



rincon

Proposal to Provide

# Conceptual Drawings and Environmental Review

for the Orcutt Community Plan Amendment Project

March 18, 2019  
Revised March 27, 2019  
Finalized April 5, 2019



**County of Santa Barbara**  
Planning and Development Department  
Long Range Planning Division  
Mark Friedlander, Planner III  
123 East Anapamu Street  
Santa Barbara, California 93101



**Rincon Consultants, Inc.**  
209 East Victoria Avenue  
Santa Barbara, California 93101  
805-319-4092  
[www.rinconconsultants.com](http://www.rinconconsultants.com)



Rincon Consultants, Inc.

209 East Victoria Street  
Santa Barbara, California 93101

805 319 4092 OFFICE AND FAX

info@rinconconsultants.com  
www.rinconconsultants.com

March 27, 2019  
Project Number 19-07442

Mark Friedlander, Planner III  
County of Santa Barbara  
Planning and Development Department  
Long Range Planning Division  
123 East Anapamu Street  
Santa Barbara, California 93101

Subject: Revised Proposal to Provide Conceptual Drawings and Environmental Review for the Orcutt Community Plan Amendment

Dear Mr. Friedlander:

**Rincon Consultants, Inc. (Rincon)** is pleased to submit this revised proposal to provide conceptual drawings and environmental review services to amend the Orcutt Community Plan Amendment to include a new local road connection between the Union Valley Parkway (UVP)/U.S. Highway 101 interchange and the adjoining frontage road on the east side of U.S. Highway 101. Rincon has partnered with Psomas for this assignment, and our team will build upon our long history of working together to provide transportation design and environmental review services for transportation improvements in Santa Barbara County, including for the UVP interchange and extension specifically. Based on our experience completing the UVP Interchange/Extension EIR/EA, EIR Addendum, regulatory agency permitting, and construction monitoring for the City of Santa Maria, UVP CEQA Findings and Mitigation Monitoring and Reporting Program (MMRP) for the County of Santa Barbara as a Responsible Agency, and UVP/U.S. Highway 101 Sound Wall IS-MND for the County, we have unmatched specialized knowledge of environmental issues in the project area and strong working relationships with each stakeholder agency. Similarly, having provided design support for the UVP interchange/extension project, Psomas has a deep understanding of transportation issues and potential design solutions in the area. This experience will provide continuity with previous planning and design efforts and will allow the team to “hit the ground running” to efficiently and comprehensively plan and evaluate the project.

Rincon has selected a team which includes principal and senior staff who successfully executed other phases of improvements within the UVP corridor, supplemented with technical staff who have been involved in civil engineering, planning, and environmental impact analysis for transportation projects in Santa Barbara County and throughout California. The following features of our project team make us uniquely suited for this completion of this project.

- Local offices in Santa Barbara and San Luis Obispo ensures a high level of responsiveness
- Staff who are highly knowledgeable of key technical issues for transportation projects, and within the UVP interchange area in particular
- Deep familiarity with Santa Barbara County, the City of Santa Maria, and other stakeholder agencies in the area
- Substantial experience with environmental review for Orcutt Community Plan (OCP) Amendments
- Principal-level commitment to the success of all projects



- Streamlined overhead structure which allows us to provide high-quality services at highly competitive rates
- Track record of successful collaboration between Rincon Consultants and Psomas

We are confident that you will find our team highly qualified in all technical and management areas that are required for successful implementation of this contract. We welcome the opportunity to meet with you to further discuss your needs and how our qualifications are well-suited to this project.

Sincerely,  
Rincon Consultants, Inc.

A handwritten signature in blue ink, appearing to read "Melissa Whittemore".

Melissa Whittemore  
Senior Project Manager

A handwritten signature in black ink, appearing to read "Richard Daulton".

