

City of Madison
CONTRACT FOR PURCHASE OF SERVICES
(Roadway Design Engineering)

1. **PARTIES.**

This is a Contract between the City of Madison, Wisconsin, hereafter referred to as the "City" and AECOM Technical Services, Inc. hereafter referred to as "Contractor".

The Contractor is a: ☒ Corporation ☐ Limited Liability Company ☐ Partnership/LLP
(to be completed by contractor) ☐ Sole Proprietor ☐ Unincorporated Association ☐ Other: _____.

2. **PURPOSE.**

The purpose of this Contract is as set forth in Section 3.

3. **SCOPE OF SERVICES.**

A. The CITY proposes a transportation improvement project hereafter referred to as PROJECT and described as follows:
The scope of this project is based on the City of Madison Request for Qualifications (RFQ) for Bus Rapid Transit (BRT) North-South Corridor.(12000-0-2023-JB) dated February 22, 2023

The scope of services includes Corridor Planning and Locally Preferred Alternative documentation, Entering Project Development Documentation, Small Starts (CIG) Application, Environmental Documentation (NEPA), Preliminary and Final Design, Right of Way Plat, legal documents, Final Bid Package Preparation, Construction Support Services, and Investigations and Analyses needed to support these activities.

B. The CONTRACTOR shall provide design engineering services in accordance with the Standard Provisions for State and Federally Funded projects and Special Provisions contained in Exhibit A.

C. This Contract also incorporates the State of Wisconsin Facilities Development Manual and all other Manuals referenced therein, unless this Contract expressly excludes a provision thereof or the context of this Contract clearly indicates an entirely different understanding of the parties.

D. The CONTRACTOR shall complete all work on this project within the determined number of calendar days for each Purchase Order following receipt of authorization to proceed.

E. Select One:

☒ The CONTRACTOR shall be compensated for services under this Contract with Purchase Orders based on the CONTRACTOR'S direct labor, indirect labor, direct charges, and fixed fee as outlined in RFP **Error! Use the Home tab to apply RFPstyle to the text that you want to appear here..** The compensation due to the CONTRACTOR for the services shall be negotiated for each Purchase Order. The total compensation due to the CONTRACTOR for the total of all Purchase Orders shall not exceed \$7,000,000 unless authorized by a Contract Amendment.

☐ The CONTRACTOR will be compensated by the CITY for services provided under this Contract on the following basis:

- (1) For Road Plans a lump sum of \$__.
- (2) For Bridge Plans for the bridge over the __ a lump sum of \$__.
- (3) For Phase 2 Environmental Sampling, __ sites with __ borings per site, sublet to __, actual cost not to exceed \$__.
- (4) For Utility Staking, a specific rate of compensation, up to \$__.
- (5) The CONTRACTOR's total cost for all services under this Contract shall not exceed \$__.

F. The CONTRACTOR shall submit invoices, on the form or format similar to that specified in the State of Wisconsin Facilities Development Manual, not more often than once per month during the progress of the Services, for partial payment on account, for the authorized Services completed to date. Invoices shall also include documentation of individual employees who worked on the project, hours worked, pay rate and task performed. Progress reports documenting the extent of completed services shall be prepared by the CONTRACTOR and submitted not less than quarterly according to the Facilities Development Manual.

4. **TERM AND EFFECTIVE DATE.**

This Contract shall become effective upon execution by the Mayor, (or the Purchasing Agent, if authorized) on behalf of the City of Madison, unless another effective date is specified in the Exhibit(s) or other attachments incorporated in Section 3, however in no case shall work commence before execution by the City of Madison. The term of this Contract shall be May 25, 2023 – May 25, 2026.

5. **ENTIRE AGREEMENT.**

This Contract for Purchase of Services, including any and all attachments, exhibits and other documents referenced in Section 3 (hereafter, "Agreement" or "Contract") is the entire Agreement of the parties and supersedes any and all oral contracts and negotiations between the parties.

6. **ASSIGNABILITY/SUBCONTRACTING.**

Contractor shall not assign or subcontract any interest or obligation under this Contract without the City's prior written approval. All of the services, except the city-approved subcontracted services, required hereunder will be performed by Contractor and employees of Contractor.

7. **DESIGNATED REPRESENTATIVE.**

A. Contractor designates Michael Schneider or William Crowley as Contract Agents with primary responsibility for the performance of this Contract. In case this Contract Agent is replaced by another for any reason, the Contractor will designate another Contract Agent within seven (7) calendar days of the time the first terminates his or her employment or responsibility using the procedure set forth in Section 15, Notices.

- B. In the event of the death, disability, removal or resignation of the person designated above as the Contract agent, the City may accept another person as the Contract agent or may terminate this Agreement under Section 25, at its option.

8. **PROSECUTION AND PROGRESS.**

- A. Services under this Agreement shall commence upon written order from the City to the Contractor for each Purchase Order. This order will constitute authorization to proceed.
- B. The contractor shall complete the services under this Agreement within the time for completion specified in the Scope of Services for each Purchase Order, including any amendments. The Contractor's services are completed when the City notifies the Contractor in writing that the services are complete and are acceptable. The time for completion shall not be extended because of any delay attributable to the Contractor, but it may be extended by the City in the event of a delay attributable to the City, or in the event of unavoidable delay caused by war, insurrection, natural disaster, or other unexpected event beyond the control of the Contractor. If at any time the Contractor believes that the time for completion of the work should be extended because of unavoidable delay caused by an unexpected event, or because of a delay attributable to the City, the Contractor shall notify the City as soon as possible, but not later than seven (7) calendar days after such an event. Such notice shall include any justification for an extension of time and shall identify the amount of time claimed to be necessary to complete the work.
- C. Services by the Contractor shall proceed continuously and expeditiously through completion of each phase of the work.
- D. Progress reports documenting the extent of completed services shall be prepared by the Contractor and submitted to the City with each invoice under Section 24 of this Agreement, and at such other times as the City may specify.
- E. The Contractor shall notify the City in writing when the Contractor has determined that the services under this Agreement have been completed. When the City determines that the services are complete and are acceptable, the City will provide written notification to the Contractor, acknowledging formal acceptance of the completed services.

9. **AMENDMENT.**

This Contract shall be binding on the parties hereto, their respective heirs, devisee, and successors, and cannot be varied or waived by any oral representations or promise of any agent or other person of the parties hereto. Any other change in any provision of this Contract may only be made by a written amendment, signed by the duly authorized agent or agents who executed this Contract.

10. **EXTRA SERVICES.**

The City may require the Contractor to perform extra services or decreased services, according to the procedure set forth in Section 24. Extra services or decreased services means services which are not different in kind or nature from the services called for in the Scope of Services, Section 3, but which may increase or decrease the quantity and kind of labor or materials or expense of performing the services. Extra services may not increase the total Contract price, as set forth in Section 23, unless the Contract is amended as provided in Section 9 above.

11. **NO WAIVER.**

No failure to exercise, and no delay in exercising, any right, power or remedy hereunder on the part of the City or Contractor shall operate as a waiver thereof, nor shall any single or partial exercise of any right, power or remedy preclude any other or further exercise thereof or the exercise of any other right, power or remedy. No express waiver shall affect any event or default other than the event or default specified in such waiver, and any such waiver, to be effective, must be in writing and shall be operative only for the time and to the extent expressly provided by the City or Contractor therein. A waiver of any covenant, term or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition.

12. **NONDISCRIMINATION.**

During the term of this Contract, the Contractor agrees not to discriminate against any employee or applicant for employment because of race, religion, marital status, age, color, sex, handicap, national origin or ancestry, income level or source of income, arrest record or conviction record, less than honorable discharge, physical appearance, sexual orientation, gender identity, political beliefs or student status. Contractor further agrees not to discriminate against any subcontractor or person who offers to subcontract on this Contract because of race, religion, color, age, disability, sex, sexual orientation, gender identity or national origin

13. **AFFIRMATIVE ACTION.**

A. **The following language applies to all contractors employing fifteen (15) or more employees (MGO 39.02(9)(c):**

The Contractor agrees that, within thirty (30) days after the effective date of this Contract, Contractor will provide to the City of Madison Department of Civil Rights (the "Department"), certain workforce utilization statistics, using a form provided by the City.

If the Contract is still in effect, or if the City enters into a new Agreement with the Contractor, within one year after the date on which the form was required to be provided, the Contractor will provide updated workforce information using a second form, also to be furnished by the City. The second form will be submitted to the Department no later than one year after the date on which the first form was required to be provided.

The Contractor further agrees that, for at least twelve (12) months after the effective date of this Contract, it will notify the Department of each of its job openings at facilities in Dane County for which applicants not already employees of the Contractor are to be considered. The notice will include a job description, classification, qualifications, and application procedures and deadlines, shall be provided to the City by the opening date of advertisement and with sufficient time for the City to notify candidates and make a timely referral. The Contractor agrees to interview and consider candidates referred by the Department, or an organization designated by the Department, if the candidate meets the minimum qualification standards established by the Contractor, and if the referral is timely. A referral is timely if it is received by the Contractor on or before the date stated in the notice.

The Department will determine if a contractor is exempt from the above requirements (Sec. 13.A.) at the time the Request for Exemption in 13.B.(2) is made.

B. **Articles of Agreement, Request for Exemption, and Release of Payment:**

The "ARTICLES OF AGREEMENT" beginning on the following page, apply to all contractors, unless determined to be exempt under the following table and procedures:

NUMBER OF EMPLOYEES	LESS THAN \$50,000 Aggregate Annual Business with the City*	\$50,000 OR MORE Aggregate Annual Business with the City*
14 or less	Exempt**	Exempt**
15 or more	Exempt**	Not Exempt

*As determined by the Finance Director

**As determined by the Department of Civil Rights

(1) **Exempt Status:** In this section, "Exempt" means the Contractor is exempt from the Articles of Agreement in section 13.B.(5) of this Contract and from filing an Affirmative Action plan as required by Section IV of the Articles of Agreement. The Department of Civil Rights ("Department") makes the final determination as to whether a contractor is exempt. If the Contractor is not exempt, sec. 13.B.(5) shall apply and Contractor shall select option A. or B. under Article IV therein and file an Affirmative Action Plan.

(2) **Request for Exemption – Fewer Than 15 Employees:** (MGO 39.02(9)(a)2.) Contractors who believe they are exempt based on number of employees shall submit a Request for Exemption on a form provided by the Department within thirty (30) days of the effective date of this Contract.

(3) **Exemption – Annual Aggregate Business:** (MGO 39.02(9)(a)c.): The Department will determine, at the time this Contract is presented for signature, if the Contractor is exempt because it will have less than \$50,000 in annual aggregate business with the City for the calendar year in which the contract is in effect. **CONTRACTORS WITH 15 OR MORE EMPLOYEES WILL LOSE THIS EXEMPTION AND BECOME SUBJECT TO SEC. 13.B.(5) UPON REACHING \$50,000 OR MORE ANNUAL AGGREGATE BUSINESS WITH THE CITY WITHIN THE CALENDAR YEAR, BEGINNING IN 2019.**

(4) **Release of Payment:** (MGO 39.02(9)(e)1.b.) All non-exempt contractors must have an approved Affirmative Action plan meeting the requirements of Article IV below on file with the Department within thirty (30) days of the effective date of this Contract and prior to release of payment by the City. Contractors that are exempt based on number of employees agree to file a Request for Exemption with the Department within thirty (30) days of the effective date and prior to release of payment by the City.

(5) **Articles of Agreement:**

ARTICLE I

The Contractor shall take affirmative action in accordance with the provisions of this Contract to ensure that applicants are employed, and that employees are treated during employment without regard to race, religion, color, age, marital status, disability, sex, sexual orientation, gender identity or national origin and that the employer shall provide harassment-free work environment for the realization of the potential of each employee. Such action 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 insofar as it is within the control of the Contractor. The Contractor agrees to post in conspicuous places available to employees and applicants notices to be provided by the City setting out the provisions of the nondiscrimination clauses in this Contract.

ARTICLE II

The Contractor shall in all solicitations or advertisements for employees placed by or on behalf of the Contractors state that all qualified or qualifiable applicants will be employed without regard to race, religion, color, age, marital status, disability, sex, sexual orientation, gender identity or national origin.

ARTICLE III

The Contractor shall send to each labor union or representative of workers with which it has a collective bargaining Agreement or other Contract or understanding a notice to be provided by the City advising the labor union or workers representative of the Contractor's equal employment opportunity and affirmative action commitments. Such notices shall be posted in conspicuous places available to employees and applicants for employment.

ARTICLE IV

(This Article applies to non-public works contracts.)

The Contractor agrees that it will comply with all provisions of the Affirmative Action Ordinance of the City of Madison (MGO 39.02) including the Contract compliance requirements. The Contractor warrants and certifies that one of the following paragraphs is true **(check one)**:

- ☒ A. Contractor has prepared and has on file an affirmative action plan that meets the format requirements of Federal Revised Order No. 4, 41 CFR part 60-2, as established by 43 FR 51400 November 3, 1978, including appendices required by City of Madison ordinances or it has prepared and has on file a model affirmative action plan approved by the Madison Common Council.
- ☐ B. Within thirty (30) days after the effective date of this Contract, Contractor will complete an affirmative action plan that meets the format requirements of Federal Revised Order No. 4, 41 CFR Part 60-2, as established by 43 FR 51400, November 3, 1978, including appendices required by City of Madison ordinance or within thirty (30) days after the effective date of this Contract, it will complete a model affirmative action plan approved by the Madison Common Council.
- ☐ C. Contractor believes it is exempt from filing an affirmative action plan because it has fewer than fifteen (15) employees and has filed, or will file within thirty (30) days after the effective date of this Contract, a form required by the City to confirm exempt status based on number of employees. If the City determines that Contractor is not exempt, the Articles of Agreement will apply.
- ☐ D. Contractor believes it is exempt from filing an affirmative action plan because its annual aggregate business with the City for the calendar year in which the contract is in effect is less than fifty thousand dollars (\$50,000), or for another reason listed in MGO 39.02(9)(a)2. If the City determines that Contractor is not exempt, the Articles of Agreement will apply.

ARTICLE V

(This Article applies only to public works contracts.)

The Contractor agrees that it will comply with all provisions of the Affirmative Action Ordinance of the City of Madison, including the Contract compliance requirements. The Contractor agrees to submit the model affirmative action plan for public works Contractors in a form approved by the Director of Affirmative Action.

ARTICLE VI

The Contractor will maintain records as required by Section 39.02(9)(f) of the Madison General Ordinances and will provide the City's Department of Affirmative Action with access to such records and to persons who have relevant and necessary information, as provided in Section 39.02(9)(f). The City agrees to keep all such records confidential, except to the extent that public inspection is required by law.

ARTICLE VII

In the event of the Contractor's or subcontractor's failure to comply with the Equal Employment Opportunity and Affirmative Action provisions of this Contract or Sections 39.03 and 39.02 of the Madison General Ordinances, it is agreed that the City at its option may do any or all of the following:

- A. Cancel, terminate or suspend this Contract in whole or in part.
- B. Declare the Contractor ineligible for further City contracts until the Affirmative Action requirements are met.
- C. Recover on behalf of the City from the prime Contractor 0.5 percent of the Contract award price for each week that such party fails or refuses to comply, in the nature of liquidated damages, but not to exceed a total of five percent (5%) of the Contract price, or ten thousand dollars (\$10,000), whichever is less. Under public works contracts, if a subcontractor is in noncompliance, the City may recover liquidated damages from the prime Contractor in the manner described above. The preceding sentence shall not be construed to prohibit a prime Contractor from recovering the amount of such damage from the noncomplying subcontractor.

ARTICLE VIII

(This Article applies to public works contracts only.)

The Contractor shall include the above provisions of this Contract in every subcontract so that such provisions will be binding upon each subcontractor. The Contractor shall take such action with respect to any subcontractor as necessary to enforce such provisions, including sanctions provided for noncompliance.

ARTICLE IX

The Contractor shall allow the maximum feasible opportunity to small business enterprises to compete for any subcontracts entered into pursuant to this Contract. (In federally funded contracts the terms "DBE, MBE, and WBE" shall be substituted for the term "small business" in this Article.)

14. **SEVERABILITY.**

It is mutually agreed that in case any provision of this Contract is determined by any court of law to be unconstitutional, illegal or unenforceable, it is the intention of the parties that all other provisions of this Contract remain in full force and effect.

15. **NOTICES.**

All notices to be given under the terms of this Contract shall be in writing and signed by the person serving the notice and shall be sent registered or certified mail, return receipt requested, postage prepaid, or hand delivered to the addresses of the parties listed below:

FOR THE CITY: Tom Lynch, Transportation Director
215 Martin Luther King Jr. Blvd., Suite 109
Madison, WI 53703

FOR THE CONTRACTOR: William Crowley, AECOM Project Manager
564 White Pond Drive
Akron, OH 44320

16. **STATUS OF CONTRACTOR/INDEPENDENT/TAX FILING.**

It is agreed that Contractor is an independent Contractor and not an employee of the City, and that any persons who the Contractor utilizes and provides for services under this Contract are employees of the Contractor and are not employees of the City of Madison.

Contractor shall provide its taxpayer identification number (or social security number) to the Finance Director, 210 Martin Luther King Jr. Blvd, Room 406, Madison, WI 53703, prior to payment. The Contractor is informed that as an independent Contractor, s/he may have a responsibility to make estimated tax returns, file tax returns, and pay income taxes and make social security payments on the amounts received under this Contract and that no amounts will be withheld from payments made to this Contractor for these purposes and that payment of taxes and making social security payments are solely the responsibility and obligation of the Contractor. The Contractor is further informed that s/he may be subject to civil and/or criminal penalties if s/he fails to properly report income and pay taxes and social security taxes on the amount received under this Contract.

17. **GOODWILL.**

Any and all goodwill arising out of this Contract inures solely to the benefit of the City; Contractor waives all claims to benefit of such goodwill.

18. **THIRD PARTY RIGHTS.**

This Contract is intended to be solely between the parties hereto. No part of this Contract shall be construed to add, supplement, amend, abridge or repeal existing rights, benefits or privileges of any third party or parties, including but not limited to employees of either of the parties.

19. **AUDIT AND RETAINING OF DOCUMENTS.**

The Contractor agrees to provide all reports requested by the City including, but not limited to, financial statements and reports, reports and accounting of services rendered, and any other reports or documents requested. Financial and service reports shall be provided according to a schedule (when applicable) to be included in this Contract. Any other reports or documents shall be provided within five (5) working days after the Contractor receives the City's written requests, unless the parties agree in writing on a longer period. Payroll records and any other documents relating to the performance of services under the terms of this Contract shall be retained by the contractor for a period of three (3) years after completion of all work under this Contract, in order to be available for audit by the City or its designee.

20. **CHOICE OF LAW AND FORUM SELECTION.**

This Contract shall be governed by and construed, interpreted and enforced in accordance with the laws of the State of Wisconsin. The parties agree, for any claim or suit or other dispute relating to this Contract that cannot be mutually resolved, the venue shall be a court of competent jurisdiction within the State of Wisconsin and the parties agree to submit themselves to the jurisdiction of said court, to the exclusion of any other judicial district that may have jurisdiction over such a dispute according to any law.

21. **COMPLIANCE WITH APPLICABLE LAWS.**

The Contractor shall become familiar with, and shall at all times comply with and observe all federal, state, and local laws, ordinances, and regulations which in any manner affect the services or conduct of the Contractor and its agents and employees.

22. **CONFLICT OF INTEREST.**

- A. The Contractor warrants that it and its agents and employees have no public or private interest, and will not acquire directly or indirectly any such interest, which would conflict in any manner with the performance of the services under this Agreement.
- B. The Contractor shall not employ or Contract with any person currently employed by the City for any services included under the provisions of this Agreement.

23. **COMPENSATION.**

It is expressly understood and agreed that in no event will the total compensation under this Contract exceed the amount stated in section 3, Scope of Services. The compensation for each Purchase Order will be based on direct hourly rates for staff, approved FAR part 31 indirect rates in effect at execution of each Purchase Order, the direct expenses, and the agreed upon fixed fee. For subcontractors without an audited FAR part 31 indirect rate, compensation for each purchase order will be based on a negotiated loaded rate for each staff member and direct expenses.

24. **BASIS FOR PAYMENT.**

A. **GENERAL.**

- (1) The City will pay the Contractor for the completed and accepted services rendered for each Purchase Order under this Contract on the basis and at the Contract price set forth in Section 23 of this Contract. The City will pay the Contractor for completed and approved "extra services", if any, if such "extra services" are authorized according to the procedure established in this section. The rate of payment for "extra services" shall be the rate established in this Contract. Such payment shall be full compensation for services rendered and for all labor, material, supplies, equipment and incidentals necessary to complete the services.
- (2) The Contractor shall submit invoices, on the form or format approved by the City and as may be further specified in Section 3 of this Contract. The City will pay the Contractor in accordance with the schedule, if any, set forth in Section 3. The final invoice, if applicable, shall be submitted to the City within three months of completion of services under this Agreement.
- (3) Should this Agreement contain more than one service, a separate invoice and a separate final statement shall be submitted for each individual service.
- (4) Payment shall not be construed as City acceptance of unsatisfactory or defective services or improper materials.
- (5) Final payment of any balance due the Contractor will be made upon acceptance by the City of the services under the Agreement and upon receipt by the City of documents required to be returned or to be furnished by the Contractor under this Agreement.
- (6) The City has the equitable right to set off against any sum due and payable to the Contractor under this Agreement, any amount the City determines the Contractor owes the City, whether arising under this Agreement or under any other Agreement or otherwise after consultation with the Contractor.
- (7) Compensation in excess of the total Contract price will not be allowed unless authorized by an amendment under Section 9, AMENDMENT.
- (8) The City will not compensate for unsatisfactory performance by the Contractor.
- (9) The Contractor shall pay all subcontractors for invoiced services within 15 days of being paid by the City for those services.

B. **SERVICE ORDERS, EXTRA SERVICE, OR DECREASED SERVICE.**

- (1) Written orders regarding the services, including extra services or decreased services, will be given by the City, using the procedure set forth in Section 15, NOTICES.
- (2) The City may, by written order, request extra services or decreased services, as defined in Section 10 of this Contract. Unless the Contractor believes the extra services entitle it to extra compensation or additional time, the Contractor shall proceed to furnish the necessary labor, materials, and professional services to complete the services within the time limits specified in the Scope of Services, Section 3 of this Agreement, including any amendments under Section 9 of this Agreement.
- (3) If in the Contractor's opinion the order for extra service would entitle it to extra compensation or extra time, or both, the Contractor shall not proceed to carry out the extra service, but shall notify the City, pursuant to Section 15 of this Agreement. The notification shall include the justification for the claim for extra compensation or extra time, or both, and the amount of additional fee or time requested.
- (4) The City shall review the Contractor's submittal and respond in writing, either authorizing the Contractor to perform the extra service, or refusing to authorize it. The Contractor shall not receive additional compensation or time unless the extra compensation is authorized by the City in writing.

25. **DEFAULT/TERMINATION.**

- A. In the event Contractor shall default in any of the covenants, agreements, commitments, or conditions herein contained, and any such default shall continue unremedied for a period of ten (10) days after written notice thereof to Contractor, the City may, at its option and in addition to all other rights and remedies which it may have at law or in equity against Contractor, including expressly the specific enforcement hereof, forthwith have the cumulative right to immediately terminate this Contract and all rights of Contractor under this Contract.
- B. Notwithstanding paragraph A., above, the City may in its sole discretion and without any reason terminate this Agreement at any time by furnishing the Contractor with ten (10) days' written notice of termination. In the event of termination under this subsection, the City will pay for all work completed by the Contractor and accepted by the City.

26. **INDEMNIFICATION.**

The Contractor shall be liable to and hereby agrees to indemnify, defend and hold harmless the City of Madison, and its officers, officials, agents, and employees against all loss or expense (including liability costs and attorney's fees) by reason of any claim or suit, or of liability imposed by law upon the City or its officers, officials, agents or employees for damages because of bodily injury, including death at any time resulting therefrom, sustained by any person or persons or on account of damages to property, including loss of use thereof, arising from, in connection with, caused by or resulting from the Contractor's and/or Subcontractor's negligent acts or omissions in the performance of this Agreement.

27. **INSURANCE.**

- A. The Contractor will insure, and will require each subcontractor to insure, as indicated, against the following risks to the extent stated below. The Contractor shall not commence work under this Contract, nor shall the Contractor allow any Subcontractor to commence work on its Subcontract, until the insurance coverage required below has been obtained and approved by the City Risk Manager, under the procedures in Section 27. C., below.

Commercial General Liability

The Contractor shall procure and maintain during the life of this Contract, Commercial General Liability insurance including, but not limited to, products and completed operations, bodily injury, property damage, personal injury, and products and completed operations (unless determined to be inapplicable by the Risk Manager) in an amount not less than \$1,000,000 per occurrence. This policy shall also provide contractual liability in the same amount. Contractor's coverage shall be primary and list the City of Madison, its officers, officials, agents and employees as additional insureds. Contractor shall require all subcontractors under this Contract (if any) to procure and maintain insurance meeting the above criteria, applying on a primary basis and listing the City of Madison, its officers, officials, agents and employees as additional insureds.

Automobile Liability

The Contractor shall procure and maintain during the life of this Contract Business Automobile Liability insurance covering owned, non-owned and hired automobiles with limits of not less than \$1,000,000 combined single limit per accident. Contractor shall require all subcontractors under this Contract (if any) to procure and maintain insurance covering each subcontractor and meeting the above criteria.

Worker's Compensation

The Contractor shall procure and maintain during the life of this Contract statutory Workers' Compensation insurance as required by the State of Wisconsin. The Contractor shall also carry Employers Liability limits of at least \$100,000 Each Accident, \$100,000 Disease – Each Employee, and \$500,000 Disease – Policy Limit. Contractor shall require all subcontractors under this Contract (if any) to procure and maintain such insurance, covering each subcontractor.

Professional Liability

The Contractor shall procure and maintain professional liability insurance with coverage of not less than \$1,000,000. If such policy is a "claims made" policy, all renewals thereof during the life of the Contract shall include "prior acts coverage" covering at all times all claims made with respect to Contractor's work performed under the Contract. This Professional Liability coverage must be kept in force for a period of six (6) years after the services have been accepted by the City.

- B. Acceptability of Insurers. The above-required insurance is to be placed with insurers who have an A.M. Best rating of no less than A- (A minus) and a Financial Category rating of no less than VII.
- C. Proof of Insurance, Approval. The Contractor shall provide the City with certificate(s) of insurance showing the type, amount, effective dates, and expiration dates of required policies prior to commencing work under this Contract. Contractor shall provide the certificate(s) to the City's representative upon execution of the Contract, or sooner, for approval by the City Risk Manager. If any of the policies required above expire while this Contract is still in effect, Contractor shall provide renewal certificate(s) to the City for approval. Certificate Holder language should be listed as follows:
- City of Madison
ATTN: Risk Management, Room 406
210 Martin Luther King, Jr. Blvd.
Madison, WI 53703
- The Contractor shall provide copies of additional insured endorsements or insurance policies, if requested by the City Risk Manager.
- D. Notice of Cancellation. The Contractor and/or Insurer shall give the City thirty (30) days advance written notice of cancellation, non-renewal or material changes to any of the above-required policies during the term of this Contract.

28. **OWNERSHIP OF CONTRACT PRODUCT.**

All of the work product, including, but not limited to, documents, materials, files, reports, data, including magnetic tapes, disks of computer-aided designs or other electronically stored data or information (the "Documents"), which the Contractor prepares pursuant to the terms and conditions of this Contract are the sole property of the City. The Contractor will not publish any such materials or use them for any research or publication, other than as expressly required or permitted by this Contract, without the prior written permission of the City. The grant or denial of such permission shall be at the City's sole discretion.

The Contractor intends that the copyright to the Documents shall be owned by City, whether as author (as a Work Made For Hire), or by assignment from Contractor to City. The parties expressly agree that the Documents shall be considered a Work Made For Hire as defined by Title 17, United States Code, Section 101(2).

As further consideration for the City entering into this Contract, the Contractor hereby assigns to City all of the Contractor's rights, title, interest and ownership in the Documents, including the right to procure the copyright therein and the right to secure any renewals, reissues and extensions of any such copyright in any foreign country. The City shall be entitled to the sole and exclusive benefit of the Documents, including the copyright thereto, and whenever required by the City, the Contractor shall at no additional compensation, execute all documents of assignment of the full and exclusive benefit and copyright thereof to the City. Any subcontractors and other independent contractors who prepare portions of the Documents shall be required by the Contractor to execute an assignment of ownership in favor of the City before commencing work.

29. **BAN THE BOX - ARREST AND CRIMINAL BACKGROUND CHECKS.** (Sec. 39.08, MGO. Applicable to contracts exceeding \$25,000.)

A. **DEFINITIONS.**

For purposes of this section, "Arrest and Conviction Record" includes, but is not limited to, information indicating that a person has been questioned, apprehended, taken into custody or detention, held for investigation, arrested, charged with, indicted or tried for any felony, misdemeanor or other offense pursuant to any law enforcement or military authority.

"Conviction record" includes, but is not limited to, information indicating that a person has been convicted of a felony, misdemeanor or other offense, placed on probation, fined, imprisoned or paroled pursuant to any law enforcement or military authority.

"Background Check" means the process of checking an applicant's arrest and conviction record, through any means.

B. **REQUIREMENTS.** For the duration of this Contract, the Contractor shall:

- (1) Remove from all job application forms any questions, check boxes, or other inquiries regarding an applicant's arrest and conviction record, as defined herein.
- (2) Refrain from asking an applicant in any manner about their arrest or conviction record until after conditional offer of employment is made to the applicant in question.
- (3) Refrain from conducting a formal or informal background check or making any other inquiry using any privately or publicly available means of obtaining the arrest or conviction record of an applicant until after a conditional offer of employment is made to the applicant in question.
- (4) Make information about this ordinance available to applicants and existing employees, and post notices in prominent locations at the workplace with information about the ordinance and complaint procedure using language provided by the City.
- (5) Comply with all other provisions of Sec. 39.08, MGO.

C. **EXEMPTIONS:** This section does not apply when:

- (1) Hiring for a position where certain convictions or violations are a bar to employment in that position under applicable law, or
- (2) Hiring a position for which information about criminal or arrest record, or a background check is required by law to be performed at a time or in a manner that would otherwise be prohibited by this ordinance, including a licensed trade or profession where the licensing authority explicitly authorizes or requires the inquiry in question.

To be exempt under sec. C.(1) or (2) above, Contractor must demonstrate to the City that there is a law or regulation that requires the hiring practice in question. If so, the contractor is exempt from this section for the position(s) in question.

30. **WEAPONS PROHIBITION.**

Contractor shall prohibit, and shall require its subcontractors to prohibit, its employees from carrying weapons, including concealed weapons, in the course of performance of work under this Contract, other than while at the Contractor's or subcontractor's own business premises. This requirement shall apply to vehicles used at any City work site and vehicles used to perform any work under this Contract, except vehicles that are an employee's "own motor vehicle" pursuant to Wis. Stat. sec. 175.60(15m).

31. **IT NETWORK CONNECTION POLICY.**

If this Contract includes services such as software support, software maintenance, network services, and/or system development services and will require a Network Connection the City Network (as defined in the following link), the City's Network Connection Policy found at this link: <http://www.cityofmadison.com/attorney/documents/posNetworkConnection.doc> is hereby incorporated and made a part of this Contract and Contractor agrees to comply with all of its requirements.

32. **AUTHORITY.**

Contractor represents that it has the authority to enter into this Contract. If the Contractor is not an individual, the person(s) signing on behalf of the Contractor represents and warrants that they have been duly authorized to bind the Contractor and sign this Contract on the Contractor's behalf.

33. **COUNTERPARTS, ELECTRONIC SIGNATURE AND DELIVERY.**

This Contract may be signed in counterparts, each of which shall be taken together as a whole to comprise a single document. Signatures on this Contract may be exchanged between the parties by facsimile, electronic scanned copy (.pdf) or similar technology and shall be as valid as original; and this Contract may be converted into electronic format and signed or given effect with one or more electronic signature(s) if the electronic signature(s) meets all requirements of Wis. Stat. ch. 137 or other applicable Wisconsin or Federal law. Executed copies or counterparts of this Contract may be delivered by facsimile or email and upon receipt will be deemed original and binding upon the parties hereto, whether or not a hard copy is also delivered. Copies of this Contract, fully executed, shall be as valid as an original.

IN WITNESS WHEREOF, the parties hereto have set their hands at Madison, Wisconsin.

Kevin O'Malley
(Witness)

Date: 5-8-2023

CONTRACTOR:

AECOM Technical Services Inc.
(Type or Print Name of Contracting Entity)

By: *Jennifer L McNeil*
(Signature)

Jennifer McNeil, Associate Vice President
(Print Name and Title of Person Signing)

Date: May 8, 2023

CITY OF MADISON, WISCONSIN
a municipal corporation:

By: *Satya Rhodes-Conway*
Satya Rhodes-Conway, Mayor

Date: 05/19/2023

Approved:

David Schmiedicke
David P. Schmiedicke, Finance Director

Date: 05/17/2023

By: *Maribeth Witzel-Behl*
Maribeth Witzel-Behl, City Clerk

Date: 05/09/2023

Mary Lloyd for
Eric T. Yeum, Risk Manager

Date: 05/12/2023

Approved as to Form:

Michael Haas
Michael Haas, City Attorney

Date: 05/18/2023

For City Use Only: SIGNATURE INSTRUCTIONS FOR CONTRACTS SIGNED BY MAYOR/CLERK:

Obtain contractor's signature first. Route this contract & all of its attachments for City signatures using the City Clerk's Contract Routing Database. Include 1 copy of authorizing resolution & 1 copy of the Certificate of Insurance.

CITY OF MADISON

REQUEST FOR QUALIFICATIONS



RFQ #: 12000-0-2023-JB

Title: Bus Rapid Transit North-South Corridor Project Planning,
Design, and Small Starts Application

City Agency: Madison Metro and Department of Transportation

Due Date: Thursday February 23, 2023
2:00 PM CST

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Form E: References

Form F: USDOT/FTA Certifications

Appendix A: Standard Terms & Conditions (For submission of bids/in the absence of signed contract)

Appendix B: Sample Contract for Purchase of Services

Appendix C: USDOT/FTA Terms and Conditions

Appendix D: DBE Program Special Prequalification Report

1 NOTICE TO PROPOSERS

1.1 Summary

The City of Madison Madison Metro and Department of Transportation (“City”) is soliciting Statements of Qualifications from qualified vendors for Bus Rapid Transit North-South Corridor Project Planning, Design, and Small Starts Application. Vendors submitting Qualifications (“Proposers”) are required to read this Request for Qualifications (“RFQ”) in its entirety and follow the instructions contained herein.

1.2 Important Dates

Deliver Qualifications no later than the due time and date indicated below. The City will reject late Qualifications:

Issue Date: Thursday January 26, 2023
Questions Due Date: Thursday February 9, 2023
Answers Posted Date: Thursday February 16, 2023
Due Date: Thursday February 23, 2023, 2:00 PM CST

1.3 Format

All qualification responses are to be submitted electronically.

Elaborate qualification responses (i.e., expensive artwork) beyond that sufficient to present a complete and effective response, are not necessary or desired.

Complete and return all required forms to City of Madison Purchasing Services by Wednesday February 22, 2023, 2:00 PM CST.

1.4 Labeling

All email correspondence must include RFQ #12000-0-2023-JB in the subject line.

1.5 Delivery of Qualification Responses

Delivery of electronic copy to: via email to bids@cityofmadison.com

Qualification responses must be delivered as instructed. Deliveries to other City departments and/or locations may result in disqualification.

1.6 Appendix A: Standard Terms & Conditions

Proposers are responsible for reviewing Appendix A, the Standard Terms and Conditions, prior to submission of their Qualifications. Appendix A applies to the submission of qualification responses and in the absence of a signed contract becomes part of the contract terms. Part I of Appendix A provides legal terms relevant only to the submission of qualification responses. Part II of Appendix A provides legal terms that would apply *only in the absence of a signed contract*.

1.7 Appendix B: Sample Contract for Purchase of Services

Proposers are responsible for reviewing Appendix B, Sample Contract, prior to submission of their Qualification responses. A contract in the form of Appendix B will serve as the basis of the contract resulting from this RFQ. The resulting contract will control over any different legal terms in this RFQ, Appendix A, the qualification response, etc. **By submitting a qualification response, Proposers affirm**

their willingness to enter into a contract containing the terms found in Appendix B. While the City strives to provide the most appropriate sample contract for this RFQ, the City reserves the right to modify the sample form for any resulting contract. The City does not negotiate legal terms prior to award.

1.8 Additional Appendices

Proposers are responsible for reviewing additional appendices prior to submission of their qualification responses:

Appendix C – USDOT/FTA Terms & Conditions

Appendix D – DBE Program Special Prequalification Report

In addition to the aforementioned Appendix A and Appendix B, the terms of these additional appendices shall become contractual obligations following award of the RFQ. By submitting a qualification response, Proposers affirm their willingness to enter into a contractual obligation containing these items.

1.9 Affirmative Action Notice

If Proposer employs 15 or more employees and does aggregate annual business with the City of \$50,000 or more for the calendar year in which the PO and/or Contract is in effect, Proposer shall file, within thirty (30) days from the PO/Contract effective date and BEFORE RELEASE OF PAYMENT, an Affirmative Action Plan designed to ensure that the Proposer provides equal employment opportunity to all and takes affirmative action in its utilization of applicants and employees who are women, minorities and/or persons with disabilities. A sample affirmative action plan, Request for Exemption forms, and instructions are available at: www.cityofmadison.com/civil-rights/contract-compliance/vendors-suppliers/forms or by contacting a Contract Compliance Specialist at the City of Madison Affirmative Action Division at (608) 266-4910. Vendors must register for an account to complete the required forms online, here: <https://elam.cityofmadison.com/citizenaccess>

Proposer shall also allow maximum feasible opportunity to small business enterprises to compete for any subcontracts entered into pursuant to this PO/Contract.

Job postings: All proposers who employ 15 or more employees (regardless of the dollar amount of this contract or their annual aggregate business with the City) must notify the City of all external job openings at locations in Dane County, Wisconsin, and agree to interview candidates referred by the City or its designated organization. Job posting information is available at: <http://www.cityofmadison.com/civil-rights/programs/referrals-and-interviews-for-sustainable-employment-raise-program>. Instructions for proposers: http://www.cityofmadison.com/civil-rights/documents/RaISE_Job_Posting_Instructions.pdf

The complete set of Affirmative Action requirements for this purchase can be found in **paragraph 20 of Appendix A – Standard Terms and Conditions** and, in **Section 13 of Appendix B – Sample Contract for Purchase of Services**.

1.10 City of Madison Contact Information

The City of Madison Madison Metro and Department of Transportation is the procuring agency:	Joe Blanton City of Madison Metro Transit PH: (608) 266-4717 JBlanton@cityofmadison.com
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The City of Madison
Purchasing Services
administers the procurement
function:

Joe Blanton
Purchasing Services
City-County Bldg, Room 407
210 Martin Luther King, Jr. Blvd.
Madison, WI 53703-3346
PH: (608) 266-4717
FAX: (608) 266-5948
bids@cityofmadison.com

For questions regarding
Affirmative Action Plans please
contact:

Contract Compliance
Department of Civil Rights
City-County Bldg., Room 523
210 Martin Luther King, Jr. Blvd.
Madison, WI 53703
PH: (608) 266-4910
dcrc@cityofmadison.com

The City employs spam filtering that occasionally blocks legitimate emails, holding them in 'quarantine' for four calendar days. The contacts listed in this RFQ will acknowledge all emails received. Proposers not receiving acknowledgement within twenty-four hours shall follow-up via phone with specific information identifying the originating email address for message recovery.

1.11 Inquiries and Clarifications

Proposers are to raise any questions they have about the RFQ document without delay. Direct all questions, ***in writing***, to the Purchasing Services administrator listed in Section 1.10.

Proposers finding any significant ambiguity, error, conflict, discrepancy, omission, or other deficiency in this RFQ document shall immediately notify the Buyer and request clarification. In the event that it is necessary to provide additional clarification or revision to the RFQ, the City will post addenda – see 1.12 below. Proposers are strongly encouraged to check for addenda regularly.

Qualification responses should be as responsive as possible to the provisions stated herein. Exceptions are not permitted. The City of Madison reserves the right to disqualify any and all bids that are non-responsive or that include exceptions.

1.12 Addenda

In the event that it is necessary to provide additional clarification or revision to the RFQ, the City will post addenda to its Proposals distribution websites – see 1.13 below. It is the Proposers responsibility to regularly monitor the websites for any such postings. Proposers must acknowledge the receipt of any addenda on Form B. Failure to retrieve addenda and include their provisions may result in disqualification.

1.13 Bid Distribution Networks

The City of Madison posts all Request for Qualifications, addenda, tabulations, awards and related announcements on two distribution networks – VendorNet and DemandStar. The aforementioned documents are available **exclusively** from these websites. It is the Proposers responsibility to regularly monitor the bid distribution network for any such postings. Proposers' failure to retrieve such addenda and incorporate their appropriate provisions in their response may result in disqualification. Both sites offer free registration to City Proposers.

State of Wisconsin
VendorNet System:

State of Wisconsin and local agencies bid network. Registration is free.
<http://vendornet.state.wi.us/vendornet>

DemandStar by Onvia: National bid network – Free subscription is available to access Proposals from the City of Madison and other Wisconsin agencies, participating in the Wisconsin Association of Public Purchasers (WAPP). A fee is required if subscribing to multiple agencies that are not included in WAPP.

Bid Opportunities: www.cityofmadison.com/finance/purchasing/bidDemandStar.cfm

Home Page: www.demandstar.com

To Register: <https://www.demandstar.com/app/registration>

Please note when registering: Pick the **Wisconsin Association of Public Procurement (WAPP)** to select all current Wisconsin government agencies.

1.14 Oral Presentations/Site Visits/Meetings

Proposers may be asked to attend meetings, make oral presentations, inspect City locations or make their facilities available for a site inspection as part of this RFQ process. Such presentations, meetings or site visits will be at the Proposers expense.

1.15 Acceptance/Rejection of Qualifications

The City reserves the right to accept or reject any or all qualification responses submitted, in whole or in part, and to waive any informalities or technicalities, which at the City's discretion is determined to be in the best interests of the City. Further, the City makes no representations that a contract will be awarded to any proposer responding to this request. The City expressly reserves the right to reject any and all qualification responses responding to this invitation without indicating any reasons for such rejection(s).

The City reserves the right to postpone due dates and openings for its own convenience and to withdraw this solicitation at any time without prior notice.

1.16 Withdrawal or Revision of Qualification Responses

Proposers may, without prejudice, withdraw Qualification Responses submitted prior to the date and time specified for receipt of Responses by requesting such withdrawal before the due time and date of the submission of Responses. After the due date of submission of Qualifications, no Qualifications may be withdrawn for a period of 90 days or as otherwise specified or provided by law. Proposers may modify their Qualification Response at any time prior to opening of Qualification Responses.

1.17 Non-Material and Material Variances

The City reserves the right to waive or permit cure of nonmaterial variances in the offer if, in the judgment of the City, it is in the City's best interest to do so. The determination of materiality is in the sole discretion of the City.

1.18 Public Records

Proposers are hereby notified that all information submitted in response to this RFQ may be made available for public inspection according to the Public Records Law of the State of Wisconsin or other applicable public record laws. Information qualifying as a "trade secret"—defined in State of Wisconsin Statutes—may be held confidential.

Proposers shall seal separately and clearly identify all information they deem to be “trade secrets,” as defined in the State of Wisconsin Statutes. Do not duplicate or co-mingle information, deemed confidential and sealed, elsewhere in your response.

S. 19.36(5)

(5) TRADE SECRETS. An authority may withhold access to any record or portion of a record containing information qualifying as a trade secret as defined in s. 134.90(1)(c).

s. 134.90(1)(c)

(c) “Trade secret” means information, including a formula, pattern, compilation, program, device, method, technique or process to which all of the following apply:

1. The information derives independent economic value, actual or potential, from not being generally known to, and not being readily ascertainable by proper means by, other persons who can obtain economic value from its disclosure or use.
2. The information is the subject of efforts to maintain its secrecy that are reasonable under the circumstances.

The City cannot ensure that information will not be subject to release if a request is made under applicable public records laws. The City cannot consider the following confidential: a bid in its entirety, price information, or the entire contents of any resulting contract. The City will not provide advance notice to Proposers prior to release of any requested record.

To the extent permitted by such laws, it is the intention of the City to withhold the contents of Qualification Responses from public view—until such times as competitive or bargaining reasons no longer require non-disclosure, in the City’s opinion. At that time, all Qualification Responses will be available for review in accordance with such laws.

1.19 Usage Reports

Annually, the successful Proposers shall furnish to City Purchasing usage reports summarizing the ordering history for each department served during the previous contract year. The report, at a minimum, must include each and every item or service ordered during the period, its total quantities and dollars by item/service and in total. The City reserves the right to request usage reports at any time and request additional information, if required, when reviewing contract activity.

1.20 Partial Award for Services

Unless otherwise noted, it will be assumed that Proposers will accept an order for all or part of the items/services presented.

1.21 Tax Exempt

The City of Madison as a municipality is exempt from payment of federal excise taxes (Registration Number 008-1020421147-08) and State of Wisconsin taxes per Wisconsin statute 77.54(9a). Federal Tax ID #39-6005507. A completed Wisconsin Department of Revenue Form S-211 (R.2-00) can be found on the City website. Our tax-exempt number is ES 42916.

1.22 Cooperative Purchasing

Proposers may choose to extend prices offered on bids to other municipalities. Under Wisconsin Statutes, a municipality is defined as a county; city; village; town; school district; board of school directors; sewer district; drainage district; vocational, technical and adult education district; or any other public or quasi-public corporation, officer, board or other body having the authority to award public contracts. This is known as “cooperative” or “piggyback” purchasing, a practice common amongst units of government. The City is not responsible for any contract resulting from a cooperative purchase using this RFQ as a basis; they are made solely between the proposers and third party unit of government.

1.23 Proposers Responsibility

Proposers shall examine this RFQ and shall exercise their judgment as to the nature and scope of the work required. No plea of ignorance concerning conditions or difficulties that exist or may hereafter arise in the execution of the work under the resulting contract, as a consequence of failure to make necessary examinations and investigations, shall be accepted as an excuse for any failure or omission on the part of the Proposers to fulfill the requirements of the resulting contract.

2 DESCRIPTION OF SERVICES/COMMODITIES

2.1 Project Description

The City of Madison/Metro Transit endeavors to begin planning, project development, design, and eventual construction of the North-South bus rapid transit (BRT) line. The North-South BRT line was generally described in the 2013 Madison Transit Corridor Study as beginning in Fitchburg near the intersection of Fish Hatchery/McKee Road in Fitchburg, traveling north through the isthmus and terminating in north Madison near the Sherman Ave/Northport Drive intersection. Metro's more recent Transit Network Redesign updated this alignment as Route B, the service pattern for which will be implemented in June 2023. Other than potential minor adjustments, this route should be assumed for the project.

2.2 Services - General

Services associated with this RFQ encompass activities needed to enter Federal Transit Administration's Capital Improvement Grant (CIG) program under the Small Starts category. The City seeks to take advantage of the CIG funding incorporated in the Bipartisan Infrastructure Law. Services will include:

- Corridor Planning and Locally Preferred Alternative document
- Entering Project Development
- Small Starts (CIG) application
- Environmental Documentation (NEPA)
- Preliminary and Final Design
- Right of Way Plat, legal documents
- Final Bid Package
- Support Services During Construction
- Investigations and Analyses needed to support the above activities.

The City will provide a full-time Project Manager for the effort. The City will also enlist a public involvement/engagement consultant under a separate contract. The selected BRT consultant will provide support services for public engagement, such as exhibits and meeting attendance, but will not lead the Public Involvement effort.

2.3 Contracting and Payment

The vendor selection and contract for this RFQ will cover the entire scope of services listed above. However, the work will be split into several distinct phases, with the scope and fee agreed to by both parties and a Purchase Order issued for each phase when authorized to proceed. The Basis of Payment will be actual cost plus fixed fee. Services for each phase will be negotiated based on the Consultant's:

- Direct Labor Costs
- Indirect Labor Costs, using each consultants approved FAR overhead rate, as approved by WisDOT auditors. Indirect costs used for billing will be the same indirect cost used in negotiation of the Task Order, regardless of changes in FAR overhead rate. Subconsultants that do not have an approved FAR overhead rate, may instead use a loaded hourly rate.
- Direct expenses, without markup.
- Fixed Fee for this project will be 11.5 percent.

Disadvantaged Business Enterprise Requirement – The overall DBE goal for the project is 15%. It is acknowledged that the DBE percentage for individual tasks orders may vary. Because vendors are not proposing a cost, DBE commitments should be considered preliminary until each Purchase Order is issued. However, vendors should secure as much DBE capacity as possible to ensure that the goals are met at the end of the project.

2.4 Example Scope Items

The following bullets summarize scope items anticipated to be incorporated in the project. The City reserves the right to add to and/or modify the scope of services as the project progresses.

Project Management

- Maintain and keep current project schedule
- Attend regular staff meeting, averaging 3 per month
- Attend City committee meetings, as needed, to discuss the project
- Interagency coordination, including FTA, the City of Fitchburg, WisDOT, etc.
- Billing and internal project scheduling

Data Compilation

- GIS & aerial imagery
- Street widths
- Turning movement volumes
- Ridership and boardings
- Transit routes and north-south alignment
- Bus stops and station locations

Route Refinement

- Review transit boardings, population, employment for
 - North corridor
 - South corridor
- Explore possible alterations to the north-south corridor, particularly at terminal points
- Develop and refine station locations
- Public Information Meeting – attend 2 meetings, create materials needed for PIM

Conceptual Design

- Develop typical section and geometry alternatives for:
 - North Park Street
 - South Park Street
 - Packers Avenue
 - Northport Drive
 - Badger Road
 - Fish Hatchery Road

Typical sections will include 10% horizontal geometry showing curb locations, lane designations suitable for public presentation.
- Develop conceptual designs for Packers/Aberg and Packers/Northport intersections
- Perform Synchro Modeling for existing conditions as well as typical section alternatives for:
 - US 151 – North and South Park Street
 - STH 113 – Packers Avenue and Northport Drive
 - Fish Hatchery Road at Beltline ramp terminals
 - Up to three other critical intersections
- Prepare traffic operations report for WisDOT review
- Develop preliminary station layouts
- Determine terminals and capital needs
- Develop program level cost estimate for budgeting in Standard Cost Category (SCC) spreadsheet.
- Prepare Locally Preferred Alternative report.

