stair on Sausalito Blvd and Prospect could be controversial. A nearby home at 595 Sausalito Blvd. is relatively new. 593 Sausalito Blvd. has obtained development entitlements, is seeking building permits and is expected to begin construction in April of 2009. During the permitting of these homes, construction of a stair in an existing public easement was suggested as a condition of development in each project. 595 Sausalito was conditioned to develop an architectural plan for the stair. A recommendation to require 593 Sausalito Blvd to construct the stair was suggested. Though ultimately the condition was not applied to the design review approval resolution, property owners and neighbors that participated in the public hearings of these two homes, are aware of the potential. The project site also contains a sanitary sewer that is in need of repair.

Staff believes neighborhood concern could be expressed by the disturbance of ground from construction as well as concern about the foot traffic that the stair will generate. Such behaviors are a frequent response to proposals to change conditions. A ground disturbance must be made to repair the deteriorating sewer. The City cannot defer the sewer repair indefinitely due to public health and environmental compliance

imperatives. Staff believes the additional work to install a stairway, if appropriately timed, is expected to have an insignificant increase in impact.

The existing stair on Filbert is in need of rehabilitation. Staff believes the only controversy here could be the loss of use while the stair is being re-built.

ADA issues could be of some concern. The natural terrain, the historic rights-of-way just do not enable a fully compliant ADA facility to be built. Every effort will be made to eliminate minor barriers that could be created with a stairway. Given the available right-of-way and the steepness of the terrain, wheelchair access will not be a possibility. The environmental portion of the project will vet this issue completely before any construction funding can be secured.

There will be outreach to nearby properties during design development as well as during public hearings to review the Design, in conformance with Zoning Ordinance requirements.

The Imagine Sausalito Transportation Action Committee provided guidance and assistance in the preparation of proposals that secured the grant funding from the Non-Motorized Transportation Pilot Program. The Committee also provided guidance for the Consultant Requests for Proposal from which the Council is being asked to award a contract.

The Questa Engineering Corp team is recommended based on the experience of the team with local and regional transportation and planning issues and ability to perform the work scope within available funding. QUESTA ENGINEERING CORP. has performed work for the City in the past.

The project is expected to improve and extend pedestrian facilities in the City and therefore make it easier to not use a motor vehicle to get around the City. The facility will also improve routes for residents to escape from effects of Disaster such as wildland fire, earthquake or landslide.

Adoption of the resolution to award a contract to Questa is exempt from the application of the California Environmental Quality Act pursuant to California Public Resources Code Section 21102 and Section 15262 of the Guidelines for the California Environmental Quality Act because the work will create only a plan. This Plan will undergo NEPA and CEQA review. Construction funding will not occur until environmental impacts are considered and any required mitigation measures are determined.

FISCAL IMPACT

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The proposed work will have a limited impact on the General Fund. The City will need to pay for the project from the General Capital Fund. Project costs will be reimbursed at 100% up to \$56,000 for this phase. The City will need to secure additional funds (\$284,000) for construction and construction engineering from Caltrans as Plans are completed.

The proposed services are considered "professional services." Under the City's purchasing requirements, specifically Section 3.30.500-3.30.520 of the Sausalito Municipal Code, other factors can be taken into consideration in awarding the Contract other than lowest cost. A requisition has been prepared. The project is included in the 2009 Budget at the levels cited previously.

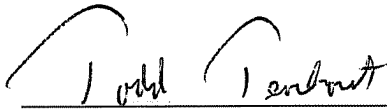
STAFF RECOMMENDATIONS

Adopt a Resolution of the City Council of the City of Sausalito Awarding a Professional Services Contract to and Authorizing the City Manager to Execute the Professional Services Agreement with Questa Engineering Corp. for Preparation of a Plans, Specifications, Estimate and Environmental Review Services for Sausalito Stairs Project.

ATTACHMENTS


- Proposal
- Resolution
- Professional Services Agreement
- Requisition(available 1/27/2009)

PREPARED BY:



Todd Teachout,
City Engineer

REVIEWED BY (Department Head):

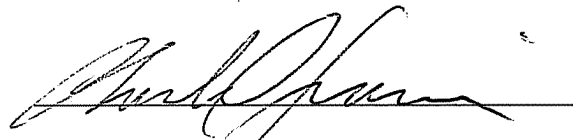


Jonathon Goldman,
Director of Public Works

REVIEWED BY (City Attorney):

Mary Wagner,
City Attorney

REVIEWED BY:



Interim Director of Finance

SUBMITTED BY:

Adam W. Politzer
City Manager

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RESOLUTION ___-09

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO
AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH
QUESTA ENGINEERING CORP. FOR CONSULTANT SERVICES TO DEVELOP
SAUSALITO STAIRS NMTPL - 5098(011)**

WHEREAS, the City Council adopted the 2009 Annual Budget which include resources to design and build public stairs adjacent to 593 Sausalito Blvd and adjacent to 202 Cazneau, and

WHEREAS, the City was awarded a Federal Non-Motorized Transportation Pilot Program Grant to develop a Plan entitled "Sausalito Stairs" and is eligible to receive up to \$340,000 of Federal funding for transportation non-motorized transportation projects from the California Department of Transportation, and

WHEREAS, the City has executed funding agreements with Caltrans in the amount of \$56,000 for Preliminary Engineering which includes preparation of Plans, Specifications and Estimate as well as implementing Environmental Review, and

WHEREAS, the City solicited proposals from Consulting Firms to prepare Engineering and Environmental Review services, and

WHEREAS, the City received proposals from 5 teams of Consultants, and

WHEREAS, the team lead by Questa Engineering Corp was found by staff to be the most qualified to do the work; and

WHEREAS, the approval of the proposed Agreement is exempt from the application of the California Environmental Quality Act (California Public Resources Code Section 21000, et seq., "CEQA"), pursuant to Section 15262 (Feasibility and Planning Studies) of the State CEQA Guidelines (Title 14, California Code of Regulations Section 15000, et seq.) because it involves only feasibility or planning studies for possible future action by the City.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sausalito:

1. Hereby finds that the proposed Agreement is exempt from the application of CEQA pursuant to Section 15262 (Feasibility and Planning Studies) of the State CEQA Guidelines and the City Clerk, or her designee, is directed to cause a Notice of Exemption to be posted in accordance with CEQA.
2. Finds Questa Engineering Corp qualified to perform the work to prepare the Documents for the Sausalito Stairs Project.

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3. Awards the Professional Services Agreement to Questa Engineering Corp
4. Authorizes the City Manager to execute a Professional Services Agreement with Questa Engineering Corp on behalf of the City.

AYES: Councilmembers:
NOES: Councilmembers:
ABSTAIN: Councilmembers:

Mayor, City of Sausalito

ATTEST:

City Clerk

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CITY OF SAUSALITO
PROFESSIONAL/CONSULTING SERVICES AGREEMENT

This **PROFESSIONAL/CONSULTING SERVICES AGREEMENT**, (this "Agreement") is made and entered into this ____ day of _____, 2009, by and between the **CITY OF SAUSALITO**, a municipal corporation (hereinafter "City") and Questa Engineering Corp. (hereinafter "Consultant").

In consideration of the mutual promises contained herein, the parties hereto agree as follows:

Section 1. Scope of Work

Consultant shall provide City with the services described in Exhibit A which is attached hereto and incorporated herein by this reference as though set forth in full.

The duties and services required of Consultant under this Agreement and pursuant to this Section 1 are referred to throughout the remainder of this Agreement as "the Work."

Section 2. Responsible Individual. The individual directly responsible for the performance of the duties of Consultant is Jeffrey Peters. Consultant represents and warrants that the execution of this Agreement has been approved by Consultant and that person executing this Agreement on behalf of Consultant has the full authority to do so.

Section 3. Work Schedule.

Consultant shall be available to work as many hours as required to complete the Work immediately upon receipt of the signed Agreement from the City and shall complete each task in a timely manner as specified. Consultant shall not be held responsible for delays caused beyond its reasonable control.

Section 4. Compensation.

In consideration of the performance of the Work described in Section 1 pursuant to the schedule set forth in Section 3, Consultant shall be compensated at the rate set forth in Exhibit B which is attached hereto and incorporated herein as though set forth in full. Total amount shall not exceed \$56,000 without additional authorization by the City Council for amounts exceeding \$10,000 and by the City Manager for lesser amounts. Consultant shall not charge City for any administrative expenses or overhead, including without limitation, facsimile, mileage and other/or any other expenses incurred by Consultant in connection with Consultant's provision of the Work. Consultant acknowledges and agrees

that the compensation to be paid to Consultant under this Section 4 represents the full amount due and owing to Consultant in connection with performance of the Work.

Consultant shall submit invoices on a periodic basis detailing the work performed and by whom, broken down into not less than 15 minute increments. At the request of the City, Consultant shall modify the billing statements to meet the requirements of the U.S. Department of Transportation which is the entity providing the grant funding for the work.

Section 5. Amendments.

In the event City desires to retain Consultant for the performance of additional services, or wishes to delete any services in connection with this Agreement, specifications of such changes and adjustments to compensation due Consultant therefore shall be made only by written and signed amendment to this Agreement.

Section 6. Independent Contractor - Subcontractors.

It is specifically understood and agreed that in the making and performance of this Agreement, Consultant is an independent contractor and is not and shall not be construed to be an employee, common law employee, agent or servant of City. The consultant shall be solely liable and responsible to pay all required taxes and other obligations, including, but not limited to, withholding and Social Security. Consultant shall be solely responsible for making payment to any subconsultants including without limitation Linda Carruthers and Associates, Environmental Collaborative and/or Tom Origer & Associates. Consultant acknowledges and agrees that he/she is not entitled to the benefits of civil service status and/or the rights and privileges enjoyed by civil service employees and Consultant hereby waives any and all claims to such rights and/or privileges.

Section 7. Consultant's Responsibility.

It is understood and agreed that Consultant has the professional skills necessary to perform the Work, and that City relies upon the professional skills of the Consultant to do and perform the Work in a skillful and professional manner in accordance with the standards of the profession. Consultant thus agrees to so perform the Work.

Acceptance by City of the Work, or any of it, does not operate as a release of the Consultant from such professional responsibility. It is further understood and agreed that Consultant has reviewed in detail the scope of the work to be performed under this Agreement and agrees that in his professional judgment, the Work can and shall be completed for a fee within the amounts set forth in Section 3 of this Agreement.

Section 8. Hold Harmless and Indemnification.

- (a) To the fullest extent permitted by law and without limitation by the provisions of Section 9 below relating to insurance, Consultant agrees to defend, indemnify and hold harmless the City, its elected and appointed officials, officers, employees and volunteers from any and all claims, demands, suits, losses, damages, injuries, and liability, incurred and to the extent caused by reason of any acts, errors, or omissions of Consultant, whether negligent or intentional, under or in connection with this Agreement. Consultant shall pay defense costs and any resulting judgments to the extent caused by the above. The Consultant's obligations under this Section 8 apply regardless of whether or not a liability is caused or contributed to by any act or omission of the City, except that the Consultant shall not be obligated to indemnify for liability arising from the negligence or willful misconduct of the City or of any third party. The provisions of this Section survive the completion of the Project and/or termination of the Agreement.

Section 9. Insurance.

Consultant shall take out and maintain during the life of the Contract: (a) Comprehensive or Commercial General Liability and Automobile Liability insurance in an amount not less than \$ 2,000,000 combined single limit applying to bodily injury, personal injury and property damage; (b) professional liability insurance in the amount of \$1,000,000 per claim and \$ 2,000,000 aggregate.

The general and automobile liability policy(ies) are to contain, or be endorsed to contain, the following provisions:

The City, its officers, elected and appointed officials, employees, Consultants and agents must be named as an Additional Insured under the coverage afforded with respect to the work being performed under the Agreement.

Section 10. Nondiscrimination.

There shall be no discrimination against any employee who is employed in the Work, or against any applicant for such employment because of race, religion, color, sex or national origin. This provision shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

Section 11. City Personnel Conflict of Interest.

No officers, member, or employee of City and no member of the governing body of City who exercises any functions or responsibilities in the review, approval of the undertaking or carrying out of the project, shall participate in any decision relating to this Agreement which affects his personal interest or the interest of any corporation, partnership, or association in which she is, directly or indirectly interested; nor shall any such officer, member or employee of City have any interest, direct or indirect, in this Agreement or the proceeds thereof.

Section 12. Consultant Conflict of Interest.

Consultant covenants that she presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of his services hereunder. Consultant further covenants that in the performance of this Agreement, no persons having any such interest shall be employed.

Section 13. Assignment.

Consultant shall not assign any interest in this Agreement, and shall not transfer any interest in the same (whether by assignment or novation) without the prior written consent of City.

Section 14. Ownership of Documents.

Consultant agrees that all documents produced in the performance of this Agreement shall be the sole property of the City including all rights therein of whatever kind and whether arising from common or civil law or equity. The Work shall be used solely for the project for which it was originally intended.

Section 15. Termination.

City may terminate this Agreement at any time without reason stated or required by giving written notice of the same and specifying the effective date thereof, at least seven calendar days before the effective date of such termination. If the Agreement is terminated by City as provided herein, Consultant shall be paid for all effort and material expended on behalf of the Work under the terms of this Agreement, less any charges against Consultant as otherwise provided herein, up to the effective date of termination, except that upon notification of such termination, Consultant shall immediately cease to undertake any duties under the Agreement not yet underway, and shall limit its further activities up to the effective date of termination to those duties necessary to wind up work then underway.

In Witness Whereof, City and Consultant have executed this Agreement as of the date first written above.

City of Sausalito

Consultant: Questa Engineering Corp

By: Adam W. Politizer
City Manager

By: Jeffrey H. Peter
Its: Principal

Approved as to form:

Mary Anne Wagner
City Attorney

EXHIBIT A
SCOPE OF WORK

EXHIBIT B
FEE SCHEDULE

QUESTA

ENGINEERING CORP.

*Proposal for
Consultant Services to Prepare
Preliminary Plans,
Environmental Documents, and
Plans, Specifications, & Estimate
for
Outdoor Stair Facilities in the
City of Sausalito*

Submitted to:

City of Sausalito Public Works Department

Submitted by:

Questa Engineering Corporation

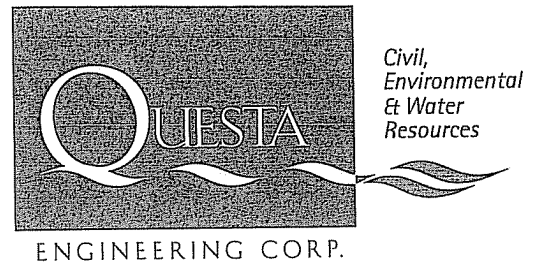
In Association with:

***Carruthers Land Surveying
Environmental Collaborative
Tom Origer & Associates***

January 8, 2009

Civil
Environmental
& Water
Resources

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January 8, 2009

Todd Teachout, City Engineer
Sausalito Public Works Department
City of Sausalito
420 Litho Street
Sausalito, California 94965

Subject: Proposal for Consultant Services to Prepare Preliminary Plans, Environmental Documents, and Plans, Specifications, and Estimate for Outdoor Stair Facilities in the City of Sausalito

Dear Mr. Teachout:

Per your Request for Proposal dated November 26, 2008, **Questa Engineering Corporation**, in association with **Carruthers Land Surveying, Environmental Collaborative**, and **Tom Origer & Associates**, is pleased to present the enclosed proposal to provide environmental and engineering design services to the City of Sausalito. This proposal fully addresses the requested Scope of Services for the preparation of preliminary engineering designs and for the final design of the project descriptions provided, along with team meetings and public outreach, environmental work, permitting, agency coordination, including Caltrans Local Assistance Program coordination and Construction Document preparation.