Richard Daulton, MURP  
Principal/Vice President

*Proposal*

# County of Santa Barbara, Planning and Development Conceptual Drawings and Environmental Review for Orcutt Community Plan Amendment

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## A. Introduction

This proposal describes our general understanding and approach to this project; our proposed methodology for assessing CEQA impacts and preparing preliminary drawings in support of amending the Orcutt Community Plan; personnel and management qualifications; team qualifications; and our proposed cost and schedule. We believe that you will find our approach highly effective in assisting the County to develop a second point of access to the existing development east of U.S. Highway 101 near Key Site 33 via a new local road connection to the Union Valley Parkway (UVP)/U.S. Highway 101 interchange.

### A.1 Project Understanding

The Santa Barbara County Board of Supervisors directed the Planning and Development Department to amend the Orcutt Community Plan (i.e. a General Plan Amendment) to include a new local road connection between the recently completed Union Valley Parkway/U.S. Highway 101 interchange and the adjoining frontage road (Morningside Drive) on the east side of U.S. Highway 101.



The project area east of the interchange, identified as Key Site 33 in the Orcutt Community Plan, is an approximately 195 acre area with a mix of existing uses, including agriculture, a pet grooming business, and the Elks Unocal Event Center (Elks). In addition, the Santa Maria Joint Unified High School District (SMJUHS) is currently constructing a new school (known as the Career Technical Education Center/Ag Farm Project) north of the Elks facility. The majority of the land is zoned agriculture, with a few parcels along a frontage road east of U.S. Highway 101 zoned commercial highway. The

predominantly undeveloped rural landscape serves as part of the “scenic rural gateway” to the Santa Maria Valley.

The key aspects of our scope include:

1. Preparing a traffic study to understand project needs for anticipated future traffic both on the proposed project facility and existing local roads, including impacts from large Elks Club events such as the Elks Rodeo and Parade. The study will also evaluate feasible project alternatives.
2. Preparing conceptual roadway drawings based on assessed traffic needs to identify project design, size, and location, right-of-way needs, and the area of potential effect (APE).
3. Preparing an Environmental Impact Report (EIR) or other appropriate level of CEQA document based on the conceptual roadway design and identified APE, following County Guidelines for implementing CEQA, including potential growth-inducing impacts.

The goal will be to define and obtain environmental approval of feasible project alternative(s) which allow programming and budgeting and enable the project to move forward to the next phase, which will include the preliminary engineering and final design phase.

Some key considerations will be:

- The planned future development in this area, east of US-101
- The sensitivity and seasonal aspects related to the farming/agricultural community
- Environmental constraints in the project area
- The proximity and coordination required with Caltrans District 5
- The planned improvements including the new agricultural high school
- The non-conventional trumpet interchange configuration at Sant Maria Way/US 101
- The significant but short term and sporadic traffic impacts associated with the Elks Event Center
- Public and stakeholder support and concerns



### A.1.1 Key Environmental Issues

Rincon has scoped the preparation of an EIR for the project, as requested. We prepare a scoping document in the County's preferred format as an initial step to scope the environmental review of the project. Rincon will utilize previous applicable CEQA documents and our knowledge of the region and CEQA to assist in preparing the scoping document. If the scoping document does not identify significant impacts that cannot be mitigated, the project could be environmentally cleared with an Initial Study-Mitigated Negative Declaration (MND) rather than an EIR. If a significant impact that cannot be mitigated is identified through the scoping process, or the County otherwise would prefer, an EIR would be prepared. The scoping document would then be distributed with the Notice of Preparation (NOP) to provide the opportunity to address and dismiss issues up-front during the scoping process so the EIR can focus on just the identified potentially significant issues

We anticipate the following key issues to be addressed in the EIR:

- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Greenhouse Gas Emissions
- Land Use/Agricultural Resources/Growth Inducement
- Noise
- Transportation/Circulation

## A.2 General Approach

Rincon and Psomas will build upon the documentation and planning already completed for the project. The team will verify, update, and leverage the use of applicable background information and analyses to expedite the conceptual design and environmental analysis of the proposed project. Rincon and Psomas are already familiar with the project through our preparation of design and environmental documentation for the UVP/U.S. Highway 101 Interchange and Extension and other projects in the corridor. This familiarity with the project, local environmental/regulatory setting, and current working relationship with stakeholder agencies will greatly facilitate an efficient design and environmental process for the proposed project.