- Request Entry into Project Development
- Public Involvement Meetings – attend 4 meetings, create materials.
- Survey station locations, utilities, etc. necessary for future phases.

LPA Development and Small Starts Application

- Develop 10% horizontal design drawings of running way and station placement for:
 - Corridor north of East Washington Avenue and Milwaukee Street
 - Corridor south of Johnson Street
- Identify and develop other infrastructure needs (new signals, side paths, sidewalks, etc.)
- Prepare cost estimate including Standard Cost Category (SCC) workbook.
- Prepare Simplified Trips on Project (STOPS) model and ridership forecast for the project.
- Prepare documentation to support Small Starts Application, including:
 - Cover letter and narrative
 - Financial Plan
 - Project Maps
 - Corridor Land Use and economic development maps and justifications.
 - Ridership estimates
 - Land use information needed to support Small Starts Application
 - Other
- Service planning

Preliminary Engineering

- Develop 30% horizontal design drawings of running way and station placement for:
 - Corridor north of East Washington Avenue and Milwaukee Street
 - Corridor of Johnson Street
- Develop preliminary design details, including:
 - Dimensional street and sidewalk configurations
 - Cross Sections
 - State plan sheets
 - Signal plan sheets
 - Initial sidewalk and curb ramp design
 - Initial pavement marking design
 - Station and support building architectural design
- Develop more detailed cost estimate, bid item and input into Standard Cost Category spreadsheet
- Update financial plan
- Identify utility conflicts and initiate Utility Coordination
- Public information – attend 2 meetings, create materials

NEPA Documentation

- Class of Action Request
- Conduct Section 106 process
 - Determination of APE
 - Archeological and Historic Survey Reports
 - Determination of Eligible Properties
 - Determination of Effect
 - Consultation (if needed)
 - Interact with Madison's Landmarks Commission as appropriate
- Perform Phase 1 (Haz Mat) survey for the corridor.
- Perform Phase 2 evaluations on all necessary properties.
- Prepare Environmental Document (assumed to be a DCE)
 - Traffic and congestion impacts

- Aesthetic impacts
 - Air and noise/vibration impacts
 - Section 106 impacts
- Attend agency meetings as necessary with FTA, SHPO, etc.
- Public Involvement Meetings – attend 2 meetings, create materials

Final Design and Bid Documents

- Prepare 60% design drawings including, yet not limited to
 - Station locations
 - Shelter and architectural design
 - Running Way modifications/construction
 - Curb modifications
 - Complementing facilities for pedestrians and cyclist
 - Pavement marking and signage
 - Terminal design, including charging facilities
 - Signal design
- Develop bid letting package groups
- Determine utility conflicts coordinate
- Prepare right of way plats and appropriate legal descriptions
- Prepare materials necessary for Office of Commissioner of Railroads, including submittals and hearing, as necessary.
- Prepare 90% design drawings
- Update construction cost estimate using SCC spreadsheet
- Coordinate with agencies, including but not limited to FTA, Project Management Oversight Consultant, WisDOT, etc.
- Support application of necessary permits
- Support real estate acquisition activities performed by the City
- Develop draft and final Plans, Specifications, and Estimate (PS&E)
- Assist with Bid letting as needed

Support During Construction

- Project Management through construction
- Bid support
- Miscellaneous survey
- Design support
- Procurement support
- Design conformance verification
- Project closeout

3 Disadvantaged Business Enterprise (DBE) Program

3.1 Prequalification Requirements

A. Purpose

It is the policy of the U. S. Department of Transportation/Federal Transit Administration (USDOT/FTA) that disadvantaged business enterprises (DBE) as defined in 49 CFR Part 26 shall have the maximum feasible opportunity to participate in the performance of contracts financed in whole or in part with Federal funds. Consequently, the DBE requirements of 49 CFR Part 26 applies to this contract.

B. DBE Obligation

The Proposer agrees to ensure that DBEs as defined in 49 CFR Part 26 have the maximum feasible opportunity to participate in the performance of contracts and subcontracts financed under this project. In this regard, all proposers shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to insure that DBEs have the maximum feasible opportunity to compete for and perform contracts. The Proposer or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of USDOT/FTA-assigned contracts.

C. DBE Utilization Goal

For this contract The City of Madison has assigned a DBE goal of fifteen percent (15%).

Each proposer shall show adequate good faith efforts to assemble a team that can meet the DBE project goal across a series of purchase orders over the life of the project. DBE firms may participate as subcontractors, suppliers or in joint ventures. **The proposer must demonstrate that it could not assemble a team and suppliers with the capacity to meet the goal across a series of purchase orders over the life of the project, despite its best efforts or the qualifications response will be considered non-responsive.**

D. DBE Certification

In order to be considered a DBE firm, the firm must be certified by the Wisconsin Unified Certification Program at the time of bid submittal. The DBE Directory is available at the following link:

<http://wisconsin.dot.gov/Pages/doing-bus/civil-rights/dbe/certified-firms.aspx>

E. Definitions And Certification Requirements

For the purposes of this program, a Disadvantaged Business Enterprise (DBE) is a small business concern:

Which is at least fifty-one (51) percent owned by one or more socially and economically disadvantaged individuals, or, in the case of any publicly owned business, at least fifty-one (51) percent of the stock of which is owned by one or more socially and economically disadvantaged individuals; and

Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

The Contract Compliance Officer has a list of DBE firms who are certified as meeting these definitions.

F. Good Faith Efforts

If the proposer finds it impossible to assemble a team capable of fully meeting the DBE goal over the life of the contract, the proposer shall provide all information requested in Appendix D.5, **accompanied by documentation demonstrating that all reasonable good faith efforts were made toward fulfilling the goal.**

To demonstrate sufficient reasonable efforts to assemble a team able to meet the DBE contract goal, a proposer shall document as stated in Appendix D.5 the steps it has taken to obtain DBE participation, including but not limited to the following:

1. Obtaining information about DBEs in specific subcontracting areas by:
 - a. Developing and maintaining the Proposer's own file of certified DBEs;
 - b. Consulting the list of certified DBEs from the Wisconsin Unified Certification Program Directory.
 - c. If necessary, assisting an uncertified firm to obtain certification by the City of Madison Department of Civil Rights. The Civil Rights Department will provide the necessary forms at the proposer's request.
2. Contacting DBEs sufficiently in advance of the bid deadline so that they can prepare a bid and engage in negotiations:
 - a. Advertising in general circulation media, trade association publications, and minority-focus media for at least twenty (20) calendar days before bids are due. If twenty (20) days are not available, publication for a shorter reasonable time is acceptable, and
 - b. Written notification to DBEs that their interest in the contract is solicited.
3. Selecting portions of the work, to be performed by DBEs to increase the likelihood of achieving the DBE project goal.
4. Negotiating directly with DBEs, including DBEs who contact the contractor to volunteer a quote for participating as a subcontractor/subconsultant.
5. Outlining efforts to negotiate with DBEs for specific sub-bids including at a minimum the names, addresses, and telephone numbers of DBEs that were contracted; a description of the information provided to DBEs regarding the plans and specifications for portions of the work to be performed; and a statement of why additional agreements with DBEs were not reached:
 - a. If the DBE is unavailable, a detailed statement from the proposer of the reasons for that conclusion;
 - b. If the proposer considers the DBE to be unqualified, a detailed statement of the reasons for that conclusion;
 - c. If the DBE refused to or was unable to offer a price which the proposer could reasonably agree to pay, a detailed statement of the reasons for that decision; and
 - d. Any other reasons why agreements with DBEs could not be reached.

6. Efforts made to assist the DBEs contacted with needed assistance in obtaining bonding or insurance required by the contractor or the City.
7. Attendance at the pre-bid conference is not mandatory, but it is recommended.

Proposers that fail to meet DBE goals and fail to demonstrate sufficient reasonable efforts shall not be eligible to be awarded the contract.

A proposer will not be considered to have made a good faith effort to meet the DBE project goal if he or she rejects the bid of an otherwise qualified and competent DBE on the basis of price alone, unless it is shown that no reasonable price can be obtained from a DBE. A DBE's bid for the subcontract will be presumed to be unreasonable if the DBE's price exceeds the average price quoted by more than five (5) percent.

8. If a proposer's Good Faith Efforts are denied by the Department of Civil Rights, the proposer may exercise its appeal rights and submit a written request to the Department of Civil Rights for a reconsideration hearing as provided in Appendix D.6.

G. Counting DBE Participation

A proposer may count towards his or her attainment of the DBE goal only those expenditures to DBEs that perform a commercially useful function. For purposes of evaluating a proposer's responsiveness to the attainment of the DBE goal, the contract participation by a DBE is based on the percentage of the total base bid proposed by the Proposer. The total base bid price is inclusive of all amendments, modifications and change orders.

Work performed by a DBE firm in a particular transaction can be counted toward the goal only if it involves a commercially useful function. As provided in Section 26.55 (c) (1) a DBE performs a commercially useful function if the DBE firm in accordance with industry practices performs a useful role in the transaction. Under Section 26.55 (c)(2) a DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project to enable a prime contractor to pass through funds in order to obtain the appearance of DBE participation. If, in the City of Madison's judgment, the firm does not perform a commercially useful function in the transaction, no credit towards goals may be awarded, and the firm's participation cannot be counted towards the attainment of the DBE Goal.

It should be noted that the question of whether a firm is performing a commercially useful function is completely separate from the question of whether the firm is an eligible DBE. A firm is eligible if it meets the definitional criteria and ownership and control requirements, as set forth in the City of Madison's DBE Program.

The City of Madison will determine whether or not a firm is performing a commercially useful function on a project. If the commercially useful function is that of a dealer, then the City of Madison, in accordance with Section 26.55(e) (2)(i) may count 60% of the value of the product supplied towards the DBE goal.

As provided in Section 26.55 (e)(2)(ii) a regular dealer must be engaged in selling the product in question to the public and must be in regular trade with a variety of customers. This is an important distinguishing characteristic which defines whether or not a firm is acting as a regular dealer. If a firm performs supplier-like functions on an ad-hoc basis or for only one or two contractors with whom it has a special relationship, the firm will not be performing commercially useful function since it is not considered a regular dealer.

Section 26.55(e)(2)(ii)(A) allows a supplier of bulk goods to qualify as a regular dealer without owning, operating or maintaining a place of business if the supplier both owns and operates distribution equipment for the products. With respect to the distribution equipment; e. g., a fleet of trucks, the term "and operates" is intended to cover a situation in which the supplier leases the equipment on a regular basis for its entire business through a long-term lease agreement and not on an ad-hoc basis by simply providing drivers for trucks owned or leased by another party; e. g., a prime contractor, or leases such a party's trucks on an ad-hoc basis for a specific job.

If the commercially useful function being performed is not that of a regular dealer, but rather that of delivery of products, for example, a business that simply transfers title of a product from manufacturer to ultimate purchaser; e. g., a sales representative who re-invoices a steel product from the steel company to the City of Madison, or a firm that puts a product into a container for delivery, or a firm that expedites transactions would not be considered a regular dealer under provisions of Section 26.55(e)(2)(ii) (C).

Section 26.55 (e)(3) concerns the use of services that help the City of Madison obtain needed supplies, personnel, materials or equipment to perform a portion of the contract. If a DBE is acting as a broker or manufacturer's representative in the procurement of supplies, facilities, or materials, etc., only the fee received by the service provider could be counted toward goals. For example, use of a minority sales representative or distributor for a steel company, if performing a commercially useful function at all, would entitle the City of Madison receiving the steel to count only the fee paid to the representative or distributor toward the goal.

A similar provision contained in Section 26.55 (a)(2) would also govern fees for professional, technical, managerial and other services obtained expressly and solely to perform work relating to a specific contract or program function such as procurement of personnel. The counting rules of 49 CFR Part 26.55 (a)(2) would apply and only the commission will be counted towards the DBE goal.

Section 26.55 (a)(2) requires the application of the same principle to bonding and insurance matters. Contractors often are required to obtain bonding and insurance concerning their work in USDOT-assisted contracts. When a contractor obtains a bond or an insurance policy from a DBE agent, the amount allowable toward goals is not any portion of the face value of the policy or bond or the total premium, but rather the fee received by the agent for selling the bond or insurance policy.

Section 26.55(d) concerns credit for participation by trucking firms and management of transportation services. If a DBE trucking company picks up a product from a manufacturer or regular dealer and delivers the product to the City of Madison, the commercially useful function it is performing is not that of a supplier, but simply that of a transporter of goods. Unless the trucking company is itself the manufacturer or a regular dealer in the product, credit cannot be given based on a percentage of the cost of the product. Rather, credit would be allowed for the cost of the transportation service.

The City is aware that the rule's language does not explicitly mention every kind of business that works in USDOT/FTA financially assisted programs. In administering 49 CFR Part 26, the City will, on a case-by-case basis, determine the appropriate regulatory provision to apply in a particular situation.

H. The DBE Program Special Prequalification Report

The Special Prequalification Report is located in Appendix D and consists of the following:

D.1 Cover page. The Proposer should affirm how the assigned DBE Goal is anticipated to will be met over the course of the project.

- D.2 DBE Utilization Report. The proposer should list **for each DBE firm**, the information provided to the DBE, the type of work, and the anticipated percentage of the scope that could be performed by the DBE over the course of the contract purchase orders.
- D.3 Letter of intent From DBE to Perform as Subcontractor, Supplier, and/or Consultant. This form should contain information on the anticipated percentage value of the work to be performed by each DBE.
- D.4 Certification of Lower Tier Participants. Complete this form if your subcontractors will use subcontractors.
- D.5 Good Faith Efforts Documentation Form. Complete this form to document a good faith efforts if (1) you have partially met the goal of assembling a team capable of meeting the DBE goal over the course of the project or (2) if you have not met the goal of assembling a team capable of meeting the DBE goal over the course of the project. At a minimum the contractor should include the following as provided in Appendix D.5.
1. Provide a brief summary as to why you believe your firm is unable to meet the DBE goals on this project.
 2. Solicitation of DBEs
 3. Media Announcements/Advertisements
 4. Contacts with DBE Organizations or Associations
 5. Contacts with the City of Madison Department of Civil Rights
 6. Providing assistance to DBE firms
 7. Other evidence and documentation you want the city to consider
- D.6 Good Faith Efforts Denial Administrative Reconsideration Request. Use this form if you wish to appeal denial of your Good Faith Effort Documentation. In accordance with Section 26.53 (f) a Contractor whose Good Faiths Efforts are denied may appeal the City's decision to the Department of Civil Rights, Affirmative Action Division Manager, Madison City County Building, Room 523, Madison, WI 53701 or <mailto:tlomax@cityofmadison.com> . All appeals shall be filed, in writing, during normal working hours. See Appendix D.6.

I. DBE Award Notification

Whenever a prime Contractor is awarded a contract by the City of Madison, the DBE subcontractor will be notified in writing by the DBE Liaison Officer that a contract has been awarded in which they were identified as a DBE subcontractor. A copy of the Letter of Notification will also be sent to the prime Contractor and the Transit General Manager.

3.2 Requirements of a Successful Proposer

A. DBE Substitutions

Arbitrary changes by the Contractor of DBEs identified in his or her bid is strictly prohibited. Further, without prior approval by the DBE Liaison Officer, the Contractor may not terminate a subcontract agreement, reduce the scope of work nor decrease the proposed price to the DBE.

In instances where the Contractor finds it necessary to request substitution of a DBE for reasons such as default on the part of the DBE or poor work performance, the Contractor shall submit, in writing, to the DBE Liaison Officer, the reasons justifying release of prior approved DBEs and receive approval from the City of such change prior to subcontracting with another certified DBE.

The Contractor's notification shall, follow prior notice to the DBE proposed for termination (with a copy to the DBE Liaison Officer) including the specific reasons for the proposed substitution

and in accordance with 49 CFR § 26.53(f). Stated reasons which would be acceptable include any of the following examples:

1. A previously committed DBE was found not to be able to perform;
2. A committed DBE was found not to be able to produce acceptable work;
3. A committed DBE was later discovered not to be bona fide; and
4. A DBE previously committed to a given price later demands an unreasonable escalation of price.

The Contractor's position in these cases shall be fully explained and supported with adequate documentation. Stated reasons which will not be acceptable include:

1. A replacement firm has been recruited to perform the same work under terms more advantageous to the Contractor;
2. Issues about performance by the committed DBE were disputed (unless every reasonable effort has already been taken to have the issues resolved or mediated satisfactorily); and
3. DBE has requested reasonable price escalation which may be justified due to unforeseen circumstances; i. e., change in scope of DBE's work.

The Contractor's notification should include the name, address, and principal official of any proposed substitute DBE and the dollar value and scope of work of the proposed subcontractor. The same DBE affidavits, documents, and Letter of Intent which are required of contractors should be attached.

The DBE Liaison Officer will evaluate the submitted documentation and respond within fifteen (15) working days to the request for approval of a substitution. The response may be in the form of requesting more information, or requesting an interview to clarify or mediate the problem. The response may also be in the form of a rejection of the proposed DBE substitution with the reasons therefore included in the City's response. In the case of an expressed emergency need to receive the necessary decision for the sake of job progress, the City will instead respond as soon as practicable.

Actual substitution of a DBE to fulfill contract requirements should not be made prior to City approval. Once notified of City approval, the substitute DBE subcontract shall be executed within five (5) working days, and a copy of the DBE subcontract, with signatures of both parties to the agreement, should be submitted to the DBE Liaison Officer.

The City will not approve extra payment for escalated costs incurred by the Contractor when a substitution of subcontractors becomes necessary in order to comply with DBE contract requirements.

In the case where an enterprise under contract was previously considered to be a DBE but is later found not to be, or whose work is found not to be creditable toward the DBE goals fully as planned, the City will consider the following criteria in evaluating a the request:

1. Whether the Contractor was reasonable in believing the enterprise was a DBE or that eligibility or "counting" standards were not being violated, and
2. The adequacy of unsuccessful efforts taken to obtain a substitute DBE.

B. Contract Monitoring

To ensure DBE compliance on all contracts regardless of dollar amount, the DBE Liaison Officer will contact the Contractor and the DBE subcontractor when the project reaches the 50% mark of completion. The Contractor will receive a request for status of DBE subcontractor payment. The request will identify the names of DBEs proposed by the Contractor, the proposed goods or services the DBE subcontractor was to provide and the proposed subcontracted DBE dollar amount. The Contractor will be requested to supply, within ten (10) working days, proof of payment for each of the DBEs listed in order to verify the year-to-day DBE participation.

The DBE subcontractor will be requested to provide an affidavit for DBE subcontractor participation/payment attesting to the work performed and the amount paid to date to the subcontractor.

C. Non-Compliance And Liquidated Damages

The City shall have the discretion to apply suitable sanctions to the Contractor if the Contractor is found to be in non-compliance with the DBE requirements. Failure to comply with the DBE terms of a contract or failure to use DBEs as stated in the Contractor's bid constitutes a material breach of this contract, and may lead to the suspension or termination of this contract in whole or in part; furthermore, continued eligibility to enter into future contracting arrangements with the City of Madison may be jeopardized as a result of non-compliance. In some cases, monthly progress payments may be withheld until corrective action is taken.

Therefore, in such cases of non-compliance, the City will deduct as liquidated damages cumulative amounts computed as follows: for each one (1) percent (or fraction thereof) of shortfall toward the DBE goal, one (1) percent of the base bid for this contract shall be surrendered by the Contractor to the City in payment as liquidated damages, if such damages are assessed.

When work is completed, in the event that the City has determined that the Contractor was not in compliance in the fulfillment of the required DBE goals, and a grant of relief of the requirements was not obtained, the City will thereby be damaged in the failure to provide the benefit of participation to DBEs to the degree set forth in the contract.

D. Opportunities For The Use Of Banks Owned & Controlled By DBEs

The City of Madison encourages its prime contractors to use banks owned and controlled by minorities and women in Wisconsin whenever feasible.

E. Prompt Payment Requirement

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work from the City of Madison, as provided for in 49 CFR Part Section 26.29. In addition, the contractor is required to return any retainage payments to those subcontractors within 30 days after the subcontractor's work related to this contract is satisfactorily completed.

4 REQUIRED INFORMATION AND CONTENT OF QUALIFICATION RESPONSES

4.1 Basis for Evaluation and Award

The City will have sole discretion as to the methodology used in making the award. The award will be made to the responsible and responsive Proposer who offers the best combination of addressing the project scope based on the evaluation team rankings, together with its recommendations on the best qualifications. Protest procedures available upon request.

Responses will be scored based on a combination of references from other clients and the qualifications of the project team. The evaluation team may, at its discretion, award the contract to a vendor based on written responses or short list some vendors for interviews. If interviews are held, the evaluation panel will re-score each shortlisted vendor based on the totality of the written response and interview. In particular, the evaluation team will consider the following in making their evaluations:

- Proposed project team staff ability and record of achievement, particularly the qualifications and experience of key supervisory personnel and their commitment to the project. Qualification Responses should include a narrative of roles, responsibilities, and project and component leadership for each aspect of the project.
- Availability of staff of consultant team to take on work tasks, particularly the consistent availability of the project manager and task managers.
- Previous successful collaborations among consultant team members and firms.
- Demonstrated experience in transit service/operations planning, transit and passenger facility design, traffic operations engineering, and transit ridership forecasting.
- Specific experience in conducting high capacity transit feasibility and alternatives analysis studies and transit facility design projects, particularly for BRT and light rail projects.
- Experience with use of regional travel models and stops model to generate transit ridership forecasts for major transit corridor studies
- Experience with traffic operations analysis and in particular analysis of transit projects and WisDOT arterials.
- Experience with Small Starts (CIG) applications
- Demonstrated ability to manage project and successfully complete it on time based on proposed schedule, manager, organizational structure of staff team, availability and location(s) of staff, experience with past projects, and references.

4.2 Submittal Materials

Firms submitting on this RFQ shall provide the following:

- 1) **Cover letter** (1 page)
- 2) **Structure and Task Leads** (maximum 4 pages)
This section should introduce the team structure and project lead with a chart. This section should summarize the role each subconsultant will have. Include the name of the lead individual for key tasks.
- 3) **Experience with Bus Rapid Transit** (maximum 4 pages)

Summarize the experience your team and key individuals have in the CIG process implementing Bus Rapid Transit Systems.

- 4) **Experience with traffic analysis and interacting with WisDOT traffic personnel** (maximum 3 pages)
Summarize traffic analysis capabilities and experience performing traffic analyses for WisDOT.
- 5) **Experience in City of Madison and WisDOT, or similar, urban Street design** (maximum 4 pages)
- 6) **Strategy for achieving DBE goal (DBE goal will be set as the contract progresses with specific task items)** (1 page)

4.3 General Information, Signatures, and Required Guarantees and Certifications

- a) **Form A** – Signature Affidavit
- b) **Form B** – Receipt Forms and Submittal Checklist
- c) **Form C** – Contractor Profile Information
- d) **Form E** – References
- e) **Form F** – USDOT/FTA Certifications
- f) **Appendix D** – DBE Program Special Prequalification Report

4.4 Clarification of Qualifications Response

During the evaluation of responses, the City reserves the right to contact any or all Proposers to request additional information for purposes of clarification of RFQ responses, reject responses which contain errors, or at its sole discretion, waive disqualifying errors or gain clarification of errors or information.

4.5 Process

At any phase, the City reserves the right to terminate, suspend or modify this selection process; reject any or all submittals; and waive any informalities, irregularities or omissions in submittals, all as deemed in the best interests of the City.

4.6 Conditional Qualifications Response

Conditional qualification responses, which contain exceptions to the scope of work may be considered nonresponsive and may be rejected.

4.7 Price and/or Cost Analysis

After selection with preparation and negotiation of purchase orders, the City reserves the right to conduct a price and/or cost analysis to determine if pricing is fair and reasonable. Proposers shall cooperate as needed with the City efforts to perform said analyses. If pricing is determined to be unreasonable, the City reserves the right to move to the next highest scoring proposer.

Please **do not** submit any pricing at this time. At a later date the selected vendor will be asked to provide this information.

Notice to contractors submitting their qualifications:

Federal Acquisition Regulation (FAR), 48 C.F.R. part 31 principles apply to this project.

To be considered, proposers must read visit and read at [https://www.acquisition.gov/far/part-31#FAR Part 31](https://www.acquisition.gov/far/part-31#FAR_Part_31) then sign on Form B.

APPENDIX C: USDOT/FTA TERMS AND CONDITIONS

Federal Financial Assistance and Federal Changes: Up to 80% of the total cost of the deliverables described in the Contract will be financed with Federal monies from the Federal Transit Act of 1964, as amended.

1. No Government Obligation to Third Parties: The Contractor agrees that it will comply the U.S. Department of Transportation regulations relating to contractual liability of the Federal Government to third parties as follows:

The City and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the City, Contractor, or any other party (whether or not party to the Contract) pertaining to any matter resulting from the underlying Contract.

2. Incorporation of FTA Terms. The provisions in this section include, in part, certain standard terms and conditions required by USDOT/FTA, whether or not expressly set forth in these provisions. All contractual provisions required by USDOT/FTA, as set forth in FTA Circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all USDOT/FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Contract. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any City of Madison requests, which would cause the City of Madison to be in violation of the USDOT/FTA terms and conditions.

The Contractor agrees that it will comply at all times with 49 CFR Part 18; U. S. Department of Transportation regulations relating to applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Agreement Form FTA MA (30) dated November 2022, between the City and U. S. Department of Transportation/Federal Transit Administration (USDOT/FTA), as they may be amended or promulgated from time to time during the term of this contract. The Contractor's failure to so comply shall constitute a material breach of this contract.

These grant agreements and FTA Circular 4220.1F, "Third Party Contracting," are available for examination at the Office of the Transit Finance Manager, 1245 East Washington Avenue, Suite 201, Madison, WI 53703-3052, 608/267-8766 (voice), 608/267-8778 (fax) or jschiller@cityofmadison.com.

3. Procurement Protest Procedure: In accordance with USDOT/FTA Circular 4220.1F, the City of Madison has a written procurement protest procedure, which is available upon request from the Office of the Transit Finance Manager. Protests against the City's responses to requests for approved equals and/or exceptions, unclear or restrictive specifications, the procurement process, alleged improprieties, etc. must be submitted in writing, in accordance with said procedure.

4. Compliance with Local, State and Federal Laws: The services and/or equipment provided shall be in compliance with all requirements of the laws and regulations of the City of Madison, the State of Wisconsin and the United States of America.

5. Ethics:

a. Prohibited Interest: The Contractor guarantees that no employee, officer, or agent of the City during his or her tenure or one (1) year thereafter has any interest, direct or indirect, in this contract or the proceeds thereof. Such a conflict would also arise when any employee, officer or agent's family member or partner or organization that employs, or is about to employ any of the above, has a financial or other interest in the Contractor selected for award.

b. Interest of Members of or Delegates to Congress: The Contractor guarantees that he or she has not offered or given to any member of, or delegate to the Congress of the United States, any share or part of this contract or to any benefit arising therefrom.

c. Covenant Against Gratuities: The Contractor guarantees that he or she has not offered or given gratuities (in the form of entertainment, gifts, or otherwise) to any employee, officer or agent of the City with a view toward securing favorable treatment in the awarding, amending, or evaluating performance of the proposal or proposed contract.

d. Collusive Agreements: The Contractor guarantees that the Contract submitted is not a product of collusion with any other Contractor and no effort has been made to fix any overhead, profit or cost element of any Contract price.

e. Program Fraud and False or Fraudulent Statements and Related Acts:

(1) Civil Fraud. The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying Contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

(2) Criminal Fraud. The Contractor also understands and acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a Contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

(3) Subcontracts. Subrecipient agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the Subcontractor who will be subject to the provisions.

6. Civil Rights - The Contractor shall comply with the following requirements:

a. Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

b. Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying Contract:

1. Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, or sex. Such action 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. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

2. Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § § 621 through 634 and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue and with implementing regulations of the U.S. Equal Opportunity Commission (U.S. EEOC), 29 CFR, Part 1625.

3. Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

4. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:**

In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this Contract and the Regulations relative to non-discrimination on the grounds of race, color, creed, age, disability, sex or national origin.

5. **Information and Reports:** The Contractor shall provide all information and reports required by the Federal Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the City or the USDOT/FTA to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to the City or to the USDOT/FTA, as appropriate, and shall set forth what efforts it has made to obtain the information.

6. **Incorporation of Provisions:** The Contractor shall include the provisions of this section entitled “**Civil Rights**” (Section 6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the City or the USDOT/FTA may direct as a means of enforcing non-compliance. Provided, however, that in the event a Contractor becomes involved in, or is threatened with litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the City to enter into such litigation to protect the interest of the United States.

7. **Penalties:** Failure by the Contractor to carry out these requirements is a material breach of the Contract, which may result in the withholding of payments to the Contractor under the contract until the Contractor complies; cancellation, termination or suspension of this Contract; ineligibility for future Contracts; or such other remedy as the City or USDOT/FTA deems appropriate in order to assure compliance with applicable civil rights standards as required by law.

7. **Disadvantaged Business Enterprise:**

The requirements of § 1101(b) of SAFETEA – LU< 23 U.S.C. § 101, note, 49 C.F.R. Part 26 and the City's USDOT/FTA approved Disadvantaged Business Enterprise (D.B.E.) Program are incorporated in this Contract by reference.

a. **Policy.** It is the policy of the U.S. Department of Transportation that disadvantaged business enterprises as defined in 49 CFR Part 26 shall have the opportunity to participate in the performance of Contracts financed in whole or in part with Federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR § 18.36(e) Contracting with Small and Minority Firms, Women's Business Enterprise and Labor Surplus Area Firms apply to this Agreement.

b. **Obligation.** The Contractor and its subcontractor agrees to ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 have the opportunity to participate in the performance of Contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement. In this regard, all Contractors or their subcontractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of all contracts and sub agreements supported with Federal assistance from the U.S. DOT.

c. **Penalty:** Failure by the Contractor or its subcontractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the City deems appropriate.

8. **Reservation of the Right to Inspect Work:** At any time during normal business hours and as often as the City may deem necessary, the Contractor shall permit the authorized representatives of the City to review and inspect all materials and workmanship at anytime during the duration of this proposed contract, provided, however, the City is under no duty to make such inspections, and any inspection so made shall not relieve the Contractor from any obligation to furnish materials, workmanship or professional services strictly in accordance with the instructions, Contract requirements and specifications.

9. **Audit and Inspection of Records:**

a. The Contractor shall maintain intact and readily accessible all data, documents, reports, records, Contracts, and supporting materials relating to this proposed contract during the course of this proposed contract and for three (3) years thereafter. The Contractor shall permit the authorized representations of the City and/or WisDOT or its designee, as required by USDOT/FTA, and the Comptroller General of the United States to inspect all project work, materials, payrolls, and other data, and to audit the books, records, and accounts pertaining to this Contract.

b. The Contractor further agrees to include in all his or her subcontracts hereunder a provision to the effect that the subcontractor agrees to the requirements of the above paragraph. The term "subcontractor" as used in this clause excludes subcontracts or purchase orders for public utility services at rates established for uniform applicability to the general public.

c. The periods of access and examination described above, for records which relate to (1) appeals under the disputes clause of this Contract, (2) litigation or the settlement of claims arising out of the performance of this Contract, and (3) costs and expenses of this Contract as to which exception has been taken by the Comptroller General or any of his/her duly authorized representatives, shall continue until such appeals, litigation, claims, or exceptions have been disposed of.

10. Labor: The Contractor agrees to comply with and assures compliance with applicable employee protection requirements for non-construction employees of section 102 of the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. §§ 3701 et seq, and implementing USDOL regulations, Labor Standards Provisions Applicable to Contracts Governing Federally Financed and Assisted Construction (also Labor Standards Provisions Applicable to Non-construction Contracts Subject to the Contract Work Hours and Safety Standards Act), 29 C.F.R. Part 5.

11. Government-wide Debarment & Suspension Non-procurement: The Contractor agrees to comply with and shall assure subcontractor's compliance with the requirements of Executive Order 12549 and 12689, "Debarment and Suspension," 31 U.S.C. § 6101 note, and U.S. DOT regulations, "Government-wide Debarment and Suspension (Nonprocurement)," 49 C.F.R. Part 29, which prohibits FTA Contractors and Subcontractors from knowingly contracting for goods and services from organizations that have been suspended or debarred from receiving Federally-assisted contracts. The Contractor agrees to, and assures that its sub-contractors will, review the "Excluded Parties Listing System" at <http://www.sam.gov> before entering into any third party contract or subagreement. The Contractor shall submit the certification prescribed in 49 CFR Part 29, Appendix A.

The Contractor is required to pass this requirement on to subcontractors seeking subcontracts over \$25,000 and, accordingly, shall require subcontractors at every tier to include the certification prescribed in 49 CFR Part 29, Appendix B in any proposal submitted in connection with such lower tier contract transactions.

Furthermore, the Contractor agrees, to provide and to require subcontractors at every tier to agree to provide, the Procuring Agency with immediate written notice if it learns that its submitted certification, which was not erroneous when submitted, has become erroneous by reasons of changed circumstances. Written notice shall be sent to Wayne Block, Transit Finance Manager, 1245 East Washington Avenue, Suite 201, Madison, WI 53703-3052.

12. Environmental Requirements:

a. **Environmental Protection:** The Contractor agrees to comply with and shall assure subcontractors compliance with any applicable standards, orders, and/or requirements of the National Environmental Policy Act of 1969, as amended, 42 U.S.C. §§ 4321 through 4335 (as restricted by 42 U.S.C. § 5159, if applicable); Executive Order No. 11514, as amended, "Protection and Enhancement of Environmental Quality," 42 U.S.C. § 4321 note; FTA statutory requirements at 49 U.S.C. § 5324(b); U.S. Council on Environmental Quality regulations pertaining to compliance with NEPA, 40 C.F.R. Parts 1500 through 1508; and joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," 23 C.F.R. Part 771 and 49 C.F.R. Part 622; the applicable provisions of 23 U.S. §§ 139 and 326; and subsequent Federal environmental protection regulations that may be promulgated.

b. **Air Quality:** The Contractor agrees to comply and shall assure subcontractors' compliance with all applicable regulations, standards, or orders implementing the Clean Air Act, as amended, 42 U.S.C. §§ 7401 through 7671q. In addition:

1. The Contractor agrees to comply with the applicable requirements of section 176(c) of the Clean Air Act, 42 U.S.C. § 7506(c), consistent with the joint FHWA/FTA document, "Interim Guidance for Implementing Key SAFETEA-LU Provisions on Planning, Environment, and Air Quality for Joint FHWA/FTA Authorities," dated September 2, 2005, and any subsequent applicable Federal directives that may be issued; with U.S. EPA regulations, "Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," 40 C.F.R. Part 51, Subpart T; and "Determining Conformity of Federal Actions to State or Federal Implementation Plans," 40 C.F.R. Part 93. All equipment provided under this contract shall be designed and equipped to limit air pollution in accordance with EPA regulations.

2. The Contractor agrees to comply with the following U.S. EPA regulations to the extent they are applicable to the work: "Control of Air Pollution from Mobile Sources," 40 C.F.R. Part 85; "Control of Air Pollution from New and In-Use Highway Vehicles and Engines: Certification and Test Procedures," 40 C.F.R. Part 86; and "Fuel Economy and Greenhouse Gas Exhaust Emissions of Motor Vehicles," 40 C.F.R. Part 600, and any revisions thereto.

3. The Contractor agrees to comply with the notice of violating facility provisions of Section 306 of the Clean Air Act, as amended, 42 U.S.C. § 7414, and facilitate compliance with Executive Order No. 11738, "Administration of

the Clean Air Act and the Federal Water Pollution Control Act with Respect to Federal Contracts, Grants, or Loans," 42 U.S.C. § 7606 note.

4. The Contractor shall include these requirements in each subcontract exceeding \$100,000; issued in relation to this contract.

5. The Contractor shall report each violation to the Procuring Agency and understands and agrees that the Procuring Agency will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

c. Clean Water: The Contractor agrees to comply with all applicable Federal regulations and directives issued pursuant to the Clean Water Act, as amended, 33 U.S.C. §§ 1251 through 1377. Specifically:

- I. The Contractor agrees to protect underground sources of drinking water consistent with the provisions of the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. §§ 300f through 300j-6.
- II. The Contractor agrees to comply with the notice of violating facility provisions of Section 508 of the Clean Water Act, as amended, 33 U.S.C. § 1368, and facilitate compliance with Executive Order No. 11738, "Administration of the Clean Air Act and the Federal Water Pollution Control Act with Respect to Federal Contracts, Grants, or Loans," 42 U.S.C. § 7606 note.
- III. The Contractor agrees to report each violation to the Procuring Agency and understands and agrees that the Procuring Agency will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.
- IV. The Contractor shall include these requirements in each subcontract exceeding \$100,000., issued pursuant to this contract.

d. Energy Conservation: The Contractor shall comply with mandatory standards and policies relating to energy efficiency which are contained in the State of Wisconsin Energy Conservation Plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. §§ 6321 et seq.) and 49 CFR Part 18; U. S. Department of Transportation regulations relating to energy conservation.

Violations shall be reported to USDOT/FTA and to the United States Environmental Protection Agency Assistant Administrator for Enforcement.

13. Prohibition Against the Use of Federal Funds for Lobbying: The Contractor, in compliance with 49 CFR Parts 19 and 20, hereby assures and certifies that for any Contracts over \$100,000: (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the Contractor, to any person, to influence or attempt to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with awarding any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement. (2). If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract or grant, the Contractor shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. (3.) The Contractor shall require that the language of this certification be included in the award documents for all subcontracts at all tiers and that all subcontractors shall certify and disclose accordingly. This assurance is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of the assurance and certification is a prerequisite for making or entering into this transaction, as imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each expenditure or failure.

14. Assignment of Contract by City: At any time during the continuance of the agreement, the City shall have the right to sell, assign and transfer the contract or all or part of the specified deliverables under the contract both the base and/or the option quantities with all its right, title, and interest therein, to any person, firm, or corporation, and the assignee thereof shall acquire all the rights granted to the City and shall be subject to any obligations that the City may have under the contract and any rights and restrictions the City may have under the license(s).

15. Sensitive Security Information. Contractor must protect, and take measures to ensure that its subcontractors at each tier protect “sensitive security information” made available during the administration of this contract or any subcontract to ensure compliance with 49 U.S.C. Section 40119(b) and implementing DOT regulations, “Protection of Sensitive Security Information,” 49 CFR Part 15, and with 49 U.S.C. Section 114(r) and implementing Department of Homeland Security regulations, “Protection of Sensitive Security Information,” 49 CFR Part 1520.

16. Seat Belt Use. In compliance with Federal Executive Order No. 13043, “Increasing Seat Belt Use in the United States,” April 16, 1997, 24 U.S.C. Section 402 note, FTA encourages Contractor to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company owned, rented, or personally operated vehicles, and to include this provision in any third party subcontracts, involving the projects.

17. Distracted Driving, Including Text Messaging While Driving. In accordance with Executive Order No. 13513, “Federal Leadership on Reducing Text Messaging While Driving,” October 1, 2009, and DOT Order 3902.10, “Text Messaging While Driving,” December 30, 2009, the Recipient is encouraged to comply with the terms of the following Special Provision:

(1) Definitions. As used in this Special Provision:

- (a) “Driving” means operating a motor vehicle on a roadway, including while temporarily stationary because of traffic, a traffic light, stop sign, or otherwise. “Driving” does not include being in your vehicle (with or without the motor running) in a location off the roadway where it is safe and legal to remain stationary.
- (b) “Text Messaging” means reading from or entering data into any handheld or other electronic device, including for the purpose of short message service texting, e-mailing, instant messaging, obtaining navigational information, or engaging in any other form of electronic data retrieval or electronic data communication. The term does not include the use of a cell phone or other electronic device for the limited purpose of entering a telephone number to make an outgoing call or answer an incoming call, unless the practice is prohibited by State or local law.

(2) Safety. The Recipient is encouraged to:

- (a) Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving—
- (b) Recipient-owned or Recipient-rented vehicles or Government-owned, leased or rented vehicles;
- (c) Privately-owned vehicles when on official Project related business or when performing any work for or on behalf of the Project; or
- (d) Any vehicle, on or off duty, and using an employer supplied electronic device.

(3) Recipient Size. The Recipient is encouraged to conduct workplace safety initiatives in a manner commensurate with the Recipient’s size, such as:

- (a) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- (b) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

(4) Extension of Provision. The Recipient is encouraged to include this Special Provision in its subagreements with its subrecipients, its leases, and its third party contracts, and also encourage its subrecipients, lessees, and third party contractors to comply with the terms of this Special Provision, and include this Special Condition in each subagreement, lease, and third party contract at each tier financed with Federal assistance provided by the Federal Government.

18. National Intelligent Transportation Systems Architecture and Standards.

To the extent applicable, Contractor agrees to conform, and to assure its subcontractors’ conformity, to the National Intelligent Transportation Systems (ITS) Architecture and Standards as required by SAFETEA-LU § 5307(c), 23 U.S.C. § 5307(c), 23 U.S.C. § 512 note, and follow the provisions of FTA Notice, “FTA National ITS Architecture Policy on Transit Projects,” 66

Fed. Reg. 1455 et seq., January 8, 2001 and any other implementing directives FTA may issue at a later date, except to the extent FTA determines otherwise in writing.

19. FLY AMERICA

The Contractor shall comply with 49 U.S.C. 40118, which provide that Federal funds may not be used in the costs of international air transportation of any persons involved in or property acquired for this contract unless that air transportation is provided by U.S. flag air carriers to the extent service by these carriers is available, in accordance with the International Air Transportation Fair Competitive Practices Act of 1974, as amended, 49 U.S.C. 40118, and with U.S. General Services Administration (U.S. GSA) regulations pertaining to the use of United States flag air carriers, at 41 C.F.R. 301.10.131 et seq.

The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements.

The Contractor shall include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of property or persons by air between the United States and foreign destinations or between foreign destinations.

20. Breaches and Dispute Resolution

Disputes arising in the performance of this Contract which are not resolved by agreement of the parties shall be decided in writing by the Transit General Manager. This decision shall be final and conclusive unless within ten (10) calendar days from date of receipt of its copy, the Selected Contractor mails or otherwise furnishes a written appeal to the City of Madison Finance Director. At a minimum, the challenge shall include the name and address of the Selected Contractor; the telephone and FAX numbers of the Selected Contractor; the action which is the subject of the dispute; the reason for the dispute; and a statement of the remedy sought. The letter should include all information available to the Selected Contractor relevant to the appeal. The challenge should be specific. A dispute will not be considered by the City Comptroller if it is insufficiently supported or if it is not received within the specified time limits. The decision of the City Comptroller shall be binding upon the Selected Contractor and the Selected Contractor shall abide by the decision. In the letter outlining the decision, the City Comptroller shall respond to each material issue raised in the appeal. This section is an administrative dispute resolution mechanism. It is not intended to deprive either party of its rights or remedies under Section 20 Choice of Law and Forum Selection of the Contract for Purchase of Services.

Unless otherwise directed by the City, the Selected Contractor shall continue performance under this Contract while matters in dispute are being resolved.

21. Termination

Termination for Default – The City may, by written notice of default to the Contractor, terminate the whole or any part of this Contract if the Contractor fails to make delivery of the supplies and/or work including, but not limited to buses and articles, parts and any other components provided for under this contract, or to perform the services within the time specified herein or any extension thereof; or if the Contractor fails to perform any of the other provisions of the Contract, or so fails to make progress as to endanger performance of this Contract in accordance with its terms, and in either of these two circumstances does not cure such failure within a period of 10 (ten) calendar days (or such longer period as the City may authorize in writing) after receipt of notice from the City specifying such failure.

In the event the City elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this Contract, such waiver by the City shall not limit the City's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Contract.

If the Contract is terminated in whole or in part for default, the City may procure, upon such terms and in such manner as the City may deem appropriate, including all articles supplies or services similar to those so terminated. The Contractor shall be liable to the City for any excess costs for such similar buses including all articles, supplies or services, and shall continue the performance of this Contract to the extent not terminated under the provisions of this clause. Except with respect to defaults of subcontractors, the Contractor shall not be liable for any excess costs if the failure to perform the Contract arises out of causes beyond the control and without the fault or negligence of the Contractor. If the failure to perform is caused by the default of a subcontractor, and if such default arises out of causes beyond the control of both the Contractor and subcontractor, and without the fault or negligence of either of them, the Contractor shall not be liable for any excess costs for failure to perform, unless the buses including all articles, supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery or performance schedule.

Payment for completed work and buses including all articles delivered to and accepted by the City shall be at the Contract price. The City may withhold from amounts otherwise due the Contractor for such completed work and buses including all articles such sum as the City determines to be necessary to protect the City against loss because of outstanding liens or claims of former lien holders.

If, after notice of termination of this Contract under the provisions of this clause, it is determined for any reason that the Contractor was not in default under the provisions of this clause, or that the default was excusable under the provisions of this clause, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to termination for convenience of the City.

The rights and remedies of the City provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Contract.

Termination for Convenience - The performance of work under this Contract may be terminated at any time upon seven (7)-calendar days written notice to the Contractor, by the City in accordance with this clause in whole, or from time to time in part, whenever the City shall determine that such termination is in the best interest of the City. Any such termination shall be effected by delivery to the Contractor of a notice of termination specifying the extent to which performance of work under the Contract is terminated, and the date upon which such termination becomes effective.

After receipt of a notice of termination, and except as otherwise directed by the City, the Contractor shall: stop work under the Contract on the date and to the extent specified in the notice of termination; place no further orders or subcontracts for materials, services, or facilities, except as may be necessary for completion of such portion of the work under the Contract as is not terminated; terminate all orders and subcontracts to the extent that they relate to the performance of work terminated by the notice of termination; assign to the City in the manner, at the times, and to the extent directed by the City, all of the right, title, and interest of the Contractor under the orders and subcontracts so terminated, in which case the City shall have the right, in its discretion, to settle or pay and or all claims arising out of the termination of such orders and subcontracts; settle all outstanding liabilities and all claims arising out of such termination of orders and subcontracts, with the approval or ratification of the City, to the extent it may require, which approval or ratification shall be final for all the purposes of this clause; transfer title to the City and deliver in the manner, at the times, and to the extent, if any, directed by the City the fabricated or unfabricated parts, work in process, completed work, supplies, and other material produced as part of, or acquired in connection with the performance of, the work terminated, and the completed or partially completed plans, drawings, information and other property which, if the Contract had been completed, would have been required to be furnished to the City; use its best efforts to sell, in the manner, at the times, to the extent, and at the price(s) directed or authorized by the City, any property of the types referred to above, provided, however, that the Contractor shall not be required to extend credit to any purchaser, and may acquire any such property under the conditions prescribed by and at a price(s) approved by the City, and provided further, that the proceeds of any such transfer or disposition shall be applied in reduction of any payments to be made by the City to the Contractor under this Contract or shall otherwise be credited to the price or cost of the work covered by this Contract or paid in such other manner as the City may direct; complete performance of such part of the work as shall not have been terminated by the notice of termination; and take such action as may be necessary, or as the City may direct, for the protection or preservation of the property related to this Contract which is in the possession of the Contractor and in which the City has or may acquire an interest.

The Contractor shall promptly submit its claim for payment to the City to be paid to the Contractor. Settlement of claims by the Contractor under this termination for convenience clause shall be in accordance with the provisions set forth in 48 C.F.R. Part 31.2 except that wherever the word "Government" appears it shall be deleted and the word "the City" shall be substituted in lieu thereof.

22. Privacy Act:

(1) The Contractor agrees to comply with, and assures the compliance of its employees with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C. § 552a. Among other things, the Contractor agrees to obtain the express consent of the Federal Government before the Contractor or its employees operate a system of records on behalf of the Federal Government. The Contractor understands that the requirements of the Privacy Act, including the civil and criminal penalties for violation of that Act, apply to those individuals involved, and that failure to comply with the terms of the Privacy Act may result in termination of the underlying contract.

(2) The Contractor also agrees to include these requirements in each subcontract to administer any system of records on behalf of the Federal Government financed in whole or in part with Federal assistance provided by FTA.

23. **ADA Access:**

- a. Contractor agrees to comply, and assures the compliance of each subcontractor at any tier of the Project, with the applicable laws and regulations, set forth below, for nondiscrimination on the basis of disability:
 - 1) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination on the basis of disability in the administration of federally funded programs or activities.
 - 2) The Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. § 1201 et seq., which requires that accessible facilities and services be made available to individuals with disabilities.
 - 3) The Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., which requires that buildings and public accommodations be accessible to individuals with disabilities.
 - 4) Federal transit law, specifically 49 U.S.C. § 5332, which now includes disability as a prohibited basis for discrimination.
 - 5) U.S. DOT regulations, “Transportation Services for Individuals with Disabilities (ADA),” 49 CFR part 37.
 - 6) U.S. DOT regulations, “Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance,” 49 CFR part 27.
 - 7) Joint U.S. Architectural and Transportation Barriers Compliance Board (U.S. ATBCB) and U.S. DOT regulations, “Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles,” 36 C.F.R. part 1192 and 49 C.F.R. part 38.
 - 8) Other applicable laws and amendments pertaining to nondiscrimination and access for seniors or individuals with disabilities.

Bus Rapid Transit North-South Corridor

Project Planning, Design, and Small Starts Application

Request for Qualifications | RFQ #: 12000-0-2023-JB

City of Madison, Madison Metro and Department of Transportation

February 23, 2023



This is an
interactive
document





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1350 Deming Way, Suite 100, Middleton, WI 53562 | T: (608) 836-9800 | F: (608) 836-9767 | aecom.com

01 Cover Letter

February 23, 2023

Mr. Joe Blanton
Purchasing Services
City of Madison
City-County Building, Room 407
210 Martin Luther King, Jr. Boulevard
Madison, WI 53703-3346

Submitted via email to: bids@cityofmadison.com

Re: RFQ #: 12000-0-2023-JB, Bus Rapid Transit (BRT) North-South Corridor Project Planning, Design, and Small Starts Application, Including Addendum #1

Dear Mr. Blanton,

The City of Madison is on the precipice of equitably distributing its most significant capital investment in transit by advancing the North-South BRT through planning, design, and into revenue service. This investment has the potential to guide the growth of the Madison region towards a more transit-supportive, sustainable future and improve the mobility of existing riders through more frequent, reliable, and faster connections to school, work, and services. The AECOM team is passionate in its commitment to supporting the City as it continues this transformative initiative for improved transit service.