We have assembled a highly qualified, local team to assist the City of Sausalito. Questa Engineering Corporation, based in Point Richmond, will be responsible for project management, environmental assessment and permitting, civil engineering and design services, public outreach, and landscape architecture, and will prepare and stamp all Plans and Specifications and Construction Documents. Carruthers Land Surveying (Sausalito-based DBE/SBE) will oversee site surveying and right-of-way mapping. Additional support will be provided by Environmental Collaborative (Emeryville-based SBE), who will conduct the biological investigation, and Tom Origer & Associates (Rohnert Park), who will conduct cultural resources impact analyses.

Formed in 1982, Questa is recognized as one of the leading engineering and design firms for multi-use paths in constrained areas; we provide exceptional expertise regarding trail engineering on levees, trails with rails, solutions to infrastructure challenges, trails in environmentally sensitive areas, and successful property owner coordination. Our careful consideration of environmental issues, involvement of neighborhoods in the design process through informal meetings, as well as creative design to minimize potential impacts, are keys to our implementation success. As the attached proposal indicates, we have a great deal of experience working for city and county government agencies on multi-use pathway, public access, and road reconstruction projects in Marin County and throughout northern California. In addition, we have designed pedestrian footpaths and stairways and have successfully completed a number of NTPP projects. This includes completing detailed geotechnical investigations, preparing preliminary engineering plans, obtaining CEQA approval and all state and federal permits, and completing Plans, Specifications, and Engineering Cost Estimates (PS&E). All of our work is completed using the latest releases of AutoCAD and/or Arc-GIS.

We feel there are several points that make our team uniquely qualified for this project:

- Our team has extensive **specialized bicycle and pedestrian pathway** planning, design, and implementation experience, with expertise in some of the more difficult aspects, including easement acquisition, environmental protection, liability and safety, trail crossings, and co-existence with adjacent land uses. We have planned and designed multi-use paths in many communities throughout the greater San Francisco Bay Area, with planning and engineering work completed on more than 100 miles of paths, lanes, and routes--many of which are in use today.

- Questa's staff of **civil engineering, landscape design, and environmental experts** have extensive experience in all of the tasks identified in the RFP, including work with local agencies on planning, engineering design and regulatory agency coordination. As a small firm, our principals and senior staff are highly involved in the day to day planning and design process.
- We have extensive experience working with **Caltrans Local Assistance Program** procedures. I am working closely with the Caltrans District 5 Local Assistance Engineer, Mike Giuliano, on the 6-mile Bob Jones City to Sea Trail in San Luis Obispo, and our Project Engineer has worked closely with Caltrans on the design of a replacement Highway 1 bridge over Santa Rosa Creek in Cambria, California, as well as with the City of American Canyon and Caltrans on a SafeTLU grant for construction of a segment of the Bay Trail in that community.
- We are **local firms** with a great deal of experience working in Marin County, including project evaluation, analysis, and prioritization for the Marin County Non-motorized Transportation Pilot Program (NTPP), the recently completed PS&E for the NTPP Los Ranchitos Connector Trail in San Rafael, and the planning, engineering and design, and environmental permitting for the Mill Valley Steps, Lanes and Paths Project. Our primary team firms are within a 30-minute drive from the City of Sausalito and are committed to enhancing Marin County's multi-use pathway opportunities.

I am authorized to negotiate on behalf of Questa Engineering Corporation and to contractually bind the firm. If after reviewing the attached proposal you have any questions, please do not hesitate to contact me. I can be reached at the address below, by calling (510) 236-6114, ext. 206, or by emailing jpeters@questaec.com. We look forward to being of service to the City of Sausalito.

Sincerely,



Jeffrey H. Peters
Principal/Project Manager

JP/th

Ref: 280210L1

Proposal for
**CONSULTANT SERVICES TO PREPARE
PRELIMINARY PLANS, ENVIRONMENTAL DOCUMENTS, AND PLANS,
SPECIFICATIONS, AND ESTIMATE FOR
OUTDOOR STAIR FACILITIES IN THE CITY OF SAUSALITO**

Submitted to:

**Todd Teachout, City Engineer
Sausalito Public Works Department
City of Sausalito
420 Litho Street
Sausalito, California 94965
Tel: 415.289.4111
tteachout@ci.sausalito.ca. us**

Submitted by:

**Jeffrey H. Peters, Principal
Questa Engineering Corporation
1220 Brickyard Cove Road, Suite 206
Point Richmond, California 94801
Tel: 510.236.6114, ext. 206
Fax: 510.236.2423
E-mail: jpeters@questaec.com
www.questaec.com**

In Association with:

**Carruthers Land Surveying (SBE / DBE)
Environmental Collaborative (SBE)
Tom Origer & Associates**

Questa Project no. 280210

January 8, 2009

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TEAM INTRODUCTION

Questa Engineering Corporation is well qualified in the implementation of bicycle and pedestrian facilities, associated landscape architecture and urban design elements. We have assembled a highly qualified Study Team to assist the City of Sausalito with the Outdoor Stair Facilities Project. Questa will be the Prime Contractor for all budgeting and administrative matters, and will be responsible for development and supervision of all aspects of the work. This would allow ready and rapid response for emergency or short-turnaround needs. Questa, as the primary civil design consultant, would be responsible for all program and project management, for interface with the City of Sausalito and Caltrans, and for QA/QC of the completed work.

As subconsultants to Questa, **Tom Origer & Associates** will conduct the 4f, Section 106 analysis and related cultural resources impact analysis, James Martin, Consulting Biologist with **Environmental Collaborative (SBE)**, will complete the biological investigation and prepare the NES, and **Carruthers Land Surveying (DBE)** will complete site surveying and right-of-way (ROW) mapping. Summaries of firm and key personnel qualifications follow.

Questa Engineering Corporation

Questa Engineering Corporation is a small civil and environmental engineering and planning firm based in Point Richmond, California. Questa was founded in 1982 and offers services to clients throughout California in bicycle and pedestrian planning and engineering design, public works, environmental restoration, CEQA documentation, resource conservation and water resource management projects. Among Questa's specialties are bicycle path and trail design, natural area park planning, and public access plan preparation.

Our staff and senior associates include professionals registered in civil engineering, structural engineering, geotechnical engineering, engineering geology, erosion control, hydrology, and landscape architecture, as well as geomorphologists, planners, soil scientists, and technical specialists with diverse project experience throughout California and the western United States. In addition to strong academic credentials, the staff has many years of engineering, design and applied environmental planning experience with both the government and private sector. This experience and personal commitment allows us to respond effectively and rapidly to the increasingly complex technical and regulatory problems faced by our clients. The firm strongly subscribes to an interdisciplinary approach in planning solutions to complex environmental and engineering problems. As a small company, our senior staff maintains a high degree of involvement and management control over individual projects, and a close client-consultant relationship.

Questa provides complete services in planning and engineering aspects of bicycle and pedestrian facilities and public access projects, from preliminary engineering investigations/feasibility studies and constraints analysis, development of concept plans, CEQA environmental analysis and permitting, through final Plans, Specifications and Cost Estimates (PS&E), bid assistance, and supervision of implementation and construction. We have expertise in the implementation of pedestrian and bicycle bridges and trails projects, as well as concept plans and improvement plans for parks and open-space areas, and creek and riparian habitat areas. Our plans for these areas often incorporate infrastructure such as bridges, boardwalks, overlooks, benches, site furnishings, landscaping, environmental education and interpretive facilities, signs, parking and visitor service facilities. We have completed public access plans that involve innovative uses of porous pavement, elevated boardwalks, recycled materials, and unique designs to avoid or minimize environmental impacts.

In most projects, we use a community-based approach to solicit ideas, identify conflicts, and achieve consensus among participants and stakeholders. It is important to involve all project stakeholders early on, so that concerns can be addressed and goals and expectations can be identified. When each stakeholder is acknowledged, a successful plan can be developed that balances community priorities with an agency's management needs and budget.

We have completed PS&Es for more than 50 projects, focusing on pedestrian and bicycle facilities, over the past several years. Our recent experience includes projects throughout northern and central California. We were a subconsultant to Alta Planning + Design and the County of Marin on the overall NTPP planning project, and recently prepared the PS&Es for the Los Ranchitos bikeway and pedestrian improvement portion of the NTPP in San Rafael. Our past projects include Sebastopol's Laguna de Santa Rosa Wetlands Preserve and Petaluma's Shollenberger Park and Adobe Creek Trails and Restoration. More recently, we worked on San Francisco Bay Trail segments in the City of American Canyon and at Sonoma Baylands. We completed trails installation and interpretive facilities along the Petaluma River at Denman Reach, as well as plans and specifications for a comprehensive equestrian facility in Thousand Oaks. Other park and public access planning projects have included the Petaluma River Access and Enhancement Plan for the City of Petaluma (downtown and northern river area) the Enhancement and Public Access Plan for the Petaluma River Marsh in southern Petaluma, and a separate access and enhancement plan for the Petaluma River around Gness Field and Rush Creek Marsh in Novato, for Marin County. Currently, we are working closely with the City of San Luis Obispo, San Luis Obispo County, and the Caltrans Local Assistance Program engineers in the planning and preliminary engineering design of the 6-mile Bob Jones pathway. This complicated project has four bridge crossings over San Luis Obispo Creek and a pedestrian/bicycle over-crossing of Highway 101. We have also recently been awarded the contract as prime consultant for the Mill Valley Steps, Lanes and Paths Project of the Nonmotorized Transportation Pilot Program. We completed the final plans for the replacement of the Santa Rosa Creek Bridge at Highway 1 in Cambria, California, where we also worked closely with the County and Caltrans Local Assistance Program engineers. Many of these projects have been awarded grant monies for implementation, or have been constructed under our guidance.

What sets Questa apart from our competitors is that we develop real design solutions to real problems. We focus on project-specific issues and develop reasonable, cost-effective alternatives that can actually be implemented—not just “paper studies.” We have been extremely successful developing creative design solutions, helping to identify project priorities, assisting with grant acquisition, and getting trail and public access projects built.

Questa recently signed a contract to provide similar environmental and engineering design services for the **City of Mill Valley** on 6 of their steps and paths project, and we believe there will be considerable process and design efficiencies if we were also to undertake the proposed steps work for the City of Sausalito.

Key Questa Personnel

Jeffrey Peters will be the **Principal-in-Charge** and **Project Manager**, responsible for providing overall guidance to the study team and for ensuring that an adequate number of qualified staff are assigned to the project, that the project is kept on schedule and within budget, and that the deliverables fully meet quality control criteria, requirements, and expectations of the City. Mr. Peters will be the design team's problem solver, responsible to the City for solving any technical, public process, agency coordination, permitting, or administrative problems that may arise. As a working principal, Mr. Peters will also be a key investigator and oversee the planning process. Mr. Peters has over 30 years of experience in environmental design, natural resource planning and project management. Among Mr. Peters' strengths are his in-depth knowledge of planning and regulatory processes and his technical background in environmental resources. He has managed and implemented numerous public access projects, including recent planning for the Bob Jones Trail in San Luis Obispo County, Iron Horse Trail in Livermore, the Fremont Union Pacific Railroad Trail Feasibility Study, and the Napa River and American Canyon Bay Trail Feasibility Studies, in addition to implementation plans for Shollenberger Wetlands Park, the Petaluma River Trail, the Laguna de Santa Rosa Wetlands Preserve Park & Trail in Sebastopol, Grasslands Park and Capay Open Space Park Plans in Yolo County, and the West Little Llagas Creek Trail in Morgan Hill. He has managed numerous projects for San Francisco Bay Trail segments, including Richmond Parkway to Point Pinole Regional Shoreline, Point Pinole Regional Park to Point Wilson, Point Richmond to Point Molate, the Wildcat-San Pablo Creek Trail Feasibility Study in Richmond, and the Hamilton Bay Trail Plan, as well as the East Bay Regional Park District's Wildcat Marsh Bay Trail Feasibility Study, access planning along Arroyo Mocho and Arroyo Los Positas in Livermore, the Petaluma River Access and Enhancement Plan, Lower Adobe Creek Restoration and Trail Construction Project, and the Petaluma River (Marin) Enhancement Plan. Many of these planning projects involved provision of community meeting facilitation services, working closely with Caltrans and other local and state agencies, CEQA review and

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permitting, preparation of construction documents, and construction observation. He is currently the project manager for engineering design of the Bay Trail through Golden Gate Fields in Albany, the Wildcat Creek trail along the Richmond Parkway, the Los Ranchitos Bikeway in Marin, and the Wetlands Edge trail in American Canyon. Mr. Peters has completed the National Highway Institute's Pedestrian and Bicycle Facility Design coursework developed by the US Department of Transportation Federal Highway Administration.

Carl H. Nelson, PE, Project Engineer, will be **Lead Project Engineer** responsible for engineering design and design alignment options. He will be the day-to-day contact with the City, and will be responsible for engineering design and Caltrans compliance. Mr. Nelson has over ten years of professional experience, including design, analysis, and development of community-based projects with special emphasis on sustainability and environmental stewardship, trail design, and roadway and bikeway plans. His background and training include study and practice in utility infrastructure, site development, erosion control, and appropriate technology. Mr. Nelson's experience with planning encompasses infrastructure evaluation, legal and regulatory research, community presentations, field testing and evaluation, preliminary and final design, construction document preparation, and construction management and observation. He has designed Class I trail improvements, Class II bikeways, and Class III improvements. He has completed National Highway Institute certification in Bicycle and Pedestrian Facility Design, including accessibility issues. Mr. Nelson has worked with Mr. Peters and Mr. Martin on the Los Ranchitos Project.

Jeffrey Martin, PE, will be **Project Engineer**, responsible for overseeing design, right-of-way mapping, and cost estimation. He will work closely with Mr. Peters and Mr. Nelson in preparing the final engineering designs. Mr. Martin has over 15 years of experience in infrastructure improvement and project management. He has provided preliminary and final engineering design for a number of public access projects, including Bob Jones Trail in San Luis Obispo, Marin County's Top Flite Trail, Morgan Hill's West Little Llagas Creek Trail, the City of Fremont's Union Pacific Rails to Trails Project, the City of Livermore Iron Horse Trail, the Sears Point and Sonoma Baylands Trails, the Napa River Bay Trail Feasibility Study, and several other San Francisco Bay Trail projects in Contra Costa, Alameda, Sonoma and Napa Counties. His specialty services include feasibility analysis of overpasses and underpass opportunities for pedestrian crossings, bridges, boardwalks and other trail elements, cost estimation, design and implementation assistance. Mr. Martin is a highly experienced trail and bikeway engineer, and has completed NHI Bicycle and Pedestrian Design coursework. He recently completed the PS&E for the Los Ranchitos Connector Bikeway Project for the Marin County Department of Public Works.

Margaret Henderson, ASLA, will be the **Project Landscape Architect and Lead Design Planner**. She will help with the design components, Caltrans assistance, public meeting facilitation and oversee visual analysis and permitting aspects of the project. Ms. Henderson has over 30 years of professional experience as a landscape architect and environmental planner including preparation of visual analysis and compliance for Caltrans. She specializes in pedestrian and bicycle trail planning, planning and policy formulation and resource-based environmental design. Her work ranges from site-specific planning to large-scale master plans, such as the Novato Trails Master Plan, a community-based plan that will provide a network of 100 miles of trails and paths in Marin County. Ms. Henderson worked closely with Mr. Peters on most of the projects referenced in this proposal. She is certified in NHI Pedestrian and Bicycle Facility Design, including accessibility regulations.