## Operating as an Extension of County Staff

Rincon understands the need to effectively become an extension of County staff for the project. Our management team, including our Principal-in-Charge Richard Daulton and Project Manager Melissa Whittemore, has substantial experience providing CEQA services for Santa Barbara County, including EIRs and a history of working closely with clients to assure that expectations are met or exceeded. The fact that we offer direct involvement of principals and senior management staff in the firm ensures a high level of professionalism in achieving County objectives.

## Focusing on Critical Pathways

For projects that require coordination with multiple agencies, maintaining focus on critical pathways is essential for successfully achieving the identified project schedule. Rincon will work with the City, to clearly identify the critical pathway throughout the conceptual design and environmental review process and will prioritize our resources accordingly. At different junctures in the environmental review process, we anticipate that the critical pathway may vary from obtaining necessary background information, to design considerations to inform the environmental review, to facilitation of the internal review process.

## Use of Existing Information

Because analyses have been completed for adjacent projects, it is anticipated that the design process and environmental document will use to the extent feasible existing technical information as the basis for analysis, but we will carefully analyze and critically review this existing information and augment as necessary to ensure it is applicable. The Rincon team will work closely with the County to assemble existing documentation, identify any changes that have occurred in the local and regional setting, and to isolate the effects of the proposed project.

## Integrating Environmental Mitigation into Project Design

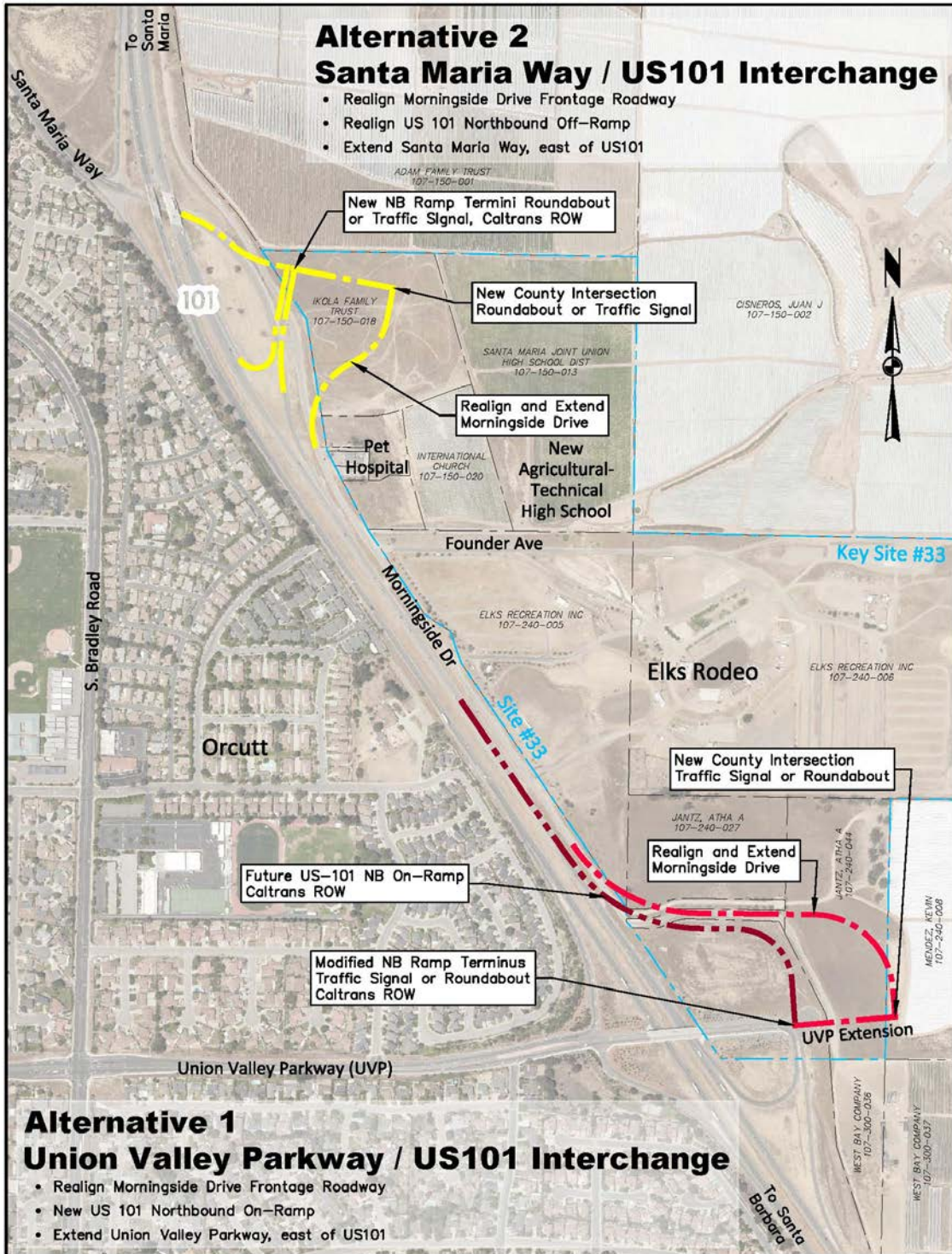
Rincon recognizes that the identification of environmental impacts is only one step of the project review process. The Rincon team includes senior environmental planners with extensive experience developing transportation projects to efficiently respond to environmental issues. Once impacts are identified, we will work with City staff and Psomas to develop solutions with a perspective of enhancing the overall project by minimizing or avoiding potential environmental problems.