We propose AECOM's **Bill Crowley, PE** as **Project Manager** for this project. Bill has played a key role in the planning and design phases of the East-West Corridor and is thrilled by the opportunity to continue AECOM's partnership with the City of Madison in advancing the North-South Corridor. Bill is leading BRT planning and design projects in Columbus, OH and looks forward to bringing lessons learned to Madison.

Bill will be supported by **Michael Schneider, PE** as **Deputy Project Manager**. Michael recently stepped into the role of Project Manager for the final design and construction administration phases of the East-West Corridor and continues to be an invaluable resource in guiding technical work and supporting project management activities. Both Michael and Bill are personally committed to the success of the North-South Corridor.

Our team will also be supported by names you know and trust (including **Adele Hall, AICP**, **Gavin Poindexter**, and **Jeff Held, PE, PTOE**) with new faces and fresh eyes added to the team (including **Brian Beaulieu, PE** as **Field Coordination Lead**), providing the City of Madison with the best of both worlds – familiarity and a new perspective.

ACCESSIBLE

This AECOM team has been with you since 2018 as we began the planning stage of the East-West Corridor. We are *personally invested in the success of transit* as a competitive mode for getting around Madison and are excited to contribute to this investment. But we are not content to bring the exact same team back to you for the North-South Corridor. This corridor requires a different set of experts to complement those of us that have been there from day one. Our team brings the City of Madison something no other team can: a fully accessible, award-winning team with institutional knowledge and innovative energy for this critical project.

ADAPTIVE

As you saw in the planning and design for the East-West Corridor, we are always responsive to the unique needs of the City: we quickly adapted to the needs of adding solar panels to BRT stations, amended team scope to allow for City staff to lead FTA coordination, added team members to provide appraisal and condo negotiation services for the project, and developed details for the City's first protected intersection at intersecting truck routes. As we turn our attention to the North-South Corridor, we look forward to *expanding our design toolbox to proactively manage community concerns*, strategically phasing property acquisition, and exploring innovative intersection designs.

AGILE

This team is intentionally structured to be *reflective of the needs along the North-South Corridor*, which includes a wonderful diversity of ages, ethnicities, and races. Our commitment to our DBE partners is reflected in our team's DBE participation rate of 16% and reinforced by the agility of AECOM and its partners and the roles they can play in project execution. From City leadership to our proposed production staff, this team's rich history of working together provides the knowledge of how best to utilize each other's strengths.

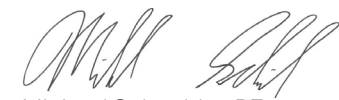
AECOM is passionate about the opportunity and responsibility of providing infrastructure projects that change communities and the world for the better. We have loved working with the City of Madison to support the East-West Corridor in reaching its potential to improve the lives of so many Madison area residents and workers and look forward to celebrating the start of revenue service with the community. Simply put, no one is going to work smarter and harder for the City of Madison than this AECOM team. If you have any questions, please contact Bill at (330) 329-4248 or william.crowley@aecom.com. Thank you for your time and consideration.

Sincerely,

AECOM Technical Services, Inc.



Bill Crowley, PE
Project Manager
T: (330) 329-4248
E: william.crowley@aecom.com



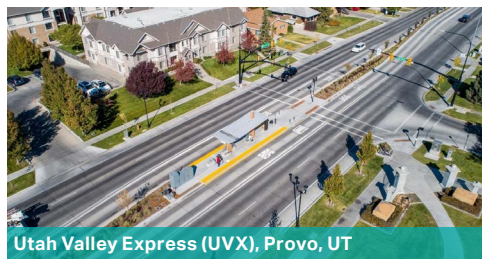
Michael Schneider, PE
Deputy Project Manager
T: (608) 828-8181
E: michael.schneider2@aecom.com

02 Structure and Task Leads



Bill Crowley, PE
Project Manager

Bill has over 25 years of engineering experience with over 20 years spent on transit design managing a wide range of projects. As a trusted advisor for colleagues and clients, Bill communicates regularly with a design group of more than 20 engineers and technicians that focus on BRT design. His ability to listen to clients for the full understanding of desired outcomes saves time and budget by allowing client's goals expressed in conversations to be communicated seamlessly amongst the entire team. *His knowledge of this team's strengths* allows for expedited scoping efforts when needed. His trust in this team is immense and allows the group to speak openly about the most difficult aspects of the design. Bill is excited for this opportunity to continue building on his understanding of Madison to enhance transit service for those that need it most.



Utah Valley Express (UVX), Provo, UT



Omaha Rapid Bus Transit (ORBT), Omaha, NE



Michael Schneider, PE
Deputy Project Manager/Design Lead

Michael is based in Madison and is an emerging leader within AECOM's BRT design group led by Bill. He has *nine years of experience working on a variety of WisDOT and Wisconsin BRT projects*. Michael is a certified Project Manager for AECOM and is focusing his career on transit, using his diverse experience to direct all design aspects required of complex urban projects. Working with teams spanning several offices and various disciplines, has provided Michael the diverse skills and connections required to successfully and efficiently deliver the North-South Corridor project. His design experience covers roadway geometrics, stormwater analysis, traffic signal infrastructure layouts, structural coordination, and plat creation, which gives Michael a unique perspective that helps him relate to diverse teams.



Milwaukee East-West BRT, Milwaukee County, WI



Madison East-West BRT, Madison, WI

Your Project Task Leads



NEPA LEAD
Adele Hall, AICP

Adele's deep understanding of transitway development, FTA/NEPA processes, station area planning, transit-oriented development, and community engagement led to the expedited approval of the East-West NEPA Documents. Adele brings a passion for transit and community planning to her projects and has a strong command of analysis tools, technical concepts, and relevant policy.



PLANNING LEAD
Gavin Poindexter

Gavin is a Senior Transit Planner with more than 10 years of experience in FTA-funded projects. Gavin is focused on implementing transformative transit projects. He led the consultant team effort for the Capital Investment Grant (CIG) funding on the East-West Corridor. He has worked on more than 20 CIG projects including the locations of Columbus, Madison, Milwaukee, and Pittsburgh at various stages of the CIG process.



TRAFFIC LEAD
Jeff Held, PE, PTOE

Jeff is a trusted lead for Traffic Engineering and will be an integral part of key decisions in order to ascertain the potential effects of planned improvements. His capabilities in project management offer the team added leadership if needed for evaluation of alternatives that may impact routes under Wisconsin Department of Transportation (WisDOT) jurisdiction.



FIELD COORDINATION LEAD
Brian Beaulieu, PE

Brian has 19 years of experience in civil engineering, specializing in design and construction services. His experience aligns with his role on the North-South Corridor: to coordinate field activities including survey, utility investigations, and real estate. Brian's guidance will help keep activities on schedule and will help mitigate challenges with project stakeholders.



Organizational Chart

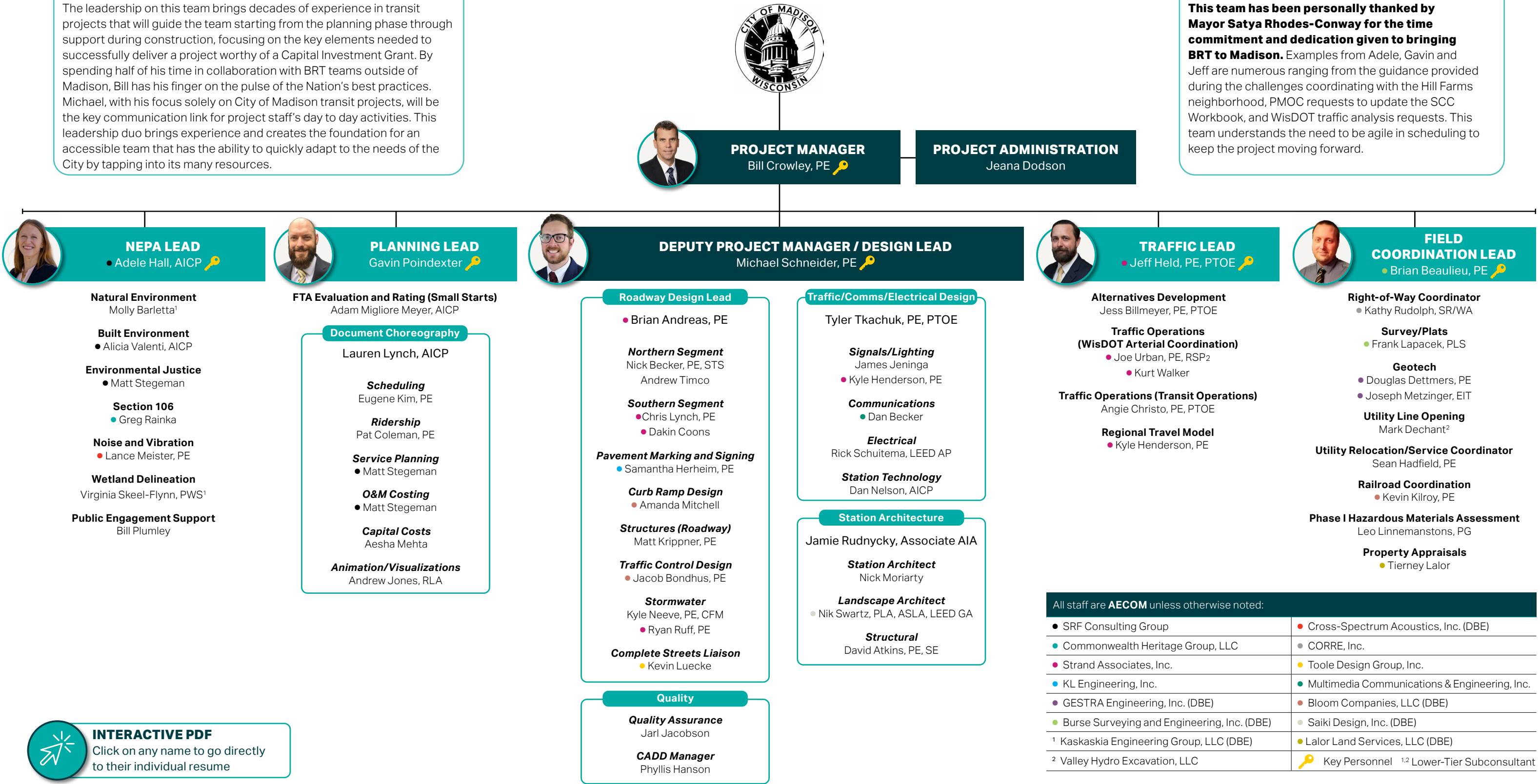
Led by a trusted, dedicated, and proven team of transit experts, our team includes planners, designers, traffic engineers, and environmental experts.

Trusted AECOM Leadership

The leadership on this team brings decades of experience in transit projects that will guide the team starting from the planning phase through support during construction, focusing on the key elements needed to successfully deliver a project worthy of a Capital Investment Grant. By spending half of his time in collaboration with BRT teams outside of Madison, Bill has his finger on the pulse of the Nation's best practices. Michael, with his focus solely on City of Madison transit projects, will be the key communication link for project staff's day to day activities. This leadership duo brings experience and creates the foundation for an accessible team that has the ability to quickly adapt to the needs of the City by tapping into its many resources.

Task Leads Commitment to the Project

This team has been personally thanked by Mayor Satya Rhodes-Conway for the time commitment and dedication given to bringing BRT to Madison. Examples from Adele, Gavin and Jeff are numerous ranging from the guidance provided during the challenges coordinating with the Hill Farms neighborhood, PMOC requests to update the SCC Workbook, and WisDOT traffic analysis requests. This team understands the need to be agile in scheduling to keep the project moving forward.



INTERACTIVE PDF
Click on any name to go directly to their individual resume

All staff are AECOM unless otherwise noted:	
SRF Consulting Group	Cross-Spectrum Acoustics, Inc. (DBE)
Commonwealth Heritage Group, LLC	CORRE, Inc.
Strand Associates, Inc.	Toole Design Group, Inc.
KL Engineering, Inc.	Multimedia Communications & Engineering, Inc.
GESTRA Engineering, Inc. (DBE)	Bloom Companies, LLC (DBE)
Burse Surveying and Engineering, Inc. (DBE)	Saiki Design, Inc. (DBE)
¹ Kaskaskia Engineering Group, LLC (DBE)	² Lalor Land Services, LLC (DBE)
² Valley Hydro Excavation, LLC	 Key Personnel ^{1,2} Lower-Tier Subconsultant

Project Management

Project management is the foundation by which the North-South Corridor will become a reality for the residents of the Greater Madison region. Having successfully managed over 100 miles of BRT in his 25-year career, Bill Crowley brings his experience and commitment to the City of Madison for the duration of the project lifecycle. Bill is supported by Michael Schneider and a team of experts with a rich history of working together in BRT planning, design, and FTA coordination. With the East-West Corridors under construction in both Milwaukee and Madison, this team is available to deliver immediate attention to the needs of the North-South Corridor.

Our team knows each other and Madison City staff. The AECOM team works hard to make the most of everyone's valuable time. *Weekly meetings with the core team*, including Mike Cechvala, is extremely valuable to keep advancing the most pressing issues. *Bi-weekly meetings with the larger group* offers the team access to your key staff, whether that be Jenny Frese for property acquisitions or Jon Evans for details at the end of line. Michael and Bill will craft an agenda to gather input from your team efficiently and let them come in and out of meetings comfortably. Jeff Held, Gavin Poindexter, and Adele Hall are eager to continue the relationships that are leading to great transformations in Madison. SRF, Commonwealth, and Cross-Spectrum Acoustics have worked together on several environmental documents for BRT projects, including the East-West BRT projects in both Milwaukee and Madison, and SRF has worked with Kaskaskia on transit projects elsewhere. Our team knows how to put all of the pieces of the NEPA and Section 106 puzzle together efficiently and effectively. Dan Becker of Multimedia Communications & Engineering, Inc. offers the deep understanding of the City fiber network to simplify the coordination efforts needed from Taletha Skar. Kevin Luecke of Toole Design Group offers the City a trusted analysis to be certain that the North-South Corridor will be a valued investment for bicyclists and pedestrians.

Quality Management

Our team will continue using a Quality Management Plan (QMP) to provide a process for review, consensus, and approval activities. AECOM's rigorous Quality Management System has enabled our teams to deliver hundreds of safe, reliable, and long-lasting transit projects around the world. The framework incorporates strict compliance with industry design standards and requirements, communication of well-defined internal and external expectations, detailed checking, independent verification of deliverables, coordination between disciplines, and a commitment to continuous improvement. The project schedule will include adequate time for quality review checks before each milestone delivery, as well as adequate time for stakeholder reviews.

As part of the quality management process, AECOM begins by defining roles and responsibilities. Jarl Jacobson will be responsible for verifying that each team member understands their responsibility and will be an independent reviewer as he was for

Madison's East-West BRT project, providing the ability to offer innovative ideas from his experience as a BRT designer. As CADD Manager, Phyllis Hanson will play a key role in file consistency and will build off the standards and processes she helped develop for the East-West project. Good CADD Management not only makes the documents easier to follow, it also allows for simplified QC in being able to cleanly turn on and off specific layers.

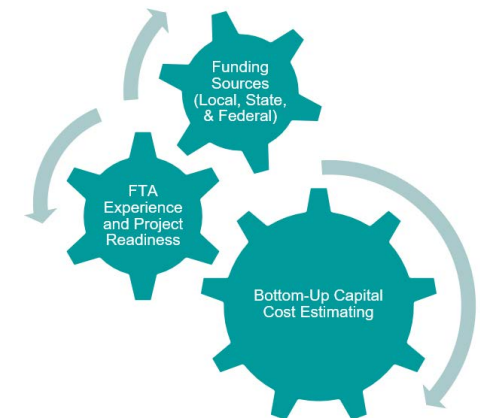
Bluebeam Studio is a digital collaboration platform for internal discipline and cross-discipline reviews that allows each team to review other disciplines' work to look for conflicts and identify ways to improve the design and reduce costs. With Bluebeam, reviewers can see each other's comments simultaneously on the deliverable under review as was done during City and WisDOT reviews of the East-West project. This reduces duplication of comments and streamlines collaboration on design changes. As part of the comment resolution process, AECOM uses the comment tracking tools within Bluebeam to verify that each comment has been addressed, deferred, and/or closed. This shortens review times and reduces administrative time/staff needed to document and close out comments.



Bill and Jarl began working together in 2007 as a tag team for utility coordination for 15 miles of light rail in the Salt Lake Valley. They soon found that much of their job was empowering their CADD Manager to enforce standards that allowed each discipline to see the work of others in real-time. As AECOM's leaders in BRT design since 2016, they continue to support each other with lessons learned over decades of experience, including standards in Bluebeam Studio Session Reviews.

Field Coordination

A well-oiled machine. AECOM team leadership, including Bill Crowley, Michael Schneider, Gavin Poindexter, and Adele Hall have worked together on multiple BRT Corridors that are in the FTA funding pipeline. *Service planning has implications for O&M costing, which in turn affects implementation. Multimodal investments affects guideway design which affect capital costs and implementation.* No decision is made in a vacuum, and AECOM knows how to structure the process to achieve an implementable project that reflects community preference.





Subconsultants

Creating Meaningful Opportunities for our Partners

There is a long history of this team working together on the current East-West BRT design project. New partners offer new opportunities and will provide a fresh outlook.

The City requires a team with demonstrated transit planning and engineering design expertise and a full understanding of local issues, political processes, and political leadership to successfully deliver this project. AECOM turned to dependable partners we've worked with before and created new partnerships to add to our depth of continuity, local knowledge, and relationships with stakeholders. Our team also brings a national perspective on trends in the transit industry. We've assembled a strong team of transit professionals to lead this project, from design into implementation.



The firms making up this proposal have teamed together for **over 15 significant projects** in recent years in the Madison area alone. Firms shown with a **E-W** were part of the AECOM team for the East-West Corridor. Firms added to the East-West team were selected due to their proven experience working with other members of the team.



Bloom Companies, LLC will provide curb ramp design in Civil3D, traffic control design for construction phasing, and railroad coordination for the entire corridor. As an engineering/architecture/construction firm, Bloom offers access to a broad and deep bench of talent through project delivery.



Burse Surveying and Engineering, Inc. will lead survey and plat efforts and has been providing land surveying services to private and governmental clients for 24 years. They understand the necessity of collecting accurate data while utilizing the latest robotic and GPS surveying equipment to provide timely and cost-effective solutions.



Commonwealth Heritage Group, LLC is a full-service consulting firm that serves as cultural resource specialists for transportation- and transit-related projects. Greg Rainka will use his extensive experience in *Section 106 coordination* to be ahead of any concerns at historic properties so the design team can react efficiently.



CORRE, Inc. will support the City in real estate acquisition using lessons learned on the East-West corridor and overall understanding of this team to help drive timelines of critical decisions and support the City in real estate acquisition.



Cross-Spectrum Acoustics, Inc. will provide noise and vibration analysis services as is a full-service noise and vibration consulting firm specializing in all types of transit modes, including bus rapid transit (BRT), light rail transit (LRT), streetcar, heavy rail, commuter rail, inter-city and high-speed rail, and freight rail systems.



GESTRA Engineering, Inc. is a leader in geotechnical exploration and engineering services to help clients select a suitable site, understand potential problems, and determine the most suitable foundation type. GESTRA will be our *geotechnical* specialists on the project.



LOWER-TIERED SUBCONSULTANTS



Kaskaskia Engineering Group, LLC Wetland Delineation (Sub to SRF Consulting Group)



Valley Hydro Excavation, LLC Performing Utility Line Openings as they did for the East-West (Sub to GESTRA Engineering)



KL Engineering, Inc. has provided civil engineering services to communities throughout Wisconsin since 1991. They will serve as *Pavement Marking and Signing* specialists on our team as they did for the East-West Corridor. As a graduate of the DBE Program, they are proud to continue this teaming relationship.



Multimedia Communications & Engineering, Inc. specializes in engineering fiber optic communication systems that deliver ultra-fast speed, flexibility, and control, with long-term cost savings. They will lead communication network design for this project as a trusted partner and valued resource for the City.



Saiki Design, Inc. Saiki is an award winning, specialty landscape architecture firm that understands the many roles of streets and transportation facilities in the built environment and the tremendous impact the aesthetic design has on our experience of place. Saiki Design will lead *landscape architecture services* for the project.



SRF Consulting Group offers a broad base of award-winning planning, engineering, and design services with significant mass transit and FTA project experience since its founding in 1961. SRF's services on this project include: *NEPA Lead, Environmental Justice, Service Planning, and O&M Costing*.



Strand Associates, Inc. Strand has been providing exceptional civil engineering services since 1946. Strand brings deep knowledge of Madison infrastructure, intersection-specific concerns, and key stakeholders. Their role will include leading alternative operational analysis, as well as design for the southern segment, including roadway, drainage, traffic, and signals.



Toole Design Group is a leading planning and engineering firm specializing in multimodal transportation planning and design. Their mission is to create livable communities where walking, bicycling, and transit are safe, convenient, and enjoyable for everyone. *Toole will serve as our complete green streets liaison.*



Lalor Land Services, LLC performs commercial real estate appraisals for financial institutions for federally-insured loan transactions. They also provide eminent domain appraisal services for WisDOT and various local agencies. Lalor's role on this project will be to perform *property appraisals*.



03 Experience with Bus Rapid Transit



AECOM has delivered more than 100 BRT studies and designed and implemented BRT in more than 40 U.S. cities. This AECOM team brings substantial experience in BRT planning, design and traffic engineering to facilitate integration of unique elements into the corridor. We will transform the corridor into a multi-modal route that will enhance the experience for everyone, whether they are riding transit, walking, wheeling, or driving. The overall result is a better quality of life for all Madisonians.

Crafting the Locally Preferred Alternative (LPA) for the North-South Corridor

The AECOM team understands the need to quickly define the Locally Preferred Alternative (LPA) for the North-South Corridor based on the Transit Network Redesign's Route B that:

- Reflects community preferences, expectations, and vision for the future;
- Provides another spine for connections to the Transit Network Redesign routes including the East-West BRT Corridor; and
- Meets mobility needs including vital bicycle and pedestrian improvements.

The LPA will be defined carefully to be well-positioned for federal funding. The team's success utilizing these principles has led to federal funding of the transit lines shown on the right.

Developing the Purpose and Need Statement

The critical first step in this process is the development of a purpose and need statement, validated by existing conditions to achieve consensus on project goals and objectives. This documentation will serve as the foundation of the alternative development and evaluation process that will identify a LPA reflective of community interests and optimized to attract federal funding.

Analysis and Evaluation of Alternatives

This is crucial to lay the groundwork for a successful project, even for agencies that have recently undergone system redesigns of their network. AECOM will identify evaluation metrics that can be used in the assessment and screening of potential termini, station locations, high-capacity transit alignments, and significant modifications to optimize the corridor developed through the course of numerous BRT projects. These metrics consider demographics, land use, employment, and other key differentiators – typically capital and operating costs – to narrow down the universe of alternatives feasible for implementation. The key to efficiently completing this step is to focus on which alternatives are not feasible (as defined by the criteria), rather than trying to assess the performance of the alternatives against each other. This process has been proven to enable policymakers and stakeholders to efficiently arrive at the LPA.

Goals for Enhanced Transit - Workshop Outcomes



The AECOM team has utilized goals workshops in Cleveland, Grand Rapids, Provo-Orem, Omaha and many other locations not only to increase consensus, but to build comradery. As with any long-term endeavor, it is important to not lose sight of goals and to trust your team.



Our Team's BRT Experience Runs Deep

BRT project delivery experience goes beyond the Madison East-West BRT route. The logos represent BRT projects which individuals on the org chart helped to successfully deliver and are either operational or under construction. The team is ready to utilize their project experience to help deliver the North-South Corridor.





DEMONSTRATED SUCCESS

Responsiveness During FTA Coordination

Together, the City of Madison, FTA, and AECOM were able to develop a streamlined financial plan that used a mix of innovative funding sources to deliver the project. This is not a unique experience for the AECOM team under the leadership of Gavin Poindexter and Adam Migliore Meyer. Adam has prepared over 10 Small Starts and New Starts grant evaluation and rating requests, including four successful Small Start Grant Agreements. In addition, Adam has created interactive tools for comparing and communicating transit performance metrics and selecting LPAs that provides the foundation for effective FTA coordination.

FTA Capital Investment Grant (CIG) Program – Ratings Criteria Documentation

AECOM understands the importance of demonstrating good financial stewardship and developing a project that is financially sustainable for the City of Madison. Our team has extensive experience working with transit agencies developing planning-level capital cost estimates and preparing financial plans that align with the FTA's CIG Program requirements. Gavin and Adam have advanced numerous projects through the FTA process and are aware of new and developing guidance for transit capital projects. Through the course of our planning and design efforts, AECOM will develop materials necessary for FTA to evaluate the project for five of six sub-criteria: *land use, mobility improvements, cost effectiveness, environmental benefits, and congestion relief*. AECOM understands the importance of quickly addressing FTA questions to allow projects to continue to advance toward grant agreement.

NEPA Class of Action Determination

The NEPA process facilitates an iterative check on project design, so it's important that the design and environmental teams work hand in hand. *AECOM and SRF are well established in this regard*—this team has choreographed this design/NEPA back-and-forth together three times in the last five years—and we have the communication and expectations down pat. This enables our team to efficiently assess project impacts and adjust the design to avoid, minimize, or mitigate the impacts. This NEPA team of SRF, Commonwealth Heritage Group, and Cross-Spectrum Acoustics recently completed the environmental and Section 106 processes for the Milwaukee and Madison East-West BRT projects and they are working on the Chapel Hill North-South BRT project together currently. Our NEPA/Section 106 team also has the unique experience of working with the State Historic Preservation Office (SHPO) on the only two FTA Capital Investment Grant projects to-date in Wisconsin. We understand the SHPO's expectations on BRT projects and the relationships between FTA, SHPO, and other consulting parties. This enables our team to establish an efficient schedule that meets all parties' expectations, advise on project and station design elements that will avoid adverse effects to

historic resources, and then deliver the right level of information to SHPO to enable determination of effects.

Public and Stakeholder Input

Fortunately, much of the public involvement groundwork has been laid through the East-West Corridor. Although the public outreach effort is not expected of this team, we will be ready to help identify opportunities for targeted input from stakeholders to gain feedback on performance measures as various alternatives are evaluated.

Ridership and Traffic Assumptions

The North-South Corridor will be transformed to entice the public to continue shifting modes from vehicles to transit, walking and biking. AECOM will verify assumptions and implement a System Trips on Project Software (STOPS) application for the corridor using the latest STOPS software version and Reporting Instructions from FTA as well as APC and other count (and survey if available) data from the City of Madison. Calibration/validation will focus on major generators such as the downtown employment centers, Park Street's medical centers, and future redevelopment such as the Oscar Mayer site.



AECOM is at the Forefront of Changing Federal Guidance

The team is currently talking with FTA on other projects regarding recognizing the change in ridership after COVID. A potential change for the North-South project is the need to use current ridership instead of pre-COVID ridership. The team recognizes this possibility and is ready to adapt to the requirements of FTA to be in better position to secure funding. This is especially important for the North-South route which is expected to have less ridership and a higher portion allocated to roadway infrastructure cost compared to the East-West.

Conceptual Level Design and Alternatives Analysis

From bicycle and pedestrian infrastructure, to access management and innovative intersections, a high-level overview of the concepts and associated costs required to accommodate future growth will be assembled and recorded with criteria that will drive critical decisions. The AECOM team brings experts from each of our firms to develop and evaluate the following design features for the corridor:

- **Pedestrian and Bicycle Accommodations:** Creating a safe and accessible corridor for bicyclists and pedestrians is the only way to encourage people to get out of their cars and choose other modes. Ensuring that gaps are filled, and that safe connections between where people live and want to travel to are made, will be an important part of the conceptual design. Toole and Strand worked together to write Madison's new Complete Green Streets Guide, and will bring their knowledge to help evaluate the priorities to the various modes of travel.



DEMONSTRATED SUCCESS

Innovative Intersections Along BRT Corridors

On the UVX Project (Provo to Orem, UT), the AECOM team integrated best practices and design standards from UTA, UDOT, APWA, Cities of Provo and Orem. At the Utah Valley University Station, Bill Crowley led the collaboration with UDOT to place the platform at the entrance to a UDOT roundabout.



- **Innovative Intersections:** Innovative intersections and treatments such as restricted left turns or adding u-turns can improve traffic flow and increase mainline capacity while also improving safety. Utilizing these types of treatments at intersections can help address some of the traffic issues along the North-South Corridor without sacrificing the safety and access of other modes. For instance, Fish Hatchery Road includes several unsignalized gaps in the median that deserve early attention to be fully prepared for stakeholder engagement. The AECOM team has performed similar alternative analysis and subsequently developed design for Restricted Crossing U-Turn (RCUT) Intersections, roundabouts, quadrant intersections, and more. This team fully understands the value that innovative intersections can bring for improvements to operations and safety and appreciates these are not one-size fits all solutions.
- **Roadway Typical-Sections:** The design features listed above will all be tied in together to develop potential typical-sections for each of the segments to be evaluated by the project team. In particular, the median has the ability to manage access, accommodate transit, provide a refuge for pedestrians, as well as create a sense of place. More on the team's typical section work is highlighted in Section 5.

Preliminary Design

In order to double down on FTA's confidence in your preparedness, we will prepare:

- *Basis of Estimate Report* with capital cost methodology, assumptions, and sources;
- *Utility Coordination Matrix* tabulating all the known underground and overhead utilities that could be in the vicinity of proposed improvements; and
- *Concept of Operations Memo* documenting the basis of anticipated route travel time and a rough estimate of operating and maintenance (O&M) costs.

Based on previous BRT projects, the areas that can use the greatest attention during preliminary design can be categorized as Roadway, Stations, Integrated Amenities, and Transit Signal Priority.

Roadway Design for BRT

With Bill and his team writing the industry standards for bus priority design guides and recommended practices on BRT Design, we can quickly identify what works best for the North-South Corridor.

Based on our experience, improvements may not be limited to just the corridor. Optimization can be done on parallel routes, like North Sherman Avenue and Fish Hatchery Road (north of Badger) to attract diversion of through traffic. This was an approach that was very successful on Cleveland's HealthLine BRT. Improvements that reduce queueing could potentially be funded through Congestion Mitigation / Air Quality (CMAQ) and be coordinated to benefit the BRT.

Stations Design

Stations are the public's main point of interface with the BRT system, and thus require close attention to detail. Fortunately, this AECOM team provided the station design that is specific to Madison BRT. Similar to our delivery of two consecutive BRT Corridors in Grand Rapids, we know the efficiency and quality that comes with long-term personal relationships with unique design concepts. As you can see on the proposal cover, we are *ready to refine details and test station sitings along the North-South Corridor*. Considerations will include determining positive and negative impacts on all users, intersection geometry, and the local landscape. For example, we are aware that many medians on south Fish Hatchery Road/County D have steep cross slopes, and this team demonstrated solutions to this challenge for some stations on the East-West BRT.



Silver Line BRT, Grand Rapids, MI



Laker Line BRT, Grand Rapids, MI

Integrated Amenities

Our team looks to provide a high quality transit experience for the North-South corridor as seen on the East-West corridor. This quality was achieved in part through the strategic designs that allowed for the incorporation of key amenities.

One of the innovations that came about through the design process on the East-West Corridor was the placement of the electrical and communications cabinet on the platform. This placement allowed direct connection to the ceiling cavity, providing the space needed for electrical and communications equipment without cabinets or conduit negatively impacting the aesthetic intent.

Design of the East-West shelter accommodates amenities such as next bus information signage, and the team recognizes support is needed through construction for components to function together as intended. The team is ready to continue working alongside manufacturers such as Clever Devices to allow for these critical elements to be added to the North-South BRT shelter designs, while revisiting key elements from the East-West like the station naming signage to continue enhancing the original design competition's concept.

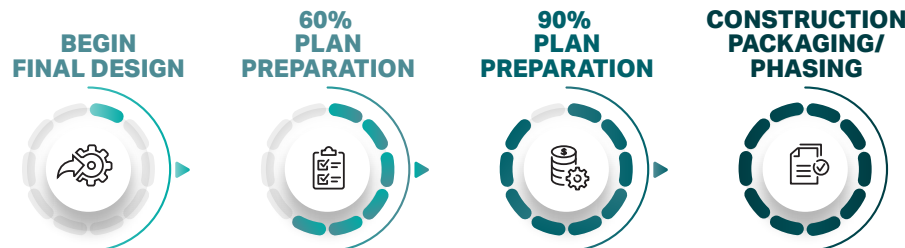
Similar to the East-West, the stations can be connected through 5G; however, upgrades to the City's IT system will still likely be required. These upgrades could be for improved signal connectivity or additional data connections bridging gaps in the City network. MCE, with its experience working with the City on numerous projects, is ready to review those connection needs for the North-South corridor.

Transit Signal Prioritization Design

The CentraCS Transit Signal Priority (TSP) system to be used for the East-West project is a key component that can be expanded upon for the North-South. The team is ready to support Traffic Engineering in their needs, whether that is sole source justification examples like what was provided for the East-West project or additional ideas on how to expand the use of the City's existing system.

Final Design

Producing construction contract documents can be a stressful process. The AECOM team understands the pressures you have to determine the best value for the North-South Corridor while still achieving the goals of the project. We are ready to assist with technical analysis of things like cost estimating and project packages to help be strategic in how the City invests in infrastructure to maximize its benefit to the community.



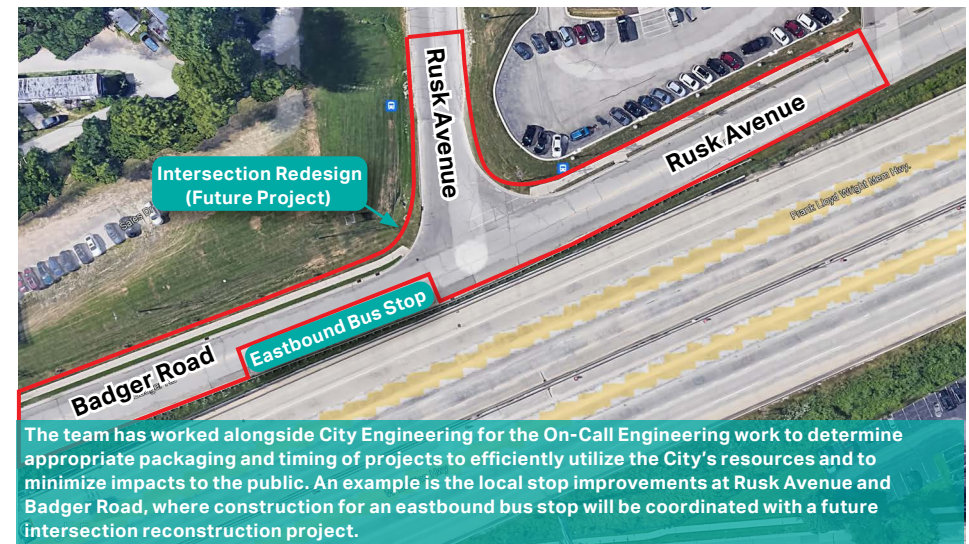
Cost Estimating

Our engineers have decades of cost estimating experience, which will allow the project team to confidently select the best solutions that can be realistically programmed and implemented. Staff understand the bid prices from the East-West project and the reasons behind the different price points in the various construction packages. The team has now worked on multiple projects with contractors and is prepared to host an information gathering session to determine how best to adapt to the needs of the contractors to further reduce construction costs on the North-South Corridor.

Project Packages

Logical packaging of projects based in part on costs, location, and property acquisition, will be developed to provide an efficient path to revenue service. Example is the multi-packaged approach to the East-West BRT project due to traffic control considerations and considerations for duration of property acquisition.

The knowledge of and participation in existing projects within the North-South Corridor allows for efficiencies to take place. Examples from the East-West project include the University Avenue project, where curb line adjustments were made prior to the BRT construction, the Blair Street reconstruction project, where curb ramp work was shifted between projects to increase efficiency, and multiple intersections along Mineral Point Road, where southern bicycle connections were designed for a future project funded through a separate source.



04 Experience with Traffic Analysis and Interacting with WisDOT Traffic Personnel

AECOM is elated to have Strand as a trusted partner in the evaluation of intersection improvement alternatives with the City of Madison and WisDOT. Since 2018, Bill and Michael have valued the access that they have to the adaptive and agile engineers at Strand. In 2020, Bill and Gavin saw first hand the value of Angie Christo, PE, PTOE as they navigated the evaluation of alternatives in Houston, Columbus, and Chapel Hill. *Angie has been a leader in traffic operations and design for transit projects over the last 15 years.* Her experience includes evaluating BRT integration into street networks in exclusive BRT guideways, shared lanes, business access and transit (BAT) lanes, pedestrian crossings and special treatments (queue jumps). The complexities that come with the evaluation of intersection improvements on the North-South Corridor offer the exciting *opportunity to connect Jeff Held with Angie.*

The traffic analysis task will support several key elements: environmental documentation, geometric/transit final design and transit signal priority (TSP) implementation. The corridor has more than 60 intersections and varying speeds and cross sections, from suburban streets on the ends transitioning to local neighborhoods and the downtown area. Therefore, it is critical for the traffic inventory, projections, and analysis to be reliable and produce results that are supported by the stakeholders for technical decision making.

The study team is tailored to meet the traffic engineering needs of the North-South BRT project. Our staff delivers excellent local knowledge and relationships, in some cases dating back more than two decades. Our understanding of the key information *decision-makers need* combined with the ability to *clearly communicate analysis results* will lead to the approvals needed to keep the project on track.

Regional Travel Models

The study team has worked with the Greater Madison Metropolitan Planning Organization's (GMMPO) regional Travel Demand Model (TDM) that uses Cube software including coding network modifications such as the addition or elimination of travel lanes. The TDM will be used to *understand the network impacts* of making changes such as converting a general purpose travel lane to a bus lane along an arterial corridor and at specific key intersections. Our team also proposes using the GMMPO TDM as a check against STOPS modeling for predicting North-South BRT ridership. This process has proven to be effective in **building consensus on the assumptions for mode shift** in Columbus. When combined with the diversion result in the TDM, you can start to see a viable long-term vision for transportation in Madison.

STOPS Modeling

We propose the following approach that follows how this team completed ridership forecasts for the East-West BRT project:

- ▶ Apply the STOPS model for the base LPA that represents the North-South alignment and compare with earlier STOPS results to confirm the consistency of our findings.
- ▶ Then apply the STOPS model for up to two variations to reflect potential changes to the base LPA that may include changes such as the following:
 - Location of the South and/or the North project termini
 - Route variations
- ▶ Review the results of modeling the North-South BRT and establish the consistency of the STOPS application with the regional model. We will present this comparison and the consistency of the results to the FTA to confirm that the regional model does not need to be further applied to conserve resources for other project tasks.



DEMONSTRATED SUCCESS

TDM Coordination with STOPS Model

This map illustrates the west side of Columbus, OH with reduced build volumes in green and increased build volumes in red. AECOM worked with the MPO to build consensus on diversion in the TDM for coordination with ODOT and the City on converting an existing lane to a bus lane. The STOPS Model was used to verify mode shift assumptions in the TDM.



Operations Modeling for Transit Projects

Our team completed traffic operations modeling of the East-West BRT project and helped achieve approval from WisDOT for operational changes to East Washington Avenue/US 151 including permanent reduction in general purpose capacity near East Towne Mall, and off-peak period capacity reduction along most of the rest of the East Washington Avenue/US 151 portion of the East-West BRT corridor. We propose a similar approach for the North-South BRT project.

There are 29 signalized intersections along the currently identified North-South corridors, outside of the portion that overlaps with East-West BRT service from Park Street to Milwaukee Street/North Street. In cooperation with City staff, we will select an agreed upon number of critical, high volume intersections to model using Synchro/SimTraffic. Based on local knowledge and an initial review of volumes and potential changes associated with BRT service, our team identified the following intersections as potential candidates for consideration of detailed operations modeling:

- ▶ The Beltline Interchange with Fish Hatchery Road/County D including the ramp terminals and one intersection north and south;
- ▶ Fish Hatchery Road/County D and Badger Road;
- ▶ Park Street/US 151 and Badger Road, Fish Hatchery Road/County D, and/or West Johnson Street;
- ▶ East Washington Avenue/US 151 and Milwaukee Street/North Street;
- ▶ Packers Avenue/WIS 113 and Aberg Avenue (possible conversion from an interchange to an at-grade intersection); and
- ▶ Packers Avenue/WIS 113, Northport Drive/WIS 113 and Darwin Road (possible conversion from a braided intersection to a traditional tee intersection),

The AECOM team has AM and PM peak hour traffic counts from within the last five years for key intersections along Fish Hatchery Road/County D from the eastbound Beltline ramps to the south. We will gather data with video counts and/or use GMMPO Streetlight data for the remaining intersections that are agreed upon for detailed analysis to create existing conditions traffic models using Synchro/SimTraffic software. Future build and no-build traffic operations will be evaluated, as well as up to two build alternatives at each intersection. Alternatives to be evaluated may include providing dedicated signal phasing for BRT buses, identifying opportunities to provide a queue jump or other transit signal priority, and/or conversion of general purpose lanes to bus lanes.

WisDOT Arterials and Interaction with WisDOT

Our team delivers valuable experience and knowledge of key locations along the North-South BRT corridor including:

- ▶ Design and construction observation of the recently completed Fish Hatchery Road reconstruction from McKee Road/County PD to Greenway Cross;
- ▶ TDM analysis and traffic operations analysis for the WisDOT Beltline Planning and Environment Linkages (PEL) study covering:
 - The Beltline interchange at Fish Hatchery Road/County D and nearby intersections; and

- The Beltline interchange at Park Street/US 151 including the Badger Road intersection.
- ▶ Traffic operations analysis of Park Street/US 151 associated with the St. Mary's Hospital expansion; and
- ▶ Traffic operations analysis of East Washington Avenue/US 151 for the East-West BRT project including the Milwaukee Street/North Street intersection.

We understand that the North-South BRT analysis will evaluate changes to the existing street network to better accommodate BRT service. One example is the goal of providing infrastructure on Fish Hatchery Road/County D through the Beltline interchange and adjacent intersections to provide transit priority and/or dedicated bus lanes to aid in on-time service and provide the BRT buses an advantage over general purpose traffic.

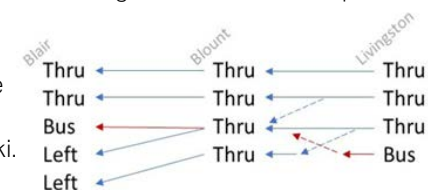
Based on our initial review, we believe converting one of the three southbound through lanes at the westbound Beltline ramps intersection to a bus lane may be feasible. The PM peak-hour southbound lane usage heavily favors the left two lanes (approximately 93 percent of southbound through traffic) versus the rightmost lane (approximately 7 percent). This is for two reasons: the rightmost lane is dominated by traffic destined for the westbound Beltline on-ramp resulting in southbound through traffic avoiding it; and the rightmost through lane drops as a right-turn only downstream at Greenway Cross. Our team completed initial operations analysis using Synchro/SimTraffic software and it suggests that directing the rightmost through lane at Emil Street/Ann Street to be a southbound right-turn only at the westbound ramps does not significantly impair operations, while also providing an opportunity to develop the existing rightmost through lane at the westbound Beltline ramps as a queue jump lane. Downstream of the westbound ramps the rightmost lane must remain mixed traffic over the Beltline if the westbound off-ramp triple left-turn is to be maintained.



DEMONSTRATED SUCCESS

Madison E-W BRT WisDOT Coordination

Our team completed traffic analysis and assisted with WisDOT coordination for the East-West BRT project. The route along East Washington Avenue/US 151 from Blair Street to Wright Street and from Mendota Street to East Springs Drive largely includes conversion of one general purpose lane to a time of day or full-time bus lane. Our traffic modeling demonstrated that the proposed changes maintained acceptable operations along US 151 and received endorsement from WisDOT Southwest Region management including Brett Wallace and John Steiner, Traffic Unit 1 Supervisor Ruchi Dutta, and lead planner Tom Koprowski.



For northbound travel on Fish Hatchery Road/County D, initial review suggests developing a bus-only lane downstream of the eastbound ramps intersection should be feasible considering nearly all of the traffic in the rightmost lane makes a right-turn destined for the eastbound Beltline. The key challenge will be providing an advantage for BRT buses approaching the Greenway Cross intersection. The existing right-side bus/bike diamond lane ends upstream of the intersection and general purpose traffic uses all three northbound through lanes, similar to southbound traffic at the westbound Beltline ramps. However, the difference is that unlike for southbound traffic destined to the westbound Beltline, a northbound right-turn bay does not develop until just prior to the eastbound ramps intersection. Our initial modeling does suggest a potential opportunity to use the northbound left-turn lane as a combined left-turn and BRT queue jump allowing BRT buses to get out ahead of the heavy northbound traffic during the AM peak-hour. Another innovative solution may be a pre-signal, discussed further at the end of this section.

We also understand the City would like to explore eliminating the existing interchange at Aberg Avenue and Packers Avenue/WIS 113. Based on the existing daily traffic volumes on these two corridors at this location, our team believes conversion to an at-grade intersection is worthy of further analysis. Considering Packers Avenue is also WIS 113, any potential reconstruction will require communication with WisDOT representatives and demonstrating that acceptable operations can be achieved.



DEMONSTRATED SUCCESS

Conversion of an Interchange to an At-Grade Intersection

Strand Associates led the concept development, traffic analysis, agencies approval, and design of the conversion of the existing trumpet interchange to an at-grade multi-lane roundabout at Ronald Reagan Cross County Highway/ SR 126 and Montgomery Road/US 22 in Montgomery, OH on the east side of Cincinnati, OH. Robust analysis was required to demonstrate that the reduced capacity provided by the proposed at-grade intersection vs. the existing free-flow trumpet interchange was adequate to accommodate existing and future traffic volumes. The conversion provided substantial benefits including reduced traffic speeds, improved conditions for pedestrians and bicyclists, and provided the opportunity to develop a mixed-use town center in the area formerly occupied by the outdated and unnecessary interchange.



Another location we understand will be evaluated for reconfiguration is the intersection of Packers Avenue/WIS 113, Northport Avenue/WIS 113 and Darwin Drive. The existing configuration consists of an unconventional partially signalized braided intersection. Based on existing daily traffic volumes, a conventional tee intersection should operate acceptably at this location while also providing a better environment for pedestrians and bicyclists. Furthermore, existing daily traffic volumes suggest Packers Avenue/ Northport Drive/WIS 113 has excess capacity with the existing 6-lane section south of Aberg Avenue and west of Packers Avenue (along Northport Drive/WIS 113 to Troy Drive) and that converting one of the general purpose lanes in each direction to a bus-only lane should be feasible.

Innovations – Connecting Traffic Analysis with Design Opportunities

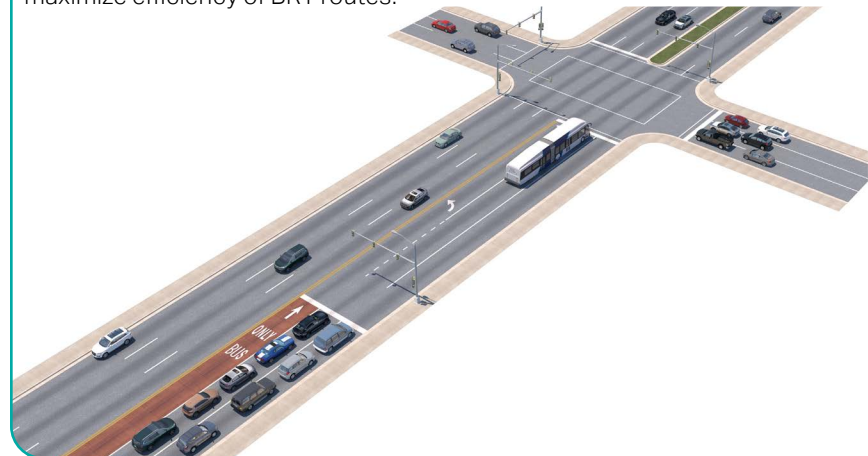
One of the innovative intersection designs that may be viable on the North South Corridor is a Pre-Signal version of a queue jump. Bill began evaluating this option for PennDOT during the design of the Pittsburgh BRT, and now he and Angie are working with WMATA to examine this as part of their work drafting WMATA's Bus Priority Design Guide.



DEMONSTRATED SUCCESS

Signal Innovations for BRT Projects

Bill and Angie evaluated a pre-signal for PennDOT as part of the Pittsburgh BRT. Although the pre-signal concept was not incorporated in Pittsburgh, we continue to vet the idea in Miami and Washington, DC collaborating with engineers in the U.K. and Australia. Innovative ideas plus the ability to collaborate with state agencies can help maximize efficiency of BRT routes.



05 Experience in City of Madison and WisDOT, or similar, Urban Street Design

Experience in the City of Madison

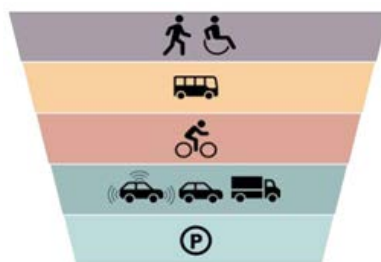
These are exciting times for the Madison region. As we verified in our studies with you that helped shape East-West Corridor, Madison residents are passionate and hopeful for an equitable and a more balanced transportation network in their constrained corridors. A major step forward in transit service planning was taken with the creation of the Network Redesign. This is further ingrained into the City's goals with the issuing of the Complete Green Streets Guide at the end of 2022. Toole Design Group and Strand Associates, who assisted the City in developing the guide, will serve as key resources during the decision making process as North-South project standards are developed. Using our previous project experience in the City along with the knowledge of the City's future goals creates a team with technical expertise driven by a strong sense of purpose and vision.



DEMONSTRATED SUCCESS

City of Madison Complete Green Streets Guide

Toole Design Group and Strand Associates helped the City develop the Complete Green Streets Guide, which a modal hierarchy. Having a mindset to **plan and design for pedestrians first** will develop the City in a way that reflects the desires of residents. This powerful vision is a key reason for the team's excitement for the North-South project.