Willard Hopkins, C.E.G., Senior Engineering Geologist, will manage geotechnical and engineering geology aspects of the project design. Mr. Hopkins is a Registered Geologist and Certified Engineering Geologist in the State of California with over 20 years of experience in geological/geotechnical and environmental services for planning and engineering design. Mr. Hopkins is currently in charge of the Geological and Geotechnical Services Group of Questa, managing and completing projects that include roadway and trail planning geotechnical investigation and design. He has worked on over a dozen such feasibility studies, as well as geotechnical support for design of the Los Ranchitos Bikeway, American Canyon Bay Trail, Shollenberger Park, and Laguna de Santa Rosa projects. He also managed geotechnical investigations and geotechnical services during construction for the Kay Road Extension Project, the MacDonald Avenue Streetscape Project, and the San Pablo Avenue and Valley View Road pavement rehabilitation projects for the City of Richmond. His work has included geologic, landslides, and fault investigations, including extensive work in Marin County. Mr. Hopkins has also performed numerous geomorphic and stability

analyses for bank and slope stability problems in various areas throughout northern and central California, including drilling and geophysical investigations, surface and air photo mapping, laboratory analysis of engineering properties, computer-assisted slope stability design analysis, and provision of design drawings following Caltrans standards. Mr. Hopkins has developed geotechnical design elements for concrete retaining structures, gravity walls, drilled pier and grade beam foundations, concrete stitch walls, and reinforced buttress fills, among numerous other techniques.

Michael C. Laham, E.I.T., will be **Staff Engineer**, working closely with Mr. Martin and Mr. Nelson in developing and drafting designs. Mr. Laham is a staff environmental and civil engineer with experience in civil/environmental engineering design, with a focus on a variety of land planning and development projects. His range of experience on these projects includes preliminary site surveys, initial site layout, roadway design, grading and drainage, utilities layout and relocation, erosion control, and preparation of necessary permits and applications. In addition, he has also contributed to the design of stormwater and wastewater management systems, ranging from on-site treatment systems to municipal pipe networks. Mr. Laham also has experience in geotechnical engineering, including soil sampling and characterization, data processing, and foundation design and analysis. He has recently worked on urban stream restoration project teams, both in Boston and Northern California. At Questa, he has provided drafting and design services for the Ojai Meadows Restoration Project, as well as lead technical drafting for the Bob Jones City-to-Sea Trail on San Luis Obispo Creek. He is currently working closely with Mr. Martin on the Los Ranchitos Bikeway NTPP PS&E project in San Rafael.

Nicolas Duffort, Staff Biologist/Environmental Scientist, will assist with, preparation of CEQA/NEPA documents, and project permitting, including preparation of Biological Assessments and Mitigation and Monitoring Plans. Mr. Duffort has a B.A. in Environmental Studies from University of California, Santa Cruz, and four years of experience that includes conducting biological surveys and analyses, performing field delineations of jurisdictional wetlands, and preparing Biological Assessments, permit applications, and CEQA documents. He has prepared planting plans, often developed and implemented as project mitigation, and has provided biological monitoring services during construction-phase activities for a variety of projects. He prepared CEQA documents, including Mitigated Negative Declarations and Categorical Exemptions, for the Adobe Creek/Petaluma River Maintenance Projects, Hegenberger Creek Reconstruction Project, and Adney Creek Parcel Subdivision Project. He has extensive experience in performing biological assessments and wetland delineations, and preparing permit applications to the Department of Fish and Game (Streambed Alteration Agreement), the U.S. Army Corps of Engineers (404 Nationwide), and Regional Water Quality Control Boards (401 Water Quality Certification). His experience includes the Fairfax Creek Flood Control Project, the Zone 2A Channel Maintenance Project (including Washington, Corona, Capri and Holmes Creeks in Petaluma), and the Zone 1A Project for Sonoma County Water Agency (Copeland, Colgan, Coleman, Hinebaugh Creeks in Rohnert Park), as well as wetlands delineations along American Canyon Creek, Napa River, and Sycamore Creek in Nipomo. Mr. Duffort also performs post-construction surveys to develop adaptive management strategies and maintenance recommendations, with hands-on experience in stream maintenance and monitoring, including the Petaluma River, Adobe Creek, Castro Creek, and Mission Creek. Recently, he completed the Biological Assessment and permit packages for a FEMA-funded bank restoration project along the Russian River near Cloverdale, and the biology section of a CEQA Initial Study/Mitigated Negative Declaration for a proposed trail alignment in the City of Livermore.

Alison Sand, Environmental Planner, will assist with the preparation of CEQA/NEPA documents. Ms. Sand has ten years of experience in urban and environmental planning and has earned a B.S. in Environmental Policy Analysis and Planning from the University of California, Davis. She has professional experience in the development of local land use and environmental policies and review of a variety of types of land use applications, including CEQA documentation. She has experience working on projects in rural, urban, and environmentally sensitive areas, including the City of Winters, Solano County, and San Mateo County. Most recently for Questa, she has worked on the preparation of CEQA documentation for open space and public access projects such as the Cloverdale River Park Phase 3 Mitigated Negative Declaration for Sonoma County and the Iron Horse Trail Mitigated Negative Declaration for the City of Livermore, both situated in environmentally sensitive areas including riparian corridors.

Barry J. Vanderent, Designer/Draftsman, will provide designer/drafting services. Mr. Vanderent has 20 years of hands-on AutoCAD management and production support experience in multi-discipline AEC environments, with two years of experience as an AutoCAD AEC application sales engineer. He has a wide range of experience integrating various CAD applications on design and engineering projects using AutoCAD/ADT/LDD/MAP 2006, Microstation and SoftDesk. He often lends direct production support on high-profile projects, using specialized CAD applications and technologies including 3D CAD and animation. Formerly a CAD Manager overseeing the operations of entire CAD departments, providing technical leadership and direction to CAD groups as a whole, Mr. Vanderent brings a high degree of diversity, knowledge, and understanding to trails planning and design projects using multiple formats. Mr. Vanderent is fluent in all AutoCAD applications, ArcGIS, Adobe Photoshop, CorelDraw, and modeling and visualization software tools.

Carruthers Land Surveying, DBE

Carruthers Land Surveying will conduct site surveys and provide ROW mapping. Carruthers Land Surveying, owned and operated by **Linda Carruthers, PLS**, is a Sausalito-based California Certified Small Business with DBE Certification (Ref. No. 22092). Ms. Carruthers founded her private practice in 1995 and has more than 20 years of surveying experience. She is licensed in both California and Nevada and has extensive experience in Marin County. Her project experience includes record of surveys, title research, preparation of legal descriptions, subdivision planning, subdivision of property, lot line adjustments, condominium maps and plans, public works projects, construction layout of architecturally innovative designs, boundary dispute resolution and mediation, and topography. She was past President of the Marin Chapter of the California Land Surveyors Association, Consulting City Surveyor for the City of Mill Valley, past consultant to the State Board for Professional Engineers and Land Surveyors as a subject matter expert in the field of land surveying, and consultant on the Land Surveyors exam committee for the preparation of the California Land Surveyors Exam. She has also been an expert witness for varying land surveying issues and disputes, including historic title research, map and legal document interpretation, determining location and width of ROWs, and resolution of complex survey disagreements. Ms. Carruthers' involvement in regular continuing education courses, combined with her diverse knowledge in land surveying, enables her to achieve success in new and challenging projects.

Environmental Collaborative

Environmental Collaborative will be responsible for the biological investigation and preparation of the NES. Environmental Collaborative is a small business enterprise located in Emeryville, California. Established in 1983 by **James A. Martin, Principal**, the firm provides professional environmental consulting and research services to the public and private sectors throughout California. Services provided by the firm include: environmental analyses and field surveys; environmental documentation and report preparation; and natural resource management. Mr. Martin's personal interests focus on biotic resources, conducting vegetation, wildlife, and special-status taxa surveys, habitat conservation and management plans, mitigation programs and monitoring, and permit assistance and compliance. Studies undertaken by the firm include: vegetation analyses and mapping; tree species identification and mapping; wetland delineation and restoration plans; wildlife surveys and habitat suitability analyses; and special-status taxa studies. Mr. Martin holds a BS degree in Biology and a B.A. degree in Fine Art, both from the University of California at Berkeley. He has over 25 years of experience as a biologist and environmental consultant, and has been involved in the preparation of over 300 environmental documents, assessments, and resource management plans. These include county and city general plans, specific plans, new community plans, development applications for residential, commercial, and industrial uses, public facility assessments, and open space and natural resource management plans. Mr. Martin has also served as vegetation specialist for two geologic hazard abatement districts in Contra Costa County, collectively overseeing vegetation management of over 3,000 acres of open space.

Task 3 Deliverables:

- Public workshop, Planning Commission meetings, TAC meetings, and stakeholder meetings as needed (total of seven meetings assumed)
- Workshop materials, PowerPoint, handouts, etc.

Task 4: Design Plans, Specifications and Cost Estimates (PS&E)

In this task, we will prepare Engineering Plans, Specifications and costs for the project. The site plans and associated cross sections and details will include information on demolition, drainage improvements, utility protection and relocation, grading, cut/fill, paving and striping, as needed at transitions to streets, signage, construction, traffic control, retaining walls, design elements, erosion control, etc., as necessary to construct the project and implement the intent of the preferred design.

Key design elements that will be incorporated for this project include:

- Conformance with Caltrans standards and practices, Title 24 requirements, and Marin County guidelines
- Minimum and recommended width of steps and landings
- Vertical and horizontal clearances
- Signing and striping
- Street crossings as needed
- Ramps and landings, as needed
- Visibility and line of sight
- Design exceptions

All published design criteria will be used including:

- Caltrans Highway Design Manual on Bikeway facilities (Chapter 1000)
- Manual on Uniform Traffic Control Devices (MUTCD), part 9 and California Supplement
- Americans with Disabilities Act, design exceptions and accommodations
- AASHTO Guide for the Development of Bicycle Facilities (1999)
- National Highway Institute Pedestrian Facility Design

Task 4a: Plans and Specifications (30% to 95%)

The project will proceed through at least three design review stages, including preparing a conceptual design (30%) (Task 1), modified from stakeholder input and the public review process and any CEQA/NEPA mitigation measures. We will submit progressively more detailed drawings and specifications at the 60% and 95% (or as determined by City) design completion stages. In general, engineering designs will follow the standards of the City of Sausalito/Marin County and the Caltrans Highway Design Manual, and will utilize City and Caltrans Standard Plans and Specifications. In this task we will prepare an increasingly more accurate estimate of probable construction cost for each design submittal (30%, 60%, and 95%). The basis for cost estimates will be recent construction and bid experience of the City, neighboring cities, and Marin County, the Caltrans cost database, and other cost databases (Questa has access to RW Means, Onvia and Ebidboard databases).

The cost estimate will be in the form of a completed bid sheet or schedule, showing quantities, unit prices, and total for all items of work. The basis for any recommended lump sum bid items will also be provided. We will work closely within the established construction project budget to maintain the project within budget goals. This may include, for instance, designating some non-critical work items as "Add Alternates," where appropriate.

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Project Plans will detail all relevant items such as: underground utilities, manholes, drain inlets, survey monuments, driveways, fences, walls, trees, vegetation, stairs/ramps, etc. All work will be completed in the latest AutoCAD version acceptable for Caltrans and City. This task includes any needed materials testing.

The Study Team will also coordinate with the City in preparing staff reports for City Council approval of the Construction Documents and release to bid, and in preparing the public notice on accepting bids. Each work component will be separately itemized, or organized as desired by the City to facilitate budget documentation as well as simplify project bidding.

Task 4b: Permitting and Coordination

We will coordinate with regulatory agencies and prepare permit applications, including regulatory permits such as RWQCB SWPPP, grading, encroachment, and right of entry permits. It is understood that permit fees will be the responsibility of the City. Overall project coordination and meetings are discussed in **Task 5**.

Task 4c: Caltrans Local Assistance Coordination

In this task, we will assist the City in preparing the necessary Caltrans Local Assistance Program (LAP) documents and paperwork (including E-76, etc.) for submittal. This will involve assisting the City with the necessary paperwork, closely following the LAP guidelines and procedures contained in the various handbooks on the Caltrans LAP Website. This is an important and often overlooked component of a project, and is especially important in making sure that the E-76 form for permission to proceed to project bidding and construction is obtained in a timely fashion. The key to successfully completing the LAP is in exactly following the program's steps and procedures, for instance in ensuring that there are adequate opportunities for DBE participation goals in both design and construction bidding, that prevailing wages are utilized, and that proper format and quality control went into all deliverables, from the field evaluation/review and PSR through preparation of final plans and specifications and cost estimates.

Task 4d: Final Construction Documents

A final set of Construction Documents (100%) will be completed in this task, responding to all previous comments on draft or progress design plan submittals, and including all required contract requirements (general provisions, technical specifications, bid instructions and bid sheets, etc.). The final set will reflect stakeholder, City, Caltrans, and any CEQA/NEPA mitigation measures.

Task 4 Deliverables:

- 30% plan submittal, 60%, and 95 % design submittals of Plans & Specifications.
- Final plans (100%) will include a camera-ready set suitable for public bidding following the procedures the City of Sausalito Public Works Department, and Caltrans. All work products (AutoCAD project drawings, Bid Documents, etc.) will also be submitted electronically in an acceptable format.
- All design work will be completed using AutoCAD and all text deliverables will be in Microsoft Word format. The deliverables will include both electronic, Mylar, and paper hard copy. Standard City of Sausalito Construction Document format will be utilized.
- NEPA compliance and supporting documentation
- Regulatory permits
- Caltrans E-76 Coordination and approval
- Record of Survey, maps, plats and legal descriptions as needed for construction

Task 5: Meetings and Coordination

This task includes all project management meetings and consultation with City staff.

Task 5a: Monthly Project Update Meetings and Conference Calls

Time is budgeted in this task for attending monthly team meetings and monthly telephone conference calls.

Task 5b: Weekly Schedule/Milestone Updates

We will provide on a weekly (as-needed) basis the proposed project schedule, including conceptual and final design, project review/approval, construction bidding, and construction phase. The schedule will use a milestones format, identifying specific work tasks and deliverables due dates, Open items, priority, person responsible, and status. The schedule will be completed using Microsoft Project and as indicated, will be updated on a weekly basis.

Task 5c: Semi-Annual NTPP Status Reports

We will provide semi-annual NTPP status reports as needed.

Task 5d: Project Management

Time is budgeted in this task for additional periodic telephone conference consultation with the City Project Manager, and other internal schedule, quality control and budget management tasks.

Task 5 Deliverables:

- Monthly progress reports and budget summaries.
- Weekly schedule/milestone updates
- Semi-Annual NTPP Status Reports (if applicable)
- Project management documentation

SCHEDULE

We anticipate approximately eight months is needed to have project Construction Drawings ready for public bidding. Assuming a February 2009 notice-to-proceed, we anticipate having the project ready for bidding by September-October 2009, so that construction can be completed by December 2009 according to the anticipated project schedule (attached **Figure 1**). The project schedule will be tracked in our PC-based project management system, in addition to bi-weekly team meetings to identify and resolve any issues that might impact timely completion of tasks.

HOURS AND BUDGET

Level of Effort

The Cost Estimate spreadsheet (**Table 1**) indicates the proposed hours by personnel, classification, and task to complete this project. Most of the key staff are expected to spend approximately five to seven weeks on the project over an eight-month period, representing on average around 15 to 20 percent of the total workload for the team. We recognize that staff may need to devote full time to the project for up to a four-week period during several key deliverable stages.

We view commitment seriously; commitment means 1) that we have carefully reviewed our present workload and backlog, and know that we have the principal, senior, and support staff time available to commit to completing this assignment within the timeframe proposed, and 2) that we will not pursue other projects that could conceivably interfere with our ability to provide consulting services in a timely fashion to meet the project schedule with delivery of a quality product. Having completed several similar projects, we as a study team have an excellent handle on the issues, scope, labor needs, and timeline required to complete the project.

Not-to-Exceed Cost

Our estimated not-to-exceed professional fees to complete the outlined Scope of Services total **\$79,840**. **Table 1** indicates anticipated staff hours, labor costs, and expenses for each of the work tasks identified.

Our hourly billing rates are based on a general and administrative overhead rate of 68-70%, with a 12% profit margin. This is a labor multiplier of between 3.2X and 3.6X, depending on staff.