## A.3 Engineering Approach

Psomas' engineering approach is based on understanding of the key project components, constraints and challenges, discussion with other team members, SBCAG and the City of Santa Maria, as well as personal knowledge of the area and our experience on similar interchange improvement projects.

The exhibit included below shows two conceptual alternatives that may be considered as alternatives are developed for the general plan amendment.





Psomas' approach to provide the required level of engineering design and support will be as follows:

- Evaluate available information and data
- Meet with stakeholders to establish goals, identify constraints and opportunities
- Conduct traffic analysis

- Develop conceptual drawings and concept level cost estimates for up to three alternatives and conduct alternatives analysis
- Document engineering studies in a Preliminary Engineering Report

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## B. Qualifications



**Rincon Consultants, Inc. (Rincon)** is a multi-disciplinary environmental sciences, planning, and engineering consulting firm that provides quality professional services to government and industry. Our professionals have extensive technical training and

experience managing projects in urban, land use, and environmental planning; regulatory compliance; biological resource evaluation and habitat enhancement; cultural resource evaluation and recordation; soil evaluation and remediation; and related studies including problem-solving services in geology, hydrology, and waste management.

In addition to our broad range of services and staff qualifications, one of our key strengths is our involvement in projects from “inception-to-implementation,” spanning from pre-planning activities (alternative analyses, biological and hazardous site assessments) to project analysis (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA] compliance, regulatory permitting), through project implementation (hazardous materials remediation, Stormwater Pollution Prevention Plan [SWPPP] compliance, construction monitoring) to post-construction activities (habitat restoration, mitigation). As a result, we have a full understanding of the demands of infrastructure projects and the interaction between different environmental issues and the directives of responsible regulatory agencies. We understand the nuances of a proposed project within its regulatory environment and can effectively direct our project team to provide the necessary services.