East-West BRT

Over 80% of staff in the organizational chart has worked with the City in the planning and design of the East-West BRT project. This correlates to tens of thousands of hours of gained experience working alongside City staff. The benefits include improved knowledge of:

- ▶ The importance of planning and design flexibility to adapt as the project progresses;
- ▶ How to conduct stakeholder coordination delicately to maximize feedback and minimize controversy;

- ▶ Existing conditions critical to field activities;
- ▶ Reasoning behind standards and design preferences that shape the final product;
- ▶ How to efficiently engage City departments that offer critical guidance; and
- ▶ Durations for approval processes that are key for maintaining the desired schedule.

There will be many similarities between the East-West and the North-South project, and having the team that delivered the East-West project provides the information of not only what was done, but the reasoning behind the actions.



Implementers of the East-West BRT project, a culmination of over five years of planning and design.

Fish Hatchery Road Design and Reconstruction

Knowledge of the corridor from recent projects helps identify potential challenges early on in the project. An example is the Fish Hatchery corridor, with KL Engineering completing the design for the recent construction. Through that project a few things were identified that can guide the team in decisions early in the North-South Project:

- ▶ **Elevation** difference between the northbound and southbound lanes is substantial, which can cause challenging station design for median stations (example: Blair Street required a few iterations for the platform design to work with the grade change between eastbound and westbound East Washington);
- ▶ **Utilities:** ATC has large transmission lines near the DNR property that were too expensive for previous projects to relocate or bury underground;

- **Sensitive environmental areas** near the DNR property (old oak trees, natural springs that feed the fish hatchery);
- **Right-of-Way:** there is limited existing right of way along the corridor, and property owners were just impacted by the Fish Hatchery project which could increase the resistance for real estate acquisitions; and
- **Ridership Changes:** a new community center is planned along Traceway Drive in addition to new housing near the intersection (pedestrian infrastructure design was key at the intersection).

Madison Engineering On-Call

Staff are currently working with the City to develop bus stop improvements in correlation with the network redesign. The scope of the work includes survey, traffic analysis, WisDOT coordination, and design. The work allows the project team to understand how the entire bus network is evolving and where key connections will occur with the North-South BRT route.



Verona Road

Verona Road was a signature project for the City of Madison and WisDOT that resulted in a unique urban design, a single point urban interchange, for a complex area with many competing interests. The project delivery exhibits many similarities with the North-South BRT project, beyond the signature nature of it including complex traffic analysis, innovative designs, and community sensitive solutions. The complexity was achieved by assembling a team that together could deliver a project of this magnitude, including Strand Associates, KL Engineering, AECOM, and Saiki Design.



The Verona Road project combined engineering expertise with landscape architectural experts from Saiki Design, resulting in a project that achieved goals and fit contextually into the community.

Surrounding Communities

Surrounding communities rely on Madison Metro to provide their residents accessibility to jobs, education, health care, amongst other basic needs. In anticipation of this project, team members reached out to colleagues at the Village of Waunakee and the Village of Fitchburg to gather thoughts on the routes and Metro Transit in general. Staff at the Village of Waunakee, although interested in the possibility of connecting with the North-South BRT route, anticipates that any proposed connection to be brought with mixed feelings from residents. However, the Village of Fitchburg is very interested in the project not only due to the existing route alignment continuing into Fitchburg, but also with a potential to extend the route to the municipal campus. Although still a concept, the team is excited for the opportunity to explore how minor tweaks in the current alignment could dramatically improve the quality of transit to Madison area residents.

Urban Street Design

AECOM and its partners have a history of bringing innovative urban designs to the state of Wisconsin. Projects have been constructed throughout the state with these innovative designs in addition to nationwide examples showcasing options communities have when it comes to urban street design.



The team's impact on projects can be felt throughout the City and surrounding community. The Monona Drive reconstruction, led by Strand Associates in collaboration with the City of Monona, City of Madison, and WisDOT, is one example of the team's impact on the surrounding community. Shown are limestone walls and plantings as designed by Saiki Design.

Racine Street, City of Menasha (WisDOT NE Region)

Racine Street is an urban connector in the City of Menasha over the Fox River near Lake Winnebago. The project was driven by the need to remove and reconstruct the existing bridge which presented an opportunity to redesign the existing complex five-way intersection on the south, and two closely spaced intersections on the north. WisDOT and the City of Menasha desired to improve pedestrian and bike travel across the corridor while simplifying the intersections. Bike lanes were included and sidewalk was widened. A splitter island was built to only allow pedestrian and bike through movements. The closure of a driveway along with a roundabout reduced the crossing traffic and improved traffic flow. The project presented numerous challenges replicable of working within a complex urban environment, but solutions were found throughout the design process. This included unique curb ramp designs to avoid impacts to historic downtown buildings.



Designing in urban environments sometimes means reimagining how existing street grids can be realigned. Racine Street had a complex five-way intersection, and on the north there were two closely spaced intersections. The solution proposed by the AECOM team and ultimately constructed was to simplify these intersections by introducing a pair of roundabouts. GESTRA Engineering and Toole Design Group were also a part of the project.

Alternatives to Grade Separated Designs

Grade separated structures often prioritize fast moving vehicles over pedestrians. But there are other options for communities as shown in the Section 4 example of the converted grade separated structure in the City of Montgomery. The team prides itself in promoting smart, urban designs that align with community goals. An example of this is for the University Line in Houston that gives an alternative design to a grade separated structure in order to provide a more appropriate contextual design.



Typical Section Modifications in Wisconsin

Across the State the team has been involved in numerous projects that repurposed right of way width to better accommodate certain modes of travel and to improve safety. This includes road diet projects (example: STH 48 in Rice Lake, WI – WisDOT NW Region) that repurpose existing lane widths with a two-way-left-turn-lane in the middle. Sites can also benefit by utilizing the middle of the road for medians to provide access control and the development of left turn lanes (example: Monona Drive). And some projects warrant a mix of both, switching the typical section multiple times through the corridor as zoning changes (example: Business 51, City of Stevens Point). The development of these alternatives requires an understanding of City goals (priorities outlined in Madison's Complete Green Streets Manual), identifying space requirements and potential impacts (especially right of way and utility conflicts), and then detailed graphics creation for agency review and public engagement purposes.

Urban Design in Practice – Key Stakeholder Coordination

Corridor constraints along sections of the North-South route will require prioritization of different modes based on the street classification. The Complete Green Streets Guide will provide the initial structure for these decisions, but there will be a need for stakeholder coordination to get the design approved. This includes utilizing Bluebeam reviews such as what was done during the WisDOT review of the East-West, and site

visits where appropriate, such as for railroad coordination. Key experts were brought on to the team to lead this coordination, such as Kevin Kilroy that will use Bloom's experience with complex OCR coordination (Waukesha bypass) to help move the North-South Corridor project forward.



06 Strategy for Achieving DBE Goal

Working Together. Working Better.

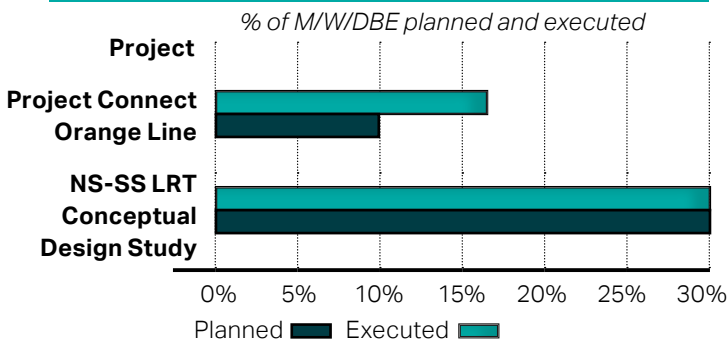
The AECOM team plans to exceed the 15% DBE goal by adding to the core East-West team a group of diverse and known partners who have completed exceptional work along the corridor. Additional firms have been added to supplement the East-West team with specific focus on various aspects of the project scope across the duration of the project. This provides agility to react to minor adjustments in scope or DBE status.

Teaming with our partners has its advantages not only for achieving DBE goals, but also for having access to a wide range of experiences. The key for translating it to project success is selecting known firms that have worked with the rest of the consultant and agency personnel. The four added firms have all worked with multiple firms on the core East-West team, and have worked extensively with the City and/or WisDOT. This will create an agile consultant team who knows key agency staff and understands standards and processes.

Project Phase	Number of DBE Firms	Approximate DBE %*
Planning/NEPA	2	1-2%
Field Work/Real Estate	3	8-9%
Design	2	6-8%
Total	7	15-19%

*Percentages based on total anticipated fee

OUR TRACK RECORD DEMONSTRATES OUR COMMITMENT Our team meets and exceeds M/W/DBE goals



The timeline shown below includes a variety of expertise and critical previous partnerships and provides a plan to exceed the 15% DBE goal, which we see as key to having for a successful project.



Cross-Spectrum Acoustics

Key Skills/Projects/Partnerships:

- Noise analytics for required NEPA documents
- Helped FTA develop the Transit Noise and Vibration Impact Assessment Manual, the standard used for FTA funded projects
- Worked with SRF and AECOM teams for East-West in Madison and Milwaukee; only firm who has completed noise analysis for BRT projects in Wisconsin

Kaskaskia Engineering Group

Key Skills/Projects/Partnerships:

- Natural Environment and Wetland Delineation
- Trusted partner of SRF's, working together on NEPA studies across the country

Burse Surveying & Engineering

Key Skills/Projects/Partnerships:

- Surveying and platwork
- Experience working with City real estate staff
- Field coordination lead will be an accessible resource to coordinate real estate and site investigation processes
- Currently serving as the surveyor for the Hanson Road Satellite Facility project

GESTRA Engineering

Key Skills/Projects/Partnerships:

- Geotechnical investigation
- Teaming partner of AECOM's for City of Madison projects

Lalor Land Services

Key Skills/Projects/Partnerships:

- Appraisal Services
- Working with CORRE to manage workload

Saiki Design

Key Skills/Projects/Partnerships:

- Landscape architecture, including transit plaza in Milwaukee
- Experience working with City Forestry
- Previous partners of Strand and AECOM
- Services provided for key Madison area projects such as Monona Drive and Verona Road

Bloom Companies

Key Skills/Projects/Partnerships:

- OCR Coordination (completed with Waukesha Bypass)
- Traffic control and curb ramp design with WisDOT standards
- Capacity to supplement team with transit experience
- Previous partner of Strand

Appendix A: Required Forms





Form A: Signature Affidavit

**RFQ #: 12000-0-2023-JB Bus Rapid Transit North-South
Corridor Project Planning, Design, and Small Starts
Application**

This form must be returned with your response.

In signing Proposals, we certify that we have not, either directly or indirectly, entered into any agreement or participated in any collusion or otherwise take any action in restraint of free competition; that no attempt has been made to induce any other person or firm to submit or not to submit Proposals, that Proposals have been independently arrived at, without collusion with any other Proposers, competitor or potential competitor; that Proposals have not been knowingly disclosed prior to the opening of Proposals to any other Proposers or competitor; that the above statement is accurate under penalty of perjury.

The undersigned, submitting this Proposals, hereby agrees with all the terms, conditions, and specifications required by the City in this Request for Proposals, declares that the attached Proposals and pricing are in conformity therewith, and attests to the truthfulness of all submissions in response to this solicitation.

Proposers shall provide the information requested below. Include the legal name of the Proposers and signature of the person(s) legally authorized to bind the Proposers to a contract.

AECOM Technical Services, Inc.

COMPANY NAME

Randall L. Fuchs
SIGNATURE

2/15/23
DATE

Randall L. Fuchs
PRINT NAME OF PERSON SIGNING



Form B: Receipt of Forms and Submittal Checklist

RFQ #: 12000-0-2023-JB Bus Rapid Transit North-South Corridor Project Planning, Design, and Small Starts Application

This form must be returned with your response.

Proposers hereby acknowledge the receipt and/or submittal of the following forms:

Forms	Initial to Acknowledge SUBMITTAL	Initial to Acknowledge RECEIPT
Description of Services/Commodities	N/A	X
Form A: Signature Affidavit	X	X
Form B: Receipt of Forms and Submittal Checklist	X	X
Form C: Vendor Profile	X	X
Form E: References	X	X
Form F: USDOT/FTA Certifications	X	X
Appendix A: Standard Terms & Conditions	N/A	X
Appendix B: Contract for Purchase of Services	N/A	X
Appendix C: USDOT/FTA Terms & Conditions	N/A	X
Appendix D: DBE Program Special Prequalification Report	X	X
Addendum # 1	X	X
Addendum #		
Addendum #		
Addendum #		

AECOM Technical Services, Inc.

VENDOR NAME

AECOM Technical Services, Inc.

COMPANY NAME

Rev. 07/20/2015-RFQ 12000-FormB-Receipt.doc



Form C: Vendor Profile

RFQ #: 12000-0-2023-JB Bus Rapid Transit North-South Corridor Project Planning, Design, and Small Starts Application

This form must be returned with your response.

COMPANY INFORMATION

COMPANY NAME (Make sure to use your complete, legal company name.) AECOM Technical Services, Inc.			
Registered with the Federal System for Award Management (SAM): ☒ Yes / ☐ No (circle one)			
FEIN (or SSN collected upon award.) 95-2661922		SAM Unique Entity Identifier EPUXNLX5EYC4	
CONTACT NAME (Able to answer questions about proposal.) Bill Crowley		TITLE Associate Vice President/Project Manager	
TELEPHONE NUMBER (330) 329-4248		FAX NUMBER (330) 836-9115	
EMAIL william.crowley@aecom.com			
ADDRESS 564 White Pond Drive	CITY Akron	STATE OH	ZIP 44320-1100

AFFIRMATIVE ACTION CONTACT

If the selected contractor employs 15 or more employees and does aggregate annual business with the City of \$50,000 or more, the contractor will be required to file an Affirmative Action Plan and comply with the City of Madison Affirmative Action Ordinance, Section 39.02(9)(e), within thirty (30) days contract signature. Vendors who believe they are exempt based on number of employees or annual aggregate business must file a request for exemption. Link to information and applicable forms:
<https://www.cityofmadison.com/civil-rights/contract-compliance/vendors-suppliers>

CONTACT NAME Virginia Napoli		TITLE Senior Director Employee Relations and Compliance	
TELEPHONE NUMBER (609) 617-5640		FAX NUMBER N/A	
EMAIL virginia.napoli@aecom.com			
ADDRESS 13355 Noel Road, #400	CITY Dallas	STATE TX	ZIP 75420-6825

ORDERS/BILLING CONTACT

Address where City purchase orders/contracts are to be mailed and person the department contacts concerning orders and billing.

CONTACT NAME Michael Schneider		TITLE Transportation Engineer	
TELEPHONE NUMBER (608) 828-8181		FAX NUMBER (608) 836-9767	
EMAIL michael.schneider2@aecom.com			
ADDRESS 1350 Deming Way, Suite 100	CITY Middleton	STATE WI	ZIP 53562-4680



Form E: References

RFQ #: 12000-0-2023-JB Bus Rapid Transit North-South Corridor Project Planning, Design, and Small Starts Application

This form must be returned with your response.

Please list three references that are **NOT** from the City of Madison. If you wish to highlight any additional work experience for the City of Madison, please list it on a separate page.

REFERENCE #1 – CLIENT INFORMATION			
COMPANY NAME Milwaukee Transport Services		CONTACT NAME John Rodgers	
ADDRESS 1942 N. 17th Street		CITY Milwaukee	STATE WI
TELEPHONE NUMBER (414) 257-5968		FAX NUMBER N/A	
EMAIL john.rodgers@milwaukeecountywi.gov			
CONTRACT PERIOD 2014-Ongoing		YEAR COMPLETED Ongoing	TOTAL COST \$3.8M
DESCRIPTION OF THE PERFORMED WORK Milwaukee East-West Feasibility Study, Final Design and Construction Administration. AECOM delivered a feasibility study that evaluated BRT (with TOD) in a 9-mile corridor to connect major employment, education, and recreation destinations through downtown Milwaukee, Milwaukee's Near West Side, Marquette University, Wauwatosa, and the Milwaukee Regional Medical Center. The study led to a BRT that would provide improved access to the region's most vital, most traveled, and most congested corridor. The goal of the study was to improve access, mobility, and safety for both motorized vehicles as well as bicycle and pedestrian traffic. Our public involvement program consisted of a multi-platform, proactive strategy that sought to meet people where they are. Engagement activities included focused efforts to solicit outreach from communities of color through coordinated efforts with community leaders.			

REFERENCE #2 – CLIENT INFORMATION			
COMPANY NAME Omaha Metro Transit		CONTACT NAME Joy Willoughby	
ADDRESS 2222 Cuming Street		CITY Omaha	STATE NE
TELEPHONE NUMBER (402) 341-7560 ext. 2600		FAX NUMBER N/A	
EMAIL jwilloughby@ometro.com			
CONTRACT PERIOD 2017 to 2020		YEAR COMPLETED 2020	TOTAL COST \$4.9M
DESCRIPTION OF THE PERFORMED WORK Omaha Rapid Bus Transit Final Design and Construction Administration Services. AECOM worked with Metro Transit from Final Design through construction on Nebraska's first BRT project. This BRT project was funded through a TIGER grant with FTA oversight. AECOM's experience in BRT implementation gave Metro Transit of Omaha the confidence and ability to be flexible in the procurement and phasing of specific long-lead items such as station canopy fabrication. AECOM established design criteria with Metro for use on this corridor, as well as future expansions of the Omaha Rapid Bus Transit (ORBT) System. Preliminary design considerations included median guideway and eastbound contraflow operations. Final Design included Business Access and Transit (BAT) lanes on the one-way pair of Dodge and Douglas between downtown and 31st Street, with Transit Signal Priority and one queue jump offering the priority for the western connection to the upgraded Westroads Mall Transit Center.			

AECOM Technical Services, Inc.

COMPANY NAME

Rev. 06/21/2022-RFQ 12000-FormE-References.doc

REFERENCE #3 – CLIENT INFORMATION			
COMPANY NAME Pittsburgh Rapid Transit		CONTACT NAME Denise Ott	
ADDRESS 345 6th Avenue		CITY Pittsburgh	STATE PA
TELEPHONE NUMBER (412) 855-0502		ZIP 15222	
FAX NUMBER N/A		EMAIL dott@rideprt.org	
CONTRACT PERIOD 2017 to Ongoing		YEAR COMPLETED Ongoing	TOTAL COST \$223M
DESCRIPTION OF THE PERFORMED WORK Downtown-Uptown-Oakland-East End BRT Final Design and Construction Administration. AECOM led a BRT corridor improvement project to improve access and mobility using faster, more reliable, and easier-to-use transit service that improves regional, neighborhood, and job connectivity. The 'Core' route featured improvements extending 7-miles along Fifth and Forbes Avenues, plus an additional 4-miles of the existing East Busway (each direction) using dedicated lanes. Connected routes include the Highland Park BRT Branch extending 4-miles using Fifth and Highland Avenues, and the Squirrel Hill BRT Branch, extending 3-miles using Forbes and Murray Avenues. Both the Highland Park and Squirrel Hill BRT branches will operate in mixed-flow traffic on existing surface streets. AECOM is coordinating the first bid package with the CM for award this year.			

AECOM Technical Services, Inc.

COMPANY NAME

RFQ 12000-FormE-References.doc

FORM F - FTA & LOCAL CERTIFICATIONS

1. AFFIDAVIT AND INFORMATION REQUIRED OF PROPOSERS -(Include in all bids)

I hereby declare and affirm under the penalty for perjury:

A. That I am the Proposer (if the Proposer is an individual), a partner in the Proposal (if the Proposer is a partnership), or an officer or employee of the proposing corporation (if the Proposer is a corporation);

B. That the attached Proposal(s) have been arrived at by the Proposer independently and have been submitted without collusion or sham [fraud] and without any agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or services described in the request for proposals, designed to limit independent proposing or competition;

C. That the contents of the Proposal(s) have not been communicated, directly or indirectly, by the Proposer or its employees or agents to any person not an employee or agent of the Proposer or its surety or any bond furnished with the Proposal(s), and will not be communicated to any such person prior to the official opening of the proposal(s); and

D. That I have fully informed myself regarding the accuracy of the statements made in the affidavit.

SIGNATURE 
NAME Randall L. Fuchs
TITLE Vice President
FIRM NAME AECOM Technical Services, Inc.
DATE 2/15/23

2. OVERALL FEDERAL REGULATION COMPLIANCE

All contractual provisions required by USDOT/FTA, as set forth in USDOT/FTA Circular 4220.1F, as amended, and outlined in “USDOT/FTA Terms and Conditions”, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all USDOT/FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in the Proposal with the successful Proposer. The successful Proposer shall not perform any act, fail to perform any act, or refuse to comply with any City of Madison requests which would cause the City of Madison to be in violation of USDOT/FTA or Wisconsin Department of Transportation grant terms and conditions. The successful Proposer shall ensure that any proposed subcontractors have been determined to meet the same standards of responsibility applicable to the prime contractor.

SIGNATURE 
NAME Randall L. Fuchs
TITLE Vice President
FIRM NAME AECOM Technical Services, Inc.
DATE 2/15/23

3. COMPLIANCE WITH SPECIFICATIONS/SCOPE OF WORK -(Include in all bids)

The Proposer hereby certifies that it will comply with the specifications/scope of work issued by the City of Madison, WI. **The Proposer warrants and certifies that of the following three paragraphs, paragraph A or B or C is true (check one ONLY):**

A. ☒ The Proposer hereby states that it will comply with the specifications/scope of work in all areas. (This means that there are no exceptions to the City's specifications/scope of work, no matter how minor. If you have any doubts, check paragraph C or call the Project Administrator, at 608/267-1148, for assistance.)

B. ☐ The Proposer hereby states that it will comply with the specifications/scope of work in all areas except those where requests for clarification were approved by the City prior to Proposal submission.

C. ☐ The Proposer hereby states that it will comply with the specifications/scope of work in all areas except those noted in its response as not being granted by the City in the requests for clarification process. The Proposer understands that those exceptions to the specifications/scope of work may be considered not responsive and may be rejected by the City.

SIGNATURE 
NAME Randall L. Fuchs
TITLE Vice President
FIRM NAME AECOM Technical Services, Inc.
DATE 2/15/23

4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION) (Only Proposals Exceeding \$25,000)

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by in writing by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant agrees to review the "Excluded Parties Listing System" at <http://www.sam.gov>, before entering into any third party contract or subagreement.
8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies including suspension and/or debarment.

The prospective lower tier participant certifies, by submission of this Proposal, that neither it nor its "principals" as defined at 49 C.F.R. § 29.105 is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective lower tier participant shall attach an explanation to this proposal, and indicate that it has done so, by placing an X in the following space: _____

Furthermore, the prospective lower tier participant certifies that it will provide immediate written notice to the Procuring Agency if, at any time during the course of the proposed Offer, it learns that this certification was erroneous when submitted or has been erroneous by reason of changed circumstances.

THE PROPOSER OR OFFEROR, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND EXPLANATION, IF ANY. IN ADDITION, THE PROPOSER OR OFFEROR UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND EXPLANATION, IF ANY.

SIGNATURE Mathew P Tharaniyil
NAME Mathew P Tharaniyil
TITLE President
FIRM NAME Bloom Companies, LLC
DATE 02/10/2023

4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION) (Only Proposals Exceeding \$25,000)

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by in writing by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant agrees to review the "Excluded Parties Listing System" at <http://www.sam.gov>, before entering into any third party contract or subagreement.
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SIGNATURE Michelle L. Burse

NAME Michelle L. Burse

TITLE President

FIRM NAME Burse Surveying and Engineering, Inc.

DATE 02/10/2023

**4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)**

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
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Furthermore, the prospective lower tier participant certifies that it will provide immediate written notice to the Procuring Agency if, at any time during the course of the proposed Offer, it learns that this certification was erroneous when submitted or has been erroneous by reason of changed circumstances.

THE PROPOSER OR OFFEROR, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND EXPLANATION, IF ANY. IN ADDITION, THE PROPOSER OR OFFEROR UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND EXPLANATION, IF ANY.

SIGNATURE 
NAME GREG RAINKA
TITLE OFFICE PRINCIPAL - WI
FIRM NAME COMMONWEALTH HERITAGE GROUP LLC
DATE 2/10/23

**4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)**

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
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Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective lower tier participant shall attach an explanation to this proposal, and indicate that it has done so, by placing an X in the following space: _____

Furthermore, the prospective lower tier participant certifies that it will provide immediate written notice to the Procuring Agency if, at any time during the course of the proposed Offer, it learns that this certification was erroneous when submitted or has been erroneous by reason of changed circumstances.

THE PROPOSER OR OFFEROR, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND EXPLANATION, IF ANY. IN ADDITION, THE PROPOSER OR OFFEROR UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND EXPLANATION, IF ANY.

SIGNATURE 
NAME KEVIN MEYER
TITLE DIRECTOR OF TRANSPORTATION SERVICES
FIRM NAME CORRE, INC.
DATE 2/10/23

4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)

Instructions for Certification:

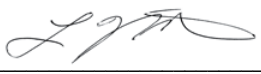
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The prospective lower tier participant certifies, by submission of this Proposal, that neither it nor its "principals" as defined at 49 C.F.R. § 29.105 is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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SIGNATURE 
 NAME Lance Meister
 TITLE Vice President
 FIRM NAME Cross-Spectrum Acoustics, Inc.
 DATE February 10, 2023

**4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)**

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
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SIGNATURE _____
NAME Douglas Dettmers
TITLE Senior Engineer
FIRM NAME Gestra Engineering, Inc.
DATE February 14, 2023

**4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)**

Instructions for Certification:

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SIGNATURE



NAME

Gerry Schmitt

TITLE

Discipline Leader

FIRM NAME

KL Engineering, Inc.

DATE

2/10/23

4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION) (Only Proposals Exceeding \$25,000)

Instructions for Certification:

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5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by in writing by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant agrees to review the "Excluded Parties Listing System" at <http://www.sam.gov>, before entering into any third party contract or subagreement.
8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies including suspension and/or debarment.

The prospective lower tier participant certifies, by submission of this Proposal, that neither it nor its "principals" as defined at 49 C.F.R. § 29.105 is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective lower tier participant shall attach an explanation to this proposal, and indicate that it has done so, by placing an X in the following space: _____

Furthermore, the prospective lower tier participant certifies that it will provide immediate written notice to the Procuring Agency if, at any time during the course of the proposed Offer, it learns that this certification was erroneous when submitted or has been erroneous by reason of changed circumstances.

THE PROPOSER OR OFFEROR, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND EXPLANATION, IF ANY. IN ADDITION, THE PROPOSER OR OFFEROR UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND EXPLANATION, IF ANY.

SIGNATURE Dan Becker
NAME Daniel Becker
TITLE President
FIRM NAME Multimedia Communications & Engineering
DATE 2/10/2023

**4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)**

Instructions for Certification:

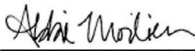
1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
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The prospective lower tier participant certifies, by submission of this Proposal, that neither it nor its "principals" as defined at 49 C.F.R. § 29.105 is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective lower tier participant shall attach an explanation to this proposal, and indicate that it has done so, by placing an X in the following space: _____

Furthermore, the prospective lower tier participant certifies that it will provide immediate written notice to the Procuring Agency if, at any time during the course of the proposed Offer, it learns that this certification was erroneous when submitted or has been erroneous by reason of changed circumstances.

THE PROPOSER OR OFFEROR, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND EXPLANATION, IF ANY. IN ADDITION, THE PROPOSER OR OFFEROR UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND EXPLANATION, IF ANY.

SIGNATURE 
NAME ABBIE MOILIEN
TITLE VICE PRESIDENT
FIRM NAME SAIKI DESIGN
DATE 02/10/2023

**4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)**

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by in writing by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant agrees to review the "Excluded Parties Listing System" at <http://www.sam.gov>, before entering into any third party contract or subagreement.
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The prospective lower tier participant certifies, by submission of this Proposal, that neither it nor its "principals" as defined at 49 C.F.R. § 29.105 is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective lower tier participant shall attach an explanation to this proposal, and indicate that it has done so, by placing an X in the following space: _____

Furthermore, the prospective lower tier participant certifies that it will provide immediate written notice to the Procuring Agency if, at any time during the course of the proposed Offer, it learns that this certification was erroneous when submitted or has been erroneous by reason of changed circumstances.

THE PROPOSER OR OFFEROR, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND EXPLANATION, IF ANY. IN ADDITION, THE PROPOSER OR OFFEROR UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND EXPLANATION, IF ANY.

SIGNATURE 
NAME Paul Martens
TITLE Chief Financial Officer
FIRM NAME SRF Consulting Group
DATE 2/13/23

4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
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SIGNATURE 
 NAME Joseph M. Bunker
 TITLE Corporate Secretary
 FIRM NAME Strand Associates, Inc.®
 DATE 2/10/23

4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION) (Only Proposals Exceeding \$25,000)

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
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SIGNATURE Ciara Schlichting
Ciara Schlichting (Feb 13, 2023 09:22 CST)

NAME Ciara Schlichting

TITLE Director of Operations, Midwest

FIRM NAME Toole Design Group, LLC

DATE Feb 13, 2023

4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION) (Only Proposals Exceeding \$25,000)

Instructions for Certification:

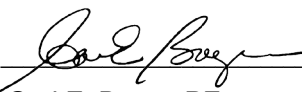
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SIGNATURE 
NAME Geri E. Boyer, PE
TITLE Manager
FIRM NAME Kaskaskia Engineering Group, LLC
DATE 2/10/2023

4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)
Instructions for Certification:

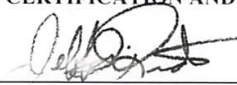
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SIGNATURE 
NAME Jeffrey Rindt
TITLE Member
FIRM NAME Valley Hydro-Excavation, LLC
DATE 2/21/2023

**4. DEBARMENT AND SUSPENSION CERTIFICATION (LOWER TIER COVERED TRANSACTION)
(Only Proposals Exceeding \$25,000)**

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective lower tier participant is providing the signed certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by in writing by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant agrees to review the "Excluded Parties Listing System" at <http://www.sam.gov>, before entering into any third party contract or subagreement.
8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies including suspension and/or debarment.

The prospective lower tier participant certifies, by submission of this Proposal, that neither it nor its "principals" as defined at 49 C.F.R. § 29.105 is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective lower tier participant shall attach an explanation to this proposal, and indicate that it has done so, by placing an X in the following space: _____

Furthermore, the prospective lower tier participant certifies that it will provide immediate written notice to the Procuring Agency if, at any time during the course of the proposed Offer, it learns that this certification was erroneous when submitted or has been erroneous by reason of changed circumstances.

THE PROPOSER OR OFFEROR, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND EXPLANATION, IF ANY. IN ADDITION, THE PROPOSER OR OFFEROR UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND EXPLANATION, IF ANY.

SIGNATURE Tierney Lalor
NAME Tierney Lalor
TITLE owner
FIRM NAME Lalor Land Services, LLC
DATE 2/10/23

5. DEBARMENT AND SUSPENSION CERTIFICATION - PRIMARY (Only Proposals Exceeding \$25,000)

Instructions for Certification:

1. By signing and submitting this Offer or proposal, the prospective primary participant is providing the signed certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by in writing by the department or agency entering into this transactions.
7. The prospective primary participant further agrees by submitting this proposal that it will include this clause titled "Certification regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant agrees to review the "Excluded Parties Listing System" at <http://www.sam.gov>, before entering into any third party contract or subagreement.
9. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under Paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

5. DEBARMENT AND SUSPENSION CERTIFICATION - PRIMARY- (continued)

The prospective primary participant certifies, by submission of this Proposal, to the best of its knowledge and belief, that neither it nor its "principals," as defined at 49 C.F.R. Part 29.105:

Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.

Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (2) of this certification.

Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, local) terminated for cause or default.

If the prospective primary participant is unable to certify to any of the statements in this certification, such prospective primary participant shall attach an explanation to this proposal, and indicate that it has done so, by placing an "X" in the following space: ____.

Furthermore, the potential Proposer certifies that it will provide immediate written notice to the Procuring Agency if, at any time during the course of the proposed contract, it learns that this certification was erroneous when submitted or has been erroneous by reason of changed circumstances.

THE PROPOSER OR OFFEROR, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND EXPLANATION, IF ANY. IN ADDITION, THE PROPOSER OR OFFEROR UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND EXPLANATION, IF ANY.

SIGNATURE 
 NAME Randall L. Fuchs
 TITLE Vice President
 FIRM NAME AECOM Technical Services, Inc.
 DATE 2/15/23

6. LOBBYING CERTIFICATION (Only Proposals Exceeding \$100,000)

The undersigned [Proposer] certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq.*.)]

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.]

The Proposer, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Proposer understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq.*, apply to this certification and disclosure, if any.

SIGNATURE 
 NAME Randall L. Fuchs
 TITLE Vice President
 FIRM NAME AECOM Technical Services, Inc.
 DATE 2/15/23

7. DBE APPROVAL CERTIFICATION

The Proposer hereby certifies that it will not discriminate on the basis of race, color, national origin, religion, sex, age or physical handicap in awarding a subcontract, and that it will take reasonable and necessary steps to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, Participation by Disadvantaged Business Enterprises in DOT Financial Assistance Programs, including 49 CFR 26.13, will have the opportunity to participate in the performance of this Proposal. Furthermore, the Proposer certifies that its goals have not been disapproved by the Federal Transit Administration.

SIGNATURE 
NAME Randall L. Fuchs
TITLE Vice President
FIRM NAME AECOM Technical Services, Inc.
DATE 2/15/23

8. COMPLIANCE WITH LOCAL AFFIRMATIVE ACTION ORDINANCE

The Proposer hereby certifies that it will comply with all provisions of the Affirmative Action Ordinance of the City of Madison including contract compliance requirements. **The Proposer warrants and certifies that, of the following three paragraphs, paragraph A or B or C, is true (check one ONLY), Check Paragraph D if applicable:**

A. ☒ It has prepared and has on file with the City of Madison's Affirmative Action Department an Affirmative Action Plan that meets the formal requirements of Federal Revised Order No. 4, 41 C.F.R. Part 60.2, as established by 43 FR 51400, November 3, 1978, including appendices required by the City of Madison ordinances or it has prepared and has on file a model Affirmative Action Plan approved by the Madison Common Council. (Please note that Affirmative Action plans must be updated annually with the Department of Civil Rights.)

B. ☐ Within thirty (30) days after the effective date of this Proposal, it will complete an Affirmative Action Plan that meets the format requirements of Federal Revised Order No. 4, 41 C.F.R. Part 60.2, as established by 43 FR 51400, November 3, 1978, including appendices required by the City of Madison ordinance or within thirty (30) days after the effective date of this Proposal, it will complete a model Affirmative Action Plan approved by the Madison Common Council.

C. ☐ The Proposer is exempt from filing an Affirmative Action Plan as he or she has fewer than fifteen (15) employees. Within thirty (30) days after Proposal award, the Proposer will file with the Affirmative Action Department an Employer Information Report form to document his or her exempt status.

D. ☐ The Bidder/Offeree understands that if Offeree is found by Procuring Agencies Department of Civil Rights to be non-exempt, Paragraph B applies.

SIGNATURE 
NAME Randall L. Fuchs
TITLE Vice President
FIRM NAME AECOM Technical Services, Inc.
DATE 2/15/23

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME AECOM Technical Services, Inc.

Address 1350 Deming Way, Suite 100

City Middleton State WI Zip + 4 53562-4680

B. How long has your firm been in business? 53 years

C. What is the annual gross receipts of your firm? \$3.1B

D. Are you a D.B.E.? Yes No X

E. If yes, is your personal net worth greater than \$750,000? Yes N/A No N/A

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: . If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 
NAME Randall L. Fuchs
TITLE Vice President
FIRM NAME AECOM Technical Services, Inc.
DATE 2/15/23

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Bloom Companies, LLC

Address 10501 W. Research Drive, Suite 100

City Milwaukee State WI Zip + 4 53226-3449

B. How long has your firm been in business? 24 Years

C. What is the annual gross receipts of your firm? \$14,124,769

D. Are you a D.B.E.? Yes X No

E. If yes, is your personal net worth greater than \$750,000? Yes X No

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 
NAME Mathew P. Tharaniyil
TITLE President
FIRM NAME Bloom Companies, LLC
DATE 02/07/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME BURSE SURVEYING AND ENGINEERING, INC.

Address 2801 INTERNATIONAL LANE, SUITE 101

City MADISON State WI Zip + 4 53704-3151

B. How long has your firm been in business? 23 years

C. What is the annual gross receipts of your firm? \$986,000

D. Are you a D.B.E.? Yes X No

E. If yes, is your personal net worth greater than \$750,000? Yes X No

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empt state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE Michelle L. Burse

NAME MICHELLE L. BURSE

TITLE PRESIDENT

FIRM NAME BURSE SURVEYING AND ENGINEERING, INC.

DATE 02/03/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Commonwealth Heritage Group, LLC

Address 3215 Central Street

City Dexter State MI Zip + 4 48130-1021

B. How long has your firm been in business? 35 years

C. What is the annual gross receipts of your firm? \$16,570,000

D. Are you a D.B.E.? Yes No X

E. If yes, is your personal net worth greater than \$750,000? Yes No

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: . If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 

NAME Brandon M. Gabler

TITLE Sr. Vice President

FIRM NAME Commonwealth Heritage Group, LLC

DATE 02/08/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME CORRE, Inc.

Address 6510 Grand Teton Plaza #314

City Madison State WI Zip + 4 53719-1029

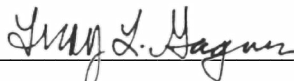
B. How long has your firm been in business? established in 2005

C. What is the annual gross receipts of your firm? 2022 - \$13,112,516

D. Are you a D.B.E.? Yes _____ No X

E. If yes, is your personal net worth greater than \$750,000? N/A Yes _____ No _____

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 
NAME Troy L. Gagner, PE
TITLE President
FIRM NAME CORRE, Inc.
DATE 2/10/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Cross-Spectrum Acoustics, Inc.

Address 200 North Main Street, Suite 17

^{East}
City Longmeadow State MA Zip + 4 01028

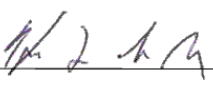
B. How long has your firm been in business? 11 years

C. What is the annual gross receipts of your firm? \$1,700,000

D. Are you a D.B.E.? Yes X No

E. If yes, is your personal net worth greater than \$750,000? Yes No X

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empt state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 

NAME Herbert Singleton Jr.

TITLE President

FIRM NAME Cross-Spectrum Acoustics, Inc.

DATE February 6, 2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Gestra Engineering, Inc.

Address 191 W. Edgerton Avenue

City Milwaukee State WI Zip + 4 53207-6020

B. How long has your firm been in business? 21 years

C. What is the annual gross receipts of your firm? \$5.5 million

D. Are you a D.B.E.? Yes X No

E. If yes, is your personal net worth greater than \$750,000? Yes X No

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 
NAME Md. Masud Alam
TITLE President
FIRM NAME Gestra Engineering, Inc.
DATE 02/10/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME KL Engineering, Inc.

Address 5400 King James Way, Ste 200

City Madison State WI Zip + 4 53719-1703

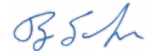
B. How long has your firm been in business? 31 years

C. What is the annual gross receipts of your firm? \$13,900,000

D. Are you a D.B.E.? Yes No x

E. If yes, is your personal net worth greater than \$750,000? Yes No x

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: . If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 

NAME Ryan Schanhofer

TITLE President

FIRM NAME KL Engineering, Inc.

DATE 2/10/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME MULTIMEDIA COMMUNICATIONS & ENGINEERING INC.

Address PO Box 11064

City Green Bay State WI Zip + 4 54307-1064

B. How long has your firm been in business? 16 years

C. What is the annual gross receipts of your firm? \$1.343M

D. Are you a D.B.E.? Yes _____ No X

E. If yes, is your personal net worth greater than \$750,000? Yes _____ No X

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE Dan Becker

NAME Daniel Becker

TITLE President

FIRM NAME Multimedia Communications & Engineering Inc.

DATE 2/10/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME SAIKI DESIGN, INC.

Address 1110 S. PARK STREET

City MADISON State WI Zip + 4 53715

B. How long has your firm been in business? 34 YEARS

C. What is the annual gross receipts of your firm? \$1M - \$1.5M

D. Are you a D.B.E.? Yes X No

E. If yes, is your personal net worth greater than \$750,000? Yes X No

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 

NAME D. KEN SAIKI

TITLE PRESIDENT

FIRM NAME SAIKI DESIGN

DATE 02/03/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME SRF Consulting Group Inc.

Address 3701 Wayzata Blvd, Suite 100

City Minneapolis State MN Zip + 4 55416-3791

B. How long has your firm been in business? 62 years

C. What is the annual gross receipts of your firm? \$61M

D. Are you a D.B.E.? Yes No X

E. If yes, is your personal net worth greater than \$750,000? Yes No

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: . If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE 
NAME Paul Martens
TITLE Chief Financial Officer
FIRM NAME SRF Consulting Group Inc.
DATE 2/7/23

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Strand Associates, Inc.

Address 910 West Wingra Drive

City Madison State WI Zip + 4 53715-1943

B. How long has your firm been in business? 77 Years

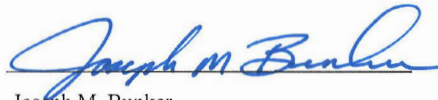
C. What is the annual gross receipts of your firm? \$120,844,577

D. Are you a D.B.E.? Yes No X

E. If yes, is your personal net worth greater than \$750,000? Yes No

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE



NAME

Joseph M. Bunker

TITLE

Corporate Secretary

FIRM NAME

Strand Associates, Inc.®

DATE

2/6/2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Toole Design Group, LLC

Address 8484 Georgia Avenue, Suite 800

City Silver Spring State MD Zip + 4 20910

B. How long has your firm been in business? 20 years

C. What is the annual gross receipts of your firm? \$34,200,000 (2021)

D. Are you a D.B.E.? Yes _____ No X

E. If yes, is your personal net worth greater than \$750,000? Yes _____ No _____

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE *Ciara Schlichting*
Ciara Schlichting (Feb 6, 2023 11:42 CST)

NAME Ciara Schlichting

TITLE Director of Operations, Midwest

FIRM NAME Toole Design Group, LLC

DATE Feb 6, 2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Kaskaskia Engineering Group, LLC

Address 208 East Main Street, Suite 100

City Belleville State IL Zip + 4 62220-1643

B. How long has your firm been in business? since 2006

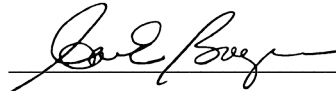
C. What is the annual gross receipts of your firm? \$11 million

D. Are you a D.B.E.? Yes X No

E. If yes, is your personal net worth greater than \$750,000? Yes No X

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE



NAME

Geri E. Boyer, PE

TITLE

Manager

FIRM NAME

Kaskaskia Engineering Group, LLC

DATE

2/6/2023

9. **DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)**

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Valley Hydro-Excavation, LLC

Address N2496 US Highway 45

City State Zip + 4 Campbellsport, WI 53010-2928

B. How long has your firm been in business? 20 Years

C. What is the annual gross receipts of your firm? 4 Million Dollars

D. Are you a D.B.E.? Yes No X

E. If yes, is your personal net worth greater than \$750,000? Yes No

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empt's state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE



NAME

Jeffrey Rindt

TITLE

Member/Owner

FIRM NAME

Valley Hydro-Excavation, LLC

DATE

February 17, 2023

9. DBE VENDOR SURVEY (To be completed by prime and all sub-contractors whether DBE or not)

The United States Department of Transportation (USDOT) has issued new rules to restructure the Disadvantaged Business Enterprise Program so it complies with Court orders. These new rules at 49 C.F.R. Part 26.11 require transit properties to obtain the following information from all current, past and potential Proposers. Here "potential Proposer" is defined as one seeking or has sought to do business with us.

A. PROPOSING COMPANY NAME Lalor Land Services, LLC

Address 1425 Country Club Ln

City Watertown State WI Zip + 4 53098-4350

B. How long has your firm been in business? 16 yrs

C. What is the annual gross receipts of your firm? \$107,986 - 2022

D. Are you a D.B.E.? Yes X No

E. If yes, is your personal net worth greater than \$750,000? Yes No X

F. If you want USDOT and the City of Madison to treat this information as proprietary you must place an "X" in the following space: X. If done, then USDOT and the City will view this information as proprietary. It will therefore be protected under the Federal Freedom of Information Act, which pre-empts state and local laws, if any, which may allow this information to be otherwise released.

SIGNATURE Tierney Lalor

NAME Tierney Lalor

TITLE owner

FIRM NAME Lalor Land Services, LLC

DATE 2/10/23

10. VENDOR DATA SHEET

A. LIST THE PERSON THE CITY CAN CONTACT IF THERE ARE QUESTIONS ABOUT YOUR PROPOSAL.

Name Bill Crowley
Address 564 White Pond Drive
City Akron State OH Zip + 4 44320-1100
Phone (330) 329-4248 FAX (330) 836-9115 E-mail william.crowley@aecom.com

B. LIST THE PERSON RESPONSIBLE FOR REQUIRED AFFIRMATIVE ACTION INFORMATION.

Name Virginia Napoli
Address 13355 Noel Road, #400
City Dallas State TX Zip + 4 75420-6825
Phone (609) 617-5640 FAX N/A E-mail virginia.napoli@aecom.com

C. LIST THE PERSON RESPONSIBLE FOR INVOICES & PREVAILING WAGE DOCUMENTATION.

Name Jeana Dodson
Address 13640 Briarwick Drive, Suite 200
City Austin State TX Zip + 4 78729-1752
Phone (512) 419-5180 FAX N/A E-mail jeana.dodson@aecom.com

D. LIST THE PERSON RESPONSIBLE FOR THE MONTHLY PROGRESS REPORTS, if required.

Name Bill Crowley
Address 564 White Pond Drive
City Akron State OH Zip + 4 44320-1100
Phone (330) 329-4248 FAX (330) 836-9115 E-mail william.crowley@aecom.com

Appendix D



Department of Civil Rights

Norman D. Davis, Director
City-County Building, Room 523
210 Martin Luther King, Jr. Blvd.
Madison, WI 53703
Phone: (608) 266-4910 | Fax: (608) 266-6514
dcrc@cityofmadison.com
cityofmadison.com/civil-rights

Affirmative Action Division
Tracy Lomax, AAD Manager

DBE Program Special Prequalification Report

D1. COVER PAGE

Project Name	BRT North-South Corridor Project Planning, Design & Small Starts Application
Bidder's Name	AECOM Technical Services, Inc.
Bidder's Contact Person	Bill Crowley
Contact Person's Telephone Number	(330) 329-4248

BIDDER CERTIFICATION

I, Randall L. Fuchs
hereby declare and affirm that I am a duly authorized representative of
AECOM Technical Services, Inc.
and that I have personally reviewed the material and facts set forth in and submitted in this DBE Utilization Plan and, to the best of my knowledge and belief, the information in this Plan is true and correct.

Furthermore, the undersigned shall enter into formal written agreements with all listed DBE firms for work as indicated in this Plan and shall enter into such agreements within five (5) working days after receipt of the contract executed by the City of Madison, Wisconsin.

I, further declare and affirm that:

☒ We have met the 15% assigned DBE Goal (15%).
OR ☐ We have enclosed documentation that is accurate to demonstrate our good faith efforts to meet the goal ().

Randall L. Fuchs
SIGNATURE

2/15/23
DATE

Randall L. Fuchs

Vice President

NAME

TITLE

AECOM Technical Services, Inc.

FIRM NAME

D2. DBE UTILIZATION REPORT

(Prime contractor to complete a report for each DBE utilized.)

DBEs Who Are NOT Suppliers

Name of DBE Firm	Bloom Companies, LLC
Address of DBE Firm	10501 W. Research Drive, Suite 100, Madison, WI 53226
DBE Firm Contact Person	Mathew Tharaniyil
Contact Person's Telephone Number	(608) 819-8511

THIS DBE WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Joint Venture Partner

Type of work this DBE will perform:

Traffic Control Design and Railroad Coordination Estimated percentage of work: 5.2% - 7.3%

DBEs Who ARE Suppliers

DBEs may participate as suppliers, which provide a commercially useful function. The dollar value for DBE suppliers or 'materials only' vendors shall be discounted to 60% for purposes of meeting DBE goals.

Name of DBE Firm	
Address of DBE Firm	
DBE Firm's Contact Person	
Contact Person's Telephone Number	

Type of material this DBE will supply:

D2. DBE UTILIZATION REPORT

(Prime contractor to complete a report for each DBE utilized.)

DBEs Who Are NOT Suppliers

Name of DBE Firm	Burse Surveying and Engineering, Inc.
Address of DBE Firm	2801 International Lane, Suite 101, Madison, WI 53704
DBE Firm Contact Person	Michelle Burse
Contact Person's Telephone Number	(608) 250-9263

THIS DBE WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Joint Venture Partner

Type of work this DBE will perform:

Survey/Platwork Estimated percentage of work: 6.2% - 6.6%

DBEs Who ARE Suppliers

DBEs may participate as suppliers, which provide a commercially useful function. The dollar value for DBE suppliers or 'materials only' vendors shall be discounted to 60% for purposes of meeting DBE goals.

Name of DBE Firm	
Address of DBE Firm	
DBE Firm's Contact Person	
Contact Person's Telephone Number	

Type of material this DBE will supply:

D2. DBE UTILIZATION REPORT

(Prime contractor to complete a report for each DBE utilized.)

DBEs Who Are NOT Suppliers

Name of DBE Firm	Cross-Spectrum Acoustics, Inc.
Address of DBE Firm	3215 Central Street, Dexter, MI 48130
DBE Firm Contact Person	Lance Meister
Contact Person's Telephone Number	(801) 997-8600

THIS DBE WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Joint Venture Partner

Type of work this DBE will perform:

Noise and Vibration Estimated percentage of work: 0.5% - 0.8%
--

DBEs Who ARE Suppliers

DBEs may participate as suppliers, which provide a commercially useful function. The dollar value for DBE suppliers or 'materials only' vendors shall be discounted to 60% for purposes of meeting DBE goals.