Figure 1. Schedule
Sausalito Outdoor Stair Facilities Project

	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09
Task 1: Preliminary Assessment and Report									
Task 1a: Field Survey, Base Map			*						
Task 1b: Preliminary Site Assessment			*						
Task 1c: Project Schedule			*						
Task 1d: Preliminary Engineer's Cost Estimate			*						
Task 1e: Preliminary Design Report			*						
Task 2: Environmental Assessment									
Task 3: Community Outreach and Public Workshops	X	X	X		X	X	X	X	X
Task 4: Design Plans, Specifications & Cost Estimates (PS&E)									
Task 4a: Plans and Specifications					*30%	*60%	*95%		
Task 4b: Permitting and Coordination									
Task 4c: Local Assistance Coordination									
Task 4d: Final Construction Documents									*100%
Task 5: Meetings and Coordination									
Task 5a: Monthly Project Update Meetings and Conference Calls	*	*	*	*	*	*	*	*	*
Task 5b: Weekly Schedule/Milestone Updates	*	*	*	*	*	*	*	*	*
Task 5c: Semi-Annual NITPP Status Report							*		
Task 5d: Project Management									

X : Public Meetings (7)

- : Meeting/Conference Call

* : Deliverable

Table 1. Not-to-Exceed Cost Proposal
Sausalito Outdoor Stair Facilities Project

TASKS	Questa Engineering					Subconsultants		Total Hours by Task	Total Fees by Task
	J. Peters Principal- in-Charge \$160	C. Nelson Project Engineer \$130	M. Henderson Landscape Arch./ Planner \$135	Design/Drafter Engr. Tech. \$85	Env. Planner/ Env. Scientist \$75	Env. Collab. Consulting Biologist \$115	T. Origer Archaeologist \$100		
Task 1: Preliminary Assessment and Report									
Task 1a: Field Survey, Base Map	0.5	4		8		4	16.5	\$ 1,740	
Task 1b: Preliminary Site Assessment	4	6	4			4	18	\$ 2,420	
Task 1c: Project Schedule	0.5	2					2.5	\$ 340	
Task 1d: Preliminary Engineer's Cost Estimate	1	4					5	\$ 660	
Task 1e: Preliminary Design Report	1	8	4	4			17	\$ 2,080	
Task 1 Subtotal	7	24	8	12	0	8	59	\$ 7,260	
Task 2: Environmental Assessment									
Task 2a: NES-M/BA/BE	1		2		2	24	29	\$ 3,340	
Task 2b: Visual Assessment	1		14	4	2		21	\$ 2,540	
Task 2c: Cultural/HA/PE	1		2		2		25	\$ 2,580	
Task 2d: IS/MND	2		8	4	40	12	66	\$ 6,120	
Task 2 Subtotal	5	0	26	8	46	36	141	\$ 14,580	
Task 3: Community Outreach and Public Workshops	24		16				40	\$ 6,000	
Task 4: Design Plans, Specifications & Cost Estimates									
Task 4a: Plans and Specifications (30% to 95%)	2	36	8	8			54	\$ 6,760	
Task 4b: Permitting & Coordination	4	2					6	\$ 900	
Task 4c: Caltrans Local Assistance Coordination	6	2					8	\$ 1,220	
Task 4d: Final Construction Documents	2	8	2	12			24	\$ 2,650	
Task 4 Subtotal	14	48	10	20	0	0	92	\$ 11,530	
Task 5: Meetings and Coordination									
Task 5a: Monthly Project Update Meetings and Conference Calls	6	4					10	\$ 1,480	
Task 5b: Weekly Schedule/Milestone Updates	6	4					10	\$ 1,480	
Task 5c: Semi-Annual NTPP Status Report	4						4	\$ 640	
Task 5d: Project Management	8						8	\$ 1,280	
Task 5 Subtotal	24	8	0	0	0	0	32	\$ 4,880	
TOTAL DIRECT LABOR HOURS	74	80	60	40	46	44	364	\$44,250	
TOTAL DIRECT LABOR COSTS	\$11,840	\$10,400	\$8,100	\$3,400	\$3,450	\$5,060	\$2,000	\$44,250	
EXPENSES									
Reproductions & misc. supplies and materials	\$250								
Vehicle and Mileage	\$400								
L. Carruthers, Site Survey (DBE)	\$10,600								
Consulting Arborist (as needed- dbe)	\$500								
TOTAL ESTIMATED EXPENSES	\$11,750								
TOTAL PROJECT COST (EXPENSES & LABOR)	\$56,000								

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RELEVANT PROJECTS AND REFERENCES

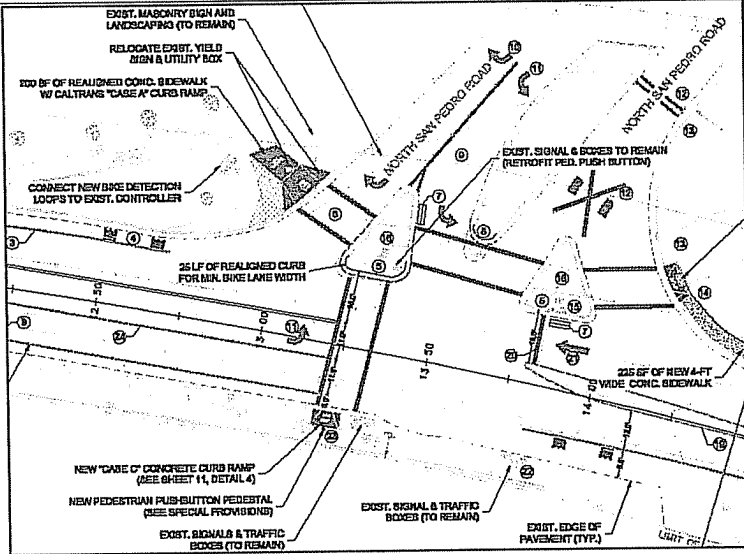
MARIN COUNTY NON-MOTORIZED TRANSPORTATION PILOT PROGRAM AND LOS RANCHITOS CONNECTOR TRAIL

CLIENT: Alta Planning + Design and Marin County Public Works Department

CONTACT: Pat Echols, P.E., Senior Civil Engineer, Tel: (415) 499-7026, E mail: PEchols@co.marin.ca.us
 Dan Dawson, Principal Transportation Planner, Tel: (415) 499-6287 / FAX: (415) 499-6530
 3501 Civic Center Drive, Room #304, San Rafael, CA 94903

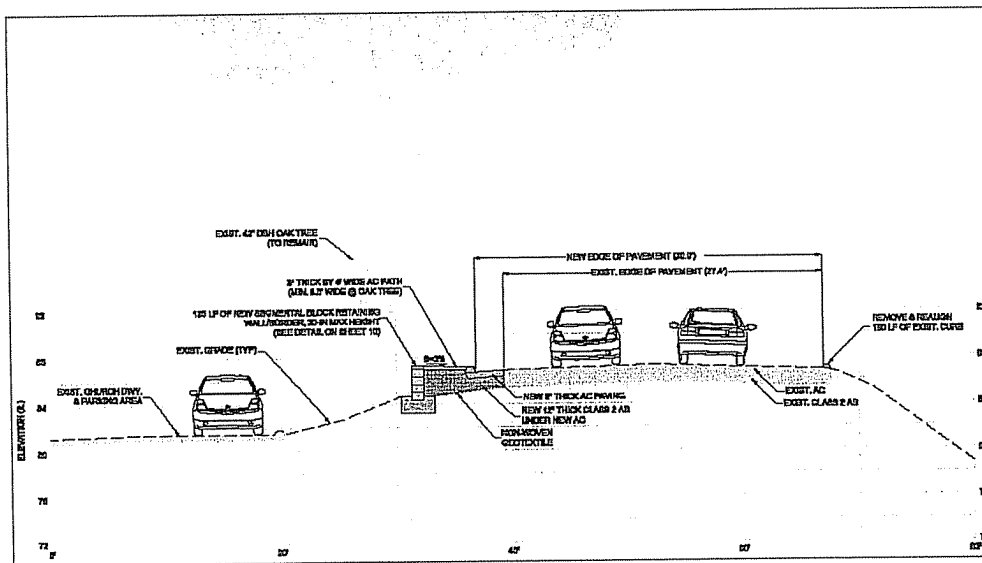
DATES: 2006 – present (project on time)

COSTS: \$160,000 (Los Ranchitos fees) / construction TBD
 \$40,000 (NTPP fees) (under budget)



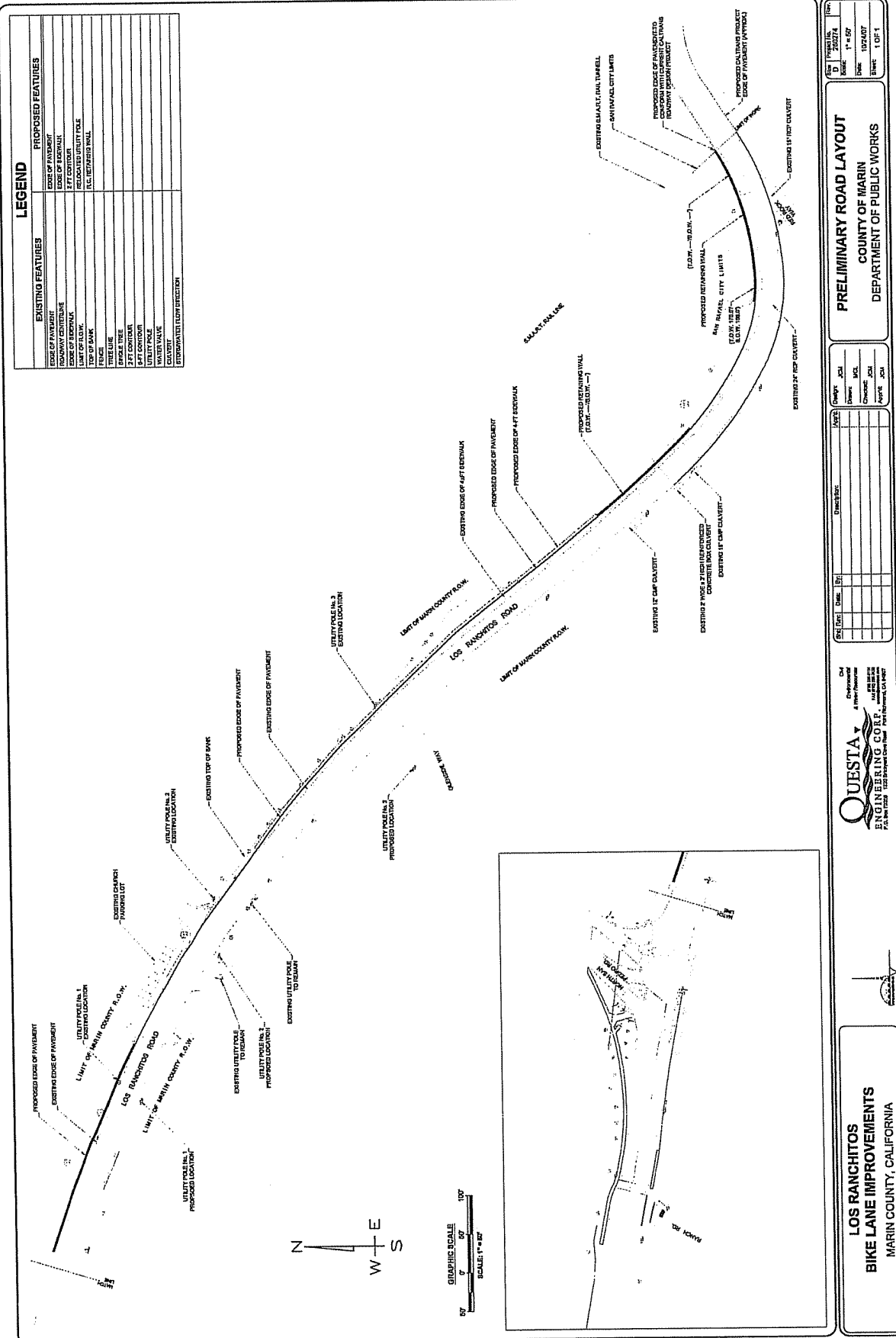
Marin County received a \$25 million federal grant to implement model non-motorized transportation facilities to encourage alternate transportation modalities. The NTPP includes Class I trails, bicycle lanes, pedestrian crosswalks, grade separation projects, and education and outreach programs. The project includes a significant public participation and outreach component. Questa's role included evaluation and recommendations of priority projects, constraints analysis, estimation of project costs and streamlined implementation scheduling. Project tasks include fatal flaw analysis, outreach, interagency coordination and implementation of pilot projects. 25 projects

have been identified for inclusion in the TIP. In addition to broad-range NTPP planning, Questa and Parisi Associates recently completed PS&Es for the Los Ranchitos Connector project. This important 0.5-mile connection involves Class II bikeway improvements with a Class I bikeway connecting to the Caltrans Class I pathway along Highway 101 in San Rafael. Caltrans is currently conducting an E-76 review of the project for construction in late fall of 2008.



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LOS RANCHITOS PROJECT PLAN EXCERPT



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PINNACLE GULCH TRAIL REPAIR, SONOMA COUNTY, CALIFORNIA

CLIENT: Sonoma County Regional Parks Department

CONTACT: Mark Cleveland, (707)565-2041 / FAX (707)579-8247
Sonoma County Regional Parks, 2300 County Center Drive, Suite A120, Santa Rosa, California

KEY STAFF: J. Peters, M. Henderson, J. Martin

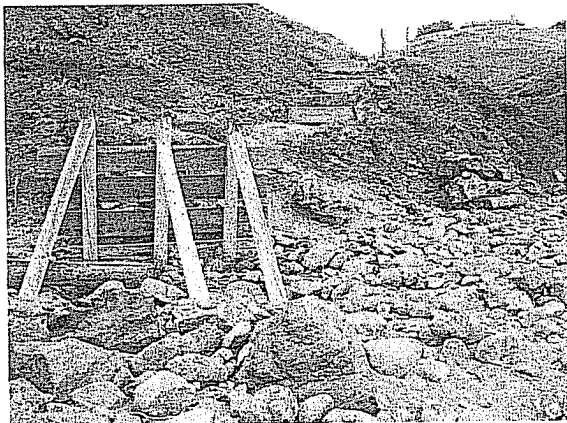
DATES: June 2006-present

COSTS: \$13,400.00 / construction TBD

Questa prepared the plans for the repair of a trail along the Sonoma County Coast at Pinnacle Gulch Park south of Bodega Bay. The trail and steps leading to the beach were damaged during the January 2006 storm event. The trail consisted of .6 miles of a Coastal Foot Trail. The scope of work included FEMA project worksheet review and preliminary site assessment, an environmental analysis, preparation and processing of regulatory permit applications, preparation of improvement plans, preparation and processing of environmental documents, meetings and project management, project bidding and contractor negotiation and project construction management.

Specific repairs to the trail included:

- Replacing 2,218 lf of 2 ft wide trail surface with 2 ft of fill material.
- Installing 32 crib timber steps
- Installing 27 wood water bar/ steps
- Placing 6.96 CY of compacted fill material around two PVC drain outlets.