### Key Qualifications

A core business area for Rincon is transportation and public works infrastructure projects, and our firm has provided environmental consulting services for these types of projects for 25 years. During that time, we have developed a reputation for successfully completing the environmental analysis and permitting processes for numerous transportation planning and roadway improvement projects and many other public works related projects throughout California. Our philosophy on all projects is to encourage early agency and public scoping, and to develop and maintain close communication between the local lead agency, engineering consultants, Caltrans, and other stakeholders, as appropriate, to ensure technical adequacy and timely review of required project deliverables. This approach has enabled us to identify and avoid costly and time-consuming constraints early in the environmental assessment process and keep projects on schedule and on budget.

### B.1 Firm Capabilities

We have categorized our land use and environmental planning services into seven core areas: Environmental Sciences and Land Use Planning, Biological Resources and Regulatory Compliance, Marine Services, Cultural and Paleontological Resources, Environmental Site Assessment and Remediation, Water Resources, and Sustainability Services. We also have a Geographic Information

<b>Legal Name:</b>	Rincon Consultants, Inc.
<b>Founded:</b>	1994
<b>Legal Form:</b>	California “S” Corporation
<b>FEIN:</b>	77-0390093
<b>Professional Staff:</b>	250+
<b>California Offices:</b>	13 (Santa Barbara, San Luis Obispo, Ventura, Los Angeles, Monterey, Santa Cruz, Oakland, Sacramento, Fresno, Carlsbad, San Diego, Redlands, and Riverside)

## County of Santa Barbara, Planning and Development

### Conceptual Drawings and Environmental Review for Orcutt Community Plan Amendment

Systems (GIS) and Graphics Communications group to enhance our documents and support our data analyses for projects addressing issues in the seven aforementioned areas. Specific areas of expertise are outlined in the following table.