Name of DBE Firm	
Address of DBE Firm	
DBE Firm's Contact Person	
Contact Person's Telephone Number	

Type of material this DBE will supply:

--

D2. DBE UTILIZATION REPORT

(Prime contractor to complete a report for each DBE utilized.)

DBEs Who Are NOT Suppliers

Name of DBE Firm	GESTRA Engineering, Inc.
Address of DBE Firm	191 W. Edgerton Avenue, Milwaukee, WI 53207
DBE Firm Contact Person	Md. Masud Alam
Contact Person's Telephone Number	Gestra Engineering, Inc.

THIS DBE WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Joint Venture Partner

Type of work this DBE will perform:

Geotechnical Drilling, Testing and Engineering Estimated percentage of work: 1.7% - 2.0%

DBEs Who ARE Suppliers

DBEs may participate as suppliers, which provide a commercially useful function. The dollar value for DBE suppliers or 'materials only' vendors shall be discounted to 60% for purposes of meeting DBE goals.

Name of DBE Firm	
Address of DBE Firm	
DBE Firm's Contact Person	
Contact Person's Telephone Number	

Type of material this DBE will supply:

D2. DBE UTILIZATION REPORT

(Prime contractor to complete a report for each DBE utilized.)

DBEs Who Are NOT Suppliers

Name of DBE Firm	Saiki Design, Inc.
Address of DBE Firm	1110 S. Park Street, Madison, WI 53715
DBE Firm Contact Person	Abbie Moilien, Vice President
Contact Person's Telephone Number	(608) 405-8149

THIS DBE WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Joint Venture Partner

Type of work this DBE will perform:

Landscape Architecture Estimated percentage of work: 0.9% - 1.1%

DBEs Who ARE Suppliers

DBEs may participate as suppliers, which provide a commercially useful function. The dollar value for DBE suppliers or 'materials only' vendors shall be discounted to 60% for purposes of meeting DBE goals.

Name of DBE Firm	
Address of DBE Firm	
DBE Firm's Contact Person	
Contact Person's Telephone Number	

Type of material this DBE will supply:

--

D2. DBE UTILIZATION REPORT

(Prime contractor to complete a report for each DBE utilized.)

DBEs Who Are NOT Suppliers

Name of DBE Firm	Kaskaskia Engineering Group, LLC
Address of DBE Firm	208 East Main Street, Suite 100, Belleville, IL 62220
DBE Firm Contact Person	Geri Bowyer
Contact Person's Telephone Number	(618) 233-5877

THIS DBE WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Joint Venture Partner

Type of work this DBE will perform:

Natural Environment and Wetland Delineation	Estimated percentage of work: 0.6% - 1.2%
---	---

DBEs Who ARE Suppliers

DBEs may participate as suppliers, which provide a commercially useful function. The dollar value for DBE suppliers or 'materials only' vendors shall be discounted to 60% for purposes of meeting DBE goals.

Name of DBE Firm	
Address of DBE Firm	
DBE Firm's Contact Person	
Contact Person's Telephone Number	

Type of material this DBE will supply:

--

D2. DBE UTILIZATION REPORT

(Prime contractor to complete a report for each DBE utilized.)

DBEs Who Are NOT Suppliers

Name of DBE Firm	Lalor Land Services, LLC
Address of DBE Firm	1425 Country Club Lane, Watertown, WI 53098
DBE Firm Contact Person	Tierney Lalor
Contact Person's Telephone Number	(920) 248-9333

THIS DBE WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Joint Venture Partner

Type of work this DBE will perform:

Property Appraisals Estimated percentage of work: 0.3% - 0.4%

DBEs Who ARE Suppliers

DBEs may participate as suppliers, which provide a commercially useful function. The dollar value for DBE suppliers or 'materials only' vendors shall be discounted to 60% for purposes of meeting DBE goals.

Name of DBE Firm	
Address of DBE Firm	
DBE Firm's Contact Person	
Contact Person's Telephone Number	

Type of material this DBE will supply:

D3. LETTER OF INTENT FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

(To be completed by each DBE.)

To: AECOM Technical Services, Inc. and the City of Madison
(Name of Prime Contractor)

From: Bloom Companies, LLC
(Name of DBE Firm)

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the following project/contract.

Project Name	BRT North-South Corridor Project Planning, Design & Small Starts Application
DBE Firm's Contact Person	Mathew Tharaniyil
Contact Person's Telephone Number	(608) 819-8511

THIS DBE FIRM WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Supplier
☐ Joint Venture Partner

This firm will perform the following type of work:

Traffic Control Design and Railroad Coordination	Estimated percentage of work: 5.2% - 7.3%
--	---

If more space is needed to fully describe the DBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement with the Prime Contractor, conditioned upon the Prime Contractor's execution of a contract with the City of Madison, Wisconsin, and will do so within five (5) working days of the Prime Contractor's knowledge of said contract award. The DBE status of the undersigned has been certified by the City of Madison, Wisconsin, or the Wisconsin Unified Certification Program. A copy of said certification is attached to this Letter of Intent.

Notice: If the DBE firm is not certified by the City or the Wisconsin Unified Certification Program, by the bid submission date the firm's participation in accordance with 49 CFR Part 26 Section 26.55(f) cannot be counted towards the attainment of DBE Goals.

<u></u> SIGNATURE	<u>2/7/2023</u> DATE
<u>Mathew Tharaniyil</u> NAME	<u>President</u> TITLE
<u>Bloom Companies, LLC</u> FIRM NAME	

WISCONSIN UNIFIED CERTIFICATION PROGRAM DISADVANTAGED BUSINESS ENTERPRISE



Wisconsin Department of Transportation
Office of Business Opportunity & Equity Compliance
DBE Support Services Office
6150 W. Fond du Lac Avenue
Milwaukee, WI 53218

11/29/2022

Matthew Tharaniyil
Bloom Companies, LLC
10501 W. Research Drive, Suite 100
Milwaukee, WI 53226

RE: 2022 Approval of Annual No-Change Affidavit

Dear Mr. Tharaniyil:

On behalf of the Wisconsin Unified Certification Program, WisDOT has approved your No-Change Affidavit and has determined that your firm continues to meet DBE eligibility standards contained in 49 CFR Part 26 to perform work towards DBE goals.

This determination is based on information provided to WisDOT on your current application and Personal Financial Statement for certification as a DBE. Should this information change, you must notify this office within 30 days of the change.

WisDOT reserves the right to rescind this certification of eligibility, should the information provided by you on the Annual No-Change Affidavit form and the supporting documentation prove to be false, inaccurate, or misleading.

Please submit your firm's [Annual No-Change Affidavit](#) and gross receipts verification at your firm's next anniversary date.

Sincerely,

DBE Certification

Office of Business Opportunity & Equity Compliance

Wisconsin Department of Transportation

Email: DBE_Alert@dot.wi.gov

Webpage: <https://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/certified-firms.aspx>

City of Madison

Department of Civil Rights
210 Martin Luther King Jr. Blvd., Rm. 523
Madison, WI 53703
(608) 266-4910
(608) 267-1142 FAX
(866) 703-2314 TTY/Textnet

Dane County

Dane County Executive Office
Office of Equal Opportunity
210 Martin Luther King Jr. Blvd., Rm. 421
Madison, WI 53703
(608) 266-4114
(608) 266-2643 FAX

Milwaukee County

Office of the County Board
Community Business Development Partners
Milwaukee County - City Campus
2711 West Wells Street
Room 830
Milwaukee, WI 53208
(414) 278-5248
(414) 223-1958 FAX

Wisconsin Dept Of Transportation

DBE Office
4822 Madison Yards Way
Floor 5 South
PO Box 7986
Madison, WI 53707-7986
(608) 267-2096
(608) 267-3641 FAX

D3. LETTER OF INTENT FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

(To be completed by each DBE.)

To: AECOM Technical Services, Inc. and the City of Madison
(Name of Prime Contractor)

From: Burse Surveying and Engineering, Inc.
(Name of DBE Firm)

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the following project/contract.

Project Name	BRT North-South Corridor Project Planning, Design & Small Starts Application
DBE Firm's Contact Person	MICHELLE L. BURSE
Contact Person's Telephone Number	608-250-9263

THIS DBE FIRM WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Supplier
☐ Joint Venture Partner

This firm will perform the following type of work:

Survey/Platwork Estimated percentage of work: 6.2% - 6.6%

If more space is needed to fully describe the DBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement with the Prime Contractor, conditioned upon the Prime Contractor's execution of a contract with the City of Madison, Wisconsin, and will do so within five (5) working days of the Prime Contractor's knowledge of said contract award. The DBE status of the undersigned has been certified by the City of Madison, Wisconsin, or the Wisconsin Unified Certification Program. A copy of said certification is attached to this Letter of Intent.

Notice: If the DBE firm is not certified by the City or the Wisconsin Unified Certification Program, by the bid submission date the firm's participation in accordance with 49 CFR Part 26 Section 26.55(f) cannot be counted towards the attainment of DBE Goals.

Michelle L. Burse 02/03/2023
SIGNATURE DATE

MICHELLE L. BURSE PRESIDENT
NAME TITLE

BURSE SURVEYING AND ENGINEERING, INC.
FIRM NAME

WISCONSIN UNIFIED CERTIFICATION PROGRAM
DISADVANTAGED BUSINESS ENTERPRISE



March 24, 2022

Michelle Burse
Burse Surveying and Engineering, Inc.
2801 International Lane
Suite 101
Madison, WI 53704

RE: Approval of Annual No-Change Affidavit

Dear Ms. Michelle Burse:

On behalf of the Wisconsin Unified Certification Program, Milwaukee County has approved your No-Change Affidavit for Burse Surveying and Engineering, Inc. and has determined that your firm continues to meet DBE eligibility standards contained in 49 CFR Part 26 to perform work towards DBE goals.

This determination is based on information provided to Milwaukee County on your current application and Personal Financial Statement for certification as a DBE. Should this information change, you must notify this office within 30 days of the change.

Milwaukee County reserves the right to rescind this certification of eligibility, should the information provided by you on the Annual No-Change Affidavit form and the supporting documentation prove to be false, inaccurate, or misleading.

Please note that you are required to submit an Annual No-Change Affidavit next year by your firm's anniversary date. Milwaukee County will send you an Annual No-Change Affidavit email in advance of your due date.

We invite you to register with Milwaukee County Procurement and participate in our fair and open bidding process for the goods and services.

If you need assistance or have any questions regarding your certification, please email Marina Borges at Marina.Borges@MilwaukeeCountywi.gov.

Sincerely,



Shirlean Clayton
Certification Manager
Milwaukee County Community Business Development Partners (CBDP)
633 W. Wisconsin Ave, Suite 902
Milwaukee, WI 53203-1901
(414) 278-4613 Work
shirlean.clayton@milwaukeeCountywi.gov

D3. LETTER OF INTENT FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

(To be completed by each DBE.)

To: AECOM Technical Services, Inc. and the City of Madison
(Name of Prime Contractor)

From: Cross-Spectrum Acoustics, Inc.
(Name of DBE Firm)

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the following project/contract.

Project Name	BRT North-South Corridor Project Planning, Design & Small Starts Application
DBE Firm's Contact Person	Lance Meister
Contact Person's Telephone Number	(801) 997-8600

THIS DBE FIRM WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Supplier
☐ Joint Venture Partner

This firm will perform the following type of work:

Noise and Vibration Estimated percentage of work: 0.5% - 0.8%

If more space is needed to fully describe the DBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement with the Prime Contractor, conditioned upon the Prime Contractor's execution of a contract with the City of Madison, Wisconsin, and will do so within five (5) working days of the Prime Contractor's knowledge of said contract award. The DBE status of the undersigned has been certified by the City of Madison, Wisconsin, or the Wisconsin Unified Certification Program. A copy of said certification is attached to this Letter of Intent.

Notice: If the DBE firm is not certified by the City or the Wisconsin Unified Certification Program, by the bid submission date the firm's participation in accordance with 49 CFR Part 26 Section 26.55(f) cannot be counted towards the attainment of DBE Goals.

 February 7, 2023
SIGNATURE DATE

Lance Meister Vice President
NAME TITLE

Cross-Spectrum Acoustics, Inc.
FIRM NAME

WISCONSIN UNIFIED CERTIFICATION PROGRAM DISADVANTAGED BUSINESS ENTERPRISE



7/13/2021

Cross-Spectrum Acoustics, Inc.
25 Granby Street
East Longmeadow, MA 01028

RE: 2021 Approval of Annual No-Change Affidavit

Dear Mr. Singleton:

On behalf of the Wisconsin Unified Certification Program, WisDOT has approved your No-Change Affidavit and has determined that your firm continues to meet DBE eligibility standards contained in 49 CFR Part 26 to perform work towards DBE goals.

This determination is based on information provided to WisDOT on your current application and Personal Financial Statement for certification as a DBE. Should this information change, you must notify this office within 30 days of the change.

WisDOT reserves the right to rescind this certification of eligibility, should the information provided by you on the Annual No-Change Affidavit form and the supporting documentation prove to be false, inaccurate, or misleading.

Please note that you are required to submit an Annual No-Change Affidavit next year by your firm's anniversary date. WisDOT will send you an Annual No-Change Affidavit email in advance of your due date.

If you need assistance or have any questions regarding your certification, please contact WisDOT at 608-266-8216.

Sincerely,

Suki Han
Equal Opportunities Specialist

City of Madison
Department of Civil Rights
210 Martin Luther King Jr. Blvd., Rm. 523
Madison, WI 53703
(608) 266-4910
(608) 267-1142 FAX
(866) 703-2314 TTY/Textnet

Dane County
Dane County Executive Office
Office of Equal Opportunity
210 Martin Luther King Jr. Blvd., Rm. 421
Madison, WI 53703
(608) 266-4114
(608) 266-2643 FAX

Milwaukee County
Office of the County Board
Community Business Development Partners
Milwaukee County - City Campus
2711 West Wells Street
Room 830
Milwaukee, WI 53208
(414) 278-5248
(414) 223-1958 FAX

Wisconsin Dept Of Transportation
DBE Office
4802 Sheboygan Avenue
Room 451
P O Box 7965
Madison, WI 53707-7965
(608) 266-6961
(608) 267-3641 FAX

D3. LETTER OF INTENT FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

(To be completed by each DBE.)

To: AECOM Technical Services, Inc. and the City of Madison
(Name of Prime Contractor)

From: Gestra Engineering, Inc.
(Name of DBE Firm)

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the following project/contract.

Project Name	BRT North-South Corridor Project Planning, Design & Small Starts Application
DBE Firm's Contact Person	Douglas Dettmers
Contact Person's Telephone Number	414-933-7444

THIS DBE FIRM WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Supplier
☐ Joint Venture Partner

This firm will perform the following type of work:

Geotechnical drilling, testing and engineering Estimated percentage of work: 1.7% - 2.0%

If more space is needed to fully describe the DBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement with the Prime Contractor, conditioned upon the Prime Contractor's execution of a contract with the City of Madison, Wisconsin, and will do so within five (5) working days of the Prime Contractor's knowledge of said contract award. The DBE status of the undersigned has been certified by the City of Madison, Wisconsin, or the Wisconsin Unified Certification Program. A copy of said certification is attached to this Letter of Intent.

Notice: If the DBE firm is not certified by the City or the Wisconsin Unified Certification Program, by the bid submission date the firm's participation in accordance with 49 CFR Part 26 Section 26.55(f) cannot be counted towards the attainment of DBE Goals.

	February 14, 2023
_____ SIGNATURE	_____ DATE
Douglas Dettmers	Senior Engineer
_____ NAME	_____ TITLE
Gestra Engineering, Inc.	
_____ FIRM NAME	

WISCONSIN UNIFIED CERTIFICATION PROGRAM DISADVANTAGED BUSINESS ENTERPRISE



Wisconsin Department of Transportation
Office of Business Opportunity & Equity Compliance
DBE Support Services Office
6150 W. Fond du Lac Avenue
Milwaukee, WI 53218

8/11/2022

M. Masud Alam
Gestra Engineering, Inc
191 W. Edgerton Avenue
Milwaukee, WI 53207

RE: Approval of 2022 Annual No-Change Affidavit

Dear Mr. Alam:

On behalf of the Wisconsin Unified Certification Program, WisDOT has approved your No-Change Affidavit and has determined that your firm continues to meet DBE eligibility standards contained in 49 CFR Part 26 to perform work towards DBE goals.

This determination is based on information provided to WisDOT on your current application and Personal Financial Statement for certification as a DBE. Should this information change, you must notify this office within 30 days of the change.

WisDOT reserves the right to rescind this certification of eligibility, should the information provided by you on the Annual No-Change Affidavit form and the supporting documentation prove to be false, inaccurate, or misleading.

Please submit your firm's [Annual No-Change Affidavit](#) and gross receipts verification at your firm's next anniversary date.

Sincerely,

DBE Certification

Office of Business Opportunity & Equity Compliance

Wisconsin Department of Transportation

Email: DBE_Alert@dot.wi.gov

Webpage: <https://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/certified-firms.aspx>

City of Madison

Department of Civil Rights
210 Martin Luther King Jr. Blvd., Rm. 523
Madison, WI 53703
(608) 266-4910
(608) 267-1142 FAX
(866) 703-2314 TTY/Textnet

Dane County

Dane County Executive Office
Office of Equal Opportunity
210 Martin Luther King Jr. Blvd., Rm. 421
Madison, WI 53703
(608) 266-4114
(608) 266-2643 FAX

Milwaukee County

Office of the County Board
Community Business Development Partners
Milwaukee County - City Campus
2711 West Wells Street
Room 830
Milwaukee, WI 53208
(414) 278-5248
(414) 223-1958 FAX

Wisconsin Dept Of Transportation

DBE Office
4822 Madison Yards Way
Floor 5 South
PO Box 7986
Madison, WI 53707-7986
(608) 267-2096
(608) 267-3641 FAX

D3. LETTER OF INTENT FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

(To be completed by each DBE.)

To: AECOM Technical Services, Inc. and the City of Madison
(Name of Prime Contractor)

From: Saiki Design, Inc.
(Name of DBE Firm)

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the following project/contract.

Project Name	BRT North-South Corridor Project Planning, Design & Small Starts Application
DBE Firm's Contact Person	Abbie Moilien, Vice President
Contact Person's Telephone Number	608-405-8149

THIS DBE FIRM WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Supplier
☐ Joint Venture Partner

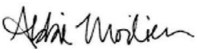
This firm will perform the following type of work:

Landscape Architecture Estimated percentage of work: 0.9% - 1.1%

If more space is needed to fully describe the DBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement with the Prime Contractor, conditioned upon the Prime Contractor's execution of a contract with the City of Madison, Wisconsin, and will do so within five (5) working days of the Prime Contractor's knowledge of said contract award. The DBE status of the undersigned has been certified by the City of Madison, Wisconsin, or the Wisconsin Unified Certification Program. A copy of said certification is attached to this Letter of Intent.

Notice: If the DBE firm is not certified by the City or the Wisconsin Unified Certification Program, by the bid submission date the firm's participation in accordance with 49 CFR Part 26 Section 26.55(f) cannot be counted towards the attainment of DBE Goals.

	02/03/2023
_____ SIGNATURE	_____ DATE
ABBIE MOILIEN	VICE PRESIDENT
_____ NAME	_____ TITLE
SAIKI DESIGN	
_____ FIRM NAME	

WISCONSIN UNIFIED CERTIFICATION PROGRAM DISADVANTAGED BUSINESS ENTERPRISE



Wisconsin Department of Transportation
Office of Business Opportunity & Equity Compliance
DBE Support Services Office
6150 W. Fond du Lac Avenue
Milwaukee, WI 53218

12/28/2022

Ken Saiki
Saiki Designs, Inc.
1110 S. Park Street
Madison, WI 53715

RE: 2022 Approval of Annual No-Change Affidavit

Dear Mr. Saiki:

On behalf of the Wisconsin Unified Certification Program, WisDOT has approved your No-Change Affidavit and has determined that your firm continues to meet DBE eligibility standards contained in 49 CFR Part 26 to perform work towards DBE goals.

This determination is based on information provided to WisDOT on your current application and Personal Financial Statement for certification as a DBE. Should this information change, you must notify this office within 30 days of the change.

WisDOT reserves the right to rescind this certification of eligibility, should the information provided by you on the Annual No-Change Affidavit form and the supporting documentation prove to be false, inaccurate, or misleading.

Please submit your firm's [Annual No-Change Affidavit](#) and gross receipts verification at your firm's next anniversary date.

Sincerely,

DBE Certification

Office of Business Opportunity & Equity Compliance

Wisconsin Department of Transportation

Email: DBE_Alert@dot.wi.gov

Webpage: <https://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/certified-firms.aspx>

City of Madison
Department of Civil Rights
210 Martin Luther King Jr. Blvd., Rm. 523
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(608) 266-4910
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Dane County
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Milwaukee County
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Community Business Development Partners
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Wisconsin Dept Of Transportation
DBE Office
4822 Madison Yards Way
Floor 5 South
PO Box 7986
Madison, WI 53707-7986
(608) 267-2096
(608) 267-3641 FAX

D3. LETTER OF INTENT FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

(To be completed by each DBE.)

To: AECOM Technical Services, Inc. and the City of Madison
(Name of Prime Contractor)

From: Kaskaskia Engineering Group, LLC
(Name of DBE Firm)

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the following project/contract.

Project Name	BRT North-South Corridor Project Planning, Design & Small Starts Application
DBE Firm's Contact Person	Geri E. Boyer, PE
Contact Person's Telephone Number	618.233.5877

THIS DBE FIRM WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Supplier
☐ Joint Venture Partner

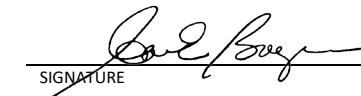
This firm will perform the following type of work:

Natural Environment and Wetland Delineation Estimated percentage of work: 0.6% - 1.2%

If more space is needed to fully describe the DBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement with the Prime Contractor, conditioned upon the Prime Contractor's execution of a contract with the City of Madison, Wisconsin, and will do so within five (5) working days of the Prime Contractor's knowledge of said contract award. The DBE status of the undersigned has been certified by the City of Madison, Wisconsin, or the Wisconsin Unified Certification Program. A copy of said certification is attached to this Letter of Intent.

Notice: If the DBE firm is not certified by the City or the Wisconsin Unified Certification Program, by the bid submission date the firm's participation in accordance with 49 CFR Part 26 Section 26.55(f) cannot be counted towards the attainment of DBE Goals.

 2/6/2023
SIGNATURE DATE
Geri E. Boyer, PE Manager
NAME TITLE
Kaskaskia Engineering Group, LLC
FIRM NAME

WISCONSIN UNIFIED CERTIFICATION PROGRAM DISADVANTAGED BUSINESS ENTERPRISE



Wisconsin Department of Transportation
Office of Business Opportunity & Equity Compliance
DBE Support Services Office
6150 W. Fond du Lac Avenue
Milwaukee, WI 53218

11/29/2022

Geri E. Boyer
Kaskaskia Engineering Group, LLC
208 East Main Street, Suite 100
Belleville, IL 62220

RE: 2022 Approval of Annual No-Change Affidavit

Dear Ms. Boyer:

On behalf of the Wisconsin Unified Certification Program, WisDOT has approved your No-Change Affidavit and has determined that your firm continues to meet DBE eligibility standards contained in 49 CFR Part 26 to perform work towards DBE goals.

This determination is based on information provided to WisDOT on your current application and Personal Financial Statement for certification as a DBE. Should this information change, you must notify this office within 30 days of the change.

WisDOT reserves the right to rescind this certification of eligibility, should the information provided by you on the Annual No-Change Affidavit form and the supporting documentation prove to be false, inaccurate, or misleading.

Please submit your firm's [Annual No-Change Affidavit](#) and gross receipts verification at your firm's next anniversary date.

Sincerely,

DBE Certification

Office of Business Opportunity & Equity Compliance

Wisconsin Department of Transportation

Email: DBE_Alert@dot.wi.gov

Webpage: <https://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/certified-firms.aspx>

City of Madison

Department of Civil Rights
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Dane County

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Milwaukee County

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Wisconsin Dept Of Transportation

DBE Office
4822 Madison Yards Way
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Madison, WI 53707-7986
(608) 267-2096
(608) 267-3641 FAX

D3. LETTER OF INTENT FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

(To be completed by each DBE.)

To: AECOM Technical Services, Inc. and the City of Madison
(Name of Prime Contractor)

From: Lalor Land Services, LLC
(Name of DBE Firm)

The undersigned is prepared to provide the following described services or supply the following described goods in connection with the following project/contract.

Project Name	BRT North-South Corridor Project Planning, Design & Small Starts Application
DBE Firm's Contact Person	<u>Tierney Lalor</u>
Contact Person's Telephone Number	<u>920 248-9333</u>

THIS DBE FIRM WILL BE A: (Check One)

- ☒ Sub-contractor
☐ Supplier
☐ Joint Venture Partner

This firm will perform the following type of work:

Property Appraisals Estimated percentage of work: 0.3% - 0.4%

If more space is needed to fully describe the DBE firm's proposed scope of work and/or payment schedule, attach additional sheets.

The undersigned will enter into a formal written agreement with the Prime Contractor, conditioned upon the Prime Contractor's execution of a contract with the City of Madison, Wisconsin, and will do so within five (5) working days of the Prime Contractor's knowledge of said contract award. The DBE status of the undersigned has been certified by the City of Madison, Wisconsin, or the Wisconsin Unified Certification Program. A copy of said certification is attached to this Letter of Intent.

Notice: If the DBE firm is not certified by the City or the Wisconsin Unified Certification Program, by the bid submission date the firm's participation in accordance with 49 CFR Part 26 Section 26.55(f) cannot be counted towards the attainment of DBE Goals.

Tierney Lalor 2/10/23
SIGNATURE DATE

Tierney Lalor Owner
NAME TITLE

Lalor Land Services, LLC
FIRM NAME

WISCONSIN UNIFIED CERTIFICATION PROGRAM DISADVANTAGED BUSINESS ENTERPRISE



Wisconsin Department of Transportation
Office of Business Opportunity & Equity Compliance
DBE Support Services Office
6150 W. Fond du Lac Avenue
Milwaukee, WI 53218

9/15/2022

Tierney Lalor
Lalor Land Services, LLC
1425 Country Club Lane
Watertown, WI 53098

RE: 2022 Approval of Annual No-Change Affidavit

Dear Tierney Lalor:

On behalf of the Wisconsin Unified Certification Program, WisDOT has approved your No-Change Affidavit and has determined that your firm continues to meet DBE eligibility standards contained in 49 CFR Part 26 to perform work towards DBE goals.

This determination is based on information provided to WisDOT on your current application and Personal Financial Statement for certification as a DBE. Should this information change, you must notify this office within 30 days of the change.

WisDOT reserves the right to rescind this certification of eligibility, should the information provided by you on the Annual No-Change Affidavit form and the supporting documentation prove to be false, inaccurate, or misleading.

Please submit your firm's [Annual No-Change Affidavit](#) and gross receipts verification at your firm's next anniversary date.

Sincerely,

DBE Certification

Office of Business Opportunity & Equity Compliance

Wisconsin Department of Transportation

Email: DBE_Alert@dot.wi.gov

Webpage: <https://wisconsindot.gov/Pages/doing-bus/civil-rights/dbe/certified-firms.aspx>

City of Madison

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Wisconsin Dept Of Transportation

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Madison, WI 53707-7986
(608) 267-2096
(608) 267-3641 FAX

D4. CERTIFICATION OF LOWER-TIER PARTICIPANTS (SUBCONTRACTOR/SUBCONSULTANT) REGARDING DEBAR-MENT, SUSPENSION, AND OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

(To be completed by each DBE.)

The lower-tier participant (potential subcontractor), Kaskaskia Engineering Group, LLC, certifies, by submission of this proposal or bid, that neither it nor its principles are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

(If the lower-tier participant [potential subcontractor] is unable to certify to any of the statements in this certification, such participant shall attach an explanation to this certification.)

THE LOWER-TIER PARTICIPANT (POTENTIAL SUBCONTRACTOR) CERTIFIES OR AFFIRMS THE TRUTHFUL-NESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C. SUBSECTION 3801 ET SEQ. ARE APPLICABLE THERETO.


 SIGNATURE

2/10/2023

DATE

Rebecca Boyer
 NAME

VP of Operations
 TITLE

Kaskaskia Engineering Group, LLC
 FIRM NAME

The undersigned official representative for the Kaskaskia Engineering Group, LLC (entity) hereby certifies that the Kaskaskia Engineering Group, LLC (entity) has authority under State and local law to comply with the subject assurances and that the certification above has been legally made.


 SIGNATURE

2/10/2023

DATE

Rebecca Boyer
 NAME

VP of Operations
 TITLE

Kaskaskia Engineering Group, LLC
 FIRM NAME

AFFIDAVIT

STATE OF Illinois)
) ss.
 COUNTY OF St. Clair)

The undersigned, having been first duly sworn, says that the information given in the above certificate is true and correct to the best of his/her knowledge and belief.

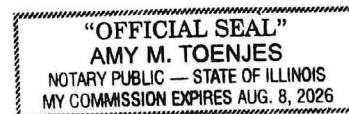
Signed: Rebecca Boyer
 Authorized Representative

Subscribed and sworn to before me:

This 10 day of February, 2023

Signed: Amy M. Toenjes
 Notary Public

My commission expires Aug 8, 2026



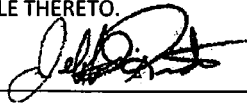
D4. CERTIFICATION OF LOWER-TIER PARTICIPANTS (SUBCONTRACTOR/SUBCONSULTANT) REGARDING DEBAR-MENT, SUSPENSION, AND OTHER INELIGIBILITY AND VOLUNTARY EXCLUSION

(To be completed by each DBE.)

The lower-tier participant (potential subcontractor), Valley Hydro-Excavation, LLC, certifies, by submission of this proposal or bid, that neither it nor its principles are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

(If the lower-tier participant [potential subcontractor] is unable to certify to any of the statements in this certification, such participant shall attach an explanation to this certification.)

THE LOWER-TIER PARTICIPANT (POTENTIAL SUBCONTRACTOR) CERTIFIES OR AFFIRMS THE TRUTHFUL-NESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C. SUBSECTION 3801 ET SEQ. ARE APPLICABLE THERETO.

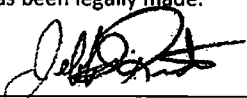
 _____ SIGNATURE	2/17/2023 _____ DATE
---	----------------------------

Jeffrey Rindt _____ NAME	Member/Owner _____ TITLE
--------------------------------	--------------------------------

Valley Hydro-Excavation, LLC

 FIRM NAME

The undersigned official representative for the Valley Hydro-Excavation, LLC (entity) hereby certifies that the Valley Hydro-Excavation, LLC (entity) has authority under State and local law to comply with the subject assurances and that the certification above has been legally made.

 _____ SIGNATURE	2/17/2023 _____ DATE
---	----------------------------

Jeffrey Rindt _____ NAME	Owner/Member _____ TITLE
--------------------------------	--------------------------------

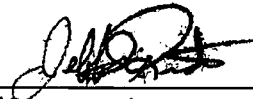
Valley Hydro-Excavation, LLC

 FIRM NAME

AFFIDAVIT

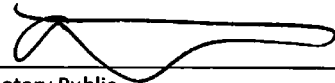
STATE OF Wisconsin)
) ss.
 COUNTY OF Fond du Lac)

The undersigned, having been first duly sworn, says that the information given in the above certificate is true and correct to the best of his/her knowledge and belief.

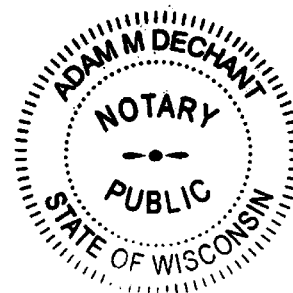
Signed: 
 Authorized Representative

Subscribed and sworn to before me:

This 17 day of FEBRUARY, 2023

Signed: 
 Notary Public

My commission expires SEPT. 14, 2025



AECOM Technical Services, Inc. has an adaptive and agile plan to exceed the overall DBE goal of 15%, therefore this form is N/A.

D5. GOOD-FAITH EFFORTS DOCUMENTATION FORM

The intent of this certification is to document the good faith efforts implemented by the bidder in soliciting and utilizing DBE firms to meet DBE participation requirements. This certificate will assist The City of Madison and Madison Metro in determining whether the apparent successful contractor has implemented comprehensive good faith efforts. Failure to implement “good faith” efforts to the satisfaction of the City of Madison could result in the rejection of the proposal.

I, _____
do hereby acknowledge that I am the authorized representative of _____

and am submitting this good faith certificate to document efforts undertaken by our firm to meet the assigned DBE goal.

RFQ No.	RFQ Title	Total Contract Amount	DBE Percentage	
			Goal	Pledged

1. Provide a brief summary as to why you believe your firm is unable to meet the DBE participation goals on this project (Attach additional pages if necessary.)

2. Solicitation of DBEs. I hereby certify that I have utilized comprehensive “good faith” efforts to solicit and utilize DBE firms to meet the DBE participation requirements of this contract proposal, as demonstrated by my responses to the following questions:

A. Identifying Work Items for DBE Participation:

Bidders are encouraged to select portions of work to be performed by DBEs in a manner which will increase the likelihood of meeting DBE goals. In selecting work to be performed, bidders will consider, where appropriate, direct opportunities for participation by DBEs. A bidder can also meet the goal by purchasing goods and supplies from suppliers of goods certified as DBE firms.

- i. Which portion(s) or section(s) of the contract proposal, in terms of the nature of work, were selected for direct participation by DBEs.

- ii. What efforts were undertaken to purchase goods and services from certified DBE firms? Were any efforts made to break down the purchasing contract into economically feasible units to facilitate DBE participation?

B. Notifying All Firms of Contracting/Consulting Opportunities

- i. In the table below, indicate all firms (DBEs and non DBEs) which received written or other forms of notification of the participation opportunities on the proposal. In the appropriate space, also indicate when firms received subsequent telephone solicitations. Please attach additional page(s) so that all companies contacted are listed. (Attach photocopies of all written solicitations to DBE firms to this certificate).

Company Contacted	Date of Written Notification	DBE		Date of Follow-Up Telephone Call
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	
		☐ Yes	☐ No	

- ii. Soliciting Proposals From Interested DBE Firms

Bidders must solicit proposals in good faith with interested DBE firms. Proposals from interested DBE firms must not be rejected by bidders without sound justification.

DBE Contact Report

Please complete this Report for each DBE firm(s) you contacted for this project and which were not utilized on the Project.

Name of DBE Firm	
Address of DBE Firm	
DBE Firm's Contact Person	
Contact Person's Telephone Number	
Date Contacted	

Submitted Proposal: ☐ Yes
☐ No

Type of work the DBE was considered:

Reason(s) why the DBE was not selected:

3. Media Announcements/Advertisements. Identify publications/media in which announcements or notifications were placed and published, if any. (Attach copies of proof of each announcement or notification.)

Published Announcement/ Name of Publication/Website	Date

4. Contacts with DBE Organizations or Associations. Identify DBE associations or organizations that received written notifications, including dates of all notifications. Provide name of person and date of follow-up call. If no follow-up calls made, explain why not. (Attach copies of letter sent as proof of notification).

DBE Associations/ Organizations Contacted	Date of Notification	Contact Person	Date of Follow-Up Telephone Call

5. Was the City of Madison Department of Civil Rights contacted to assist in the recruitment of DBE firms?

- ☐ Yes
☐ No

Contact was made by: ☐ Telephone
☐ Written correspondence

Date Contacted: _____

Person Contacted: _____

6. Providing Assistance to DBEs Firms

Explain any efforts undertaken to provide DBE firms with adequate information about the contracting opportunities and contractual requirements:

Describe any efforts undertaken to assist interested DBE firms in obtaining lines of credit or insurance required by the City of Madison or the bidder/offeror:

Describe any other efforts initiated to provide special assistance to DBE firms interested in participating on the proposal:

7. Other evidence and documentation you want the City to consider:

NOTE: The information requested as set forth above is the minimum information required by the City. Bidders maybe asked to submit information on certain other actions taken to secure DBE participation in an effort to meet the goals.



AFFIDAVIT

STATE OF _____)
) ss.
COUNTY OF _____)

The undersigned, having been first duly sworn, says that the information given in the above certificate is true and correct to the best of his/her knowledge and belief.

Signed: _____
Authorized Representative

Subscribed and sworn to before me:

This _____ day of _____, 20_____

Signed: _____
Notary Public

My commission expires _____, 20_____

AECOM Technical Services, Inc. has an adaptive and agile plan to exceed the overall DBE goal of 15% and we do not wish to appeal the DBE Good Faith Efforts, therefore this form is N/A.

D6. ADMINISTRATIVE RECONSIDERATION FOR GOOD-FAITH EFFORTS

Request For Administrative Hearing

Your good-faith efforts documentation has not been accepted, and you are entitled to request an administrative hearing to appeal that denial. If you wish to have such a hearing, please sign this form and return it to the City of Madison Department of Civil Rights by 4.30 p.m. on _____.

An email request may be emailed to Tracy Lomax at contractcompliance@cityofmadison.com.

At the administrative review, a hearing officer will hear your argument why your documentation should be accepted. The evidence he or she reviews will be the entire DBE participation file you submitted to the contracting officer. The hearing officer, at his or her discretion, may receive additional evidence, but any such evidence not previously submitted with your bid and participation forms, must be submitted to City at the same time you file your request for hearing. No further evidence will be received or considered if it was not submitted with this hearing request. Documents already submitted need not be submitted.

A hearing will be held within three (3) working days following the receipt of your hearing request. You will be notified promptly of the time and place of the hearing and the identity of the hearing officer. Because of the need to promptly resolve this matter and proceed with the award of the contract, an adjournment of the hearing will be granted only upon a showing of substantial cause. Your failure to appear at the hearing constitutes a withdrawal of your request.

THE UNDERSIGNED, AN AUTHORIZED REPRESENTATIVE OF _____

HEREWITH REQUESTS AN ADMINISTRATIVE HEARING TO APPEAL THE DENIAL OF THE COMPANY'S GOODFAITH EFFORTS DOCUMENTATION.

_____ SIGNATURE	_____ DATE
_____ NAME	_____ TITLE

Appendix B: Resumes





Bill Crowley, PE

Project Manager

Bill has a proven process for inter-discipline design from leading Bus Rapid Transit (BRT) Design for over 38 miles of BRT that is now operational in Cleveland, Grand Rapids, Provo-Orem, and Omaha. His imminent completion of final design for BRT in Pittsburgh and Madison provides recent best practices on electric bus facilities, bike lanes, and transit station architecture. He has participated in the creation of guidelines for UTA, Houston Metro, APTA, and WMATA.

Firm

- › AECOM

Education

- › BS, Civil Engineering, Missouri University of Science & Technology, 1998

Years of Experience

- › 24

Professional Registrations/Certifications

- › Professional Engineer (OH, UT, NE, TX, VA, MN)

Professional Affiliations

- › American Public Transportation Association (APTA) Bus Rapid Transit Design Committee

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Design Manager for the preliminary engineering, final design, and construction phase design services for the full corridor with median and curb-running dedicated guideway, including coordination for a new bus maintenance facility and charging at the ends of line. With construction planned for 2021 to 2024, the overall project budget is estimated at \$230M.

Washington Metropolitan Area Transit Authority, Right-of-Way Safety and Design, Washington, DC. Bill is overseeing the efforts to create a Design Guide for Bus Priority in collaboration with DDOT. As the team assesses local conditions and needs for system improvement, Bill will coordinate internal engagement and workshops with external agencies to develop best practices that prioritize transit.

Central Ohio Transit Authority, East-West Bus Rapid Transit Corridor Study and Preliminary Engineering, Columbus, OH. Design Manager Leading transit

design integration for construction cost estimating and 30% design after assisting in the determination of the Locally Preferred Alternative alignment with features that prioritize transit two corridors. The two corridors span nearly 23-miles and include median running dedicated guideway, mixed flow, transit signal priority, 36 stations and enhancements to existing transit facilities new end of line facilities and on route BRT vehicle charging. Standards of BRT Design for these two corridors will be used for future BRT corridors planned under the LinkUS Initiative.

Houston METRO, University Line Bus Rapid Transit General Engineering Consultant (GEC), Houston, TX. Concept Design Lead that coordinated the refined concept design of 25.3 miles of BRT which will be contracted into five segments for separate consultant teams to provide the final design and bid documents. Bill led the team to create the BRT Design Criteria for METRO Rapid and draft five basis of design documents for dedicated guideway with electric BRT vehicles that may ultimately become automated. Bill also coordinates design among disciplines

for work including stations, transit signal priority, garage improvements, end of line bus charging facilities, new layovers with comfort stations, and separated bike facilities along with hundreds of right-of-way acquisitions and many utility relocations.

Metro Area Transit, Omaha Rapid Bus Transit (ORBT), Omaha, NE. Project Manager for this project which began in 2017 as the Dodge Street BRT Final Design and is ongoing in Construction Administration to coordinate corridor enhancements and evaluations as revenue service began in November 2021. Bill coordinated preliminary planning to evaluate median running ways, counter-flow bus lanes, and shared platforms with streetcars. Bill worked directly with the client, stakeholders, and the design and planning team to revise the 30% Plans and NEPA documents to meet the needs of the community with the funds awarded through a 2014 TIGER Grant. He also coordinated benefit-cost analysis of snow melt technology, worked for accessibility on steep grades.



Michael Schneider, PE

Deputy Project Manager/Design Lead

Michael is a transportation engineer based in Madison, WI and is a member of AECOM's Bus Rapid Transit (BRT) design group. He has nine years of experience working on a variety of transit and urban projects. Michael's primary tasks include project management of transit projects, transit station design, roadway design, roadway modeling, utility coordination, and stormwater management. Working on projects spanning several offices and various design disciplines has allowed Michael to develop skills required to successfully deliver complex projects.

Firm

- › AECOM

Education

- › BS, Civil Engineering, University of Wisconsin, 2013

Years of Experience

- › 9

Professional Registrations/Certifications

- › Professional Engineer, WI #45895-6

Professional Affiliations

- › American Public Transportation Association
- › American Society of Civil Engineers

Technical Presentations

- › City of Madison Bus Rapid Transit, 2022 ITS Wisconsin Transportation Conference
- › The Rise of BRT in Wisconsin, ACEC Spring 2020 Transportation Improvement Conference
- › Milwaukee East-West Bus Rapid Transit, APWA Fall 2019 Technical Conference

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Roadway Design Lead. AECOM is assisting the City of Madison in the development of the City's first BRT route, an approximately 15-mile route serving east-west travel across the City. The project is pursuing a Small Starts Grant for the 32 station route, the purchase of 60-foot battery electric articulated buses, and additional associated infrastructure improvements. Michael is guiding the consultant team on station designs for curb-running and center-running corridors, leading design coordination with other City of Madison projects, and overseeing the schedule and budget. Michael coordinates with over 100 staff from the City and the consultant team across the various disciplines required to successfully deliver a project of this magnitude. Staff includes those focusing on design, architecture, utilities, surveying, geotechnical, environmental, real estate, and public engagement.

Milwaukee Transport Services, East-West Bus Rapid Transit, Milwaukee County, WI. Project Engineer. AECOM is the designer of record of Milwaukee County's East-West BRT

route that is currently under construction. This will be the first BRT route in Wisconsin, which required significant coordination with stakeholders throughout the design process on topics such as station design, BEB vehicles and transit only lanes. Michael led the final design, oversaw the capital cost development, created special provisions and led the utility coordination for the 9-mile route. Other roles included representing Milwaukee County as the design engineer during the Federal Transit Administration (FTA) Small Starts Grant Risk Workshop. As the design engineer, Michael explained design, cost and schedule concepts and clarified how those concepts led to the mitigation of project risks.

City of Stevens Point, Business 51, Stevens Point, WI. Project Engineer. AECOM is currently assisting Stevens Point in the reconstruction of the three-mile Business 51 corridor within the City of Stevens Point. Michael led the effort for creating the design criteria for the urban project and assisted with the design alternatives which, through stakeholder and public coordination, has led to a preferred alternative design.

Wisconsin Department of Transportation, IH 39 South Segment, Rock County, WI.

Participated in the reconstruction of IH 39/90 from the Illinois state line to Madison to improve capacity and safety of the 45-mile route. The project will expand the interstate to six lanes (eight lanes for a portion of the project), as well as improve interchange design at 11 interchanges. Assisted in the development of alignments and profiles for the I-39/I-43 interchange, consisting of a free-flow system interchange and a diverging diamond interchange (DDI) with STH 81. Took roadway and stormwater models from 60% to final design. Developed grading plans around structures and verified bridge clearances. Produced exhibits used to inform public of alternative designs, and to gain approval of the designs from the Federal Highway Administration. Developed plans for permanent signing, pavement markings, plan details, and traffic control.

City of Racine, Lake Michigan Pathway, Racine, WI. Assisted in the design, creation of plans, development of a cost estimate, and completion of documentation required as part of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.



Adele Hall, AICP

NEPA Lead

Firm

- › SRF Consulting Group

Education

- › Master of Urban and Regional Planning, Humphrey School of Public Affairs, University of Minnesota, 2009
- › Certificate in Transportation Studies, University of Minnesota, 2009
- › BA, Economics and Women's & Gender Studies, Carleton College, 2004, Cum Laude

Years of Experience

- › 19

Professional Registrations/Certifications

- › American Institute of Certified Planners #286061

Professional Affiliations

- › American Planning Association-Minnesota Chapter
- › Women's Transportation Seminar-Minnesota Chapter

Adele is a highly skilled transit project manager with a deep understanding of transitway development, Small Starts and NEPA processes, station area planning, transit-oriented development, and community engagement. Adele brings a passion for transit and community planning to her projects and has a strong command of analysis tools, technical concepts, and relevant policy. She enjoys finding new and inventive ways of reaching people, hearing from community members, and working with technical staff to shape projects that reflect their unique stakeholders and contexts.

Project experience

City of Madison, East-West Bus Rapid Transit Documented Categorical Exclusion, Madison, WI. Completed in 2022, Adele managed the team that delivered a completed documented categorical exclusion and Section 106 determination of no adverse effect in just over one year for the 15-mile Madison East-West BRT project.

Milwaukee Transport Services, East-West Bus Rapid Transit Environmental Assessment, Milwaukee, WI. Adele developed technical content of the EA for this 10-mile corridor in Milwaukee and Wauwatosa. Adele facilitated completion of the document in concert with the design process, 106 process, and FTA's requirements.

Town of Chapel Hill, North-South BRT Documented Categorical Exclusion and Final Design, Chapel Hill, NC. Adele is managing preparation of the environmental document for the 8.2-mile North-South Bus Rapid Transit Project in one of Chapel Hill's busiest transit corridors. She is facilitating completion of the document in concert

with the design process, 106 process, and FTA's requirements. Adele is also SRF's project manager for final design, facilitating communication between the consultant team lead, client, and SRF's technical experts.

Link BRT Architectural and Engineering, Rochester, MN. Adele is the Planning Lead on the development of the Rochester Rapid Transit line. In this role, Adele oversees the submittal of the project's Small Starts application to the Federal Transit Administration, completion of the project's documented categorical exclusion, and public engagement on the project.

Purple Line BRT Environmental and Final Design, Twin Cities, MN. During the environmental phase of the project Adele led the communications and public engagement team and SRF's environmental team. Now, in project development, Adele is a key member of the Capital Investment Grant team.

Orange Line BRT Categorical Exclusion and Small Starts Application, Twin Cities, MN. Adele assisted Metro Transit with completion of the Orange Line documented categorical exclusion and worked with each of the corridor

cities to prepare the economic development section of the Orange Line Small Starts application.

Washington County Regional Rail Authority, Gateway Corridor BRT Draft Environmental Assessment, Washington County, MN. As Lead Planner, Adele worked on the project purpose and need, evaluation of alternatives, determination of environmental consequences and mitigation measures, New Starts evaluation, and staffing of project committees and public involvement activities.



Gavin Poindexter

Planning Lead

Gavin has 15 years of experience in transportation planning related fields. While with AECOM, he has guided projects at all stages of the New Starts and Small Starts process. He has experience leading the development of requests to enter project development, evaluation and rating requests, entry into engineering, PMOC reviews, and grant agreements.

Firm

- › AECOM

Education

- › MSc, Urban Planning, University of Iowa, 2005
- › BA, Political Science and Communication, St. John's University, 2003

Years of Experience

- › 15

Training

- › Transportation Certificate, Public Policy Center, University of Iowa, 2005

Professional Affiliations

- › American Planning Association
- › American Institute of Certified Planners

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI.

AECOM is leading the planning and preliminary engineering for the East West BRT project. Gavin led the development of the request to enter Small Starts Project Development and the request to be evaluated and rated. Including the Small Starts templates and financial plan.

Milwaukee Transport Services, East-West Bus Rapid Transit, Milwaukee County, WI.

AECOM is conducting a Project Development study and is serving as the design lead for the East-West Corridor. Gavin is the Implementation and FTA Coordination lead. He prepared the request to enter Small Starts Project Development and SSGA grant application. The project receive at SSGA in 2020. Gavin led the development of the Project Management Plan, supporting subplans.

Miami-Dade County Transitway, South Corridor Bus Rapid Transit, Miami-Dade County, FL.

FTA Coordination and Small Starts Lead. AECOM prepared the Design

Build Criteria packages, documentation for NEPA, and Small Starts Project Development Materials. Gavin led development of the request to enter Small Starts Project Development, documented CE, and was responsible for developing the FTA readiness materials including the Project Management Plan and sub plans and materials necessary for the FTA to evaluate and rate the project. The South Corridor BRT project received \$100M Small Starts Grant in 2020. In addition, he led efforts to secure a successful Build Grant to allow for the construction of parking garage along the corridor.

Central Ohio Transit Authority, East-West Bus Rapid Transit Corridor Study and Preliminary Engineering, Columbus, OH.

Gavin led the Planning and Implementation portions of the East-West Corridor project including identification of station location, development of Purpose and Need, Evaluation of Alternatives, including capital cost estimates and service plan. In addition, he develop a implementation strategy that broke corridor into three separate projects and worked with COTA to get two of the

projects accepted in FTA Small Starts Project Development.

Chapel Hill Transit, Chapel Hill Alternatives Analysis and 30% Design, Chapel Hill, NC.

AECOM conducted an Alternatives Analysis, exploring transit options to improve transit service within the heavily travel Martin Luther King Boulevard corridor. As Implementation Lead, Gavin assisted with the development of transit alternatives, capital costs, and leading project implementation tasks. He also led the successful request to enter Small Starts Project Development.