EXISTING - TRAIL CONDITIONS



PROPOSED - STAIR REPAIR

TRESTLE GLEN BIKEWAY PS&E, TIBURON, CALIFORNIA

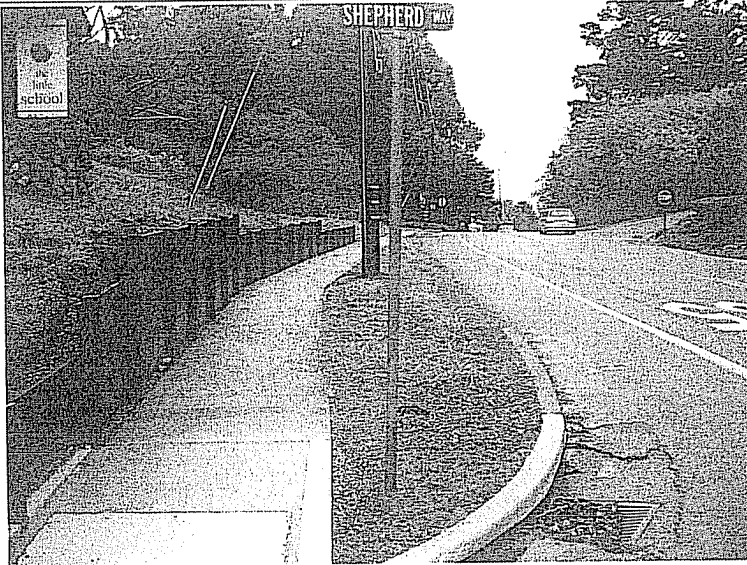
CLIENT: Town of Tiburon and ABAG

CONTACT: Pat Echols (former City Engineer, now with Marin County Public Works Department), Tel: (415) 499-7026
3501 Civic Center Drive, Room #304, San Rafael, CA 94903

KEY STAFF: J. Peters, M. Henderson, ASLA, W. Hopkins, CEG, S. Temple, PE, E. Innes

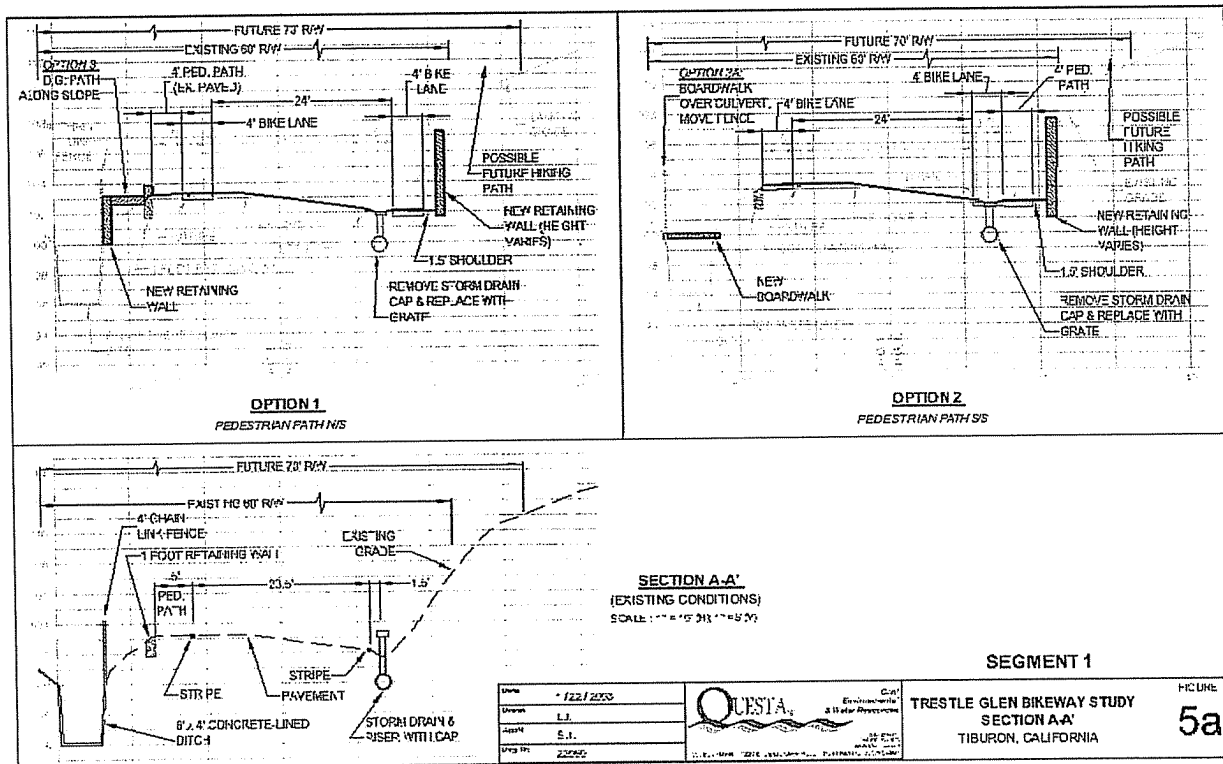
DATES: 2002-2005 (project on time)

COSTS: \$60,000 fees / \$230,000 construction
(within budget)



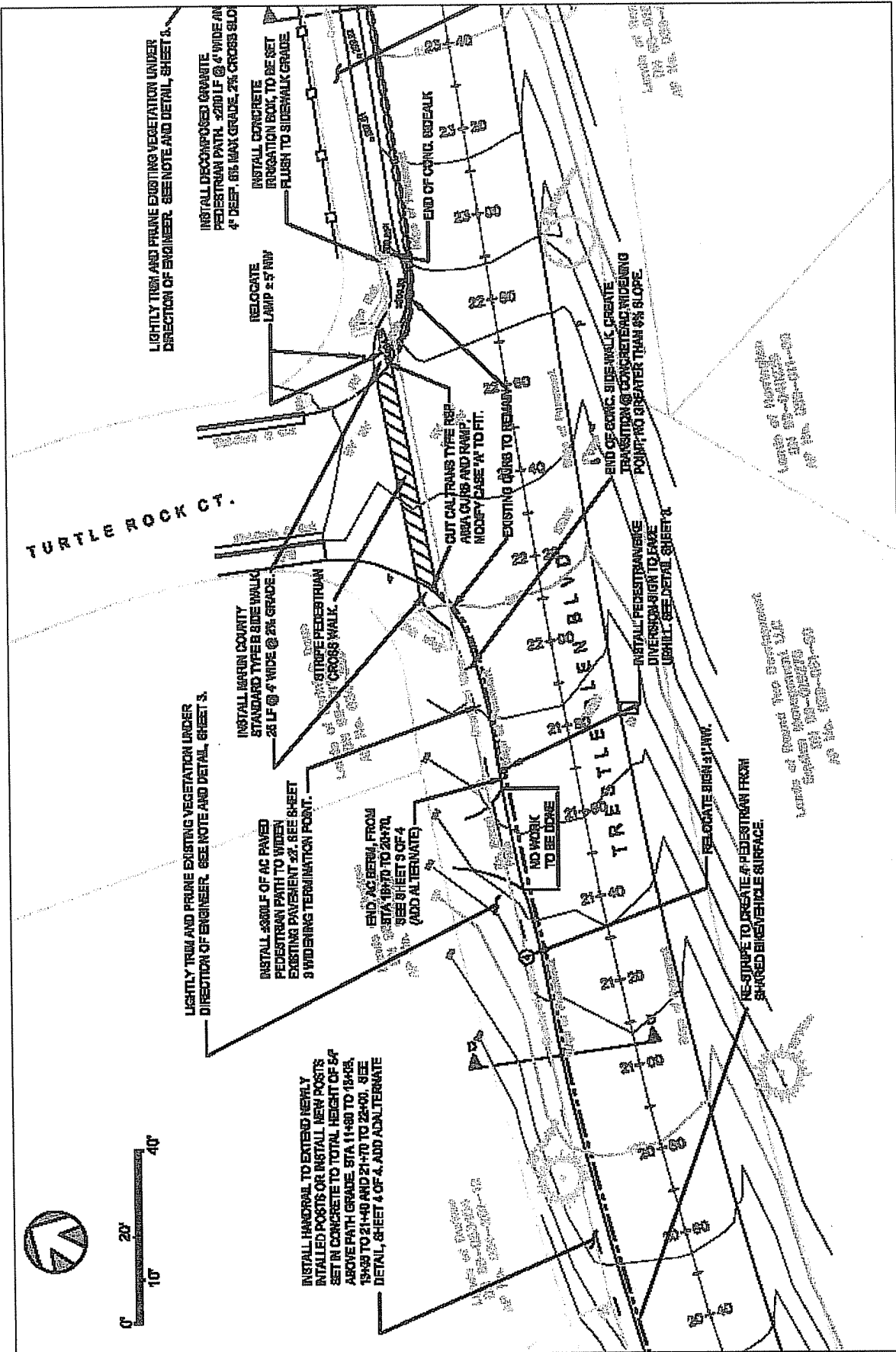
Questa completed a feasibility study and prepared preliminary and final engineering designs for the Trestle Glen segment of the San Francisco Bay Trail, a critical pedestrian/bicycle trail link between the Richardson Bay Multi-Use Path and Paradise Drive. The feasibility study identified project options and cost estimate for construction of a separated Class I pedestrian path, including a pedestrian bridge, boardwalk, retaining walls, utility relocation, and connections to local and regional trails. Structural measures, including the preliminary design of retaining walls, boardwalks, and under-grounding roadside ditches to provide a widened shoulder for path

separation in constrained areas, were important elements of the preliminary design work. Questa completed the Phase I construction documents and the trail was constructed in 2005. Questa also completed the CEQA document for the project.



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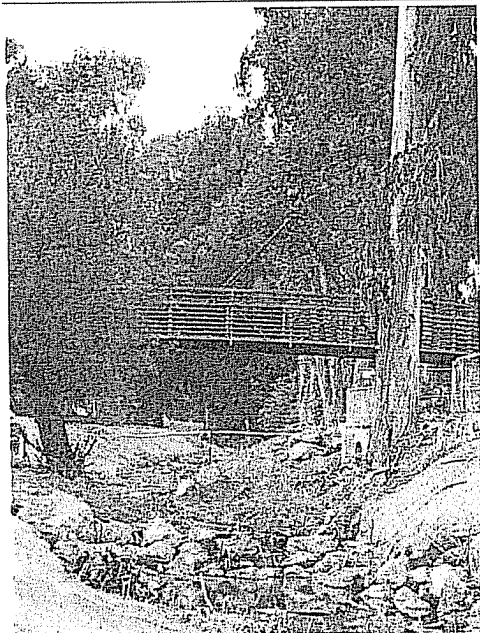
TRESTLE GLEN PS&E EXCERPT



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MISSION CREEK CLASS I PATH AND RESTORATION PLAN

CLIENT:	Alameda County Flood Control and Water Conservation District		
CONTACT:	Emmanuel Canivel, Project Engineer, (510) 670-5775, FAX: (510) 670-5541, E-mail: manny@acpwa.org 399 Elmhurst St., Rm. 111, Hayward, CA 94544		
KEY STAFF:	S. Temple, PE (Project Manager), J. Peters, M. Henderson, ASLA, W. Hopkins, CEG, C. Wang, S. Hsieh, PE, S. Kupferberg		
DATES:	2001-2003 (project on time)	COSTS:	\$235,000 fees / \$786,000 construction (within budget)

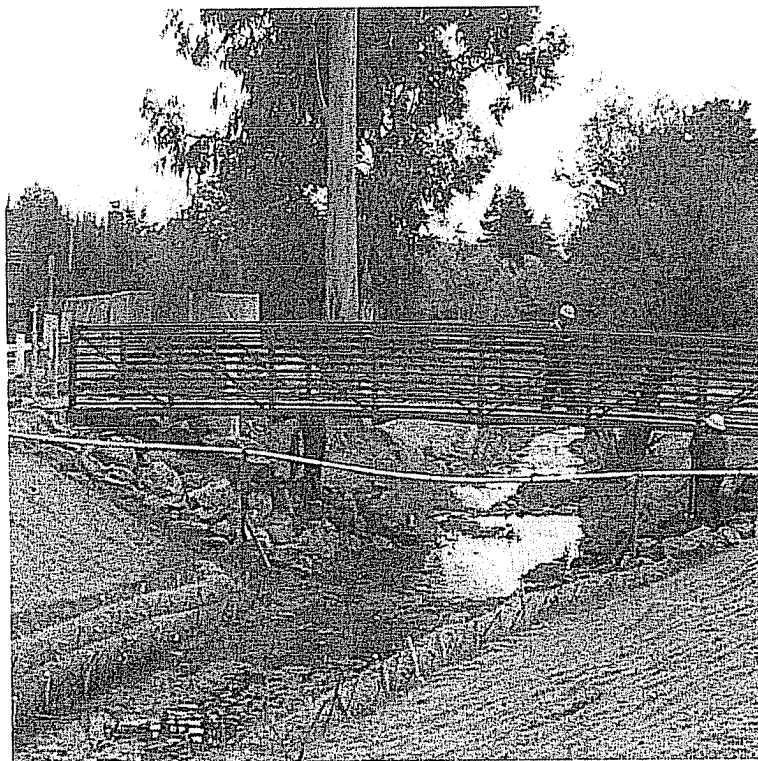


Questa completed the engineering design, CEQA assessment, mitigation and monitoring components, and all project permitting associated with endangered species for this stream restoration and public access/environmental education project in Fremont. Questa also prepared a grant application and secured \$786,000 in funding from the Department of Water Resources Urban Streams Restoration Program for the Alameda County Flood Control District for construction of the project.

This project included development of a pedestrian and bicycle trail along a one-half mile former railroad right of way. Project features included trail surfacing, signage and ingress/egress components, as well as planting compatible with the adjacent tidal marsh area. Also included in the project was replacement of existing bicycle/pedestrian pathway and bridges and construction of an outdoor classroom amphitheatre.

Partnered with Fremont's Math/ Science Nucleus, the project also restored and enhanced 3,100 lineal feet of Mission Creek. Creek

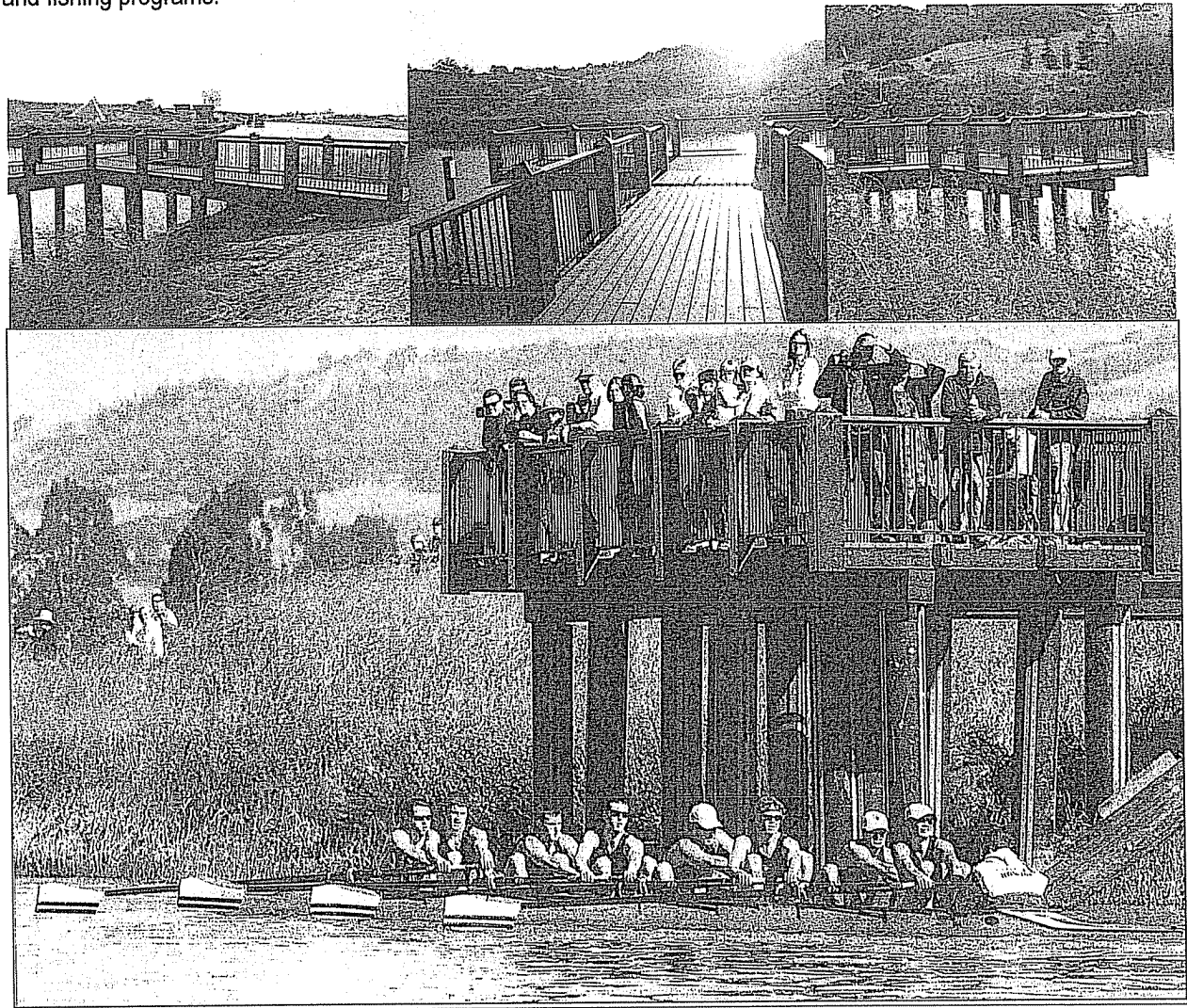
restoration work included the creation of a meandering low-flow channel with rock drop structures, planted terraces, riparian revegetation, biotechnical erosion control, and flood hazard reduction. The restored creek provided environmental educational opportunities for several nearby schools. The channel grading, drop structure design, and bank stabilization plan was based on a detailed geomorphic analyses and HEC-RAS hydraulic model developed by Questa. The geotechnical study included subsurface investigation, laboratory testing, and geotechnical design recommendations. Questa also prepared the final Plans and Specifications, as well as bid documents, and provided construction oversight. Questa is currently providing ongoing project success monitoring and management of the native landscape restoration.