Environmental Sciences and Land Use Planning	
<ul style="list-style-type: none"><li>CEQA Compliance: Environmental Impact Reports (EIRs), EIR Addendums, Initial Studies, Categorical Exemptions, and Mitigation Monitoring Programs</li><li>NEPA Compliance: Environmental Impact Statements (EISs), Environmental Assessments, Categorical Exclusions</li><li>Planning Services: General Plans, Specific Plans, and Neighborhood, Community, and Area Plans</li><li>Recreation and Open Space Planning</li></ul>	<ul style="list-style-type: none"><li>Agency Staffing and Contract Planning Services (entitlement reviews, counter assistance, staff reports)</li><li>Energy, Transit, and Water Infrastructure: Corridor Studies, Utility Alignments, Constraints Analyses</li><li>Noise Studies, including Bio-Acoustic Evaluation</li><li>Air Quality Analysis</li><li>Greenhouse Gas (GHG) Emissions Studies</li><li>Community Involvement Programs</li><li>Grant Application Assistance</li></ul>
Biological Resources and Regulatory Compliance	
<ul style="list-style-type: none"><li>Baseline Biological Resources Inventories and Vegetation Mapping</li><li>Biological Resources Effects/Impacts Analyses: Biological Assessments (BAs), Biological Evaluations, Natural Environment Studies (NESS)</li><li>Rare, Threatened, and Endangered Plant and Wildlife Species Surveys</li><li>Jurisdictional Delineations: U.S. Army Corp of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and California Coastal Commission (CCC) Methodologies</li><li>Tree Inventory, Health Assessment, Risk Assessment, and Tree Protection Plans</li></ul>	<ul style="list-style-type: none"><li>California Rapid Assessment Method for Wetlands</li><li>Biological Construction and Mitigation Monitoring</li><li>Certified Arborist Tree Surveys and Impact Assessments</li><li>Regulatory Compliance, Mitigation, and Conservation Planning</li><li>Regulatory Permitting: USACE Clean Water Act (CWA) Section 404, RWQCB CWA Section 401, CDFW Fish and Game Code Section 1602, CCC California Coastal Act</li><li>Federal Endangered Species Act Section 7 Consultations and Section 10 Habitat Conservation Plans</li><li>California Endangered Species Act Section 2081 Permits/Memoranda of Understanding (MOUs) and Natural Community Conservation Plans</li><li>Wetland, Riparian, and Upland Habitat Revegetation and Restoration Planning</li></ul>
Marine Services	
<ul style="list-style-type: none"><li>Eelgrass and Caulerpa Surveys</li><li>Essential Fish and Habitat Analysis</li><li>Marine Biological Mapping and Monitoring</li><li>Water Quality and Sediment Sampling</li></ul>	<ul style="list-style-type: none"><li>Aquatic and Coastal Resource Biological Characterizations</li><li>Marine Special Studies</li><li>Marine Mammal Monitoring and Acoustics</li></ul>
Cultural and Paleontological Resources	
<ul style="list-style-type: none"><li>Literature Reviews/Records Searches/Archival Research</li><li>Native American Consultation</li><li>Cultural Resource Surveys</li><li>Paleontological Resource Surveys</li><li>California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) Eligibility Evaluations: Archaeological Site Testing, Traditional Cultural Property (TCP) Evaluation</li><li>Archaeological Data Recovery Programs</li><li>Paleontological Resources Data Recovery Programs</li></ul>	<ul style="list-style-type: none"><li>Native American Monitor Training Programs Section 106 Consultation</li><li>Memoranda of Agreement (MOA)</li><li>Findings of Effects</li><li>State Historic Preservation Officer (SHPO) Consultation</li><li>Historic Preservation Plans</li><li>Third Party Peer Review</li><li>Phase I, II, and III Cultural Resources Analysis</li><li>Archaeological and Native American Monitoring</li><li>Paleontological Monitoring</li></ul>
Environmental Site Assessment and Remediation	
<ul style="list-style-type: none"><li>Phase I and II Environmental Site Assessments (ESAs)</li><li>Hazardous Waste Characterization and Management</li><li>Site Remediation: Planning, Design, and Construction</li><li>Site Monitoring: Groundwater, Air, and Soil Vapor</li><li>Underground Storage Tank Removal and Investigation</li><li>Health Risk Assessments</li></ul>	<ul style="list-style-type: none"><li>Environmental Construction/Grading Monitoring</li><li>Methane Soil Gas Testing</li><li>Spill Prevention Control and Countermeasure (SPCC) Plan</li><li>Transaction Screens</li><li>Geological and Seismic Studies</li></ul>
Water Resources	
<ul style="list-style-type: none"><li>Storm Water Pollution Prevention Plans (SWPPPs)</li></ul>	<ul style="list-style-type: none"><li>Storm Water Management/Compliance Monitoring</li></ul>
Sustainability Services	
<ul style="list-style-type: none"><li>Climate Action Plans</li><li>GHG Inventories</li><li>Assembly Bill (AB) 32 GHG/Gas Offset Verification</li><li>Green Building Analysis - LEED® and Build It Green™</li><li>CEQA Compliance for Solar Facilities</li><li>Energy Action Plans</li></ul>	<ul style="list-style-type: none"><li>Sustainability and Climate Action Plans Grant Writing</li><li>Strategic Growth Council Proposition 84 Sustainable Community Planning Grants Projects</li><li>Comprehensive Public Engagement and Outreach Programs</li><li>ASHRAE Level 1 and 2 Energy Audit</li></ul>

## B.2 Brief History

Headquartered in Ventura since 1994, our second office was established in San Luis Obispo in 2000 and our Santa Barbara office was established in 2016. We have 25 years of experience consulting services to a large number of local government clients including the County of Santa Barbara and neighboring counties as well as regional and state agencies. We have successfully worked with many public and private clients and are on numerous on-call consultant lists for environmental services including CEQA and NEPA documentation, biological studies, permitting, and technical studies (air quality, noise, GHG, etc.). The following information outlines Rincon's organizational structure and principals.

### B.2.1 Organizational Structure

Rincon is a California Subchapter S Corporation, founded on December 5, 1994. The company is currently comprised of 250 staff members in 13 California offices who are overseen by a seven-member Board of Directors. There are 21 active principals of the firm; expanded from the four original owners. The company has a limited stock ownership program that is available to select employees in addition to the principals.