Pittsburgh Rapid Transit, Bus Rapid Transit Program, Pittsburgh, PA.

AECOM is developing final design plans for their BRT project utilizing electric buses. As the Small Starts Coordination Lead, Gavin led the development of the request to be evaluated and rated. Including conducting a survey of the potential capital and operational funding sources to secure necessary funding for the project.



Jeff Held, PE, PTOE

Traffic Lead

Firm

- › Strand Associates

Education

- › BS. Civil Engineering, Iowa State University, 1999

Years of Experience

- › 23

Professional Registrations/Certifications

- › Professional Engineer in Wisconsin, Arizona, Indiana, Iowa, Kentucky, and Ohio
- › Professional Traffic Operations Engineer

Professional Affiliations

- › Member Chi-Epsilon
- › Member Institute of Transportation Engineers

Areas of Expertise

- › Traffic Engineering and Modeling
- › Transportation Corridor Studies
- › Public Involvement
- › NEPA Documentation
- › Site Design
- › Surface and Groundwater Hydrology

Project experience

Traffic/Corridor Studies includes project management; the preparation of traffic impact studies, environmental reports, environmental assessments, and environmental impact statements; and the development of improvement alternatives for numerous major corridor studies, including:

- Madison East-West Bus Rapid Transit Study and Design – Dane County, WI
- Madison Beltline (US 12/14/18/151) Planning and Environmental Linkages (PEL) Study – Dane County, WI
- US 51 (Stoughton-McFarland) Environmental Impact Statement – Dane County, WI
- US 51 (Stoughton Road) Environmental Impact Statement – Dane County, WI
- Verona Road/West Beltline Environmental Impact Statement – Dane County, WI
- US 63 Environmental Assessment – Saint Croix County, WI

Communitywide transportation planning

includes transportation network planning, development of traffic calming standards

and programs, bicycle and pedestrian master planning, roadway functional classification review, and more including:

- Monona Pedestrian and Bicycle Plan Engineering Component – Monona, WI
- Middleton Transportation Network Plan, Neighborhood Traffic management Program, and Traffic Impact Analysis Guidelines – Middleton, WI
- Dayton Comprehensive Transportation Plan – Dayton, TX

Coordinated and hosted dozens of public meetings and workshops

to keep locals informed of area transportation projects and provide an opportunity to voice their opinions and concerns. Completed Indiana Department of Transportation training on the National Environmental Policy Act (NEPA), and Ohio Department of Transportation Prequalification Training for Safety Studies and Interchange Justification Reports.

Traffic Modeling. Proficient in traffic modeling and analysis programs, including Paramics, Synchro/SimTraffic, PTV Vissim, HCS, Signal 2000, CORSIM, and Trafvu. Has served as the

project manager and assisted in model coding and analysis for several extensive and detailed traffic simulation models, including:

- Synchro modeling for the Madison East-West BRT project.
- Paramics models comparing traffic signal versus roundabout control at more than 50 intersections.
- Paramics models of 11 miles of Stoughton Road, a major urban arterial on the east side of Madison, WI, including more than 10 interchanges and more than 40 adjacent intersections. Study involves the use of an extraction from the regional travel demand model to develop the Paramics origin-destination matrices.
- Paramics models of complex system interchange configurations at the Verona Road/US 151 interchange with the Beltline Highway in Madison, WI.

Experienced in the preparation of environmental documentation, including Planning and Environment Linkages documents, Environmental Assessments, and Environmental Impact Statements., section surveys, and plat staking.



Brian Beaulieu, PE

Field Coordination Lead

Firm

- › Burse Surveying and Engineering

Education

- › BS, Civil and Environmental Engineering, University of Wisconsin-Madison, 2003

Years of Experience

- › 19

Professional Registrations/Certifications

- › Professional Engineer in the States of Wisconsin, Illinois, and Nebraska

Brian is a Professional Engineer with over 19 years of experience in civil engineering, specializing in design and construction services for both public and private sector clients. His design experience includes preparing plans for roadways, utilities, grading, erosion control, and stormwater management design. He has prepared numerous applications for various local, city, county and state permits for erosion control and stormwater management. His construction experience includes observation of sanitary sewer, water main and storm sewer installation, grading, base and asphalt pavement construction, concrete pavement and curb and gutter placement, measuring quantities, and construction administration.

Project experience

Village of Windsor, Public Works Facility, Windsor, WI. Brian was the civil design engineer on this project that included a new 30,000-square-foot building and 6.5-acres of site grading to provide a new public works facility for the Village of Windsor. The civil plans consisted of site, grading, utility, erosion control, and stormwater management plans. Brian also prepared the approved County and State erosion control and stormwater permit submittals, including the required stormwater management modeling using HydroCAD and WinSLAMM. Construction of this project was completed in 2020.

Bergstrom Chevrolet Dealership and Autobody Shop, Madison, WI. Brian was the civil design engineer for each of these projects which included a 38,000-square-foot dealership and 27,000-square-foot autobody shop, as well as 8-acres of site grading. The civil design work included site layout, grading, stormwater management, utility design, and permitting through the City of Madison and the DNR. Construction of these projects were completed in 2016 and 2021.

Sand Ridge Secure Treatment Center (SRSTC), Roadway and Parking Lot Repairs Phase 1, Mauston, WI.

Brian was the project manager for this State of Wisconsin DFD Project Number 19L1Y. This project consisted of approximately 19,500 square yards of pulverized and repaved parking lot and roadway asphalt pavement. Drainage improvements included new storm sewer piping and inlets, as well as new drainage swales to reduce the standing water on site. Pavement marking, signing, and traffic calming measures were also included in this project to address SRSTC concerns about traffic movements into and out of the main parking lot while preserving delivery vehicle access. Construction work on this project was located inside and outside of the secure perimeter fencing which required special site restrictions be described in the plans and specifications to preserve the secure nature of the site. Construction of this project was completed in 2022.

Town of Delton, Hillside Residence, Delton, WI. Brian was the civil design engineer for this project which involved the creation of

site grading, erosion control, and stormwater management plans for a new single family home site. The location of the home site on a steep slope that was partially within the County Shoreland Zone required close coordination with the design team, Town, and County to find design solution that satisfied the applicable ordinances without major alterations to the client's preferred site layout.



Jeana Dodson

Project Administration

Jeana has over 25 years of accounting, administrative and supervisory experience, with a strong background in accounting and administration. She is highly familiar with accounting practices and procedures. She is conscientious, detail oriented, and able to multi-task effectively with excellent presentation and communication skills and strong technical and analytical aptitude.

Firm

› AECOM

Years of Experience

› 25

Professional Registrations/ Certifications

› Notary Public #12574712-9

Areas of Expertise

- › Enterprise One/PIMS/
JD Edwards/APIC/
ePM/AGIS/ABC
- › Client Portals: ADP, TxDOT
Dropbox, B2G Audit
Compliance
- › Microsoft Office
- › Accounts Receivable/
Payable

Project experience

AECOM Project Controls Supervisor

- Setting up and administering project cost control, including monitor, collect and analyses of actual costs, commitments and accruals.
- Providing man-hour reports on a weekly basis for key projects, reviewing project metrics and advising project managers for any issues that may arise, investigating variances in data as needed. Using these reports for in-depth cost tracking to advise for the potential cost overrun/savings and any corrective actions.
- Evaluating tasks progress against project schedule and budget. Identifying and tracking all changes or potential change to the project scope.
- Preparing estimates to complete, costs and revenues on each project monthly assisting with earned value management.
- Reviewing and tracking subcontractor's invoices on all projects. Reviewing each invoice for accuracy and ensuring they are within their contract limitations. Preparing all documents to initiate a subcontractor's

contract with procurement, submitting any modifications as needed.

- Setting up all projects ensuring correct and accurate information is entered into the system.
- Assisting with project proposals, helping with the costing, labor rates and helping with document preparation. Assisting with identification of changes to the project that will result in change orders.
- Preparing and reviewing invoices for accuracy to the client. Working with the client on any issues within invoicing or outstanding AR.
- Producing any ad-hoc financial reporting needed by the project manager, client or upper management.

Billor/Project Account Specialist

- Reviewed and approve eWAF's so that project set up was in accordance to URS policy as well as the clients specifications. Reviewed the client contract for accuracy at the time of project setup.
- Prepared invoices for accuracy of all charges on project. Processed cost transfers and reconciliations when needed.

- Worked with project teams for timely delivery of invoices, completed invoice package that was correct and complete to the client's specifications.
- Ran various reports so that revenue was recognized on all charges. Worked with the project teams to resolve any billing issues that arose in a timely manner.
- Worked closely with the project teams answering billing questions, ran project reports to help determine budget issues, updated project manager's spreadsheets for monthly billings and advised on the best approach to capture the clients' needs. Also provided feedback on monthly finance management to the project team regarding unbilled balances.
- Worked with key clients on projects, building and maintaining strong working relationships with the whole project team. Worked with the project team to assist in project maintenance so that it stayed in good financial health.
- Adapted easily to ever changing environment, while maintaining a high level of mandated goal accomplishment.



Molly Barletta

Natural Environment

Firm

- › Kaskaskia Engineering Group, LLC

Education

- › MBA, Fontbonne University, 2009
- › BS, Community and Regional Planning, Iowa State University, 2000

Years of Experience

- › 12

Professional Registrations/ Certifications

- › RABQSA EMS ISO 14001 Certified

Professional Affiliations

- › American Planning Association (APA)
- › Transportation Engineer's Association of Metropolitan St. Louis (TEAM)
- › Women's Transportation Seminar (WTS)
- › NEPA Refresher 2021
- › NEPA and Transportation Decision Making 2013 (NHI)
- › NEPA and Transportation Decision Making 2013 (FHWA)

Molly has 12 years of experience in transportation, military, and environmental planning for urban, regional, municipal, and federal agencies; land development; and mixed use projects. She has significant experience in managing, writing, and reviewing National Environmental Policy Act (NEPA) documents; evaluating government planning-related documents and reports; comprehensive knowledge of business development, project budgeting, contracts, design development, and quality control; and possesses the ability to translate information, develop insights, and work alongside clients at project sites.

Project experience

Milwaukee County Transit Services, East-West Bus Rapid Transit Environmental Assessment, Milwaukee County, WI. Project Senior Planner. Provided environmental documentation services, in coordination with SRF Consulting Group, Inc. (SRF), in support of the completion of an Environmental Assessment of the East-West Bus Rapid Transit (BRT) project in Milwaukee, Wisconsin. The EA outlined the Federal Transit Authority's (FTA) and Milwaukee Transport Service's (MTS), the operator of the Milwaukee County Transit System (MCTS), planned 9-mile regional, modern transit service connecting major employment, education and recreation destinations through Milwaukee via improved access to the region's most vital, most traveled, and most congested corridor. The EA's preferred alternative is proposed to operate along existing roads in either mixed traffic lanes or dedicated transit lanes, depending on the location within the corridor. Kaskaskia's scope included preparation and execution of the following sections of the EA: Neighborhoods and Community

Facilities Impacts, Indirect and Cumulative Impacts, Air Quality Impacts, Threatened and Endangered Species Impacts, Section 4(f) Resource Impacts, and Environmental Justice. Each section included a detailed discussion of the following: methodology, affected environment, impacts, and suggested avoidance, minimization, and/or mitigation actions. Ms. Barletta led the timely completion and submittal of each section to SRF, with a subsequent successful approval of the EA by FTA and MTS in August 2018

Chicago to St. Louis High Speed Rail (HSR) Program, Granite City to St. Louis Tier 2 EIS, Statewide IL. Project Manager. KEG was responsible for performing environmental compliance and mitigation monitoring services, as well as working with program management consultant staff in the management and coordination of Tier 2 EIS from the Granite City to St. Louis section of the HSR Program. The environmental compliance and mitigation monitoring consisted of documenting areas where good efforts of resource monitoring and implementation of BMP's were initiated to minimize the discharge

of pollutants, uncontrolled erosion, and sediment discharges outlined in the SWPPP. The Tier 2 EIS management effort consisted of managing and coordinating all of the activities of the Tier 2 EIS team, including being the daily point of contact for the PMC; participating in resource agency coordination and public involvement process; coordinating with the various railroad companies; reviewing all technical documentation, including the Notice of Intent, Purpose and Need Statement, technical memoranda and reports for both engineering and environmental studies, and sections of the draft and final EISs and Section 4(f) Statements; and facilitating interaction with IDOT DPIT and the Federal Railroad Administration. KEG has provided other environmental services to the program management team on the entire Chicago to St. Louis project in the preparation of environmental documents, mostly Categorical Exclusions (CEs) or Environmental Assessments (EAs); and review of CEAs and EAs and the technical studies that accompany those.



Alicia Valenti, AICP

Built Environment

Alicia is an urban planner with a passion for and commitment to providing excellent public transit. A graduate of the Masters of Urban and Regional Planning program at the University of Minnesota's Humphrey School of Public Affairs, Alicia's studies and work focus on transit and its connections to social equity and environmental sustainability. Alicia has a strong command of public engagement strategies, transitway development, transit-oriented development, and station area planning.

Firm

- › SRF Consulting Group

Education

- › Master of Urban and Regional Planning, Humphrey School of Public Affairs, University of Minnesota, 2018
- › BA, Public Administration, Auburn University, 2015

Years of Experience

- › 8

Professional Registrations/Certifications

- › American Institute of Certified Planners #32504

Professional Affiliations

- › American Planning Association, Minnesota Chapter
- › Women's Transportation Seminar, Minnesota Chapter

Continuing Education

- › National Transit Institute Introduction to Transit Service Planning

Project experience

Link BRT Architectural and Engineering, Rochester, MN. Alicia plays a key role in the community engagement team for the Rochester Rapid Transit Project, developing and implementing strategies to provide information about the project and gather input to inform project decisions in an inclusive, equitable way and create a project that will benefit all members of the community. Alicia led the innovative co-design process for the project, in which several Rochester residents have been hired to gather in-depth feedback from members of their community and assist in the development of station design. Additionally, Alicia contributed significantly to the project's Alternatives Analysis and Small Starts entry application and is conducting the analysis of the project's social benefits and impacts for the federal environmental document. A

Ramsey County Regional Railroad Authority, Rush Line BRT Project, Ramsey County, MN. Alicia was a vital member of the public engagement team responsible for outreach focused on raising awareness of the

Rush Line BRT Project and establishing the project definition to be used in conducting the environmental analysis. With a focus on equity, inclusivity and geographic representation, Alicia seeks out community events where the project team can effectively engage with the racially, ethnically, and linguistically diverse communities in the corridor to gather input and shape the project to best serve these residents, employees and other stakeholders. Alicia also evaluated the project's benefits and impacts to future land use, economics, and community cohesion for its Environmental Assessment.

City of Madison, East-West Bus Rapid Transit Documented Categorical Exclusion, Madison, WI. As a project planner, Alicia prepared several sections of the documented categorical exclusion for the BRT project and prepared responses to FTA's comments on the environmental document.

Town of Chapel Hill, North-South BRT Documented Categorical Exclusion, Chapel Hill, NC. Alicia assisted in writing the class action request for the North-South BRT Project's environmental analysis and

wrote several sections of the documented categorical exclusion, including the environmental justice analysis.

Valley Transit, Transit Development Plan, Appleton, WI. The purpose of this project is to evaluate the existing transit system, develop strategies to improve connections between transit services, and understand how to position the system to meet future needs in the greater Appleton area. To this end, Alicia identified community and stakeholder groups to engage with, developed strategies to meet with these groups in comfortable and accessible settings, and assisted in the development of engagement materials.

Door County, TRIP Transit Study, Door County, WI. The study evaluated the effectiveness and efficiency of the suite of transportation services offered in Door County. Alicia sought out local stakeholders, prepared materials for soliciting community input on various aspects of these transportation services and synthesized this input to inform recommendations for improvement.



Matt Stegeman

Environmental Justice/Service Planning/O&M Costing

Firm

- › SRF Consulting Group

Education

- › Master of Urban Planning and Policy, University of Illinois at Chicago, 2015
- › BS, Business Administration (Economics), Saint Louis University, 2013

Years of Experience

- › 10

Professional Affiliations

- › American Planning Association
- › Young Professionals in Transportation

Continuing Education

- › National Transit Institute: Transit Service Planning (2016); Ridership Forecasting Using STOPS (2017)
- › Florida Department of Transportation (FDOT) TBEST Software (2021)

Matt joined SRF in 2018 as a Planner in the Transit Planning Group. An Illinois native, he graduated with a Master of Urban Planning and Policy from the University of Illinois at Chicago in 2015. Prior to joining SRF, Matt served as a Senior Planner with Pace Suburban Bus, where he played a key role in planning and implementing fixed-route bus projects and on-demand transit solutions. Matt brings a wealth of experience in transit service planning and a passion for public engagement. He specializes in designing context-sensitive transit solutions to meet community needs.

Project experience

City of Madison, East-West Bus Rapid Transit Documented Categorical Exclusion, Madison, WI. As a Project Planner, Matt prepared several sections of the documented categorical exclusion for the BRT project including an environmental justice analysis in line with FTA's requirements.

Riverview Corridor Streetcar, Ramsey County, MN. In 2021, SRF led the development of preliminary ridership forecasts for the Riverview Corridor Engineering and Pre-Environmental Analysis, including detailed travel market analysis and implementation of the Metropolitan Council's regional STOPS model. Matt assisted throughout the modeling process, including in developing input data and validating/communicating results.

Rush Line Environmental Assessment, Ramsey County, MN. Matt assisted with the EA for the Rush Line (now METRO Purple Line), a planned 14-mile BRT corridor in the Twin Cities. Matt led the project's environmental

justice analysis and assisted with other topics, including ridership forecasts.

Link BRT Architectural and Engineering, Rochester, MN. Since 2019, Matt has supported SRF's work with the City of Rochester to advance Link BRT. Matt led the project's service plan and operational cost estimates for the project's FTA Small Starts application, as well as coordination on BRT, local bus improvements, and electric vehicle implementation during the design phase.

Northeast Wisconsin Commuter Service Feasibility Study, Northeast, WI. From 2018 to 2019, SRF worked with the East Central Wisconsin Regional Planning Commission to evaluate opportunities for commuter bus service options along the I-41 corridor in Northeastern Wisconsin. Matt served as the Lead Planner on the project.

City of Fond du Lac, Transit Development Plan (2022), City of Fond du Lac, WI. Matt is currently the Lead Service Planner for Fond du Lac Area Transit's next five-year plan. Tasks include potential restructuring of eight fixed routes, as well as exploration of on-demand microtransit opportunities.

Quad Cities MetroLINK, Transit Development Plan (2021), Rock Island County Metropolitan Transit District, IL. In 2021, Matt led service planning for the Quad Cities MetroLINK Transit Development plan, including scenario development for 13 regular fixed routes, one employer shuttle route, and multiple microtransit zones.



Greg Rainka

Section 106

Greg currently serves as Office Principal and Senior Architectural Historian in Commonwealth's Milwaukee office. He has 19 years of experience as an architectural historian, cultural resources specialist, preservation planner, and project manager, and has worked in over ten states in the Midwest, West, Mid-Atlantic, and South. His job responsibilities have primarily included documenting and facilitating project compliance with state and federal historic preservation and environmental laws and regulations, namely Section 106 of the National Historic Preservation Act.

Firm

- › Commonwealth Heritage Group

Education

- › MS, Historic Preservation, School of the Art Institute of Chicago, 2008
- › BA, General Science, Linfield College, 2004

Years of Experience

- › 19

Project experience

Milwaukee Transport Services, East-West Bus Rapid Transit, Milwaukee County, WI. Cultural Resources Specialist and Architectural Historian. Greg directed Section 106 coordination and completed architecture/history investigations for Milwaukee County's East-West BRT project. Architecture/history survey resulted in the identification of 15 historic properties and three historic districts in the project's Area of Potential Effects (APE), including those already listed or determined eligible for the National Register of Historic Places and those newly evaluated by Commonwealth as a part of the survey. A smaller-scale, low-impact station design was developed to avoid adverse effects to historic properties. The SHPO concurred with Commonwealth's recommendation of no adverse effects to historic properties.

City of Madison, East-West Bus Rapid

Transit, Madison, WI. Cultural Resources Specialist and Architectural Historian. Greg directed Section 106 coordination and completed architecture/history investigations for the City of Madison's proposed East-West BRT project. Architecture/history survey resulted in the identification of seven individual historic properties and three historic districts in the project's Area of Potential Effects (APE). A lower impact design was used for certain stations to minimize potential visual impacts to historic properties and avoid adverse effects, including a reduced platform and shelter size and more transparent enclosure. The Wisconsin SHPO concurred with Commonwealth's recommendation of no adverse effects to historic properties.



Lance Meister, PE

Noise and Vibration

Firm

- › Cross Spectrum Acoustics

Education

- › BS, Civil Engineering,
Temple University,
Philadelphia, PA, 1994,
Magna Cum Laude

Years of Experience

- › 27

Professional Registrations/ Certifications

- › Registered Engineer in
Training, Massachusetts

Professional Affiliations

- › Member, Institute of Noise
Control Engineering,
1999-Present

Lance is a Vice President and Founder of Cross-Spectrum Acoustics Inc. He has 27 years' experience and is a specialist in transit and rail related noise and vibration projects. Lance is one of the authors of the FTA's guidance manual on noise and vibration impact assessment and is the principal instructor for the NTI/FTA noise and vibration guidance training course. Lance has been the noise and vibration project manager on over 300 rail transportation projects throughout his career. He has extensive experience in light rail transit (LRT), bus rapid transit (BRT), streetcar, heavy rail, commuter rail, intercity trains and high-speed rail, and freight rail systems.

Project experience

Washington County Regional Railroad Authority, Gold Line BRT EIS, St. Paul, MN.

Lance was the noise and vibration lead on the Gold Line BRT project in St. Paul, MN. The project involved the introduction of bus rapid transit service to an underserved area along I-94 to the east of St. Paul. The project included both street-running operations and operations in a shared highway corridor. CSA assessed the effects of bus operations in mixed traffic and a dedicated lane along I-94. The noise assessment also looked at the effects of existing noise barriers on the project noise.

Metro Transit, Blue Line LRT Project FEIS, Minneapolis, MN.

Lance is the noise and vibration lead on the Blue Line LRT FEIS project in Minneapolis, MN. The work has included detailed modeling of LRT noise and vibration in both street running situations on busy arterial roadways and in a dedicated corridor. The work has also included modeling of the combined noise effects of roadway expansions and LRT noise.

NTI/FTA Noise and Vibration Impact

Assessment Training Courses. Lance is the principal instructor for the NTI/FTA noise and vibration impact assessment training courses. Lance has been teaching these courses for over 20 years. The three-day course, sponsored by the National Transit Institute, covers the entire noise and vibration guidance manual, including screening, general and detailed assessments for noise and vibration, along with information on mitigation measures and construction noise and vibration. Lance has taught over 400 students, including consultants, transit agency staff, and FTA regional and headquarters staff.



Firm

- › Kaskaskia Engineering Group, LLC

Education

- › MS, Plant Biology (Ecology), Southern Illinois University Carbondale, 1995
- › BS, Horticulture (Landscape Design), University of Illinois Urbana, 1993

Years of Experience

- › 13

Professional Registrations/Certifications

- › Professional Wetland Scientist #2880

Professional Affiliations

- › Society of Wetland Scientists

Continuing Education

- › IDOT ACEC Noise Training 2018
- › MoDOT T&E Training 2018
- › INDOT CE Training 2018
- › ACEC Floodplain and Section 404/401 Permitting in Illinois 2018
- › ASWM Wetland Soils Training

Virginia Skeel-Flynn, PWS

Wetland Delineation

Virginia has 13 years of experience with both government and private organizations in a diverse array of NEPA projects (Environmental Assessments, Environmental Impact Statements, and Categorical Exclusions), transportation projects, DoD projects, and Water Resource Development Act projects with the US Army Corps of Engineers. Her skills and experience include NEPA, wetland delineations, wetland mitigation area monitoring, waterway permitting, habitat evaluation and restoration, vegetation sampling and plant community classification, natural resource management, threatened and endangered (T&E) species surveys, and mined land reclamation/revegetation.

Project experience

MnDOT TH 13 Improvements, Scott and Dakota Counties, MN. Wetland Scientist.

The TH 13 Improvements project is a multi-phase roadway corridor project in the towns of Savage and Burnsville, MN. The project will include several at grade and grade separated interchange improvements to improve safety and travel within the corridor. The project was separated into a first construction project area (Dakota Avenue) and a corridor-wide evaluation area for future projects. KEG provided environmental services in support of the project. Virginia's tasks included fieldwork to evaluate the first construction project area and corridor-wide project area for the presence of wetlands and Waters of the U.S. Level 1 delineations were completed for the entire corridor-wide project area. A Level 1 Wetland Delineation uses aerial photos, maps of the project area, NWI data, hydric soils data, and topography data to define conservative wetland and other aquatic resource boundaries. The Level 1 Wetland Delineation indicated the potential for nine wetlands and one stream located within the corridor-wide

footprint. Level 2 Wetland Delineations were completed within the first construction project area. A Level 2 delineation is based on a field survey of vegetation, soil, and hydrology characteristics, following procedures described in the U.S. Army Corps of Engineers Wetlands Delineation Manual (Technical Report Y-87-1, 1987) and in accordance with the methods identified in the Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Interim Regional Supplement) as required by both the Minnesota Wetland Conservation Act (WCA) and Section 404 of the Clean Water Act (CWA). The Level 2 Delineation, completed in August 2020, within the first construction project area, verified the presence of 13 wetlands, seven ditches with wetlands, and three streams. The Level 2 wetland delineation report was reviewed and approved by the Minnesota Wetland Conservation Act (WCA) Local Government Units (LGUs), which are Scott County and the Minnesota Department of Transportation (MnDOT) Metro District. The Level 2 wetland delineation will also be reviewed and approved by the U.S. Army Corps of Engineers (COE). The WCA/USACE

permit application will be based on the approved wetland boundaries and types.

City of Pittsfield, Wetland Survey and 404 Permit Application, Pike County, IL.

Project Manager, Wetland Specialist. KEG was contracted by the City of Pittsfield, IL, to complete a wetland survey and joint 404/401 permit application for the installation of a third water well and extension of an existing access road along Horton Creek in Pike County, IL. Virginia worked with the City of Pittsfield and the Rock Island USACE to assess wetland impacts, complete a wetland delineation report, and complete the Section 404/401 Nationwide Permit application. The application was approved by USACE Rock Island under a Nationwide Permit 12.



Bill Plumley

Public Engagement Support

Firm

› AECOM

Education

- › Master of Public Affairs, University of Wisconsin, 2020
- › BS, City and Regional Planning, The Ohio State University, 2018

Years of Experience

› 4

Bill is a recent graduate with a strong belief in public participation. Building on a broad range of experience, he returned to school to study urban planning and worked on real-world projects in local revitalization, community development, and transit planning, experiencing first-hand the importance of effective outreach, communication, and involvement. This importance was proven further through graduate studies that explored public policy and the sociology of politics, poverty, and development.

Project experience

US Department of Energy Loan Program Office, Grain Belt Express Environmental Impact Statement, Kansas and Missouri.

Outlined and prepared the slide deck and informational exhibits for the scoping phase of a NEPA study on a 550-mile transmission line corridor across two states. Planned logistics for both virtual meetings and in-person open houses in support of the scoping process and managed the in-person open houses in Kansas. Scripted, recorded and edited a video presentation, and aided in the preparation of other engagement materials. Researched contact information for over a thousand potential stakeholders along the corridor.

Wisconsin Department of Transportation, US 51 (Stoughton Road) South Corridor Study, Madison, WI.

Outlined and prepared informational materials for public and stakeholder meetings for a long-term planning study of one of the city's primary transportation corridors. Prepared and maintained the project's public engagement plan. Helped prepare the initial stakeholder contact lists.

Texas Department of Transportation, Connecting Texas 2050, Austin, TX.

Created and managed the public-facing informational website for the upcoming statewide long-range transportation plan, as well as supporting digital engagement materials. Helped coordinate and troubleshoot integration of materials across digital platforms with other project contributors.

Arizona Department of Transportation, Electric Vehicle Infrastructure Deployment Plan, Phoenix, AZ.

Assisted in coordination of the public engagement component of a federally funded statewide electric vehicle infrastructure investment plan. Managed multiple stakeholder and public outreach activities, including surveys. Helped prepare and staff stakeholder and public virtual meetings. Documented and prepared both standalone reports on outreach efforts and results and the public engagement section of the plan document.

Texas Department of Transportation, Best Practices for Inclusive and Intentional Public Engagement (BPIIPE) Toolkit, Austin, TX.

Created several components of a toolkit to aid project teams and public

engagement practitioners in designing involvement materials and activities to best engage underrepresented populations. Components created include: factsheets exploring ten common barriers to participation; a summary report of a survey on engagement practices distributed to sister agencies across the country; information sheets inviting public organizations to participate in an outreach partnership directory; one-page handouts explaining the importance of public engagement to the public.

Capital Metropolitan Transportation Authority and Austin Transit Partnership, Project Connect Orange Line, Austin, TX.

Assisted in the planning, development, and execution of multiple rounds of public engagement in support of the NEPA study process for the Orange Line light rail project. Helped in preparation of the executive summary of the draft environmental impact statement. Documented and reported on multiple rounds of engagement. Coordinated a project-affiliated internship program for local high school students and oversaw candidate applications and interviews.



Adam Migliore Meyer, AICP

FTA Evaluation and Rating (Small Starts)

Adam is a senior transportation planner experienced in transit grant preparation and management, particularly the FTA Capital Investment Grant (CIG) Program. He has prepared numerous Small Starts and New Starts grant applications, including warrants analyses. Adam has assisted recipients with managing discretionary and formula grants in the FTA Transit Award Management System (TrAMS). In addition, Adam has completed transit comprehensive operations analyses, developed bicycle and pedestrian plans, and created interactive tools for comparing and communicating transit performance metrics and selecting locally preferred alternatives.

Firm

- › AECOM

Education

- › BS, City and Regional Planning, University of North Carolina - Chapel Hill, 2012

Years of Experience

- › 10

Professional Registrations/Certifications

- › American Institute of Certified Planners, #29321

Professional Affiliations

- › American Planning Association
- › American Institute of Certified Planners

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Senior Transit Planner that developed an interactive Decision-Making Tool that allows stakeholders to design an alternative based on the project segments and routing options. Based on the users' choices, the tool provides ridership, capital and operating costs, travel time, parking impacts, and demographics for the alternative. The tool is currently guiding stakeholders in selecting the locally preferred alternative.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. Senior Transit Planner that assisted with the preparation of a request to enter FTA Small Starts Project Development for a seven-mile BRT project in Milwaukee and grant request. Responsibilities included Small Starts documentation, capital cost estimates in the FTA SCC format, comparison of environmental benefits, and analysis of demographics and land use. Also assisted with updates to the Project Management Plan and subplans.

Chapel Hill Transit, BRT Design North-South Corridor Study Small Starts Program, Chapel Hill, NC.

Task lead for the preparation of an FTA Small Starts application for a Small Starts Grant Agreement to fund the BRT project. Responsibilities included preparing the project justification criteria and developing the project financial plan. Adam conducted a ridership analysis using GTFS data to determine eligibility for Small Starts warrants.

Miami-Dade County Transitway, South Corridor Bus Rapid Transit, Miami-Dade County, FL.

Task Lead for the FTA Small Starts application to fund transit service improvements in the South Dade Transitway. Responsibilities involved completion of a load and capacity analysis of current transit services, provided input on the operations and maintenance cost model, and organized the submittal to FTA.

Interurban Transit Partnership, Laker Line Bus Rapid Transit, Phase I Design, Grand Rapids, MI.

Senior Transit Planner that assisted with the Small Starts documentation for a successful Small Starts Grant Agreement and preparation of the Project Management

Plan (PMP) and subplans: Bus Fleet Management Plan and Quality Assurance Program Manual.

Austin Transit Partnership, Orange Line Preliminary Engineering/NEPA, Austin, TX. Senior Transit Planner assisted Capital Metro by assessing Capital Investment Grant (CIG) Program criteria for the Orange Line project. In addition, developed an interactive Decision-Making Tool to compare multiple quantitative measures. As part of the Purpose and Need document, contributed sections on affordable housing in the corridor, which involved quantitative analyses of marketrate and federally assisted affordable housing.

Regional Transit Authority of Southeast Michigan, Michigan Avenue Public Transit Corridor Study, Detroit, MI. Senior Transit Planner that assisted with the development of the capital cost estimates for the BRT and Commuter Rail Alternatives. In addition, Adam assisted with the development of Project Justification rating, materials used by the FTA to rate Small Starts projects. Also assisted with developing the cost-effectiveness and environmental benefits measures.



Lauren Lynch, AICP

Document Choreography

Lauren is a Transit Planner whose perspective is guided by a desire to advance the common good, promote sustainable solutions for transportation challenges, and help AECOM clients make a difference in their communities. With a focus on FTA Capital Investment Grant projects, Lauren has assisted with the planning, design, and implementation of client projects, specifically Bus Rapid Transit projects across the United States.

Firm

- › AECOM

Education

- › MPP, Public Policy Analysis, University of Minnesota
- › BS, Public Policy and Public Service, Summa Cum Laude, Arizona State University

Years of Experience

- › 3

Professional Registrations/Certifications

- › Certificate in Sustainable Transportation, University of Washington, 2021

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Transit Planner. AECOM is leading the planning and 30% design of the Madison East-West BRT project, including the preparation of the request to enter FTA Small Starts Project Development and request to be evaluated and rated for Small Starts. Lauren assisted with the Small Starts process and preparation of Small Starts Templates, Financial Documents, corridor maps and various supporting subplans. Lauren has worked with the project team to prepare Small Starts documents in advance of a grant agreement.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. Transit Planner. AECOM conducted a Project Development study and is serving as the design lead for the East-West Corridor. Lauren assisted with the Small Starts and FTA Coordination process and has assisted with the following FTA documents: Project Management Plan, Real Estate Acquisition and Management Plan, Small Starts Workbook and Financial Documents, and various supporting

subplans. Additionally, Lauren has worked with the FTA PMOC by responding to comments and updating documents accordingly in order to obtain approval for documents in advance of a grant agreement. In December of 2020, Milwaukee County received a Small Starts grant agreement for \$40.9M.

Central Ohio Transit Authority, East-West Bus Rapid Transit Corridor Study and Preliminary Engineering, Columbus, OH.

Transit Planner. AECOM is leading the effort to examine alternatives for the East-West High-Capacity Transit (HCT) Corridor Plan and to advance the HCT Corridor into the FTA Capital Investment Program and 30% design. Lauren assisted the team with examining alternatives for the corridor including evaluating existing conditions, developing the Purpose and Needs, and alternatives analysis leading to the identification of a Locally Preferred Alternative.

Pittsburgh Rapid Transit, Bus Rapid Transit Program, Pittsburgh, PA. Transit Planner. AECOM is leading the design and FTA coordination for the Pittsburgh BRT project which includes 7.4 miles of dedicated bus

lanes serving 44 stations. Lauren has actively revised and updated the Project Management Plan in response to client comments. She has cross-referenced documents through ProjectWise and made changes accordingly. Additionally, she has analyzed existing bus headways to determine the current service level in the corridor. Lauren has revised the financial plan, documented funding sources, and reviewed the SCC and Small Starts Workbooks.

Chapel Hill Transit, Chapel Hill Alternatives Analysis and 30% Design, Chapel Hill, NC.

Transit Planner. AECOM is leading the design and FTA coordination for the North-South BRT project. Lauren generated and organized an excel spreadsheet in order to assist Chapel Hill with responding to FTA recommendations for improving the project's Economic Development rating and Financial Assessment rating. She was responsible for assisting the AECOM team with preparing the Small Starts application in August 2020 which included gathering data, ensuring documents were current, and incorporating the FTA recommendations for improvement.



Eugene Kim, PE

Scheduling

Eugene is an engineer with 22 years of experience in construction, project, and program management. His experience includes field engineering with the versatility to serve as the resident engineer, on-site inspector, or documentation auditor. He has a proven track record managing multiple projects simultaneously and collaborating on program and project schedules to deliver projects on time and within budget.

Firm

- › AECOM

Education

- › MS, Construction Management, University of Wisconsin, 2000
- › BS, Civil Engineering, University of Wisconsin, 1999

Years of Experience

- › 22

Professional Registrations/Certifications

- › Professional Engineer, WI #41215

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Project planning and scheduling services for the planning, design, funding, procurement, and construction for the bus rapid transit system in Madison, WI.

Central Ohio Transit Authority, East-West Bus Rapid Transit Corridor Study and Preliminary Engineering, Columbus, OH.

Project planning and scheduling specialist provided planning and scheduling services, under a multi-year task order contract to support the development of preliminary design and construction schedules for a new bus rapid transit branches in Columbus, OH.

Pittsburgh Rapid Transit, Bus Rapid Transit Program, Pittsburgh, PA. Scheduling/Cost Control Engineer created the preliminary project schedule for planning, design, funding, procurement, and construction for BRT in Pittsburgh, PA. In addition, providing progress updates to the schedule and developing detailed construction schedules.

Metropolitan Council, Transit Electric Vehicles PM 2021-2022 - ZEB Transition Plan Development, Minneapolis, MN.

Scheduler that developed a master program schedule for the Metro Transit zero-emission bus program management. The program schedule to track the funding, staffing, and procurement packages for the new fleet of electric buses and charging infrastructure.

Blue Line Enhancement and Repair Phase 2/3, Minneapolis, MN.

Project planning scheduling services for the preliminary construction schedules for the shutdown, track replacement, new signals and circuits for the Blue Line Metro rail. Assisted with the constructability interviews and workshops for the initial Phase 3 design.

Port Authority of Allegheny County, R17-02B WO#10 Wabash/Berry Tunnel, Pittsburgh, PA.

Project planning and scheduling specialist that provided planning and scheduling services for tunnel repairs, electrical/lighting upgrades, traffic control system upgrades, and water main replacement at the Wabash and Berry Street tunnels in Pittsburgh, PA.

US Department of Energy - Fermi National Accelerator Laboratory, LBNE Beam Line and Near Neutrino Detector Convention Facilities Cost and Schedule, Batavia, IL.

Scheduling/cost control engineer assisted with creation and development of the preliminary construction schedule for conceptual design of the long-baseline Neutrino facilities. In addition, assisted with developing construction activity tasks, resource list, preliminary cost estimate, and resource cost loading into the schedule.

Port Authority of Allegheny County, Open Ended Contract 2022-2025 - Bus Garage UST Repairs, Pittsburgh, PA.

Project planning and scheduling specialist provided planning and scheduling services, under a multi-year task order contract for the design and construction of underground storage tanks replacement, drainage replacement, and concrete slab replacement at various bus garages in Pittsburgh, PA.



Patrick Coleman, PE

Ridership

Firm

› AECOM

Education

- › MS, Engineering, the University of Texas at Austin, 1992
- › BS cum laude, Civil Engineering, Auburn University, 1990

Years of Experience

› 30

Professional Registrations/Certifications

- › Professional Engineer, TX #115140; DE #11938; MD #35431; VA #0403046887; FL#60422

Professional Affiliations

- › Conference Chair, 15th TRB Transportation Planning Applications Conference, Atlantic City, NJ, 2015
- › Member, TRB Standing Committee on Public Transportation Planning and Development (AP025),
- › Standing Committee on Urban Transportation Data and Information Systems (AED20), Individual Affiliate, TRB

Patrick has over 30 years of experience evaluating potential Federally funded transportation projects at both the regional and corridor level including implementations of FTA's System Trips on Project Software (STOPS) model to support project justification. Patrick has conducted these studies in Madison, Milwaukee, Philadelphia, San Francisco Bay Area, Miami, New York, Los Angeles, Austin, Chicago Sacramento, Minneapolis-St. Paul, Hampton Roads, San Antonio, Birmingham, and Raleigh-Durham. He has good working relationships with FTA staff and was responsible for travel forecasts which supported several Full Funding Grant Agreements (FFGA).

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Served as Ridership Task Manager. Reviewed and refined STOPS-based model in latest FTA version (2.5). The 15-mile corridor stretches from West Towne Mall to East Towne Mall through the Isthmus and UW-Madison campus in downtown Madison. The project included service planning and various guideway designs; analysis outputs included ridership forecasting, capital and operating and maintenance costing, active transportation recommendations, traffic analyses, environmental analyses, and station area analyses.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. Served as Ridership Task Manager. Provided ridership forecasts and associated forecast impacts due to the various BRT alignments on Wisconsin Avenue from downtown Milwaukee to the Milwaukee Regional Medical Center via Marquette University. Implemented an early beta version 2.0 of FTA's STOPS forecasting model.

Miami-Dade County Transitway, South Corridor Bus Rapid Transit, Miami-Dade County, FL. Serving as Ridership Task Manager. Provided ridership forecasts and associated forecast impacts including CIG (Small Starts) submission for improvements to the 20 mile long South Busway. Implemented FTA's STOPS forecasting model with stop level calibration and a unique methodology to account for transit service schedule delay as well as beta version of the STOPS model which allows for differing partial Fixed Guideway factors between No Build and Build scenarios.

Central Ohio Transit Authority, East-West Bus Rapid Transit Corridor Study and Preliminary Engineering, Columbus, OH. Serving as Ridership Forecasting Lead. AECOM is assisting COTA to analyze ridership on potential BRT service in Columbus for FTA CIG submission. AECOM is using STOPS in order to forecast potential ridership of BRT alternatives along the East – West Corridor in Columbus. Patrick was the primary modeler in validating the model and forecasting scenarios using STOPS and summarizing results.

Capital Area Transportation Authority, Michigan/Grand River Avenue Bus Rapid Transit, Lansing, MI. Serving as Ridership Task Manager. Provided ridership forecasts and associated forecast impacts due to the various BRT alignments on Michigan and Grand River Avenues from downtown Lansing to Michigan State University. Worked with FTA ridership staff to implement an early beta version 2.0 of FTA's STOPS forecasting model.

Santa Clara Valley Transportation Authority, On Call Advisory and Support Services for the Silicon Valley Rapid Transit (Phase 2) New Starts Submission. Providing advisory and on-call travel demand forecasting services for the Santa Clara Valley Transportation Authority's (VTA) proposed Phase 2 extension of the Bay Area Rapid Transit (BART) system which includes a proposed federally-funded segment. Developed STOPS model and forecasts to support the Expedited Project Delivery (EPD) application.



Aesha Mehta, EIT, AEP

Capital Costs

Aesha is an Engineer-in-Training and Associate Estimating Professional in the Program and Project Management group at AECOM. Her experience encompasses cost estimating and analysis, project planning, change order preparation, FTA standard cost category estimates, asset management, scheduling and constructability.

Firm

- › AECOM

Education

- › MS, Civil Engineering, Lamar University, TX, 2016
- › BS, Civil Engineering, Maharaja Sayajirao University of Baroda, India, 2014

Years of Experience

- › 9

Professional Registrations/Certifications

- › Engineer in Training, Maryland, 50925
- › Associate Estimating Professional

Professional Affiliations

- › Member, American Society of Professional Estimators (ASPE)
- › Member, American Society of Civil Engineers (ASCE)
- › Member, Transportation Research Board

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Prepared conceptual, 30%, 65%, 90%, and final construction drawing estimate for civil, roadway/pavement, storm, electrical, station platforms and canopies, restroom and electrical building, landscaping, pavement marking, snow melt and photovoltaic system. Also, established a real estate cost estimate for the BRT segment. Estimate value was exactly equal to the median of incoming bids.

Central Ohio Transit Authority, East-West BRT Corridor Study and Preliminary Engineering, Columbus, OH. Preparing estimates at each design level for east and west corridor. Estimates include civil, roadway/pavement, storm, electrical, station platforms and canopies, park & ride amenities, landscaping, pavement marking, and snow melt system.

MARTA, BRT Cost Estimating, Atlanta, GA.

Estimated multiple alternates for an extension of the BRT system along the Clifton Corridor adjacent to existing freight rail line including new bridges for clearance, station platform, new trackwork, vertical circulation, and deep cut retained walls.

TARTA, BRT Shelter ICE, Toledo, OH.

Prepared cost estimates for multiple alternatives of Bus Shelters and Accessories.

PAAC, Bus Rapid Transit Project, Pittsburgh, PA. Assisted with estimation of 30%, 60% and 100% designs, alternatives, and options in preparation for FTA SCC project cost submittals.

Michigan Department of Transportation, Detroit Intermodal Facility, Detroit, MI.

Estimated capital, and operating costs for four different options to improve the bus operations facility and the Amtrak rail station. Estimate and operating costs included the bus & rail station facility, right-of-way, parking, rail platforms, and the required systems.



Andrew Jones, RLA

Animation/Visualizations

Andrew has been a designer with AECOM for the past 25 years. Andrew has experience in projects dealing with visualization, project master planning, design development, streetscape design, preliminary engineering, and design guideline development. As a Visualization Manager within the AECOM Transportation Group, Andrew manages the graphics portion of large planning/transportation projects and has a unique blend of experience in both urban design and visualization.

Firm

› AECOM

Education

› BS, Landscape Architecture, Washington State University, 1997

Years of Experience

› 25

Professional Registrations/Certifications

› Registered Landscape Architect, UT
#378422-5301

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Visualization

Manager. Andrew led a team of visualization specialists developing proto-typical 3D cross sections and photo simulations illustrating the proposed BRT alignment, and stations. The photo simulations were used in public presentations and were also presented to the Madison Landmarks Commission for BRT stations located adjacent to historical sites.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. Visualization Manager. The AECOM visualization team developed photo simulations illustrating three potential station locations for this proposed BRT route traveling between downtown Milwaukee and the Milwaukee Regional Medical Center.

Central Ohio Transit Authority, East-West Bus Rapid Transit Corridor Study and Preliminary Engineering, Columbus, OH. Visualization Manager. Andrew developed proto-typical 3D cross sections and photo

simulations illustrating the proposed BRT alignment and stations.

BEST: Michigan Avenue Bus Rapid Transit, Detroit, MI. Visualization Manager. The AECOM visualization team developed a three minute long informational video consisting of a virtual tour of the proposed BRT system running along Michigan Avenue between Detroit, MI and Ann Arbor, MI.

Chapel Hill Transit, Chapel Hill Alternatives Analysis and 30% Design, Chapel Hill, NC. Visualization Manager. The AECOM visualization team developed an eight minute long informational video illustrating the proposed BRT alignment, stations, and operational characteristics. The video included narration and several animations showing how BRT would operate within city traffic and at proposed BRT stations.

Utah Transit Authority, TA Provo-Orem Transportation Improvement Project, Provo, UT. Visualization Manager. The AECOM visualization team developed photos simulations illustrating proposed station architecture design options at specific station locations.

Interurban Transit Partnership, Laker Line Bus Rapid Transit, Phase I Design, Grand Rapids, MI. Visualization Manager. The AECOM visualization team developed a two minute long informational video consisting of a virtual tour of the proposed BRT system running along the Lake Michigan Drive corridor, traveling between downtown Grand Rapids and Grand Valley state University (GVSU).

Nashville Bus Rapid Transitw AMP Video Nashville, TN. Visualization Manager. The AMP is a proposed full-service 7.1 mile BRT system that is being planned for one of Nashville's major corridors. The visualization team developed a video consisting of a virtual tour of the proposed system.

City of Stevens Point, Business 51, Stevens Point, WI. Visualization Manager. This project involved the redesign of Business 51, which extends three miles from the south city limits to North Point Drive. Andrew led the visualization team in developing 3D animations and renderings of portions of the completed design.



Brian Andreas, PE

Roadway Design Lead

Brian is a senior staff member and has 34 years of roadway design experience, including Madison's East-West BRT corridor. Brian has extensive knowledge of urban roadway design procedures and specifications, and has worked on numerous roadway reconstruction, rehabilitation, and resurfacing projects.

Firm

- › Strand Associates

Education

- › BS, Civil Engineering, Purdue University, 1987

Years of Experience

- › 34

Professional Registrations/Certifications

- › Professional Engineer in Wisconsin and Illinois

Areas of Expertise

- › Project Management
- › Transportation Design
- › Highway Plan Development
- › Environmental Assessments
- › Agency Coordination
- › Public Involvement, Reports, and Right of Way (ROW) Plats

Project experience

Project Management and Transportation Plan Development

experience includes urban, suburban, and rural areas of lengths ranging from 0.5 miles to 280 miles and involving low volume two-lane roadways to four-lane and six-lane freeway/expressway facilities. The scope of services on these projects has included route location studies, road and bridge plan preparation, environmental documentation, extensive agency and public involvement, railroad and utility coordination, wetland mitigation, ROW plats, and ROW acquisitions.

Some of the more recent projects with which Brian has been involved include:

- Madison East-West Bus Rapid Transit (BRT) Corridor
- Pleasant View Road, City of Madison and City of Middleton – Dane County, WI
- I-41, WIS 26-WIS 21 – Winnebago County, WI
- I-294, 75th Street to I-55 – Cook County, IL
- WIS 116, City of Omro – Winnebago County, WI

- US 141 (Velp Avenue) – Brown County, WI
- US 151, City of Sun Prairie, Main Street to CTH VV – Dane County, WI
- US 41, Interstate Conversion – Milwaukee-Green Bay, WI
- I-94 Corridor Study Hudson – Oconomowoc, WI
- I-88, US 52 to Midway Road – Lee County, IL

Urban and Rural Design experience includes reconstruction, rehabilitation, and resurfacing projects on the Interstate Highway (IH), US Highway (USH), state highway, and local road systems.

Agency Coordination experience with the Wisconsin Department of Natural Resources (WDNR), Fish and Wildlife Service, and U.S. Army Corps of Engineers for wetland, waterway, and endangered species impact assessment, avoidance, minimization, and mitigation. Coordination with Department of Agriculture and Natural Resources Conservation Service for assessment of agricultural impacts and preparation of Agricultural Impact Statements. Historical

and archaeological sites from surveys, Determination of Eligibility and solving adverse impacts to complete the 106 process with the State Historical Society. Coordination with Bureau of Aviation for impacts to airports.

Public Involvement responsibilities include coordinating and holding public hearings, making presentations at public informational meetings, working with local units of government for cost sharing on highway improvements, and preparing news releases for the media.

Report experience covers Pavement Design Reports (PDR) for asphaltic and concrete pavements, including life-cycle cost analysis, Encroachment Reports, Design Justification Reports, Design Study Reports (DSR), and comprehensive Deficiency Summary Reports for highway projects.