PETALUMA FISHING PIER

CLIENT:	<i>City of Petaluma Parks and Recreation Department and California Coastal Conservancy</i>		
CONTACT:	<i>Jim Carr, former Parks and Recreation Director (now retired)</i>		
KEY STAFF:	<i>J. Peters, Principal-in-Charge/Project Manager; M. Henderson, ASLA, Landscape Architect, S. Temple, PE, Principal/Sr. Hydrologist</i>		
DATES:	<i>2005 - 2006</i>	COSTS:	<i>\$23,000 in fees</i>

Completed in 2006, the Fishing Pier at Shollenberger Park offers visitors the opportunity to view and explore the Petaluma River shoreline. Constructed of recycled plastic lumber, drilled piers, and with a custom railing design, the project included permitting and coordination with regulatory agencies to avoid impacting this navigable waterway. The project involved coordination with local volunteer organizations and youth groups to support outdoor education and fishing programs.



TOP FLITE TRAIL BRIDGE INSTALLATION PROJECT

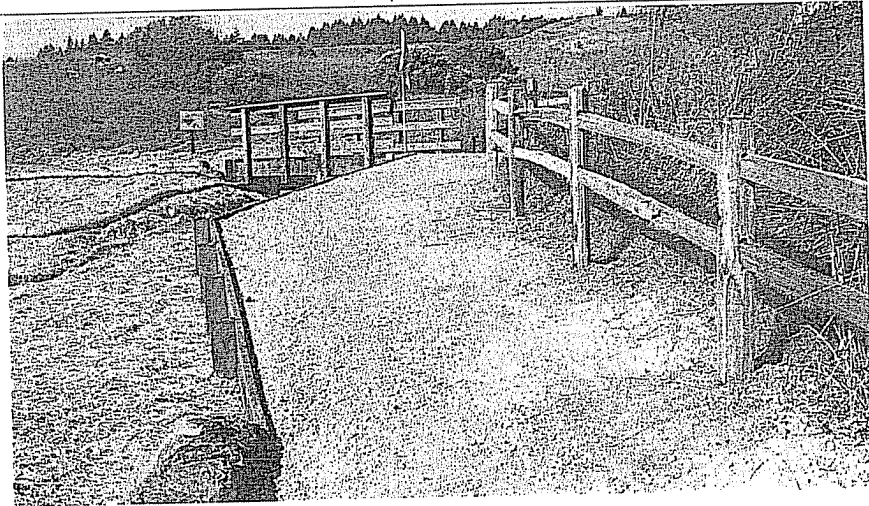
CLIENT: Marin County Open Space District

CONTACT: Chris Branham, MCOSD Superintendent, (415) 507-2816
3501 Civic Center Drive, Room 415
San Rafael, CA 94903

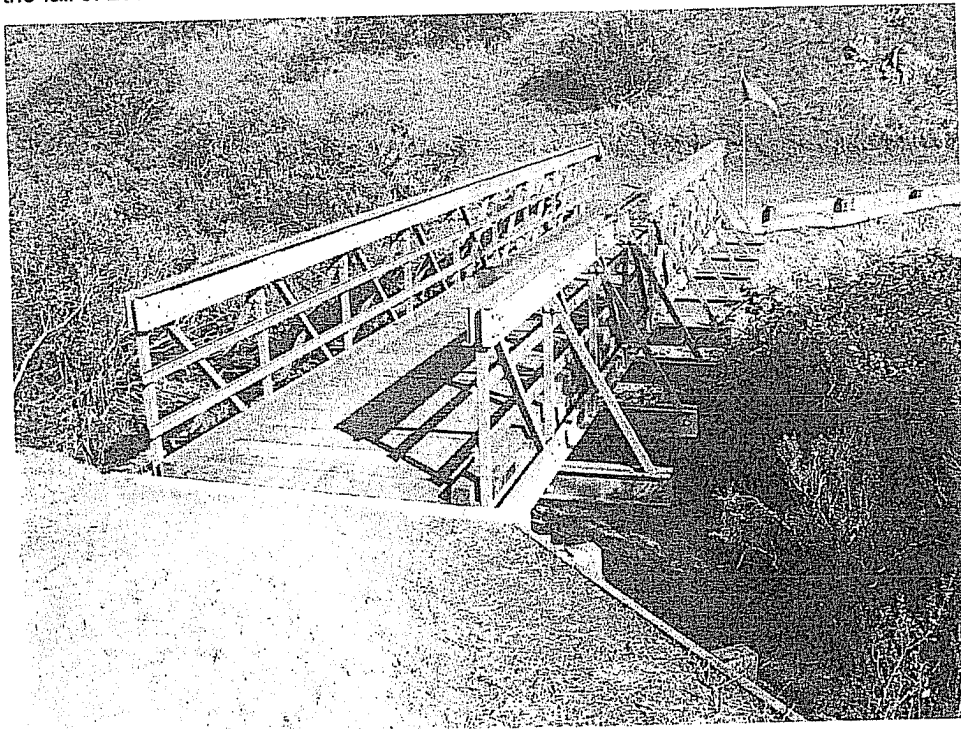
DATES: 2006-2007 (project on time)

COSTS: \$40,000 fees / \$78,000 construction
(minor change in budget)

The Marin County Open Space District retained Questa for design of bridge abutments, piers, approach ramps, timber retaining walls, and related structures for three proposed timber bridges and one prefabricated bridge over seasonal streams near the French Ranch Subdivision and San Geronimo Valley Golf Course in Marin County, California.



Questa's Scope of Work ranged from reconnaissance-level geotechnical and field investigation and preliminary conceptual design to final design, preparation of Plans, Specifications, and Cost Estimates (PS&E), job layout, and construction supervision. Work also included coordination with the County for completion of CEQA/NEPA environmental review. The project was constructed in the fall of 2007.



NAPA RIVER BAY TRAIL, AMERICAN CANYON SEGMENT

CLIENT: City of American Canyon

CONTACT: Cynthia Ripley, Capital Projects Coordinator, (707) 647-4331 FAX: (707)647-4367
100 Benton Way, American Canyon, CA 94503

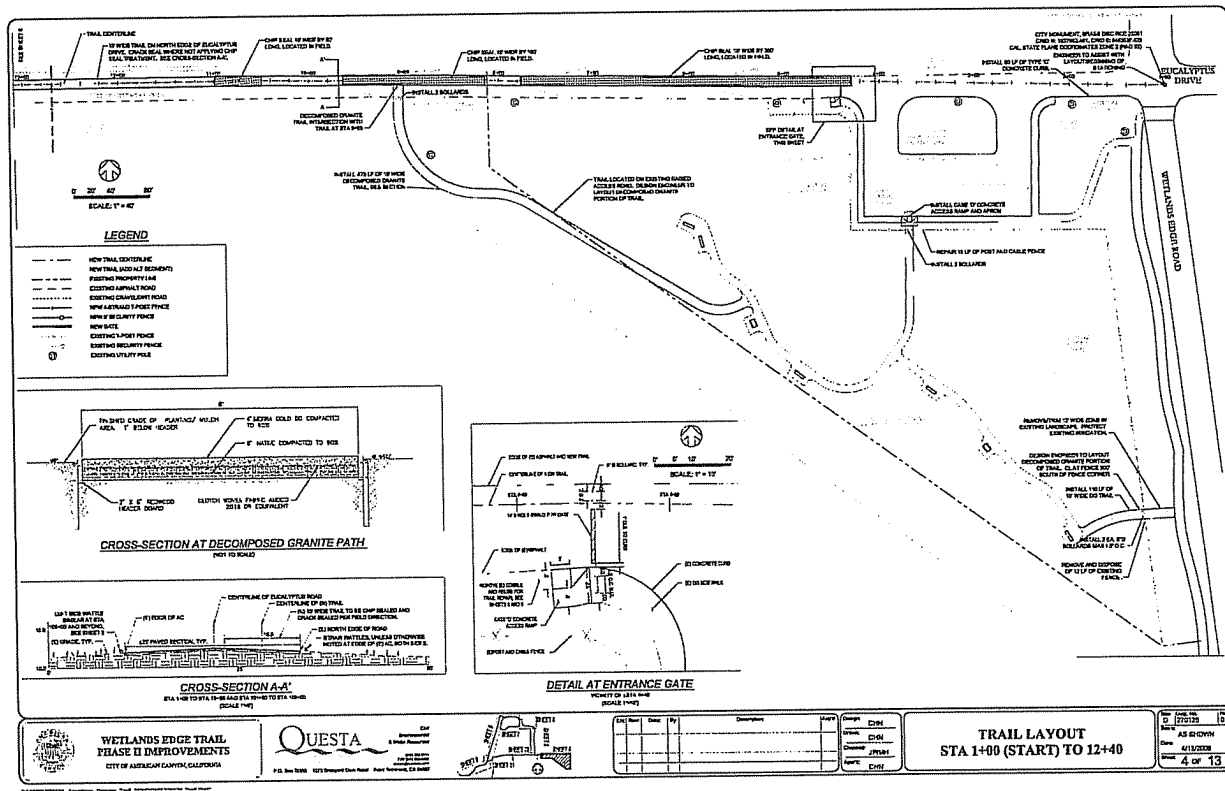
KEY STAFF: J. Peters, Principal-in-Charge/Project Manager; M. Henderson, ASLA, Landscape Architect; J. Martin, PE, Project Engineer; I. Varriale, Staff Landscape Architect; J. Valerius and S. McGinnis, Project Biologists/Ecologists

DATES: 2006 - 2007

COSTS: \$120,000 fees / construction TBD

This project will provide over one mile of Class I multiuse path to provide the residents of American Canyon with shoreline access and to complete a gap in the San Francisco Bay Trail. The project includes permitting all PS and E, Caltrans E76, NESMI, ROW exchange and other services. The preliminary study involved trails planning for a system to connect residents of American Canyon with the Napa River. The study provided a comprehensive analysis of trail alignment options for a recreational multi-use trail to connect to the proposed Napa River Trail. In addition to coordinating with stakeholders and property owners, the project included coordination with the State Lands Commission regarding parcels along the Napa River.

The study included planning a preferred trail alignment, identification of potential environmental issues, protocols to reduce potential trail impacts, as well as trail preliminary design, cost analysis, and funding options. We recently completed Plans & Specifications and are coordinating with Caltrans Local Assistance Program for E-76 approval and environmental clearance.



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SAN FRANCISCO BAY TRAIL, WILDCAT CREEK TO SAN PABLO CREEK, RICHMOND, CALIFORNIA

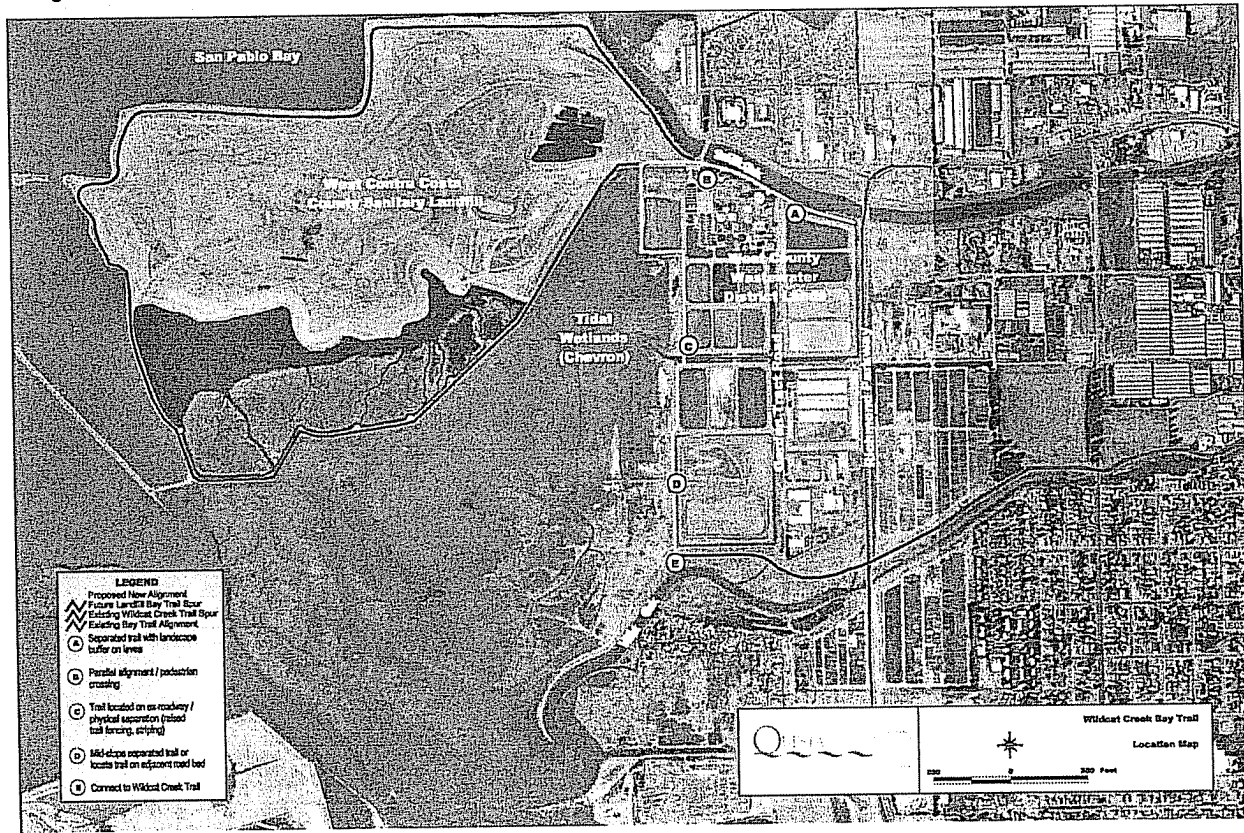
CLIENT: East Bay Regional Parks District

CONTACT: Glen Gilchrist, (510) 544-2383 / FAX: (510)569-1417
 East Bay Regional Parks District, 2950 Peralta Oaks Court Oakland, California 94605

KEY STAFF: J. Peters, M. Henderson, ASLA, J. Valerius, S. Mc Ginnis, N. Duffort

DATES: 2004 - present (project on time) **COSTS:** \$36,000 (within budget) / construction TBD

This preliminary engineering/feasibility study was prepared to determine a recommended alignment and design of a trail segment connecting the existing Wildcat Creek Bay Trail Spur to San Pablo Creek. The project included engineering and biological evaluation of potential trail alignments, recommended alignment, environmental analysis, identification of jurisdictional wetlands along trail route, identification of biological and potential endangered species issues along trail route, biological protocols to reduce potential impacts associated with a trail near sensitive habitat, CEQA Initial Study, and permitting. Questa coordinated with agencies and landowners, including West Contra Costa Wastewater District, West County Landfill, and East Bay Regional Park District, to develop an alignment, management recommendations, and design that minimizes conflict between trail users and plant operations, including trail design along the edge of Wildcat Marsh with protective fencing and special trail design. We are currently preparing Plans & Specifications for implementation.