### B.2.2 Top Management

Rincon's active principals are listed below.

Principals	
Michael Gialketsis, President/CEO	Jennifer Haddow, PhD
John Dreher, COO	Joe Power, AICP CEP
Lacrisa Davis, MESM, CFO	Linda Hunter
Richard Daulton, MURP, Secretary	Matt Maddox, MESM
Abe Leider, AICP CEP	Megan Jones, MPP
Christopher Duran, MA, RPA	Shannon Carmack
Christopher Julian	Stephen Svete, AICP, LEED AP ND
Colby Boggs, MS	Steven Hongola
Ed Morelan, PG, CEG	Torin Snyder, PG, CHG, ToR QSD/P, CPSS
Erik Feldman, MS, LEED AP	Walt Hamann, PG, CEG, QSP/QSD
Gib Fates, PG	

### B.2.3 Approximate Percentage of Contribution

We anticipate Rincon's contribution to the scope of work for the project to be approximately 70% percent of the total labor effort.

## B.3 Psomas



Dedicated to balancing the natural and built environment, Psomas provides sustainably engineered solutions to public and private clients worldwide. As a full-service consulting firm, Psomas helps clients deliver complex projects on time and on budget.

**Legal Name:** Psomas  
**Legal form:** S Corporation  
**Founded:** 1946  
**FEIN:** 95-2863554

Markets served by Psomas include transportation, water, site development, and energy with the following services offered:

- Transportation and traffic engineering
- Civil engineering
- Land surveying including 3D laser scanning
- Site development engineering
- Structural engineering
- Water and wastewater engineering
- Environmental planning and resource management
- Land planning and urban design
- Land use entitlements
- Construction management
- GIS consulting

Sustainable practices are incorporated into all of Psomas' services. From designing Institute for Sustainable Infrastructure (ISI)-certified projects, such as removing pollutants from urban stormwater runoff, to site design for Leadership in Energy and Environmental Design (LEED)-certified projects and their renewable energy practice, Psomas is in the forefront of the sustainable design movement.

The cornerstone of Psomas' business approach is to focus on their clients' long-term needs and then guide their strategic growth to meet such needs. Psomas' core strength is their multi-disciplined teams of experts comprised of top-notch staff who produce award-winning projects for their clients through innovation, creativity, and cutting-edge technical expertise.

Psomas has been working with public works and municipal agencies since the firm's inception in 1946. Their transportation team has provided planning, design, construction support, and program management services on transportation projects for many municipalities throughout California, Arizona, and Utah, with a staff of more than 550 professionals serving clients from 15 office locations.

### B.3.1 Organizational Structure

Under the initial leadership of George Psomas to the current Chief Executive Officer (CEO)/President Ryan McLean, PLS, ENV SP, Psomas has expanded from a surveying firm to a multifaceted consulting firm that provides civil engineering, land surveying, environmental consulting, and construction services to meet their clients' needs.

Psomas is managed by its Board of Directors, CEO/President, Chief Financial Officer, and Service Group Leaders, all of whom are principals of the firm. Their current Chairperson of the Board is the former CEO/President, Blake Murillo, PE.

Several of the firm's 35 principals can legally bind the company. The firm takes an active role in preparing future Psomas leaders through its Associate Program. Currently, they have 64 Associates.

### B.3.2 Top Management

An organizational chart featuring Psomas' management structure is provided in Appendix C.

### B.3.3 Approximate Percentage of Contribution

We anticipate Psomas' contribution to the scope of work for the project to be approximately 30% percent of the total labor effort.

## B.4 Relevant Experience

### B.4.1 Rincon

Rincon has been involved in environmental planning and impact analysis for transportation projects throughout California. Rincon has provided environmental consulting services to the County of Santa Barbara for more than 20 years and has prepared environmental documents for the Planning and Development Department, Public Works Department, and several special districts. The following select projects highlight our experience providing services for Santa Barbara County.