Nick Becker, PE, STS

Northern Segment

Nick is a project manager and a lead roadway designer with experience in transportation planning and design projects. His experience includes planning, design, and construction of BRT routes, freeways, and other urban and rural transportation projects, delivered through both traditional methods and design-build. He is knowledgeable about preliminary/final design of highways, structures, and interchanges, including ADA-compliant design, 3D modeling, traffic control, and the PS&E process.

Firm

- › AECOM

Education

- › BS, Civil Engineering, University of Wisconsin, 2004

Years of Experience

- › 17

Professional Registrations/Certifications

- › Professional Engineer, WI #40803,
- › Professional Engineer, IL #062066299
- › Professional Engineer, MN #51448
- › Professional Engineer, SD #12789
- › Professional Engineer, ND #10452
- › Professional Engineer, TX #132336
- › Certified Safety Trained Supervisor, TX

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Project Engineer. Nick led the planning and design of this 15-mile corridor with 31 stations. Nick provided planning and design reviews and oversight for the entire project and more detailed oversight of the western portion of the project.

Milwaukee Transport Services, East-West Bus Rapid Transit, Final Design, and Construction Support, Milwaukee County, WI. Project Engineer. Nick led the planning and design of a 9-mile, regional, modern transit service corridor connecting major employment, education and recreation destinations through downtown Milwaukee, Milwaukee's Near West Side, Marquette University, Wauwatosa and the Milwaukee Regional Medical Center. BRT would provide improved access to the region's most vital, most traveled and most congested corridor. Nick led the development of construction plans for 34 stations along the route including ADA curb ramp reconstruction.

WisDOT, Tri-County Freeway expansion project, US 10/WIS 441, Winnebago County, WI. Lead Project Engineer. Nick served as a lead project engineer for the reconstruction of the I-41 and US 10/WIS 441 system interchange and added freeway capacity to US 10/WIS 441. Four interchanges and 21 structures were rehabbed or reconstructed. He led the effort for \$125M of projects out of the \$500M overall project. He is also leading the effort for the one of the first diverging diamond interchanges at the Oneida Street interchange with WIS 441 in the state of Wisconsin. He effort included leading a system interchange and four service interchanges along with rural and urban local roads and mainline. He also led intersection control evaluation for the entire corridor along with the ITS and Lighting. This DDI was built utilizing the existing WIS 441 overpass structures over Oneida Street and saved WisDOT 2.2 million by not having to reconstruct the bridges over Oneida Street. As part of this overall project, another interchange was investigated for a DDI that was designed to approximately 30% but

ultimately decided on a two-lane roundabout diamond interchange instead.

WisDOT - Southwest Region, I-39/I-90 and I-43/Highway 81 System Interchange, Beloit, WI. Project Manager. Nick led the design of the reconstruction of the I-39/90 directional system interchange with I-43 with a underlying Diverging Diamond Interchange between the three Interstates and WIS 81 Interchange conversion from a cloverleaf. Also led the design of the County X Diamond Interchange. He also reviewed 3.5 miles of I-39/90 and 1.5 miles of I-43 for meeting design standards.

Fargo Moorhead Design-Build, MN and ND. Project Engineer. The project is creating an over 30-mile diversion channel to help solve flooding issues from the red river in Fargo and Moorhead. Nick led the roadway design and modeling for crossings of the diversion channel. This included 17 crossings of the channel. Two Interstates, four railroads, six county roads and five local roads.



Andrew Timco

Northern Segment

Andrew has 12 years of transportation engineering experience within the roadway and transit departments. He has experience as a design engineer on traditional design-bid-build projects and design-build projects ranging from local roadway improvements, major highway and interchange improvements and bus rapid transit planning and design. His engineering experience includes BRT, geometric, pavement, interchange, intersection, and drainage design, the development of cost estimates, and final plan preparation.

Firm

- › AECOM

Education

- › BS, Civil Engineering,
University of Akron, 2013

Years of Experience

- › 12

Professional Affiliations

- › American Society of
Civil Engineers
- › American Society of
Highway Engineers

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Project Engineer for the preliminary engineering and construction cost estimating to define the alignment and features for FTA CIG application in the Fall of 2020. Andrew developed and evaluated alternative alignments in coordination with the City of Madison. Segments of the corridor included evaluation of multiple route options. Based on the study, the City of Madison selected the Locally Preferred Alternative and final design for the project is underway. Andrew is currently coordinating and designing BRT stations and runningway improvements along the corridor, is involved in the FTA Capital Cost estimating, and completing special provisions for the project.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. Milwaukee County Transit System (MCTS) is constructing a BRT route from the Watertown Plank Park & Ride lot in the City of Wauwatosa (western Terminus) to Downtown Milwaukee (eastern terminus). The BRT will operate in exclusive lanes for approximately

51% of the total route. The alignment will have 32 stations; all stations include amenities such as real-time signage, shelters, and off-board fare payment. Andrew reviewed plans and designed ADA compliant plans for curb ramps and sidewalks within and near stations areas with steep grades and space restrictions.

Central Ohio Transit Authority, East-West Bus Rapid Transit Corridor Study and Preliminary Engineering, Columbus, OH. AECOM was tasked with examining alternatives for the corridor and to advance the HCT Corridor into the Federal Transit Administration (FTA) Capital Investment Program. The geography of the East-West Corridor aligns with COTA's NextGen and the Insight2050 Corridor Concepts Study. The alternatives analysis identified the locally preferred alternative and plan for infrastructure improvements that support safe and effective movement of people, as well as additional expected growth, investment and densification of land use. Andrew assisted in developing the Quality Management Plan, analyzed right-of-impacts and developed and reviewed plans for the alternative analysis.

Pittsburgh Rapid Transit, Bus Rapid Transit Program, Pittsburgh, PA. The BRT project will run between downtown Pittsburgh and Oakland on dedicated lanes and continue to Wilkensburg via the East Busway with branches extending to Highland Park, Greenfield, and Squirrel Hill. This project consists of reconfiguring streets and affected adjacent properties to accommodate modified bus lanes and bike lanes, as well as charging/layover/maintenance/operations facilities for new 60-foot electric buses. Andrew worked on design criteria and white paper memo's in additional to utility coordination and design.

Metro Area Transit, Omaha Rapid Bus Transit (ORBT), Omaha, NE. Project Engineer to implement BRT into a corridor with existing reversible lanes and over 50,000 vehicles per day. Alternative analysis included contraflow bus lanes, accommodations for streetcar, transit center expansion, and potential median stations. Andrew worked on establishing design criteria, developing corridor station layout, evaluating proposed corridor impacts, designing BRT station platforms, and FTA cost estimating. Andrew is assisting with ongoing Construction Services.



Chris Lynch, PE

Southern Segment

Chris has been leading or assisting with the preparation of municipal and WisDOT PS&E submittal packages on numerous projects since starting with Strand. His design experience includes design of BRT infrastructure, intersection expansion, horizontal and vertical geometry, ramp design, drainage and erosion control design, and more.

Firm

- › Strand Associates

Education

- › BS, Civil Engineering – University of Wisconsin-Madison, 2014

Years of Experience

- › 8

Professional Registrations/Certifications

- › Professional Engineer in Wisconsin
- › MCT-D

Areas of Expertise

- › Roadway Design
- › Traffic Analysis Software
- › (Synchro/Vissim/HCS/Sidra)
- › CAD (Civil 3D/MicroStation/GIS)
- › Traffic and Crash Analysis
- › Construction Observation and Project Management

Project experience

Transportation Design experience with corridor 3-D modeling, signing plans, construction staging plans, erosion control plans, stormwater plans, quantities, and horizontal and vertical geometry.

Recent project experience includes:

- Madison East-West Bus Rapid Transit (BRT) project – Madison, WI
- STH 29 EB Pavement Replacement – Marathon County, WI
- STH 19 HSIP Intersection Design – Sun Prairie, WI
- USH 41 Pavement Repair – Peshtigo, WI
- Roby Road Roundabout Reconstruction – Stoughton, WI
- STH 29 EB Pavement Repair – Marathon County, WI
- Eldamain Road – Plano, IL, IDOT project
- I-94 Corridor Bridge Replacement – Lake Mills, WI
- CTH Q Bridge Replacement – Jefferson County, WI
- I-39 Corridor and Avalon Road – Janesville, WI

Transportation Planning Design

includes horizontal feasibility design, freeway operations modeling, interchange design, existing geometrics review, crash review, existing intersection traffic operations review/analysis and update, corridor traffic modeling, and report writing.

- Beltline PEL – Madison, WI
- I-39/I-94 Interstate Geometrics Review – Columbia, Dane, Monroe, Juneau, Sauk Counties, WI
- Thoroughfare Plan Update – City of Navasota, TX
- I-43 Traffic Model Analysis – Appleton, WI
- County Road Route Planning – Floyd County, IN

Traffic and Crash Analysis

includes performing intersection and corridor crash analysis and review, freeway operations modeling, existing intersection traffic operations review/analysis and update, and corridor traffic modeling.

- Thoroughfare Plan Update – Navasota, TX
- SR 8 Corridor – Auburn, IN
- Beltline PEL Construction Crash Updates – Madison, WI

- USH 51 Phase 2 ICE Report – McFarland, WI
- USH 151/18 Phase 2 ICE Report – Blue Mounds, WI
- USH 12 Phase 2 ICE Report – Sauk City, WI
- Wolf Road Crash Analysis – Cook County, IL

Transportation Construction experience includes construction contract administration, observation of construction, materials sampling, and work as a materials coordinator and project leader. Recent project experience includes:

- USH 151 – Sun Prairie, Columbus, Dane/Columbia/Dodge Counties – WI(\$16M)
- CTH M, Pleasant View Road – Madison, Dane County, WI(\$50.4M)
- I-39, Madison, Portage – Columbia County, WI(\$6.7M)
- CTH D Causeway – Packwaukee, Marquette County, WI (\$0.5M)
- IH-39, Madison – Portage, Columbia County, WI (\$9.6M)
- I-39 – Beloit, WI (\$16.8M)



Dakin Coons

Southern Segment

Dakin has a B.S. degree in Civil Engineering from the University of Wisconsin-Madison. He was a key staff engineer on Madison's East-West BRT design. Dakin served as the Resident Project Representative for the Village of Plain, Wisconsin on multiple street projects bringing construction knowledge to his design work.

Firm

- › Strand Associates

Education

- › BS, Civil Engineering, University of Wisconsin-Madison, 2020

Years of Experience

- › 3

Areas of Expertise

- › WisDOT Design and Construction
- › Municipal Engineering
- › Agency Coordination and Reports
- › Conveyance Systems
- › Hydraulic System Modeling
- › Surveying and Staking

Continuing Education

- › Confined Space Entry and Fall Protection Trained

Project experience

WisDOT Design and Construction

experience includes design and delivery of WisDOT project documents including plans, specifications, and estimates. Field services include WisDOT project construction observation.

- City of Madison, WI
 - Bus Rapid Transit Project documents
 - Beltline Auxiliary Lane observation
 - Gammon Road Reconstruct and Bike Path observation

Municipal Engineering experience includes design of various utility and roadway projects utilizing AutoCAD. Field services include construction observation, surveying, and staking. Specific project experience serving as Project Engineer includes the following:

- City of Lake Mills, WI
 - Brookstone Phase 7
- Village of Brooklyn, WI
 - Ninth Avenue Improvements

- Village of Plain, WI
 - Nachreiner Avenue Reconstruction
 - Fairway Heights Subdivision
- Village of Cottage Grove, WI
 - Authentix Cottage Grove
 - Quarry Ridge Subdivision

Agency Coordination and Report

- experience, including coordination with the WDNR and Economic Development Administration and system assessments, and design reports.
- Design Reports
 - South 19th Street Lift Station Study, City of Manitowoc, WI

Conveyance System experience includes planning, design, and construction of wastewater and stormwater pumping stations and force mains. Project experience serving as Project Engineer includes the following:

- City of Whitewater, WI
 - Vanderlip Pumping Station and Force Main Reconstruction

- City of Manitowoc, WI
 - South 14th Street Lift Station and Force Main

Other experience includes:

- Data collection and crew leader for Wisconsin Department of Transportation (WisDOT) project – 1,200 counts.
- Assisted in creation of Shorewood relief sewer construction and bidding documents for Madison Metropolitan Sewerage District, Wisconsin.
- Completed full topographic survey for the City of Muscatine, IA.
- Completed multiple stormwater study surveys in Marathon County, WI.



Samantha Herheim, PE

Pavement Marking and Signing

Samantha's experience and collaborative approach provide a strong foundation for successful management of transportation design projects. Samantha specializes in multi-modal facilities, whether working on TAP, local trail, or urban reconstruction projects.

Firm

- › KL Engineering

Education

- › BS, Environmental Engineering, University of Wisconsin-Platteville, 2001

Years of Experience

- › 22

Professional Registrations/Certifications

- › Professional Engineer, WI #38317

Professional Affiliations

- › Wisconsin Association of Pedestrian and Bicycle Professionals (APBP) Policy Committee
- › American Public Works Association (APWA)

Areas of Expertise

- › Bicycle and Pedestrian Facility Design
- › Signing and Pavement Marking
- › ADA Compliance
- › Public Outreach and Involvement
- › Agency Coordination

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Lead Design Engineer for signing and pavement marking plans for the City of Madison's ongoing BRT project.

City of Fitchburg, North Fish Hatchery Road (CTH D), Fitchburg, WI. Assistant Project Manager, urban reconstruction, multi-modal design, signing and pavement marking, scheduling, permitting, and public engagement. Winner of the 2022 ASCE Engineering Achievement award, 2022 APWA-WI Project of the Year award, and Nominee for the 2023 ACEC-WI Project of the Year award.

STH 64, Stillwater, St. Croix County, WI. Design Engineer for signing and pavement marking for all trail segments

City of Madison, Garver Path, Madison, WI. WisDOT TAP Path and Bridge – WisDOT ID 5992-10-41. Nominee for the 2023 ACEC-WI Project of the Year award.

Project Manager for the following City of Fitchburg projects:

- Syene Road Reconstruction
- CTH MM and McCoy Road
- CTH MM and Lacy Road

Project Manager for the following Dane County projects:

- Lower Yahara River Trail Phase 2
- Fish Camp County Park Accessibility Improvements
- Waucheeta Trail



Amanda Mitchell

Curb Ramp Design

Firm

› Bloom Companies

Education

› BS, Civil Engineering,
University of Wisconsin –
Milwaukee, 2017

Years of Experience

› 5

Amanda is a staff engineer with five years of experience working on WisDOT projects. She has knowledge in structural engineering, asphalt roadway paving, and stormwater runoff design. Amanda's responsibilities include transportation project design and construction management. She has provided preliminary and final roadway plans including ADA curb ramps, erosion control, signing and marking, construction staging, supporting documents, and the preparation of plans and final PS&Es.

Project experience

WisDOT SE Region, Utility Coordination

Contract. Assisted with BTS Utility Coordination unit with utility coordination and review throughout numerous projects. Assist the BTS Utility Unit, region, and consultant staff to confirm that highway improvement projects follow Federal Code, Wisconsin Statutes and Administrative Code, and current policies and procedures. This will consist of reviewing, communicating, and coordinating revisions to contract documents for projects to be ready promptly for letting from a utility coordination perspective.

I-41 Resurfacing, Waukesha County, WI.

The I-41 Resurfacing project involves milling and resurfacing approximately 3.7 miles of I-41 between Milwaukee County Line to Washington County Line in Waukesha County. The project will pave a 10-foot wide outside shoulder and remove or protect objects and steep side slopes in the clear zone with the installation of a beam guard to help reduce run-off-the-road crashes. Other improvements include base patching, replacing median lighting and bases,

curb ramp installation at ramp terminals, intersection improvements at the 124th Street ramp terminals, culvert replacement, signing and marking, slope paving, and wingwall repairs at the I-41 structures over 124th St. Amanda has been responsible for calculating the quantities of both roadway projects. This includes major roadway construction items along with checking the plan to verify any information.

2019 City of Milwaukee ADA Ramp Upgrades, Milwaukee County, WI.

Bloom provided DAAR Engineering with full-time project staff. Amanda assisted with designing and drafting ADA ramps in Civil 3D for the City of Milwaukee. Service included work for an estimated 774 curb ramps located on various streets. Scope of work included Preliminary Design, Final Design, and Construction Details. Amanda used roadway elevations to match into the existing by creating a wireframe model of the ramp to manipulate for each intersection.

I-41 Mitchell Interchange, Milwaukee County, WI.

Staff Engineer responsible for utility coordination for this segment of

I-41/I-43/I-94 Interchange project that is approximately 6 miles in length and extends from Rawson Avenue to the south, Howard Avenue to the north, and 35th Street to the west in Milwaukee County. The project is located in an urban freeway section with multiple interchanges. The project scope includes milling and resurfacing barrier wall repairs, retaining wall repairs, drainage improvements, survey, traffic control, and staging plans. Bloom prepared the Safety Certification Document (SCD), CEC, DSR, Structure Survey Report (SSR), and TMP. This project involved extensive agency coordination with four municipalities, the Bureau of Aeronautics (BOA), U.S. Fish and Wildlife Services (FWS), and Wisconsin Department of Natural Resources (WI DNR). Bloom led all utility coordination and design efforts including 30%, 60%, 90%, and PS&E. This project was completed on an advanced PS&E, and the team recently submitted final plans.



Matt Krippner, PE

Structures (Roadway)

Matt has served as a project engineer on a variety of transportation projects. He has assisted in the design and plan preparation of transportation projects involving urban, rural, and interstate bridge design. His technical bridge experience includes concrete slab structures, prestressed concrete girder structures, steel girder structures, culvert and retaining wall design. Typical projects include structure design, preliminary and final designs, cost estimates, project scheduling, specification preparation, and construction management.

Firm

› AECOM

Education

› BS, Civil Engineering,
University of Wisconsin
Madison, 2007

Years of Experience

› 15

Professional Registrations/ Certifications

› Professional
Engineer, WI #42470

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Project Engineer for structural needs for the Madison BRT project. Structures included retaining walls and sign structures. Project included existing culvert ratings, replacement alternatives for an existing culvert, and sign structure analysis. Responsibilities included cost analysis, structural analysis, structure rating and rehabilitation/replacement alternatives.

Wisconsin Department of Transportation - Southwest Region, Verona Road/West Madison Beltline Interchange, Madison, WI. Project Engineer for reconstruction of the Verona Road/West Madison Beltline interchange as a subconsultant. Structural-related scope of services includes replacement of twin bridges carrying the West Beltline Highway over Verona Road to accommodate a single point urban interchange under the structure; construction of new twin bridges carrying Verona Road over a roundabout serving local businesses and residential properties, including a straddle bent pier; construction of a new bicycle/

pedestrian underpass structure of Verona Road; replacement of bicycle/pedestrian overpass structure of the West Madison Beltline; reconstruction of ten major retaining walls consisting of mechanically stabilized earth concrete panel walls along both Verona Road and the West Madison Beltline; and construction of 12 minor retaining wall structures along various local streets.

City of Fitchburg, Fish Hatchery Road Pedestrian Overpass (Capital City Trail), Fitchburg, WI. Project Engineer responsible in assisting in the design of a pedestrian bridge carrying the Capital City Trail over an urban four-lane facility. Project involved evaluating multiple alignments, numerous structure types and several aesthetic themes with City officials and members of the Citizen Advisory Committee to develop a successful solution for all stakeholders involved. The primary goal was to create a pleasant and unique experience for the trail users, as well as the vehicular traffic along the roadway. Responsibilities included structure design and preparation of PS&E documents.

City of Verona, Locust Drive Bridge over USH 18/151 Sidewalk Connection Project, Dane County, WI. Project Manager for the Locust Drive Bridge Widening Project to widen a two-span prestressed girder bridge to accommodate a sidewalk. This project also included traffic control plans for USH 18/151 under the structure during construction. Responsibilities included oversight of all project deliverables and design engineer for preliminary and final structure plans, cost estimates and specifications.

City of Appleton, Apple Creek North Relocation and Floodplain Lowering, Appleton, WI. Project Engineer for the design of four structures over relocated Apple Creek. The structures consisted of one concrete slab bridge and 3 culverts. All culverts consisted of three cells with interior weirs. One culvert was specifically designed as the driving surface with sidewalks and median. This project included final bridge plans, specifications, and estimates documents related to the structures and submittal to the city.



Jacob Bondhus, PE

Traffic Control Design

Firm

- › Bloom Companies

Education

- › BS, Civil Engineering, University of Wisconsin - Madison, 2001

Years of Experience

- › 21

Professional Registrations/Certifications

- › Professional Engineer, WI #46248-6
- › Professional Engineer, IL #062059082
- › Professional Engineer, IA #23861
- › Professional Engineer, MN #56518

Jacob is a Project Manager with wide-ranging experience with planning in design, in particular with WisDOT projects. He has 21 years of experience working on transportation projects with a focus on geometric design, maintenance of traffic, and cross-discipline coordination. He has worked on several mega transportation projects as both a project manager and project engineer. Much of Jacobs' experience has been designing urban freeways and state routes. He will soon be working on a Bus Rapid Transit project for Milwaukee County assisting with intersection design.

Project experience

USH 45 (STH 100) Reconstruction, Milwaukee County, WI. Project Engineer responsible for plan production, written specifications, estimates, public involvement, DSR, PCE, and the TMP. This \$12M project consists of 1 mile of reconstruction of an urban roadway section. The proposed project will include a new closed drainage system, a stormwater detention basin, bicycle accommodations, new sidewalks, new median lighting, and traffic signals. Bloom is preparing the roadway model in Civil3D and is designing the right-of-way. Jacob is also designing the traffic control during staging and coordinating temporary drainage throughout the corridor.

City of Madison, Old Middleton Underpass, Madison, WI. Project Manager responsible for leading Bloom's design team with the plans of a new railroad Underpass and Trail for the City of Madison. Bloom is tasked with creating trail design and corridor modeling, construction sequencing, railroad coordination, WisDOT Coordination, structural design, utility coordination, drainage, and public involvement.

I-41 Mitchell Interchange, Milwaukee County, WI. Project Manager for this segment of I-41/I-43/I-94 Interchange project that is approximately 6 miles in length and extends from Rawson Avenue to the south, Howard Avenue to the north, and 35th Street to the west in Milwaukee County. The project is located in an urban freeway section with multiple interchanges. The project scope includes milling and resurfacing barrier wall repairs, retaining wall repairs, drainage improvements, survey, traffic control, and staging plans. Bloom prepared the Safety Certification Document (SCD), DSR, CEC, SSR, and TMP. This project involved extensive agency coordination with four municipalities, BOA, F&WS, WI DNR, and USACE. There were two public involvement meetings, with the first meeting held in October 2020 being performed virtually due to COVID-19 precautions. Bloom led all utility coordination and design efforts including 30%, 60%, 90%, and PS&E. The PS&E was submitted on an advanced schedule in November of 2022.

STH 42, Sturgeon Bay – Egg Harbor, Door County, WI. Project Manager on this perpetuation project for 12.1 miles extending from roughly the Mid Junction with STH 57

to CTH T in the towns of Sevastopol and Egg Harbor in Door County. Bloom is currently designing the addition of right turn lanes at the Monument Point Road intersection to address operational concerns. Bloom is responsible for modelling the intersection in Civil3D and designing the proposed culverts. Along with Bloom's design engineering services, Bloom's scope of work includes: hosting local officials meetings and coordinating public involvement.

STH 73 Reconstruction, Waushara County, WI. Jacob was the Project Manager and Project Engineer for the STH 73 project which included the concrete pavement reconstruction of STH 73 and portions of the four interchange ramps at I-39. Traffic was maintained along STH 73 during construction, which required a detailed staging design. The I-39 ramps were detoured during construction. Jacob provided the DSR, TMP, Environmental Document, and was responsible for the public involvement process. Jacob prepared the construction documents, which included typical sections, plan & profile, staging and traffic control, detours, alignment plans, and PS&E documents.



Kyle Neeve, PE, CFM

Stormwater

Kyle is a civil engineer with over six years of experience specializing in water resources, transportation, and municipal engineering. His background includes internships spanning two summers and a part time stint at the Madison office while completing his degree. His portfolio of experience includes stormwater management design and modeling, watermain and sanitary design, permitting, grading and erosion control design, roadway design, plan drafting, stormwater compliance reporting, construction inspection, and field surveying.

Firm

- › AECOM

Education

- › BS, Civil Engineering, University of Wisconsin - Madison, 2016

Years of Experience

- › 6

Professional Registrations/ Certifications

- › Professional Engineer, WI #48288-6
- › Certified Floodplain Manager, US-19-11361

Project experience

City of Fitchburg, Fitchrona Road and Nesbitt Road Traffic Study and Signal Design, Fitchburg, WI.

Civil Engineer that designed a storm sewer network using Autodesk Civil 3D Storm and Sanitary Analysis for a roundabout.

City of Verona, CTH PD/Northern Lights Road - Phase 2, Verona, WI.

Civil engineer that led drainage team in design of storm sewer network, stormwater management facilities, watermain design, and permitting. Collaboration with other groups to meet the fast-paced project deadlines. Various design software was used during this project.

City of Verona, North Nine Mound Road/ CTH PD - Phase 1, Verona, WI.

Civil Engineer that provided support services to the engineer of record on design of inlet and storm sewer. Responsibilities involved drafting typical sections, intersection plans, and construction staging in AutoCAD Civil 3D. Also prepared quantities and cost estimates for planning and bidding purposes.

Wisconsin Department of Transportation, STH 35 Design, Somerset, WI.

Civil Engineer that designed a proposed storm sewer network using Autodesk Civil 3D Storm and Sanitary Analysis. Provided quantities, cost estimate, and report of the storm sewer design. Collaborated with other consultant firms to compile a final plan set.

City of Verona, Lincoln Street Detention Basin Modeling, Verona, WI.

Civil Engineer that performed XPSWMM modeling for the Lincoln Street Stormwater Quality Management Facility. The model included over 270 nodes and over 19 square miles of drainage area. Aided in the design of creating a dam for the channel to divert the flow to the facility. Collaborated with another consultant firm to compile grading, erosion control, and details for a final plan set.

City of Verona, North Neighborhood Drainage Analysis, Verona, WI.

Civil Engineer performed a stormwater analysis of a 347-acre closed basin draining to two existing kettles. Incorporated design criteria from multiple regulatory agencies. Modeled existing and proposed drainage conditions

using XP-SWMM. Evaluated performance of infiltration basins using RECARGA. Prepared preliminary basin grading using AutoCAD Civil 3D and created figures using ArcGIS to be presented to city officials and regulatory agencies. Met with city officials, regulatory agencies, and stakeholders to determine stormwater management requirements and anticipated land uses for planning. Followed AECOM safety protocols by creating and following a task hazard analysis for field visits.



Ryan Ruff, PE

Stormwater

Ryan has been with Strand for over five years and serves as a Project Engineer within our Municipal Group. Ryan has a Bachelor of Science degree in Civil Engineering from Bradley University and his experience includes complete site civil design; stormwater analysis; utility and infrastructure layout and design; and more.

Firm

- › Strand Associates

Education

- › BS, Civil Engineering, Bradley University, 2017

Years of Experience

- › 5

Professional Registrations/Certifications

- › Professional Engineer in Wisconsin

Professional Affiliations

- › American Society of Civil Engineers

Areas of Expertise

- › Stormwater Analysis
- › Storm Sewer Design
- › Construction Related Services
- › Aviation Engineering
- › Utility Design/Site Plan Design
- › Municipal Engineering
- › Construction Safety

Project experience

Stormwater Management Design

experience including watershed delineation, hydraulic analysis of existing and new conveyance systems, and storm sewer system layout and design. Experience using StormCAD and HydroCAD. Stormwater engineer for Madison East-West BRT project.

Site Design experience includes complete site civil design, utility and infrastructure layout and design, site gradings, and erosion control for municipal projects. Experience using AutoCAD Civil 3D and MicroStation:

- 2020 Street Improvements, Stevens Point, WI
- Downtown Master Planning and Preliminary Design, Minocqua, WI
- Third Avenue Reconstruction, New Glarus, WI
- 17th Street/Locust Street Storm Sewer, Dubuque, IA

Permitting experience involves preparing permit documents for state agencies. Agencies include the Wisconsin Department

of Natural Resources (WDNR), Dane County, Green County, and Sauk County.

Grant Writing experience for Multimodal Local Supplement (MLS) program through the Wisconsin Department of Transportation (WisDOT).

Construction Related Services – Served as the Resident Project Representative (RPR) for the following projects:

- Municipal
 - 2020 Local Street Improvements Prairie Du Sac, WI
 - Downtown Riverfront Park and Parking Lot, Prairie du Sac, WI
 - 2019 Public Work Improvements, Prairie du Sac, WI
 - 2018 Public Work Improvements, Prairie du Sac, WI
 - Dann Street and Esterly Street Reconstruction, Whitewater, WI
 - 2017 Local Road Improvements, Monona, WI
 - 2017 Parking Lot Improvements, Monona, WI
- Aviation
 - East Troy Municipal Airport – East Troy Airfield lighting and PAPI
 - Burlington Municipal Airport – Airfield lighting and wind cone replacement.
 - Lake in the Hills Airport – Site improvements
 - Whiteside Airport – Runway resurface
 - Lakeland Airport/Noble F. Lee Memorial Field – Airport layout plan development
 - Platteville Municipal Airport – Box and T-Hangar site design. Airport Layout Plan Development
 - Palmyra Municipal Airport – Stormwater basins and taxi-lane design
 - Chicago Rockford International Airport – Maintenance repair and overall facility site construction; RPR services; runway apron, roadway, and parking lot construction; and storm sewer, sanitary sewer, and water main construction



Kevin Luecke

Complete Streets Liaison

Kevin is Toole Design's Madison Office Director. He is a multimodal transportation planner with a broad background in active transportation and Complete Streets, and he has worked with communities large and small, as well as state departments of transportation and federal agencies, to improve bicycling and walking plans and policies. Kevin has managed projects that have recommended hundreds of miles of bicycle and pedestrian facilities, researched pedestrian and bicycle issues for the Federal Highway Administration, produced Pedestrian Safety Action Plans, and conducted numerous public outreach events.

Firm

- › Toole Design Group

Education

- › Master of Public Administration, and Master of Science, Urban and Regional Planning, Certificate in Transportation Management and Policy, University of Wisconsin, 2009
- › BA, History and Political Science, Northwestern University, 1998

Years of Experience

- › 12

Professional Affiliations

- › Association of Bicycle and Pedestrian Professionals
- › Bicycle Federation of Wisconsin: 2009-2012

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI.

Kevin is a Senior Planner assisting with the design of this Bus Rapid Transit (BRT) line in Madison. The East-West BRT will be Madison's first BRT line and is expected to begin service in 2024. Kevin is reviewing the corridor design plans so that the system can be easily and safely accessed by people walking and bicycling. Additionally, Kevin developed recommendations for bicycle infrastructure improvements on streets parallel to the BRT route to improve bicycle access and connectivity to BRT stations.

Madison Bicycle and Pedestrian Infrastructure Analysis, Madison, WI.

Kevin will serve as Project Manager to recommend bicycle and pedestrian infrastructure improvements connecting to new BRT station areas. As Madison implements its first BRT line in 2024, this project will ensure that people can easily and comfortably walk and bike to the stations. The project will include assessment of conditions near station areas, development of concepts to improve walking and bicycling conditions, prioritization

of projects, and preliminary design of key projects.

Lincoln Avenue Traffic Safety Design, Milwaukee, WI.

Kevin is Principal-In-Charge for this project to improve safety and comfort for all users of a 1.6 mile stretch of Lincoln Avenue in Milwaukee. The project alternatives focus on using rapid-implementation construction techniques to reduce motor vehicle speeds, prevent illegal passing, provide safer and more comfortable pedestrian crossings, improve bus stop access, and improve conditions for people bicycling. Kevin led engagement efforts for the project and is overseeing an engineering team developing the construction plans. Construction is anticipated in spring 2023.



Jarl Jacobson, PE

Quality Assurance

Jarl is a national leader in transit design who leverages an exceptional depth of final design and construction phase knowledge to inform decision makers on the “whys” and “hows” of planning and conceptual design. His strengths come from his genuine commitment to understanding the needs of agencies and stakeholders so their projects can be set up for success. Jarl has been an integral part in BRT design for transit agencies across the country in more than a dozen states.

Firm

- › AECOM

Education

- › BS Civil Engineering, Brigham Young University, 2006

Years of Experience

- › 16

Professional Registrations/Certifications

- › Professional Engineer, UT #7752095-2202

Professional Affiliations

- › APTA

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI.

Design Reviewer. Provided quality review on design packages for this BRT project will connect downtown to the east and west sides and provide unparalleled access to the University of Wisconsin and numerous neighborhoods along this 20-mile corridor.

Central Ohio Transit Authority, East-West BRT Corridor Study and Preliminary Engineering, Columbus, OH.

Transit Design Lead. Jarl led transit design integration for construction cost estimating and 30% design after assisting in the determination of the Locally Preferred Alternative alignment with features that prioritize transit two corridors. The two corridors span nearly 23 miles and include median running dedicated guideway, mixed flow, TSP, 36 stations and enhancements to existing transit facilities new end of line facilities and on-route BRT vehicle charging.

Orange Line Engineering Design Services, Capital Metropolitan Transportation Authority (CMTA), Austin, TX.

Project Design

Engineer. Jarl Served as a key contributor to CMTA light rail and BRT design criteria that will be used to make Project Connect, 25-mile high-capacity transit corridor, a reality. Jarl led design for two of the seven segments for the conceptual design. In addition, he was key in developing typical sections that would function for LRT or BRT and meet criteria of CMTA, TxDOT and the City of Austin. He oversaw the estimating efforts of the preliminary concept designs for use in a tool that will enable decision makers to work toward a preferred alternative.

Utah Valley Express, Utah Transit

Authority, Provo, UT. Project Design Engineer. Jarl provided interdisciplinary review, station area design, and construction phase design services for a 10.5-mile BRT project through the cities of Provo and Orem. Work included coordination with multiple stakeholders, including UTA, UDOT, CM/ GC proejct managers, the cities of Provo and Orem, Utah County, BYU, UVU, business owners, and residents to provide up-to-date design information impacting all parties.

Dodge BRT Project - ORBT, Metro Transit Authority, Omaha, NE Project Design

Engineer. Jarl provided final design and commissioning services for a 10.2-mile BRT project. The BRT is the first in Nebraska and functions with a combination Business Access and Transit (BAT) lanes on their downtown couplet and in mixed flow west of downtown. Transportation improvements include Traffic Signal Priority (TSP), queue jumps that will give BRT vehicles priority passage, pedestrian infrastructure, and station locations connecting the route’s western terminus at Westroads Mall to downtown Omaha.

Ogden-Weber State University BRT, UTA and UDOT, Ogden, UT.

Lead Transit Design Engineer. UTA is implementing a 5.3-mile corridor connecting the Ogden FrontRunner commuter rail station to Weber State University (WSU) and McKay Dee Hospital. The project includes 13 stations, 1.8 miles of exclusive bus lanes, transit signal priority, uniquely branded stations and vehicles, and a transit center on the WSU campus. Jarl leads the detailed coordination for the interface of transit platforms and the roadway design elements.



Phyllis Hanson

CADD Manager

Phyllis provides 30 years of experience as a lead drafter/coordinator for a variety of multi discipline engineering projects. Areas of experience include civil, track and traffic drafting as well as drawing package coordination. She is well-versed in AutoCAD 2000 thru 2021 and has worked with MicroStation V8i.

Firm

› AECOM

Education

› University of Oklahoma,
College of Architecture

Years of Experience

› 30

Project experience

Central Ohio Transit Authority High Capacity Bus Rapid Transit East-West Corridor, Columbus, OH. CADD Manager/Technician. Responsible for helping with CADD management, upholding CADD standards, organization and plan development.

City of Madison, East-West Bus Rapid Transit, Madison, WI. CADD Technician. Responsible for helping with plan development, upholding CADD standards.

Southwest Corridor Portland, OR. CADD Manager/Technician. Responsible for helping with CADD management, upholding CADD standards, organization and plan development.

Valley Metro South Central LRT Extension Phoenix, AZ. CADD Technician. Phyllis provided drafting services using her knowledge of Valley Metro's CAD standards.

TriMet, Steel Bridge Improvements and Embedded Track Procurement, 1st Avenue Crossovers, 18th Avenue Switches, Portland, OR. CADD Technician. Provided drafting services using her knowledge of TriMet's CAD standards.

Maps 3 Modern Streetcar Mainline (Oklahoma City Streetcar), Oklahoma City, OK. CADD Manager/Technician. Responsible for helping with CADD management, developing CADD standards, organization and concept plan development. Phyllis also provided drafting for the track, civil roadway and twenty-two stops.

Seattle Department of Transportation, Broadway Streetcar Final Design Plans, Seattle, WA. CADD Manager. Responsible for helping with CADD management, upholding CADD standards, organization and plan development.

Valley Metro, Capitol/I-10 West LRT Extension, Phoenix, AZ. CADD Technician. Responsible for helping with CADD management, organization and concept plan development.

M-1 Rail, Detroit, MI. CADD Technician. Responsible for helping with CADD management, organization and plan development.

Santa Clara Valley Transportation Authority, Light Rail Efficiency Project-Final Design and Engineering, Santa Clara County, CA. CADD Manager/Technician. Responsible for helping with CADD management and organization and drafting of this project which consists of three separate projects identified in the planning phase to meet the service requirements in response to a new San Francisco 49ers stadium located adjacent to the Guadalupe Line LRT mainline in Santa Clara. The three projects include adding a siding track in downtown San Jose, a pocket track adjacent to the stadium in Santa Clara, and extending existing tracks in Mountain View. The overall project is on a fast track schedule to meet the opening day demand in August 2014. In addition to the fast track schedule for the design, project construction cannot disrupt service operations adding to the complexity of the schedule.



Tyler Tkachuk, PE, PTOE

Traffic/Comms/Electrical Design Lead

Tyler is a professional engineer with 11 years of experience in traffic engineering, transportation planning, and roadway design. He has been the project manager on several municipal projects including traffic impact analyses and urban reconstructions. In addition, Tyler is experienced with traffic impact analysis studies, traffic management plans, traffic simulation, traffic signal timing, and intersection geometric improvements.

Firm

- › AECOM

Education

- › BS, Civil Engineering, University of Wisconsin, 2012

Years of Experience

- › 11

Professional Registrations/Certifications

- › Professional Engineer, WI #40138
- › Professional Traffic Operations Engineer #4653

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Lead Engineer overseeing electrical design for the development and design of the City of Madison BRT project located in the City of Madison. The transit route connected a new Park & Ride lot on west side of the City of Madison through downtown Madison and ending at a Park & Ride in Sun Prairie totaling over 40 platforms. Completed the roadway lighting plans, traffic signal plans, and lead coordination with the City of Madison traffic group as well as led the utility coordination with Alliant Energy, MG&E, and Sun Prairie utilities for power requirements and service.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. Lighting Engineer for the development and design of the East-West BRT project located in the Cities of Milwaukee and Wauwatosa. The transit route connected the Wisconsin Department of Transportation Park & Ride lot in the City of Wauwatosa to downtown Milwaukee. Completed the roadway lighting plans and coordination with the City

of Milwaukee and City of Wauwatosa as well as led the WE Energies utility coordination. As part of the planning study was a project engineer for the bus rapid transit proposal for the city. Assisted with collecting and analyzing existing conditions for three potential bus routes for the fast-paced project. Tasks included videos of each route, existing conditions analysis, AM and PM peak field traffic observations, and exhibits.

City of Fitchburg, Fitchrona Road and Nesbitt Road Intersection Improvements, Fitchburg, WI. Project Manager for a full urban intersection reconstruction. Converted a 4-way stop-controlled intersection to a single lane roundabout. This project included numerous utility relocations, roundabout lighting design, right-of-way acquisition for all adjacent property owners, compressed schedule to meet City budget needs, and a full reconstruction of the storm sewer within the project limits.

City of Stevens Point, Business 51/Northpoint Drive Intersection Improvement, Stevens Point, WI. Traffic Engineer for the roundabout lighting design

in Stevens Point, Wisconsin. The project included removal of an existing traffic signal and lighting design for a new roundabout. Approach lighting was important to create necessary lighting transitions between new roundabout lighting and adjacent lighting systems. Festoons were added to each light pole.

West Verona TIA, Verona, WI. Project Manager for the development of the traffic analysis study for the City of Verona. This project involves evaluating over 50 intersections and determining improvements to help improve safety and operations today and in the future. Lead coordinator between the City of Verona, Epic, Dane County, and WisDOT. Traffic analysis involves VISSIM modeling on US 18/151 and Synchro analysis on the City/County Roads.

MDOT, M-59 Reconstruction Project, Macomb County, MI. Lead Traffic Signal Designer for the reconstruction of M-59. This traffic signal design included the design of 14 signalized intersections along M-59 between Romeo Plank Road and M 97. Completed traffic signal plans, utility coordination, quantities, and cost estimate.



James Jeninga

Signals/Lighting

Firm

› AECOM

Education

› BS, with a Concentration in Civil/Environmental Engineering, Calvin College, 2019

Years of Experience

› 3

James is a traffic engineer with three years of experience in transportation planning and roadway design. James has been the project engineer on several municipal projects including Bus Rapid Transit designs, traffic impact analyses, signal and lighting designs and urban reconstructions, as well as large scale planning studies for WisDOT. He has experience on numerous traffic signal design and lighting design projects for WisDOT, and various counties and municipalities. In addition, James is experienced with traffic modeling, traffic signal timing, and intersection geometric improvements.

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Project Engineer who completed the lighting and signal design for the development and design of the City of Madison Bus Rapid Transit project located in the City of Madison. The transit route connects a new Park & Ride lot on west side of the City of Madison through downtown Madison and ending at a Park & Ride in Sun Prairie totaling over 40 platforms. Completed the roadway lighting plans, traffic signal plans, quantities, and assisted in coordination with the City of Madison traffic department, local utilities, and other engineering firms working on the project. Also completed the photometric analysis and lighting design for the new Park & Ride parking lot, sidewalk and boarding area.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. Project Engineer for the bus rapid transit design for the city of Milwaukee that stretched from downtown Milwaukee out into the City of Wauwatosa. The bus line included 33 stations and was 9 miles long. Assisted with lighting

and electrical design and the development of plan sheets, which included luminaire layout and placement. Also assisted with parking data collection which ensured that despite curbside bus lanes and stations street parking was maintained.

Wisconsin Department of Transportation, IH 41 and 60th Street Interchange Reconstruction, Greenfield, WI. Traffic Engineer that completed the signal and lighting design of the IH 41 and 60th Street interchange in Greenfield, WI. Additional tasks included signal timing and lighting and photometric analysis as well as the development of the plans. Plan development included intersection layout, traffic signal plans, lighting plans, removal plans, and quantities.

Wisconsin Department of Transportation, IH 41 and STH 36 (Loomis Road) Interchange Reconstruction, Greenfield, WI. Traffic Engineer that completed the signal and lighting design of the IH 41 and Loomis Rd interchange in Greenfield, WI. Additional tasks included signal design, and signal interconnect design as well as photometric

analysis and lighting design. Also developed plan sets including intersection layout, traffic signal plans, lighting plans, interconnect plans, removal plans, and quantities. Also assisted with the coordination between the local utility, The City of Greenfield, and WisDOT.

Wisconsin Department of Transportation, Somerset STH 35 Partial Reconstruction and Resurfacing, Somerset, WI. Traffic Engineer for a reconstruction and resurfacing project in downtown Somerset that included street lighting implementation and a new multi-use path that included lighting. Tasks included developing a preliminary lighting investigation memo which including creating a lighting model to perform a photometric analysis of the existing conditions along with several different lighting scenarios and the ultimate selection and detailed design of an alternative. Additional tasks included designing the roadway and pathway luminaires and lighting system and plans and quantities development.



Kyle Henderson, PE

Signals/Lighting and Regional Travel Model

Kyle has more than 16 years of experience with roadway and intersection design, traffic engineering, and communication of technical information to all audience types. He has diverse experience with traffic operations modeling and transportation demand modeling including analysis using GMMPO's model.

Firm

- › Strand Associates

Education

- › BS, Civil Engineering – University of Wisconsin-Platteville, 2006

Years of Experience

- › 16

Professional Registrations/Certifications

- › Professional Engineer in Wisconsin and Illinois

Professional Affiliations

- › Institute of Transportation Engineers (ITE)

Areas of Expertise

- › Transportation Design
- › Traffic Modeling
- › Civil Engineering

Project experience

Transportation Design experience includes numerous intersections where initial conceptual traffic signal and/or roundabout geometrics were provided for intersection control evaluations as well as being the principal designer for several signals and roundabouts that have been constructed or will be within the next two years.

Designated by the Wisconsin Department of Transportation (WisDOT) as a Level 2 Roundabout Designer. Full design plans for signal and/or roundabout intersections include the following locations:

- East-West BRT Signal Design, Madison, WI
- STH 55 and CTH CE, Kaukauna, WI
- Sand Lake Road and Riders Club Road, Onalaska, WI
- Northwestern Avenue (STH 38) and Spring Street, Racine, WI
- Northwestern Avenue (STH 38) and High Street/Albert Street, Racine, WI
- USH 12 and STH 120 Interchange, Lake Geneva, WI
- Janesville Road (STH 24) and Forest Home

Avenue, Hales Corners, WI

- USH 51 and STH 138, Stoughton, WI
- USH 51 and Hoel Avenue/Silverado Drive, Stoughton, WI

Traffic/Corridor Study experience includes the preparation of traffic impact studies and corridor improvement plans for several projects, including the following:

- US 41 Interstate Conversion, Southeastern and Northeastern WI
- WIS 100 Traffic Study, Milwaukee County, WI
- WIS 172 Corridor Study, Green Bay, WI
- WIS 20 Vision Study, Racine and Walworth County, WI
- WIS 83 Alternate Route Analysis, Mukwonago, WI
- Northwestern Avenue Traffic Study, Racine, WI
- IL 47 Reconstruction, Woodstock, IL
- IH 39 and WIS 11(Avalon Road) Diverging Diamond Interchange, Janesville, WI
- Madison Beltline Planning and Environmental Linkages (PEL) Study, Madison, WI

- Montgomery Road and SR 126 Interchange Conversion Montgomery, OH

Duties included collecting field traffic data, preparing traffic forecast reports, assembling traffic data, performing traffic modeling, and preparing reports.

Traffic Modeling. Proficient in traffic modeling and analysis programs, including Synchro/SimTraffic, HCS, RODEL, Paramics, and VISSIM. Has developed and evaluated several extensive and detailed traffic simulation models including the following:

- US 151/Verona Road Beltline Interchange modeling in Madison, WI. The study involves the use of an extraction of turn count and link count data and the use of Estimator to develop the Paramics origin-destination matrix.
- Complex roundabout-corridor simulation for WIS 21, Breezewood Lane, and Packerland Drive in northeast Wisconsin.



Dan Becker

Communications

Dan is the co-founder of Multimedia Communications and Engineering, inc. formed in 2006. Through years of hard work and dedication, Dan has established MCE as a local leader in Fiber Optic Network Design and Support services. Dan is MCE's main point of contact for all engineering-related activities. His responsibilities include MCE's engineering-related activities are performed by his team in a professional and timely manner, and in compliance all parameters set forth by the client.

Firm

- › Multimedia Communications and Engineering

Education

- › Fox Valley Technical College Information Technology Network Specialist Studies

Years of Experience

- › 17

Professional Registrations/ Certifications

- › USMC Electronics, RF Communications, Radio Communications training
- › G-PON/E-PON Fiber to the Premise Certifications

Project experience

- United States Marine Corps Ground Radio Repairman 1989 to 1993
- Copper/Fiber Optic Network Installation 1993 to 1998
- Wide Area Fiber Optic Network Design 1998 to Present
- Fiber to the Premise Network Design 2003 to Present

WECAN Group - Waukesha County, Waukesha City, Waukesha School District, et al, WI. WECAN interconnects dozens of municipal, K12 and Higher Learning sites and delivers High Speed WiscNet circuits to municipal and educational entities throughout Waukesha County and neighboring Counties. Dan and his team have assisted the WECAN group with engineering and management services since MCE's inception in 2006.

Brown County Community Area Network (BCCAN), Brown County, WI.

Beginning in 2008, Dan worked with various Brown County entities to design and develop one of Wisconsin's most robust Municipally Owned Wide Area Fiber Optic networks that now extends more than 130 miles through various Brown County communities.



Rick Schuitema, LEED AP

Electrical

Firm

› AECOM

Education

› BS, Electrical Engineering,
Western Michigan
University, 1997

Years of Experience

› 25

Professional Registrations/ Certifications

› LEED Accredited
Professional

Professional Affiliations

› Illuminating Engineering
Society

Rick's expertise in electrical engineering includes electrical design and planning for highway lighting systems, primary and secondary electrical power distribution, emergency distribution, facility lighting, and lightning protection systems. He is skilled in project scope identification, plan and specification preparation, extensive field investigations, energy conservation, and audits, with an emphasis on energy efficient lighting system design. His experience includes numerous highway lighting projects, from conceptual design through construction coordination, identifying multiple design concepts, life cycle cost studies, and AGI32 photometric lighting analysis.

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI Lead Electrical Engineer.

AECOM is assisting the City of Madison in the development of the City's first BRT route, an approximately 15-mile route serving east-west travel across the City. The project is pursuing a Small Starts Grant for the 32-station route, the purchase of 60-foot battery electric articulated buses, and additional associated infrastructure improvements. Rick led the electrical design, oversaw electrical capital cost development, created special provisions and coordinated electrical service utilities for the stations along the 9-mile route. Design responsibilities included station lighting, snowmelt system, equipment power, and bus charging system.

Milwaukee Transport Services, East-West Bus Rapid Transit Planning, Final Design, and Construction Support, Milwaukee County, WI.

Lead Electrical Engineer. AECOM is the designer on record of Milwaukee County's East-West BRT route that is currently under construction. This will be the first BRT route in Wisconsin, which required significant

coordination with stakeholders throughout the design process on topics such as station design, BEB vehicles and transit only lanes. Rick led the electrical design, oversaw electrical capital cost development, created special provisions and coordinated electrical service utilities for the stations along the 9-mile route. Design responsibilities included station lighting, snowmelt system, equipment power, and bus charging system.