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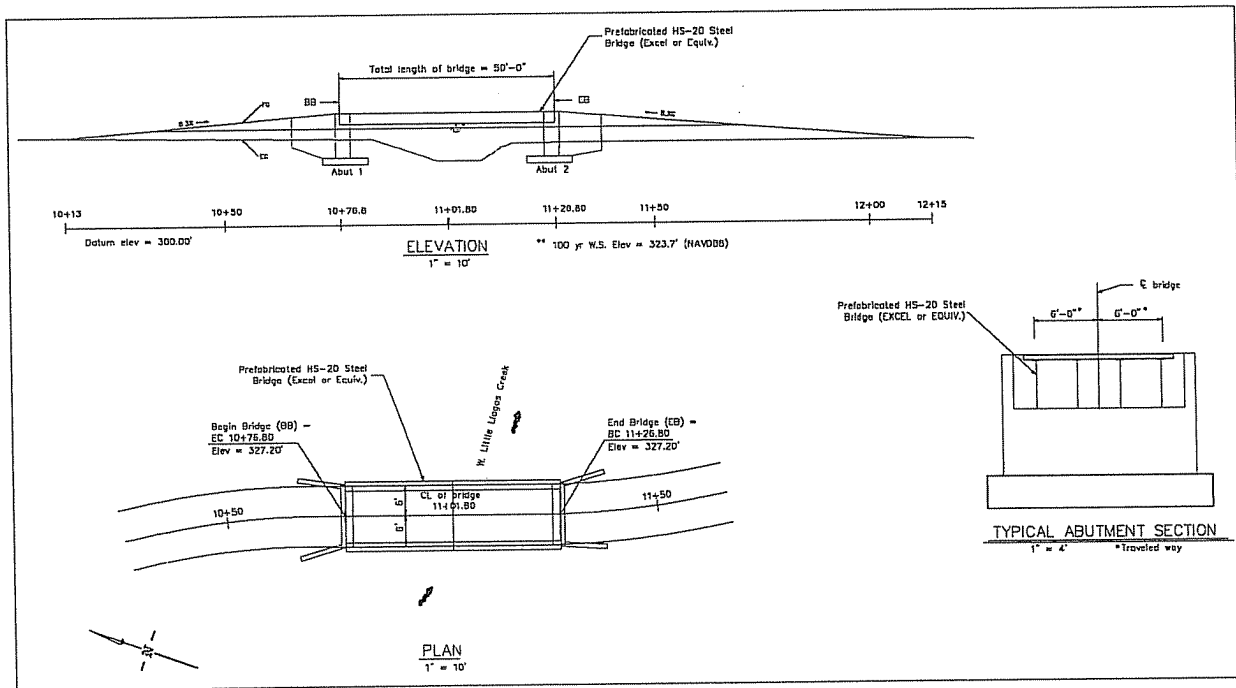
WEST LITTLE LLAGAS CREEK TRAIL PROJECT, MORGAN HILL, CALIFORNIA

CLIENT: City of Morgan Hill
CONTACT: Mr. David Gittleston, (408) 776-7337 / FAX: (408) 779-6282
 City of Morgan Hill, 17555 Peak Ave., Morgan Hill, CA 95037

DATES: 2006-2007 (project on time) **COSTS:** \$140,000 fees / construction TBD
 (minor change in budget)



The project involved geological/geotechnical investigation, hydraulic analysis and location hydraulic study, design, and preparation of construction documents for the installation of the West Little Llagas Creek Public Access Trail in Morgan Hill, California. The public access element included design of one mile of ADA accessible paved trail and one 50-foot pre-fabricated ADA-accessible bridge over West Little Llagas Creek.



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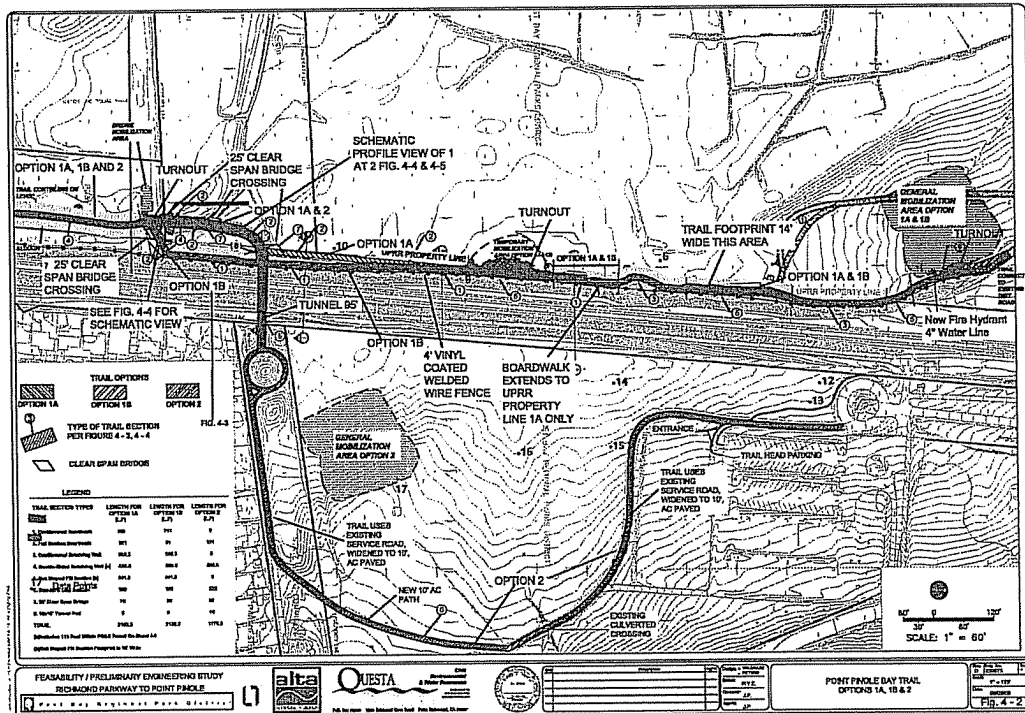
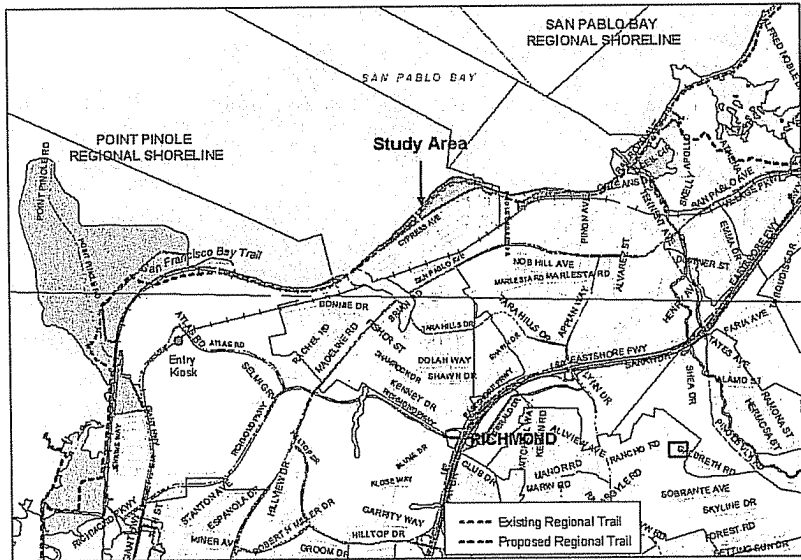
FEASIBILITY/PRELIMINARY ENGINEERING STUDIES, SAN FRANCISCO BAY TRAIL - RICHMOND PARKWAY TO POINT PINOLE REGIONAL SHORELINE AND PT. PINOLE REGIONAL PARK TO POINT WILSON

CLIENT: East Bay Regional Parks District (EBRPD)

CONTACT: Jamie Perkins, Tel: (510) 635-0135 / FAX: (510) 569-1417 (Richmond Parkway to Point Pinole)
Terry Noonan, Tel: (510) 544-2611 / FAX: (510) 569-1417 (Pt. Pinole to Pt. Wilson)

DATES: 2000-2001 (Richmond Parkway to Point Pinole) **COSTS:** \$86,000 fees (Richmond Parkway to Pt. Pinole)
2004 (Pt. Pinole to Pt. Wilson) \$79,500 fees (Pt. Pinole to Pt. Wilson)
(projects on time) (within budget) / construction TBD

Questa completed two feasibility studies for new Bay Trail routes along the San Pablo Bay shoreline. Trail connections evaluated would utilize EBRPD lands, Union Pacific Railroad (UPRR), PG&E, and existing public right-of-ways to connect existing trail segments. The studies determined the preferred alignment, infrastructure, and improvements, cost estimates, bridge crossings, evaluated management and use conflicts between neighboring land uses, sensitive wildlife habitat, and trail users; and included project facilitation. The project also included review and assessment of current easements and agreements, determination of setback and safety criteria and completion of CEQA Initial Study.



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**GOLDEN GATE FIELDS INTERIM BAY TRAIL PLANNING AND ENGINEERING DESIGN,
ALBANY AND BERKELEY, CA**

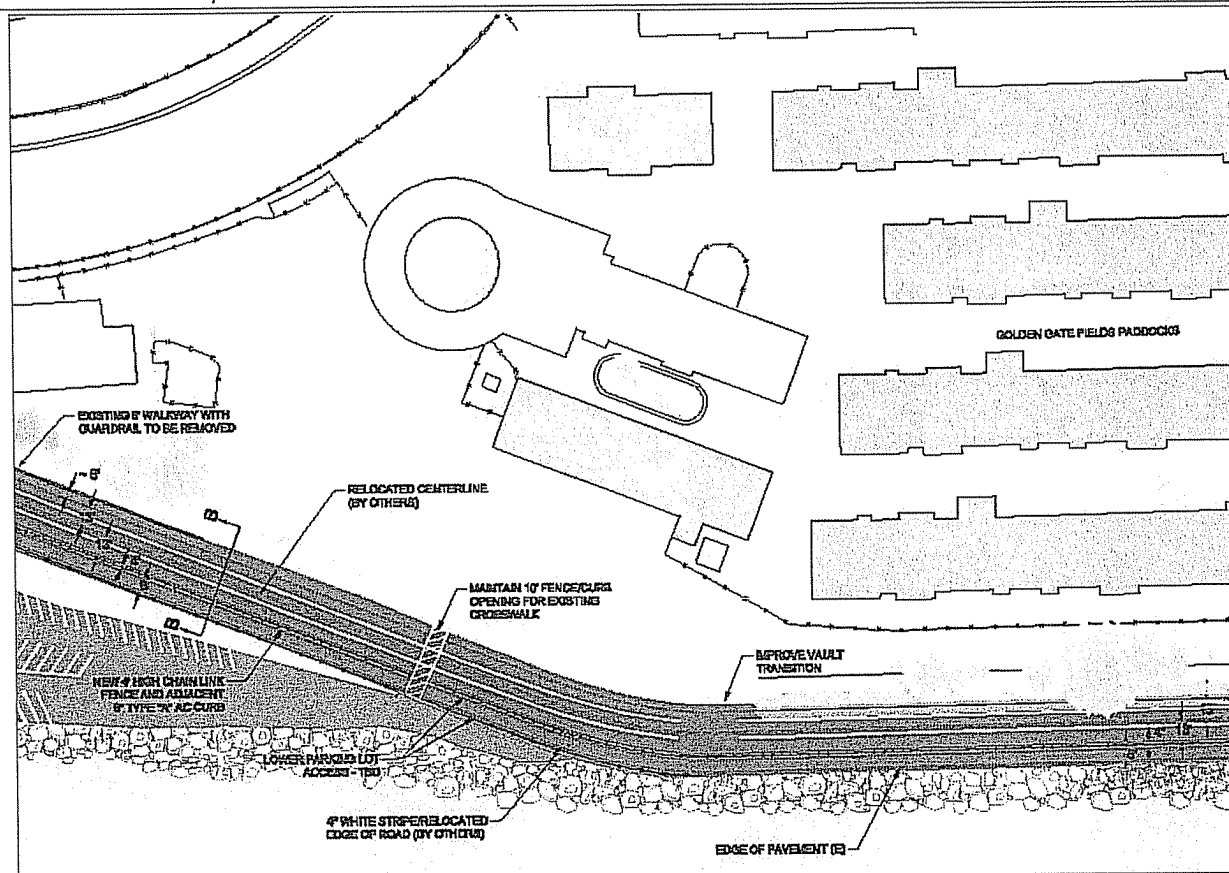
CLIENT: East Bay Regional Park District

CONTACT: Mr. Jim Townsend, (510) 635-0135 / FAX: (510) 569-1417 / E mail: jtownsend@ebparks.org
2950 Peralta Oaks Court, Oakland, CA 94605

KEY STAFF: J. Peters, S. Temple, PE, M. Henderson, W. Hopkins, CEG, J. Farrow, PG, N. Duffort

DATES: 2005 - present

COSTS: \$25,000 fees / construction TBD



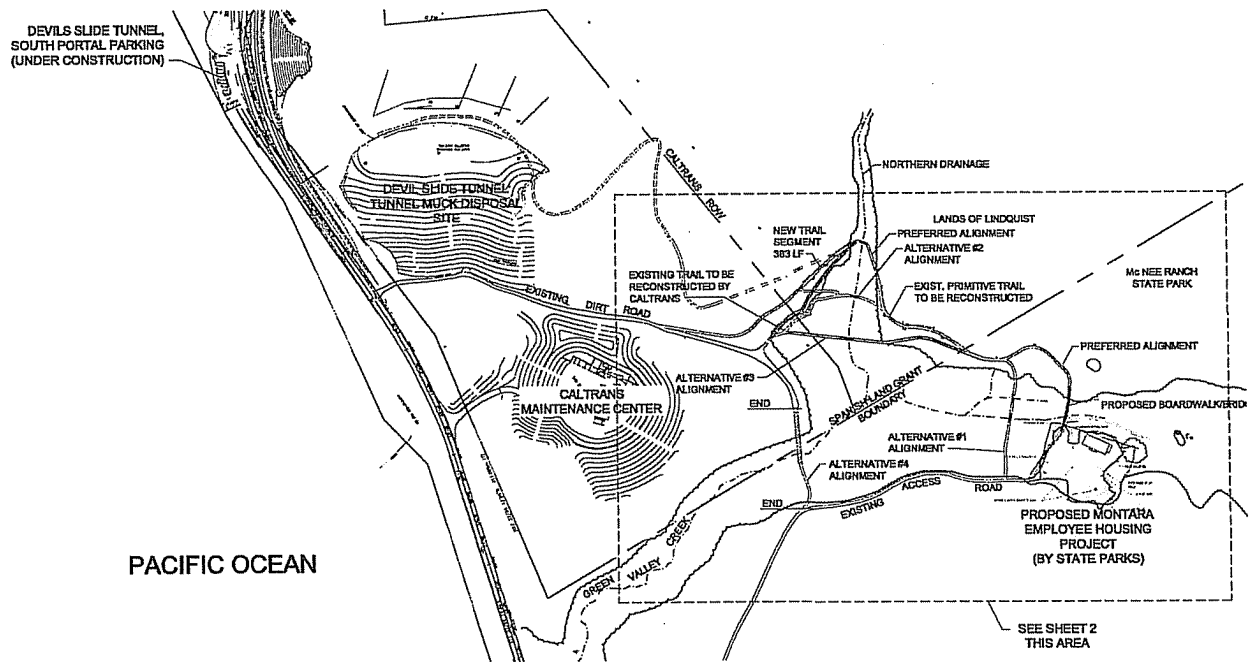
East Bay Regional Park District retained Questa to conduct the planning and engineering design for approximately 1 mile of proposed Bay Trail adjacent to Golden Gate Fields in Albany and Berkeley, extending from the foot of Gilman Street to connect with the existing Bay Trail at the Albany bulb, at the foot of Buchanan Street. Questa's Scope of Work included base map preparation, preliminary conceptual design to final design, and preparation of Plans, Specifications, and Cost Estimates (PS&E).

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GREEN VALLEY TRAIL DESIGN AND FEASIBILITY STUDY - CALIFORNIA COASTAL TRAIL TO SOUTH OF DEVIL'S SLIDE TUNNEL

CLIENT:	California State Coastal Conservancy		
CONTACT:	Timothy Duff, Project Manager, (510) 286-3826 / FAX: (510) 286-0470 / E-mail: Tduff@scc.ca.gov, Coastal Conservancy, 1330 Broadway, 11th Floor, Oakland, California 94612		
DATES:	2004-2006 (project on time)	COSTS:	\$50,000 fees / construction TBD (within budget)

The State Coastal Conservancy retained Questa to identify a preferred route for a pedestrian trail linking the proposed future Devil's Slide Tunnel Trail on Highway 1 near Pacifica with existing trails south of Green Valley within Montara State Beach Park in northern San Mateo County. The planned trailhead facilities, which include parking areas and a recreational trail to be constructed by Caltrans, will provide an important future link in the California Coastal Trail. The work included review and analysis of site biology, topography, and geotechnical issues and constraints. The trailhead design included provisions for automobile and emergency vehicles, as well as accommodations for pedestrian and vehicular use. Questa coordinated the final design with the Coastal Conservancy and Caltrans. Caltrans will be responsible for trail construction on state lands adjacent to Highway 1 and the Conservancy will be responsible for coordinating trail construction on Park lands.



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PETALUMA RIVER- DENMAN REACH FLOODPLAIN RESTORATION, STREAM ENHANCEMENT, AND TRAILHEAD ACCESS

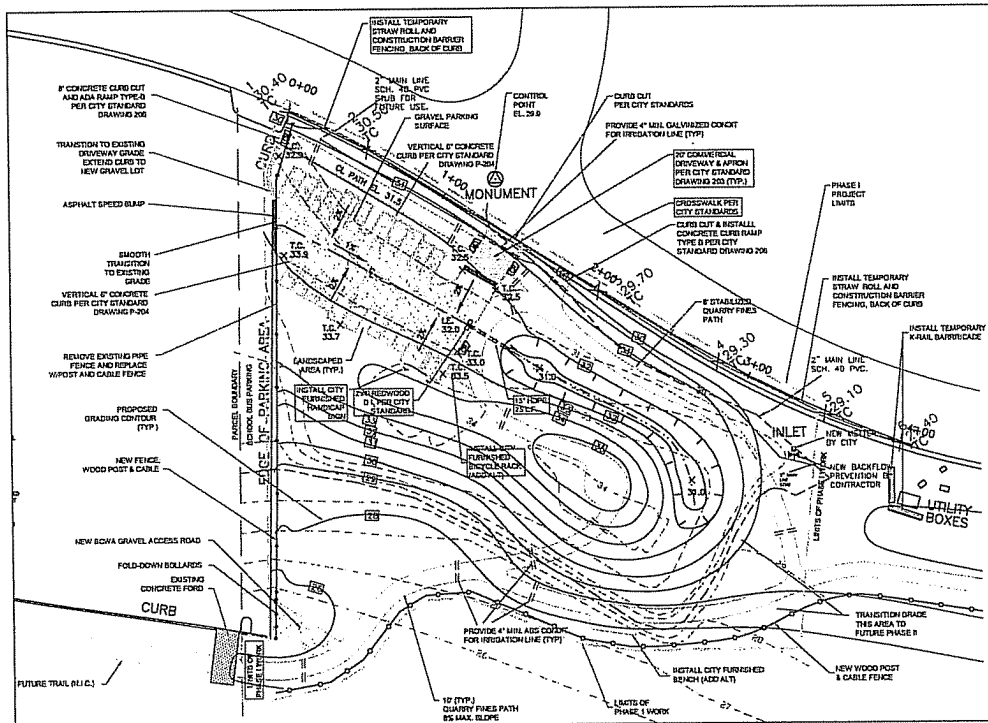
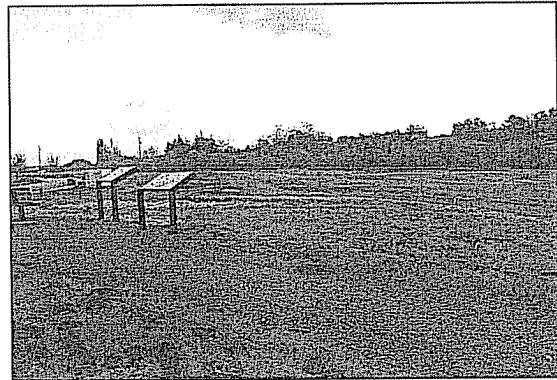
CLIENT: City of Petaluma, Dept. of Water Resources and Conservation, and California Department of Water Resources Urban Stream Restoration Program

CONTACT: Pamela Tuft, Director of General Plan Administration (now retired)

KEY STAFF: J. Peters, M. Henderson, C. Wang, S. Temple, W. Hopkins, N. Duffort, J. Valerius, M. Marangio

DATES: 2004-2005 (project on time) **COSTS:** \$136,000 fees / \$770,000 construction (minor change in budget)

The City of Petaluma retained Questa to provide engineering, landscape architecture, and environmental services for this 12-acre riverfront park and natural area along the upper Petaluma River. The site is located at the north end of the City of Petaluma, immediately upstream of the Corona Road Bridge on Petaluma Creek. The plan involved creating a floodplain terrace along the river to reduce local flooding, riparian restoration, tree assessment, and vegetation management for flood reduction. Other elements of the plan include construction of a trailhead parking lot, visitor orientation and natural interpretive panels, and paths and trails. Two underground storm drains were day-lighted into treatment wetlands and a restored creek tributary for water quality improvement. The trailhead parking lot used permeable paving and direct run-off to treatment wetlands. Riparian and creek enhancement included the thinning/removal of vegetation (mostly arroyo willows) that created a flood hazard. Stands of trees were thinned to their most upright and developed single leader, and trees growing horizontal to the creek (creating a significant blockage to flow) were removed wherever possible. Implementation proceeded along four separate phases. Questa prepared trailhead parking, grading, trails, creek day-lighting, planting, floodplain restoration, and riparian and creek enhancement plans and specifications. Questa provided construction oversight in October 2005.



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BOB JONES MULTI-USE PATH, PRELIMINARY ENGINEERING DESIGN AND EIR/EIS

CLIENT: County of San Luis Obispo and San Luis Obispo County Land Conservancy

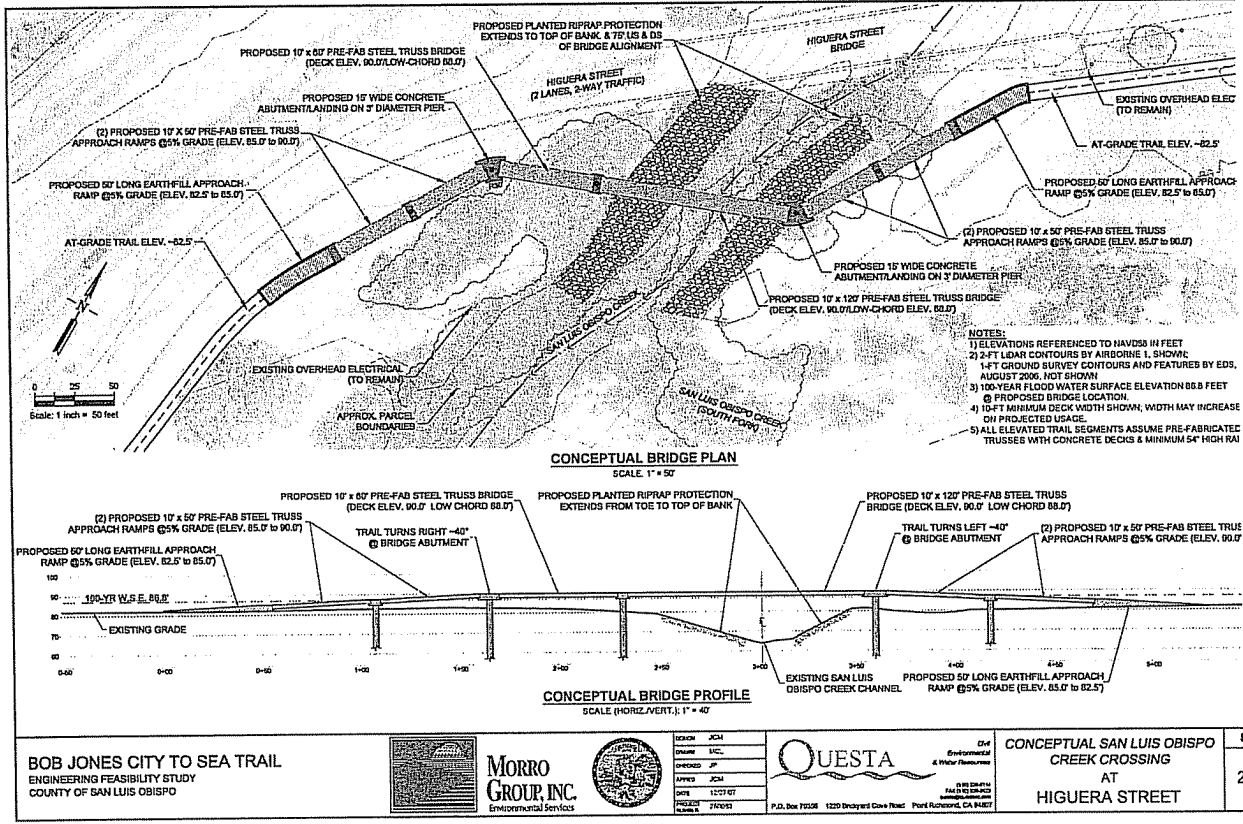
CONTACT: Jeannette DiLeo, Senior Parks Planner, SLO County Parks, (805) 781-4089 / FAX: (805) 781-1102 / E-mail: jdileo@co.slo.ca.us
1050 Monterey Street, San Luis Obispo, California 93408

DATES: 2003-present (project on time) **COSTS:** \$186,000 fees / construction TBD
(medium change in budget: scope changed)



The Bob Jones Trail is an important regional trail in San Luis Obispo County that will provide a continuous Class I recreational trail between the coast and the City of San Luis Obispo. Questa services included a physical and environmental constraints analysis to identify fatal flaws along three potential routes, matrix-based determination of a preferred alignment, and preliminary design and ROW evaluation. Analysis was completed using a GIS Resource Inventory, and extensive stakeholder coordination and outreach has been completed. The

preliminary alignment parallels San Luis Obispo Creek, immediately adjacent to Highway 101, and includes three pedestrian bridges and an overpass across Highway 101. All work is coordinated with the Caltrans Local Assistance Program. A combined NEPA/CEQA document is being prepared for this project.



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BAY TRAIL ROUTES – POINT RICHMOND TO POINT MOLATE, RICHMOND, CALIFORNIA

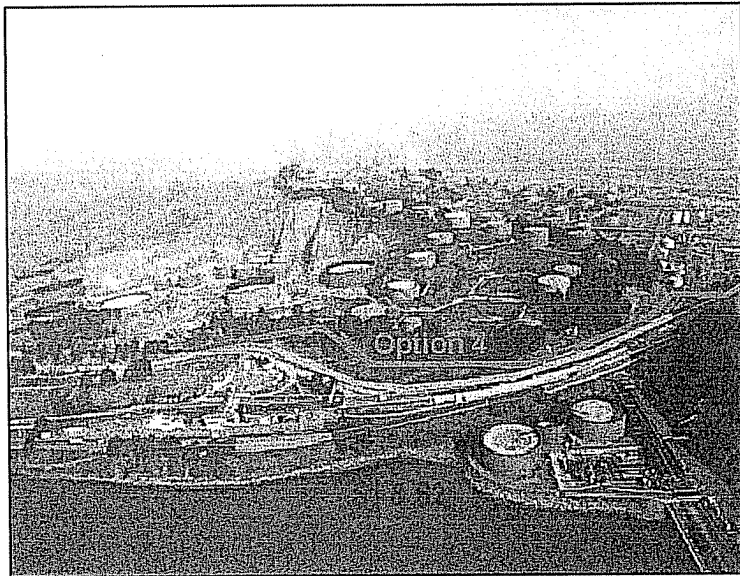
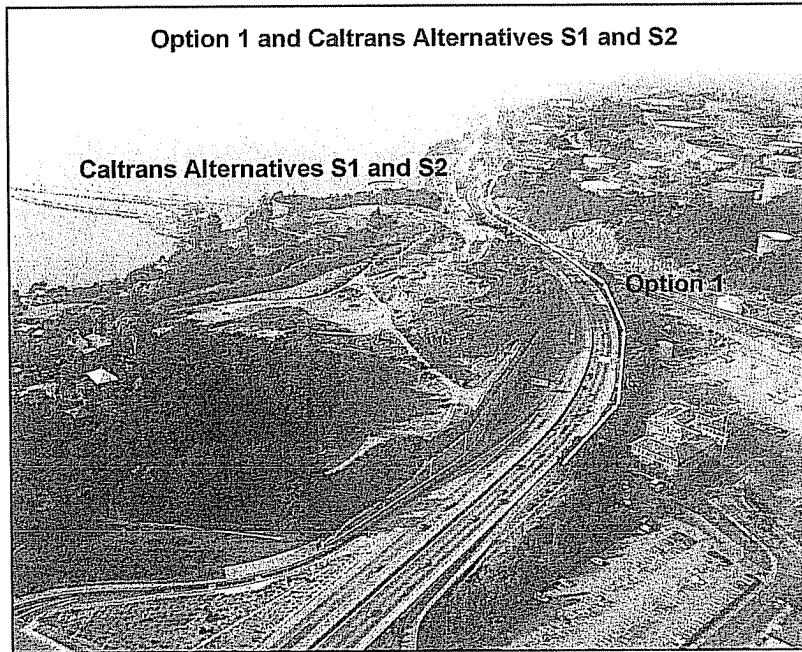
CLIENT: City of Richmond

CONTACT: Laura Thompson, Bay Trail Project Manager, Association of Bay Area Governments (ABAG), (510) 464-7935
101 Eighth St., Oakland CA 94607

DATES: 1998-2001 (project on time)

COSTS: \$120,000 fees / construction TBD
(within budget)

This Trail feasibility study identified potential connections between Point Richmond and the Point Molate area of Richmond, designated as a regional park destination. The project has significant infrastructure challenges since it must cross Highway 580 in the vicinity of the Richmond-San Rafael Bridge, as well as traverse within or over lands owned by Chevron's Richmond Refinery and primary pipeline system with associated security concerns. Several alternatives were examined, including widening and major lane adjustment of Highway 580, a complex trail system traversing former oil storage sites and cantilever bridge structure as well as an elevated pedestrian flyway or superstructure and boardwalk over a portion of San Pablo Bay. Work included preliminary master planning, environmental analysis, cost estimation, and coordination with a number of local and state agencies with regulatory oversight, including Caltrans, State Lands Commission, BCDC, ABAG and others.



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