Interurban Transit Partnership (The Rapid), Laker Line BRT Visioning, Implementation and Design, Grand Rapids, MI.

Lead Electrical Engineer. Electrical engineer for the development and design of the Laker Line BRT project along the 12-mile Lake Michigan Drive (M-45) corridor connecting the Allendale campus of Grand Valley State University with downtown Grand Rapids. AECOM participated in the development of design concepts for the 20 stations; including hardscape pavement design, landscaping, electrical services, and watermain relocations.

Interurban Transit Partnership (The Rapid, Silver Line BRT Visioning, Implementation and Design, Grand Rapids, MI.

Lead Electrical Engineer. Electrical engineer the development and design of the Silver Line BRT project located on Division Avenue in the City of Grand Rapids. AECOM led the road design efforts and participated in the development of design concepts for the 33 stations; including hardscape pavement design, landscaping, electrical services, and watermain relocations.

Michigan Department of Transportation, Gordie Howe International Bridge "Michigan Interchange", Detroit, MI.

Lead Electrical Engineer. Electrical Engineer for design of the I-75 "Michigan Interchange" connections to the new Port of Entry for the Gordie Howe International Bridge, including freeway rehabilitation, interchange flyover ramps, local road and pedestrian bridges over I-75, service drive reconstruction, local road improvements, drainage improvements, street lighting, new ITS infrastructure, watermain replacement, siphons, pump stations, traffic signal modernization, signing and pavement markings, and construction staging plans.



Dan Nelson, AICP

Station Technology

Dan has been an ITS Planner in AECOM's Minneapolis Office for 16 years. During this time, he has worked with multiple public transit agencies on Bus Rapid Transit (BRT) and Transit Signal Priority (TSP) projects and applied all steps of the systems engineering process as detailed his project experience below.

Firm

- › AECOM

Education

- › MA, Urban and Regional Planning, University of Iowa, 2006
- › BA, Economics and American Studies, St. Olaf College, 2004

Years of Experience

- › 16

Professional Registrations/Certifications

- › American Institute of Certified Planners, #024115

Professional Affiliations

- › ITS Minnesota, Past President
- › American Planning Association
- › American Institute of Certified Planners

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Dan supported the City of Madison and Metro Transit in providing technical oversight of the implementation of TSP system operations along the Madison East-West BRT project. This included coordination with City of Madison transit and traffic operations personnel to discuss alternatives for TSP operations and use of City's fiber infrastructure to send TSP requests to signal controllers.

Miami-Dade County Transitway, Bus Rapid Transit, Miami-Dade County, FL. Dan developed a Concept of Operations for the Miami-Dade County South Corridor Transitway BRT project. Dan facilitated a stakeholder meeting in March 2019 with agency representatives from multiple departments to gather comments on operational scenarios developed to illustrate how system technology components would function to support centralized TSP operations on the corridor. Dan also developed a Systems Engineering

Management Plan (SEMP) for the project that was completed in June 2019.

Metro Area Transit, Omaha Rapid Bus Transit (ORBT), Omaha, NE. Dan assisted the Omaha Metro Transit Authority and the City of Omaha in the development of project specifications and estimates for the deployment of TSP technology for the Omaha Rapid Bus Transit (ORBT) project. This includes the development of hardware and software specifications for Omaha Metro Transit and for the City of Omaha to consider in the procurement of TSP System hardware and software that can be compatible with existing Emergency Vehicle Pre-emption equipment. Dan also prepared cost estimate information to guide the procurement and installation of the TSP System on BRT vehicles and at City of Omaha intersections.

Utah Transit Authority, TA Provo-Orem Transportation Improvement Project, Provo, UT. Dan assisted the Utah Transit Authority and the Utah Department of Transportation in the development of Technical System Requirements for a TSP System to be installed as part of the Provo-

Orem BRT line. In addition to the TSP System, this 10.5-mile long BRT line includes 21 station platforms with level boarding, platform canopies, and off-board fare collection, among other amenities. Dan presented the Technical System Requirements to UTA and UDOT for use in the procurement of BRT technologies.

Metro Transit, Urban Partnership Agreement (UPA) Transit Technology Projects, Minneapolis, MN. Dan was involved in all steps of the Systems Engineering process for the UPA Transit Technology Projects which included TSP, Real-Time Signs (RTS), and Park-and-Ride Space Availability Systems. Dan prepared Requests for Proposals for the TSP and RTS projects, and assisted Metro Transit in the evaluation of proposals received from several contractors. Dan also prepared multiple interagency operations agreements for multiple agencies that defined the standard operating procedures for the projects, and the roles and responsibilities of all agencies in the agreements.



Jamie Rudnycky, Associate AIA

Station Architecture Lead

Jamie focuses on client-oriented solutions throughout planning and design. This enables her to build great client relationships and deliver her work on time and within budget. Her experience centers around design and documentation of commercial and transportation facilities.

Firm

- › AECOM

Education

- › Masters of Architecture,
University of Detroit Mercy

Years of Experience

- › 14

Professional Affiliations

- › American Institute of Architects
- › National Council of Architectural Registration Boards

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. AECOM provided design and documentation of bus shelters and comfort stations for the City of Madison's bus rapid transit line along a 15-mile corridor.

MTS Zero Emission Bus Transition Plan, Minneapolis, MN. Facility Task Lead to support zero emission plan development Metropolitan Transportation Services (MTS) and its five additional suburban providers – Maple Grove Transit, Metro Transit, MVTA, Plymouth-Metrolink, SouthWest Transit. A total of 16 garages were assessed for feasibility of updating to operate a 100% zero emission fleet. The suburban transit agencies provide transit in and around Minneapolis including Burnsville, Eagan, Blaine, Brooklyn Center, Fridley, Buffalo, Eden Prairie, and St Paul with 757 shuttles and 359 buses. More detailed design and utility coordination performed at the two MVTA and one SouthWest Transit garage.

University of Michigan, Transportation Operations Complex, Ann Arbor, MI.

AECOM is providing site design and civil engineering services associated with a new Administrative and Bus Storage facility on the University of Michigan Campus. In addition to the main structures, vehicle maintenance and bus wash facilities are also planned. The project involved the layout and design of a new 17 acre site seeking LEED Silver certification through the USGBC. In addition to the extension of public water and private sanitary sewer service through the site, the stormwater collection and management system will be designed to satisfy the UofM NPDES permit. To achieve the stormwater management requirements for the site, a complex series of rain gardens, stormwater infiltration trenches, wetland filtration and structural BMP's have been incorporated into the design. The site design for the transportation operations complex included heavy duty concrete pavement, heavy and standard duty asphalt pavement, connection to existing storm sewer system as well as public road improvements at a nearby intersection along the bus route. The civil engineer is responsible for the

development of the plans and specifications as well as coordination with the UofM staff and utility companies to gain approval of the project for construction.

Corteva Agriscience, Administration Building, Harbor Beach, MI.

The new Administration Building will be a two-story structural steel framed building. Offices standards and best practices will be used for the design, layout and coordination of Corteva's program. The office area is being considered private space usage and will be located on the second floor and plant lockers and cafeteria will be located on the first floor.

Gordie Howe International Bridge, Detroit, MI. The six-lane, 2.5 kilometer-long cable-stay bridge with North America's longest 853-metre main span. Canadian and United States port of entry, and the Michigan Interchange, which includes road improvements and connecting ramps to the U.S. port of entry and I-75.



Nick Moriarty

Station Architect

Nick focuses on client-oriented solutions throughout planning and design. This enables him to build great client relationships and deliver his work on time and within budget. His experience centers around design and documentation of commercial and transportation facilities.

Firm

› AECOM

Education

› MArch, Architecture,
University of Detroit Mercy

Years of Experience

› 11

Professional Affiliations

› National Council of
Architectural Registration
Boards

Project experience

City of Madison, East-West Bus Rapid Transit Shelter Design, Madison, WI.

AECOM provided design and documentation of bus shelters and comfort stations for the City of Madison's bus rapid transit line along a 15-mile corridor.

Blue Water Bridge (BWB LPOE), United States Port of Entry, Port Huron, MI. The vision for a new BWB Plaza includes a facility that complies with all GSA-required codes and standards. The facility will help provide safe, efficient, and secure movement of people and goods across the Canadian-U.S. border in the Port Huron area to support the economies of Michigan, Ontario, Canada, and the United States. It will also help support the mobility and security needs associated with national and civil defense. The facility will be sized to house the personnel needs for CBP and other resident agencies until 2045. The buildings and facilities will provide the flexibility needed to easily incorporate new technologies at the LPOE as they become available. Buildings will be provided to shelter passenger vehicles and commercial cargo adequately and

appropriately from the weather. The site will provide adequate parking, traffic circulation, lighting, signage, and expansion potential.

QLINE (M-1 Light Rail) Stations, Detroit, MI.

A 3.5-mile-long, modern light-rail system linking Downtown Detroit and the New Center area along M-1 (Woodward Avenue). The stations recognize corporate and philanthropic partners whose support formed the foundation of the landmark public-private partnership that brought the QLINE streetcar project to life. The glass and concrete stations will recognize each sponsor with an individual custom Pewabic Pottery tile corresponding to their corporate brand along with a plaque commemorating their contribution to the project. [Prior to AECOM]



Nik Swartz, PLA, ASLA, LEED GA

Landscape Architect

Nik is a landscape architect and project manager with Saiki Design. He has a breadth of experience working in both the public and private sector on a wide variety of projects including site planning and design, streetscape and transportation enhancements, public parks, green infrastructure design, and construction administration. He values a collaborative design process and finds that working holistically is essential to understanding the unique challenges and opportunities associated with each project.

Firm

- › Saiki Design

Education

- › BS, Landscape Architecture
- › Certificate in Business
- › University of Wisconsin - Madison

Years of Experience

- › 15

Professional Registrations/Certifications

- › Professional Landscape Architect, WI

Professional Affiliations

- › American Society of Landscape Architects
- › City of Monona Facilities Development Committee, 2015-present

Project experience

- Capitol East Parking Garage, Madison, WI
- Stoughton Roundabout Plantings, Stoughton, WI
- UW-Madison Linden Drive Parking Garage, Madison, WI
- Lake Mendota Drive Bridge Aesthetics, Shorewood Hills, WI
- University Bay Drive Pedestrian Overpass Aesthetics, Shorewood Hills, WI
- CTH CA-College Avenue Reconstruction, Outagamie County, WI
- CTH CA-College Avenue Gateway Corridor Concept Plan, Outagamie County, WI
- MMSD Pump Station Number 15, Madison, WI
- UW Hospital and Clinics Parking Ramp Expansion, Madison, WI
- CTH V and CTH T Reconstruction, Fond Du Lac, WI
- UW-La Crosse Commuter Parking Lots, La Crosse, WI
- The Village Redevelopment Phases I-IV, Wauwatosa, WI
- SSM Health Fish Hatchery Campus, Madison, WI
- Menomonee River Parkway Corridor, Milwaukee County, WI
- American Family Children's Hospital Entrance Enhancements, Madison, WI
- UW-La Crosse Parking Structure and Police Building, La Crosse, WI
- I 39/90 Central Segment Reconstruction, Janesville, WI
- Verona Road Stage II Reconstruction, Fitchburg, WI
- UW-Platteville Southwest Precinct Circulation and Access Study, Platteville, WI
- Monona Drive Phase 3 Reconstruction, Monona, WI
- The Edgewater Hotel, Madison, WI
- Verona Road Stage I Reconstruction, Madison, WI
- USH 41 Reconstruction, Brown and Winnebago Counties, WI



David Atkins, PE, SE

Structural

David has 36 years of experience in structural engineering. His administrative responsibilities include quality control, business development, and supervision of staff. David's technical duties involve design, analysis, and inspection of structures..

Firm

- › AECOM

Education

- › MArch, Structures Option, University of Illinois at Urbana-Champaign, 1986
- › BS, Architectural Studies, University of Illinois at Urbana-Champaign, 1984

Years of Experience

- › 36

Professional Registrations/Certifications

- › Professional Engineer, WI #30459
- › Structural Engineer, IL #081004982

Professional Affiliations

- › Construction Specifications Institute

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Structural Engineer for design of bus shelters and platforms. The project included ten variations of the shelter/platform. Each steel framed shelter structure was designed for code specified gravity and lateral loads, as well as a rooftop array of solar panels. Reinforced concrete platforms were designed with a concrete topping to allow for a snow melt system. Project included design of restroom/electrical building for two locations.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. Structural Engineer for design of bus shelters and platforms. Steel framed shelter structure was designed with a cantilever roof. Reinforced concrete platforms were designed to include a snow melt system. Project included design of restroom building for drivers.

Wisconsin Division of State Facilities, Griffith State Nursery, Wisconsin Rapids, WI. Lead Engineer and Architectural Designer for a cold storage addition as well as a new pole barn-type storage building.

City of Oshkosh, Storm Water Junction Boxes, Oshkosh, WI. Structural Engineer for design of various reinforced concrete storm water junction boxes, at various locations in the City of Oshkosh. Top slabs were typically designed for HL-93 design truck, while side walls were designed for lateral pressure from backfill and pipe penetrations.

Green Bay Department of Public Works, Tilleman Bridge Light Pole Replacement, Green Bay, WI. Lead Engineer for a bridge light pole replacement project. The existing steel anchor rods had experienced varying degrees of corrosion, and therefore, the design included an option to leave the existing light pole base plates in place.

Village of Rosholt, Rosholt Dam Reconstruction 2018, Rosholt, WI. Engineer for structural design of new spillway, including a pedestrian walkway/fishing platform above the spillway. Project included the construction of a new box culvert below a roadway, downstream of the spillway, which necessitated extensive coordination with Wisconsin Department of Transportation requirements.



Jess Billmeyer, PE, PTOE

Alternatives Development

Jess is a transportation engineer with extensive experience in design and operational analysis of freeways, interchanges, arterials, and intersections. His specialty is combining traffic operations analysis and geometric design sketch planning of freeways and interchanges. He has analyzed, modeled, or designed over 400 miles of freeway and 200 interchanges during his career. His specialized work has included evaluations of numerous types of interchanges, including system interchanges in dense urban environments, tight urban diamonds, single point urban diamonds, diverging diamonds, split diamonds, partial cloverleaves, half cloverleaves, full cloverleaves, trumpets, and "Y"s.

Firm

- › AECOM

Education

- › MS, Civil Engineering, Georgia Institute of Technology, 1998
- › BS, Civil Engineering, Georgia Institute of Technology, 1997

Years of Experience

- › 24

Professional Registrations/ Certifications

- › Professional Engineer, WI #35784-6
- › Professional Traffic Operations Engineer

Professional Affiliations

- › Institute of Transportation Engineers
- › Traffic Engineering Council Executive Committee

Project experience

Wisconsin Department of Transportation - Southwest Region, Madison Beltline Needs and Improvement Study, Madison, WI. Lead

Traffic Engineer for the corridor study of 20 miles of urban freeway and 18 interchanges, including system interchanges, cloverleaves, partial cloverleaves, diamond interchanges, and scissors interchanges. Developed sketch plan geometrics for short and long term interchange improvements. Performed operational and safety analysis in Paramics for all freeway, ramp, and intersections along project corridor. Recommended freeway and interchange short-term improvements to improve operations in the 2020 and 2030 design years. Prepared a Paramics microsimulation model for the entire corridor and evaluated ramp metering improvements along the corridor.

Wisconsin Department of Transportation, I-90 Needs Study, Madison to Tomah WI.

Project Manager for a needs study from Madison to Tomah (approximately 100 miles and 25 interchanges). The project evaluated congestion, safety, pavement and structure

needs in the corridor. The project considered the effect of heavy freight and recreational traffic in the corridor. The study evaluated the traffic congestion impact from future pavement and bridge maintenance activities. The results of the study were used to advance the corridor into the environmental and alternatives evaluation process.

Texas Department of Transportation, I-45N: Beltway 8 to Loop 336, Houston, TX.

Senior Technical Leader for Planning and Environmental Linkages Study of 22 mile urban freeway. The project includes 2 system interchanges at Beltway 8 and Grand Parkway (SH 99), as well as numerous service interchanges along a one-way frontage way system. Project included development of improvement alternatives including managed lanes and interchange improvements. Project also included stakeholder and public involvement.

Texas Department of Transportation, I-10: I-35 to LP 1604 West, San Antonio, TX.

Senior Technical Leader for Planning and Environmental Linkages Study of 16 mile urban freeway. The project includes 3

system interchanges at I-35 downtown, I-410, and LP 1604, as well as numerous service interchanges along a one-way frontage way system. Project included development of improvement alternatives to extend HOV lane from suburbs to downtown and interchange improvements. Project developed short term bottleneck solutions for I-10 & I-410 interchange.

Illinois Department of Transportation, I-90/I-94 at I-290 Jane Byrne "Circle" Interchange Rehabilitation - Phase II Design, Chicago, IL.

Senior Technical Leader for development and evaluation of alternatives in a congested downtown interchange. The project included a Vissim traffic model of downtown Chicago system interchange and closely spaced adjacent service interchange providing access to the central business district. The location is one of the worst bottleneck locations in the US and experiences over eight hours of congestion per day. Developed sketch plan geometric alternatives to modify the interchange to improve traffic operations while maintaining access to key surface streets.



Joe Urban, PE, RSP₂

Traffic Operations (WisDOT Arterial Coordination)

Joe has more than 14 years of experience in the transportation engineering field focused on numerous traffic engineering and safety projects using multiple types of modeling software. Joe is a trusted resource for WisDOT and brings excellent relationships to the team, in addition to his technical proficiency.

Firm

- › Strand Associates

Education

- › BS, Civil Engineering, Marquette University-Milwaukee, Wisconsin, 2008

Years of Experience

- › 14

Professional Registrations/Certifications

- › Professional Engineer in Wisconsin
- › Road Safety Professional Level 2 (RSP₂)

Professional Affiliations

- › Institute of Transportation Engineers (ITE)
- › ITS Wisconsin

Areas of Expertise

- › Traffic Engineering
- › Microsimulation Modeling
- › Predictive Safety Analysis
- › ITS Analysis
- › Transportation Corridor Studies
- › Crash Analysis

Project experience

Traffic/Corridor Study experience includes the preparation of environmental impact studies, traffic impact studies and corridor improvement plans for several projects, including:

- I-39/90/94 Corridor Study, South Segment, Dane County, WI
- Madison Beltline Planning and Environmental Linkages Study, Dane County, WI
- US 41 Majors Environmental Impact Statement, Brown County, WI
- US 51 Stoughton-McFarland Corridor Study, Dane County, WI
- US 151 Fond du Lac Bypass Corridor Preservation Plan, Fond du Lac, WI
- US 12 Bypass Study, Dane County, WI
- WIS 23 Limited Scope Supplemental Environmental Impact Study, Fond du Lac to Sheboygan, WI
- WIS 241/27th Street Design Road Safety Audit, Milwaukee, WI
- Middleton Transit Center Traffic Study, WI

- East Johnson Street Traffic Study, (one-way to two-way conversion) Madison, WI
- Stoughton Road Environmental Impact Statement, Dane County, WI

Traffic Modeling experience includes proficient in traffic modeling and analysis programs including:

- Paramics, Synchro, SimTraffic, HiSafe, TransModeler and HCS. Has developed and analyzed several extensive and detailed traffic simulation models, including:
 - Paramics models of the Madison Beltline in Dane County, including 27 miles of highly traveled freeway and expressway.
 - Paramics models of a 30-mile stretch of US 51 from Windsor, WI, through Madison, McFarland, and Stoughton, WI, for two separate studies.

Project Management experience includes:

- Paramics Peer Review Pilot study for WisDOT Bureau of Traffic Operations.
- Paramics Microsimulation Calibration/Validation Policy Development for WisDOT Bureau of Traffic Operations

- Ramp Metering Retiming in Milwaukee and Dane County for WisDOT Bureau of Traffic Operations
- Madison Beltline Interactive Highway Safety Design Model (IHSDM) Predictive Safety Analysis, Madison, Wisconsin
- Traffic and Safety Lead for I-39/90/94 Corridor Study, South Segment, Dane County.

Intelligent Transportation Systems

experience includes completing Systems Engineering Documents and analysis for Adaptive Signal Control as part of the Verona Road project in Madison, Wisconsin, among other examples.

Report experience includes traffic operations letter reports, alternatives analysis reports, Systems Engineering documents, road safety audits, crash analysis reports, microsimulation modeling methodology reports, and traffic impact studies.



Kurt Walker

Traffic Operations (WisDOT Arterial Coordination)

Kurt has completed transportation design on multiple WisDOT and municipal projects. Kurt has also taken a lead role in performing HCS analysis and developing balanced traffic volume sets for multiple scenarios for the Madison Beltline PEL study, and in summarizing performance measures for the Beltline Flex Lane.

Firm

- › Strand Associates

Education

- › BS, Civil Engineering, Purdue University, 2019

Years of Experience

- › 4

Professional Registrations/Certifications

- › Engineer-in-Training in Wisconsin

Areas of Expertise

- › Traffic Analysis and Operations
- › Transportation Engineering

Project experience

Traffic Analysis experience:

- Beltline Flex Lane Construction Mitigation (Madison, WI) – Volumes and speeds analyses for part-time shoulder use on the busiest stretch of the Beltline from Whitney Way to the interstate
- Beltline Flex Lane Performance Measures (Madison, WI) – System Availability, corridor speeds and travel times using NPMRDS data, and crash safety analysis
- USH 12 and STH 188/Tetiva Road Phase II ICE – Turning movement counts.
- USH 18/USH 151and CTH F Phase II ICE – Turning movement counts
- Beltline Planning and Environment Linkages Study (Madison, WI) – HCS7 v7.7 modeling.
- Synchro intersection and corridor modeling for SR 8 (Auburn, IN)
- Synchro intersection and corridor modeling for West Jackson Street (Wisconsin Rapids, WI)
- Interchange modification reports
- Virginia Strategically Targeted and Affordable Roadway Solutions studies

Design experience:

- Madison Bus Rapid Transit (Madison, WI) – Traffic Signal Design and Replacement for 13 intersections, primarily along the USH 151/E Washington Avenue corridor
- Beltline Flex Lane (Madison, WI) – ITS design for Dynamic Part-Time Shoulder Use
- 22nd Avenue Uptown (Kenosha, WI) – Traffic Signal Design at two intersections, including signal removals and temporary traffic signals
- USH 12 and STH 188/Tetiva Road Phase II ICE – Conceptual layouts for J-Turn and Median U-Turn
- West Jackson Street (Wisconsin Rapids, WI) – A road diet in the heart of Wisconsin Rapids. Project includes a partial traffic signal replacement that utilized as much of the existing traffic signal as possible to minimize costs and impacts
- USH 18/USH 151and CTH F Phase II ICE – Conceptual layouts for J-Turn and Median U-Turn
- Allouez Avenue (Bellevue, WI) – Roadway reconstruction and rehabilitation

- STH 23 – Civil 3D Corridor Modeling US 421 – Small Structure (Culvert) replacement

3D Modeling experience:

- Madison Beltline Flex Lane (Madison, WI) – InfraWorks model for Madison Beltline Flex Lane public involvement materials
- InfraWorks model for I-39/90 and STH 78 interchange (Caledonia, WI)
- InfraWorks model for S. Duff Avenue and Highway 30 interchange (Ames, IA)
- InfraWorks model for Heggen Street bridge over I-94 (Hudson, WI)



Angie Christo, PE, PTOE

Traffic Operations/Transit Operations

Firm

› AECOM

Education

- › MS, Management, Purdue University, 1992
- › BS, Civil Engineering, Purdue University, 1988

Years of Experience

› 33

Professional Registrations/Certifications

- › Professional Engineer: WI, TX, MN, MI, OH, IL, ID, KE
- › Professional Traffic Operations Engineer

Professional Affiliations

- › Institute of Transportation Engineers
- › American Society of Highway Engineers

Angie is a project manager/senior engineer with experience in the planning and design of transportation facilities for highways and transit. Her traffic engineering and transportation planning experience includes traffic studies, interchange studies, conceptual highway planning, maintenance of traffic plans, ITS, and safety studies. It also includes traffic evaluation experience in the application of traffic analysis and simulation modeling with HCS, Synchro, and VISSIM. Her recent experience includes leadership roles in technical tasks for traffic and transit operations for street running LRT, BRT and specializing in alternative delivery (P3/AFP).

Project experience

Central Ohio Transit Authority, East Main Street BRT Preliminary Engineering, Columbus, OH. Traffic/TSP Modeling and Engineering. Angie led traffic/TSP modeling as part of the 30% design of the 10-mile East Main Street BRT project. The East Broad Street BRT is part of the LinkUS Mobility initiative, Central Ohio's transformational and comprehensive prosperity and mobility initiative. The project includes coordination with the cities of Columbus, Bexley, Whitehall and Reynoldsburg; Prairie, Franklin and Jefferson Townships; Franklin County; and Mid-Ohio Regional Planning Commission (MORPC). The traffic task includes detailed Synchro and VISSIM modeling of existing, No Build and Build alternatives to evaluate the options of BRT on the roadway network. The implementation of Transit Signal Priority (TSP) will also be evaluated on the line, along with guideway options. A Concept of Operations will be prepared to evaluate the options for TSP and AVL equipment on the line.

City of Chapel Hill, BRT Final Design, Chapel Hill, NC.

Deputy Project Manager for the final design of the North-South BRT. The Town of Chapel Hill's North-South BRT Line is an 8-mile corridor on Martin Luther King Blvd/ Columbia Street from Eubanks Park and Ride to the Southern Village. The corridor will include highcapacity BRT with exclusive lanes to increase efficiency of transit in the corridor. The corridor provides a vital link to the University of North Carolina campus and hospital system. The design includes roadway improvements, pedestrian/ bike improvements, TSP and upgraded stations.

University Corridor BRT Engineering, METRO, Houston, TX.

Traffic Engineering Lead. AECOM is the GEC for the 25-mile METRO Rapid University Corridor BRT project, the longest continuous BRT in the US. The planned 25-mile University Corridor is the largest in METRO's BRT expansion, running from the Westchase Park and Ride to the Tidwell Transit Center and connecting with existing and proposed METRO services along the route, including Universities, local neighborhoods and businesses. The project

is being developed with five segments of primarily center running exclusive BRT guideway under evaluation to determine the final configuration of BRT lanes withing the existing roadway. The initial traffic engineering work includes providing support to intersection design, operational reviews and pedestrian crossing evaluation along the alignment. The next stages of the traffic work are expected to include traffic support to guideway refinement (modelling and operations evaluation). The implementation of Transit Signal Priority (TSP) will also be evaluated on the line, along with guideway options. A Concept of Operations will be prepared to evaluate the options for TSP and AVL equipment on the line.



Kathy Rudolph, SR/WA

Right-of-Way Coordinator

Kathy is a Senior Right of Way Agent with 24 years of experience providing relocation, acquisition, property management, and project management services for projects throughout Wisconsin. Kathy is an active member of the IRWA, is a CLIMB certified course instructor, and offers experience as an expert witness for relocation matters.

Firm

- › CORRE

Education

- › AAS, Paralegal, Chippewa Valley Technical College

Years of Experience

- › 24

Professional Registrations/Certifications

- › IRWA CLIMB Certified Instructor
- › WisDOT LPA Approved Acquisition Agent
- › WisDOT LPA Approved Relocation Agent
- › Senior Right of Way Agent
- › (SR/WA) Designation
- › Wisconsin Notary Public

Professional Affiliations

- › IRWA International Right of Way Association, Badger Chapter 17: President, 2015-2016

Areas of Expertise

- › Acquisition/Negotiation
- › Relocation
- › Property management
- › Project management

Project experience

- East-West Bus Rapid Transit (BRT), Milwaukee County
- East-West Bus Rapid Transit (BRT), Dane County STH 29, Chippewa and Dunn Counties
- USH 53, Eau Claire County
- 51/29 Interchange, Marathon County
- USH 41, STH 21 to USH 45, City of Oshkosh
- 2nd Avenue South, City of Onalaska, La Crosse County
- STH 23, Fond du Lac and Sheboygan Counties
- I-41/STH 29 Interchange, Brown County
- I-94 E-W, Milwaukee County
- USH 12/18 Verona Road Interchange, Dane County
- STH 15, Outagamie County
- USH 51, Portage County USH 53/63 Trego Interchange, Washburn County
- W. Wisconsin Street, Village of North Hudson, St. Croix County
- Pleasant View Road, City of Middleton, Dane County
- CTH B, Vilas County
- CTH S, Vilas County
- I-39, Dane and Rock Counties
- STH 441, Winnebago and Outagamie Counties
- STH 191, City of Dodgeville, Iowa County
- CTH Y, Oneida County
- STH 22, City of Shawano, Shawano County
- E. 5th Street, City of Shawano, Shawano County
- CTH G, Marinette County
- CTH I, Waupaca County
- STH 47, Menominee Indian Tribe of Wisconsin (MITW), Menominee County
- Stewart Ave, City of Wausau, Marathon County
- CTH M/Lineville Road, Brown County
- College Avenue, Outagamie County
- STH 96/Green Bay Road, City of Kaukauna, Outagamie County
- CTH A, City of New Richmond, St. Croix County



Frank Lapacek, PLS

Survey/Plats

Frank is a Professional Land Surveyor and crew chief with 22 years of experience in land surveying. Primary crew chief duties include, GPS surveying, robotic surveying, topographic surveying, Plat of Surveys, ALTA/NSPS Land Title Surveys, Certified Survey Maps and construction staking. Office duties include research, computations, boundary determination, Certified Survey Map, Transportation Project Plats and Preliminary and Final Plat Preparation.

Firm

- › Burse Surveying and Engineering

Education

- › Associates Degree in Civil Engineering, Madison Area Technical College, Land Surveying, GPS training, 1999
- › Trimble GPS Training Seminar – Madison Area Technical College, 2001
- › Civil 3D Training, 2010 and 2018

Years of Experience

- › 22

Professional Registrations/Certifications

- › Professional Land Surveyor, WI #S-2658

Professional Affiliations

- › Wisconsin Society of Land Surveyors
- › National Society of Professional Surveyors

Project experience

TERRAVESSA Subdivision, Fitchburg, WI. Frank is the lead land surveyor on this project and his duties consist of preparing the preliminary plats and final plats for several phases of this 253-acre development, in addition Frank performed lot staking and construction staking from 2016 through 2023.

City of Madison Parks, Street, Sewer and Greenway Surveys, Madison, WI. Frank was the crew chief on these projects; his duties included completing the topographic survey data collection, mapping and utility verifications. Various City of Madison surveys were from 2002 through 2022.

14E20 Sellery and Witte Halls Renovation, UW-Madison, WI. Frank was the crew chief on this project his duties included completing the topographic survey data collection and mapping the 14.8- acre survey limits for the residences that extended from N. Park Street to N. Frances Street and from W. Johnson Street to W. Dayton Street; depicting 1-foot contours and utilities that included communication/fiber, water service/main,

chilled water, steam line, gas main/service, electric, sanitary sewer, and storm sewer.

Wisconsin Dells-Endeavor, STH 23 Marquette County, WisDOT Project ID 6566-00-31.

Frank was the crew chief on this project his duties included completing the topographic survey data collection for a resurfacing and culvert replacement project in Marquette County. During the course of the project, Frank surveyed the corridor employing Robotic Total Station and GPS RTK surveying methods utilizing WISCORS. All survey data was collected in Wisconsin County Coordinate System NAD83 (1997) datum. All survey data was referenced to NAVD 88 ft for vertical datum.



Douglas Dettmers, PE

Geotech

Douglas is a Senior Engineer with GESTRA with 26 years of geotechnical experience. He has worked on numerous types of projects ranging from high rise buildings, large utilities, and Interstate highway projects.

Firm

- › GESTRA Engineering

Education

- › MS, Business Administration, University of Wisconsin – Milwaukee, 2002
- › BS, Geological Engineering and Geology, University of Wisconsin – Madison, 1997

Years of Experience

- › 26

Professional Registrations/Certifications

- › Professional Engineer in WI, IL, MI, MN

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI.

Doug was the project geotechnical engineer for GESTRA Engineering. The project involved geotechnical drilling, testing, and reports for the design of a 15-milelong bus rapid transit lane and new terminals on the east and west ends. Engineering analysis was performed for road construction, platforms, structures, and signs. Soil evaluation and testing was performed for infiltration design for stormwater features at the new west terminal. A subcontractor was utilized to perform vacuum excavation to expose utilities potentially conflicting with the design.

USH 45 Pavement Reconstruction, Washington Co, WI.

Doug was the geotechnical engineer on the project. The project involved planning and design for the reconstruction of 14 miles of existing pavement. The geotechnical scope focused on evaluation of the existing pavement section and subgrade parameters for the driving lanes and new shoulders.

Komatsu Worldwide Headquarters, Milwaukee, WI.

Doug was the geotechnical engineer on the project. The project involved construction of a new campus and regrading the property. The primary services included evaluating the subsurface and groundwater conditions and completing deep foundation recommendations, settlement analysis for compressible soils, global stability analysis for earthen embankments and geosynthetics design for site roadways and embankment stability. GESTRA participated in the work by completing field investigations, laboratory testing, and preparing geotechnical engineering reports.

I-39 Reconstruction, Dane County, WI.

Doug was the geotechnical engineer with oversight of soil and rock samples and laboratory testing results, geotechnical analysis and report preparation. The project improvements consisted of the removal and reconstruction of the existing freeway lanes and addition of a third lane in each direction to create a six lane divided highway. The geotechnical aspects included subgrade design recommendations for roadway

pavement, slope stability analysis, retaining wall foundation and external analysis, and bridge foundation recommendations. Retaining walls, slope stability and foundations analysis were completed following current LRFD procedures.



Joseph Metzinger, EIT

Geotech

Joseph is a geotechnical engineer with experience in roadway and building projects. He also provides specialty geotechnical services that includes vane shear testing pressure meter testing and double ring infiltrometer testing.

Firm

- › GESTRA Engineering

Education

- › BS, Civil Engineering, University of Wisconsin – Milwaukee, 2018

Years of Experience

- › 5

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI.

Joseph provided geotechnical engineering and field and laboratory coordination for GESTRA Engineering. The project involved geotechnical drilling, testing, and reports for the design of a 15-mile-long bus rapid transit lane and new terminals on the east and west ends. Engineering analysis was performed for road construction, platforms, structures, and signs. Soil evaluation and testing was performed for infiltration design for stormwater features at the new west terminal. A subcontractor was utilized to perform vacuum excavation to expose utilities potentially conflicting with the design.

US-12 Improvements, Madison-Cambridge Whitney Way to IH 39/90, Madison, WI.

Joseph performed reporting and coordination for GESTRA Engineering. The design included three sign structures along the mainline and new pavement for three entrance/exit ramps. GESTRA provided drilling, laboratory testing and a geotechnical data report.

West Hampton Avenue, 60th Street to Teutonia Avenue, Milwaukee, WI.

Joseph provided geotechnical engineering and field and laboratory coordination for GESTRA Engineering. The total project length is approximately two miles and planned as resurfacing the existing roadway with areas for full pavement reconstruction, where needed. GESTRA provided drilling, laboratory testing, review of select material and WisDOT pavement design parameters.

West National Avenue, 39th Street to 1st Street, Milwaukee, WI.

Joseph provided geotechnical engineering and field and laboratory coordination for GESTRA Engineering. The total project length is approximately 2.6 miles and planned as full pavement reconstruction. GESTRA provided drilling, laboratory testing and review of select material and WisDOT pavement design parameters.



Mark Dechant

Utility Line Opening

As a safety coordinator and utility line opening specialist, Mark utilizes his skills and knowledge in a challenging atmosphere. He is a communications professional with a background in people management, project management, and vendor management.

Firm

› Valley Hydro Excavation

Years of Experience

› 16

Project experience

Valley Hydro Excavation, Campbellsport, WI. Safety Coordinator. Maintains all equipment so it is set up to safety standards in all aspects involved with Hydro Excavation, setup weekly toolbox talks for all employees as well as in person quarterly safety meeting. Performs onsite field safety inspections on crews in the field to insure they are adhering to and following all company safety procedures. Sees that all employees are up to date on all required OSHA training as well as following all local, state and federal OSHA guidelines. Manages projects as needed when crews are doing Utility Line Openings for underground excavation and engineering operations to include setting up permitting, traffic control and utility locates as required.

Tech III/OSP Engineer/Project Manager/Construction Manager. Responsible for local and long haul network, and fiber optic outside plant for multiple US states. Job responsibilities included: developing high-level scope of work for engineering to initiate construction design package based on customer requirements after acceptance

of cost estimate. Worked with sales implementation and strategic business units to meet the needs of internal and external customers. Interfaced with engineering and network planning organizations to gather necessary information to provide detailed and accurate estimates. Coordinated with the sales engineer/account team to gather customer requirements and provide technical assistance when needed.

Additional experience includes: contractor management, Fireworks/Bidmaster, new lateral builds, OSP certified quotes, contracts and all maintenance activity, updating Auto Cad drawings, ArchGIS, GIS NX and all phases of rack and power installs and modeling new network builds. Troubleshoot and resolved issues with testing and turn up optical equipment including Huawei, Infinera, Nortel, Core Director and Lucent DMX. Completed Huawei training in Coudersport, PA.

Overall, experience in cooperating with other functional groups, managed projects related to the implementation of network operation and maintenance. Forecasted and managed

expenditures related to network expense, operating expense and capital expense budgets ranging from \$5k to \$10M. [Prior to Valley Hydro Excavation]



Sean Hadfield, PE

Utility Relocation/Service Coordinator

Sean has 26 years of experience as a transportation engineer, including 10 as a utility coordinator on WisDOT and BRT projects. As utility coordinator, he has corresponded with utility contacts, reviewed plats, design reports, plans and special provisions by the highway designers, reviewed work plans and estimates by the utilities, and provided guidance in the agreement, approval and invoice process for the utilities. Sean maintains good working relationships with all current members of the WisDOT utility section and local utility contacts.

Firm

- › AECOM

Education

- › BS CE, University of Illinois at Chicago, 1996
- › BS Physics, St. Norbert College, 1990

Years of Experience

- › 26

Professional Registrations/Certifications

- › Professional Engineer, WI #34941-6
- › Professional Engineer, IL #062054491

Professional Affiliations

- › American Society of Civil Engineers

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. As Utility Coordinator, Sean's responsibilities include project notifications, compiling responses, reviewing project plans, reviewing plats and submittal documents, sending plans and updates to utilities, reviewing utility work plans, and mitigating utility facility conflicts.

Milwaukee County Transit Services, East-West Bus Rapid Transit, Milwaukee County, WI. As Utility Resource, Sean's responsibilities for this project include project notifications, compiling responses, reviewing project plans and submittal documents, and sending plans to utilities.

Wisconsin Department of Transportation, Southwest Region, Various Projects, WI. This project provides utility coordination services to supplement the efforts of WisDOT SW Region staff. Sean's task as Utility Coordinator is responsible for approximately one fourth of all design projects for the WisDOT SW Region, for both the Madison and La Crosse offices. Efforts for each include project notifications, compiling responses,

reviewing project plans, reviewing plats and submittal documents, sending plans to utilities, reviewing utility work plans, coordinating corrections, writing utility agreements and release of rights documents, reviewing permit applications, and reviewing utility invoices.

Wisconsin Department of Transportation, I-39 Mega-Project, Illinois State Line to Madison, WI. The project consisted of 46 miles of interstate expansion, 11 interchanges, 100+ bridges, 43 miles of alternate route improvement projects, in rural and urban locales. It incorporated 78 construction projects and 85 compensable utility agreements. Sean was the utility coordinator from the project's beginning in 2012 through the completion in 2022.

Wisconsin Department of Transportation, US Highway 12/County EE Intersection, Eau Claire, WI. Design Project Manager. The scope of AECOM's work on this project was the full design of this intersection improvement, including environmental documentation (CEC), traffic management plan (Type II), roadway geometrics, drainage, pedestrian accommodations, traffic signal

design, pavement markings and permanent signing. AECOM delivered preliminary, draft and final PS&E packages. Sean's task was as project manager, leading the roadway design effort; coordinating survey, environmental, traffic, and CAD groups; managing budget and schedule; and utility and agency coordination.

Wisconsin Department of Transportation, IH 94/UPRR Bridge, Johnson Creek WI. Roadway Design Engineer. The project scope included bridge maintenance design, roadway approaches and shoulder improvement design, field survey, agency and utility coordination, public and stakeholder involvement, environmental documentation, project reports, 5-stage traffic control plans, and coordination with adjacent projects.

Wisconsin Department of Transportation, WIS 93/Detloff Drive to WIS 95, Arcadia WI. Roadway Design Engineer. The project scope included overall project development and coordination, field survey, agency and utility coordination, public and stakeholder involvement, environmental documentation, project reports, roadway design, drainage design, and bid documents under WisDOT's PS&E submittal.



Kevin Kilroy, PE

Railroad Coordination

Firm

- › Bloom Companies

Education

- › BS, Civil Engineering,
University of Illinois at
Urbana-Campaign, 2009

Years of Experience

- › 12

Professional Registrations/ Certifications

- › Professional Engineer, IL
#062068036
- › Professional Engineer, MN
#56663

Kevin has a background in both freight and commuter railroad projects. His recent project management experience includes the design of a multi-million-dollar platform rehabilitation, a multi-segment industrial rail design, and a state-of-repair field survey of the network-wide overhead catenary system for a major public transit agency. His design experience includes conceptualization; feasibility assessment; preliminary, detailed, and production design. His field experience includes construction project management of special capital projects for a class I freight railroad, which included special trackwork and major mainline improvements.

Project experience

MBTA, Commuter Rail Systemwide On-Call, Task Order 21, Boston, MA. Senior Track Engineer responsible for providing track design specifications As part of the General Engineering Consulting Services for Design and Construction Phase Services for Infrastructure and Facility Improvements. The Massachusetts Bay Transportation Authority's (MBTA's) Haverhill Line Rail improvements will bring the right-of-way up to current standards. This \$23.9M project will increase the reliability, resiliency, and safety of the line, and bring the Haverhill Commuter Rail Line to a state of good repair. The project will improve riders' and abutters' experiences by reducing noise caused by trains traveling along this corridor. The new rail will be continuously welded. As a result, this will eliminate the "clickety-click" sounds. This project will also work on continued access to the platforms along the line where the work is taking place and complying with all accessibility standards, including ADA and Massachusetts Architectural Access Board requirements as well as the MBTA's design guide for access.

Mail Platform Project, Chicago IL. Project Manager responsible for overseeing design and consultant services for the Mail Platform Project at Chicago Union Station. The project goal is to revitalize the outdated and seldom-used mail platform and provide a holding space for Amtrak passengers. Kevin's responsibilities included: management of project scope, budget, and schedule; oversight and coordination of project disciplines including architectural, structural, mechanical, electrical, plumbing, fire protection, life safety, modeling, track, and signal; tracking of project issues, facilitation of resolution; development and tracking of change orders; review and tracking of project invoicing; and project controls documentation.

Jefferson Port TIGER Grant Improvements, Jeffersonville, IN. Initially, Kevin was the lead Track Design Engineer for this TIGER Grant project for the Port of Indiana's Jeffersonville facility. The project design goal was to install a rail spur through the northeast portion of the facility; an additional, longer track on the western edge of the facility to increase rail car storage capacity; and a three-acre

intermodal pad. The project improved track layout, service, and car storage for the port's industrial residents. Kevin's responsibilities included management and oversight of track discipline budget, design, and production schedule; delegation of design tasks to track design team; reviewing, tracking, and resolving design issues; and coordination with other discipline leads and project manager. After an almost two-year project hiatus, Kevin returned to the project, this time serving as Project Manager. Kevin's responsibilities included: developing, managing, and tracking project budget and schedule; coordinating design disciplines including track, civil, drainage, and structural; implementation and oversight of QA/QC plan for deliverables; and scheduling and hosting project review meetings with client project leadership.



Leo Linnemanstons, PG

Phase I Hazardous Materials Assessment

Leo has over 28 years of experience in performing and managing a variety of environmental projects. He currently leads the natural resources practice in Wisconsin assisting clients with natural resources studies, environmental permitting, and construction compliance monitoring. His technical experience includes conducting hydrogeologic and environmental investigations relating to assessment of soil and groundwater quality and contamination problems, local and regional groundwater supplies, construction dewatering, and modeling of complicated groundwater flow systems.

Firm

- › AECOM

Education

- › MSc, Geology, University of Wisconsin - Milwaukee, 1994
- › BSc, Geology, Lawrence University, 1991

Years of Experience

- › 28

Professional Registrations/Certifications

- › Professional Geologist, WI #1215

Professional Affiliations

- › Wisconsin Ground Water Association
- › American Water Resources Association

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Environmental Team Leader for performing a Phase 1 Hazardous Materials Assessment in accordance with the WisDOT FDM Procedure 21 35 5. The project consisted of desktop reviews and field reconnaissance for the approximately 13-mile corridor through the downtown area of Madison. The work also included limited Phase 2 environmental sampling for waste characterization and soil screening during geotechnical borings and buried utility locates.

American Transmission Company, Blount to Ruskin Underground Line Construction, Madison, WI. Environmental Field Team Leader for environmental monitoring and compliance. Developed environmental monitoring plan to evaluate soils that were excavated or drilled during the construction of a new underground power line. Impacted soils were anticipated because of the alignment's proximity to historic contaminated sites including former leaking underground storage tanks and a former landfill. Provided oversight of excavation activities, screening and testing of soils, and

documentation of activities. Also coordinated landfill approvals and disposal of impacted soils.

American Transmission Company, Underground Line 6907 Reconstruction Project, Madison, WI. Project manager for environmental construction support, waste management, and compliance monitoring. The project consisted of the replacement of conductors and the reconstruction of substation terminations for approximately 2 miles of underground transmission line through downtown area of the state capitol. Services included the waste management of dielectric oil and asbestos-containing material (ACM), construction dewatering plans, contaminated soil and water management and disposal, and environmental compliance monitoring and documentation. Project challenges included significant site contamination from a former manufactured gas plant (MGP) and perfluoroalkyl and polyfluoroalkyl substances (PFAS) from a recent aqueous film forming foam (AFFF) release. Ground freezing and onsite soil slurry solidification were used as innovative approaches to improve construction efficiency and reduce waste management costs.

American Transmission Company, Blount Substation Transformer Fire Response and Remediation, Madison, WI. Project Manager for spill cleanup, environmental site investigation, remedial actions, and compliance monitoring. The project consisted of the spill response to a large transformer fire which required the use of aqueous film forming foam (AFFF) that caused a release of release perfluoroalkyl and polyfluoroalkyl substances (PFAS). Cleanup activities included the recovery of mineral oil (17,000 gallons) and removal of PFAS contaminated water (160,000 gallons) and soil (1,000 tons). The project had a high-profile involving an emerging contaminant potentially impacting nearby lakes and river in the downtown area of the state capitol. Successfully completed site investigation and remediation requirements and received regulatory closure.



Tierney Lalor

Property Appraisals

Tierney performs commercial real estate appraisals for financial institutions for federally-insured loan transactions. She also provides eminent domain appraisal services for WisDOT and various local agencies. Her background also includes sales studies and appraisals for a wide range of vacant land including agricultural, commercial, residential, mixed-use, quarries, and multi-family. She is experienced in improved property analysis for a range of improved property types with severance damages, or total acquisitions of improved properties.

Firm

- › Lalor Land Services

Education

- › Appraisal education through the Appraisal Institute and International Right of Way Association. Over 750 hours of appraisal education
- › MS, Hydrogeology, University of Wisconsin-Madison, 1992
- › BS, Geology, University of Wisconsin-Oshkosh, 1986

Years of Experience

- › 23

Professional Registrations/Certifications

- › Wisconsin Certified General Appraiser #1478-10

Professional Affiliations

- › Practicing Affiliate of the Appraisal Institute
- › Member, Badger Chapter of the International Right of Way Association (IRWA)
- › Environment Committee Board Member of IRWA

Project experience

City of Madison, East-West Bus Rapid Transit, Madison, WI. Appraisals for 27 parcels being a mix of missed-use, multi-family residential, single-family residential, and commercial sites along East Washington Avenue. One commercial site had a loss of parking during the TLE that required an analysis of lost income to the real estate during the TLE due to lack of parking stalls. Severance damage to one vacant commercial site due to loss of view to roadway. Severance damage to home improvement for one property due to elevated bus station in front of the home.

USH 12 between Fort Atkinson and county line, Jefferson County, WI. Sales study, proximity study and 37 appraisals. Performed proximity study along highways for setback to the right-of-way for rural residential homes. Analyzed four homes for proximity damages. One improved bar/restaurant lost parking spaces. Performed analysis of damage to building improvement due to lost parking versus cost to cure for creating replacement parking. Cost to cure was complicated due to

awkward parking lot. One parcel was improved with a home on agriculturally zoned land with a land use plan for commercial use in an area where commercial use was probable and approvable. Analyzed acquisition based on commercial land value versus as agricultural land with damages to the home improvement based on decreased setback.

STH 69 between Belleville and Verona in Dane County, WI. 22 appraisals with rural residential, agricultural, and rural commercial properties. Some sites had damage due to loss of woods in TLE and change or grade. One property had change in H&B use from a vacant commercially zoned site before to agricultural use after due to loss of land. Church lost frontage and parking. Evaluated improvement and concluded H&B use before was office use given the lack of parking for a church before the project. Further loss of parking after the project did not result in damages to the remainder church as the site met the parking requirements for office use. A Town Hall lost parking and an on-premise sign. Proximity damage to two improved residential sites.

Commercial Real Estate Appraisal – 2002 to present. Perform commercial real estate appraisals in southeastern and south central Wisconsin and throughout the state for a variety of property types, including; industrial, small office, small downtown mixed-use, restaurants, downtown mixed-use, automotive service, small retail, residential subdivision developments, mixed-use and commercial vacant land, car dealerships, special use properties, and others.

Eminent Domain Appraisal – 2008 to present. Perform eminent domain appraisals for property owners, WISDOT, and municipal entities for full and partial acquisitions including agricultural, residential, commercial, special purpose properties including quarries, lake front properties, and development land. State-wide master contract awarded by WisDOT. Prepare before and after appraisals, surplus land appraisals, sales studies, and project data books for WisDOT, county parks departments, and municipalities.

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle – from advisory, planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical and digital expertise, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of \$13.1 billion in fiscal year 2022. See how we are delivering sustainable legacies for generations to come at aecom.com and [@AECOM](https://twitter.com/AECOM).

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