#### *Union Valley Parkway Extension/Interchange Project Environmental Impact Report/Environmental Assessment (EIR/EA)*

**Client: City of Santa Maria, California Department of Transportation (Caltrans), and County of Santa Barbara**

Prior to project implementation, Union Valley Parkway was a two-lane road with right-of-way for an additional two lanes from Hummel Drive east to within 600 feet of State Route 101. The California Department of Transportation (Caltrans), in coordination with the City of Santa Maria (City) and the County of Santa Barbara, plan to extend Union Valley Parkway west from Hummel Drive to Blosser Road and to construct in the future an interchange at Union Valley Parkway/State Route 101.

In 2007, Rincon prepared an EIR/EA to satisfy CEQA and NEPA requirements for the Union Valley Parkway Extension/Interchange Project for the City of Santa Maria. The purpose of the project was to provide a four-lane major arterial for the movement of people and goods through the Santa Maria-Orcutt area. The project was expected to accommodate long-term traffic/circulation needs at an acceptable level of service within the City of Santa Maria and the Orcutt community in Santa Barbara County for all proposed intersections and roadways. Due to the provision of federal funding, the Federal Highway Administration (FHWA) was the lead agency under NEPA, with Caltrans acting as its delegated agent and providing oversight for NEPA clearance. Throughout the environmental review process, Rincon acted as a facilitator to resolve the occasionally competing goals of the City of Santa Maria, County of Santa Barbara, Caltrans, FHWA, and other reviewing agencies. The EIR/EA for the project was used to satisfy the environmental review requirements for each of these agencies. While Rincon remained under contract to the City of Santa Maria throughout the process, Rincon also represented the County of Santa Barbara at hearings to dedicate right-of-way within County jurisdiction, and assisted Caltrans and FHWA with NEPA compliance. Key issues in the environmental review included biological resources (state and federally listed species and critical habitat areas), noise, traffic and circulation, aesthetics, and air



quality. Issues related to noise were especially controversial due to the proximity of existing residences to the proposed roadway extension. Rincon, City, and Caltrans staff held several public hearings and workshops to discuss key issues. Due to the site topography, existing residences adjacent to one section of the roadway extension were forecasted to be exposed to high noise levels; installation of a sound wall was found to be infeasible, as the wall would have needed to be more than 20 feet in height to result in an appreciable noise reduction. Rincon investigated several alternative means to reducing noise at these sensitive receptors, including new sound wall technology, new road surface technology, and roadway realignment. These investigations were documented in the Final EIR/EA within the response to comments received during the public review period, and allowed City decision-makers to make an informed decision regarding the project and associated noise issues. The Final EIR/EA was certified in 2009.

### *Union Valley Parkway Extension Project Construction Monitoring*

**Client: City of Santa Maria, Public Works Department**

Beginning in 2009, Rincon conducted construction monitoring for Phases I and II of the Union Valley Parkway Extension project. Project construction resulted in impacts to several biological resources, including coast live oak trees and oak woodland habitat, coastal dune scrub habitat, one rare plant occurrence, and designated critical habitat for the federally listed as endangered California tiger salamander (*Ambystoma californiense*). Rincon was on-site during all initial ground disturbance activities and all tree removal activities in an effort to minimize impacts to sensitive biological resources and help ensure compliance with the Biological Opinion issued by the U.S. Fish and Wildlife Service as well as the conditions of approval and implementation of required mitigation measures from the Final EIR/EA. Additional services included trapping and species relocations, installation of temporary exclusion fencing, preconstruction surveys, construction worker environmental training, and reporting.

### *Union Valley Parkway/Highway 101 Sound Wall IS-MND*

**Client: MNS Engineers**

In 2007, Rincon Consultants, Inc. prepared an Environmental Impact Report/Environmental Assessment (EIR/EA) for the U.S. Highway 101 (U.S. 101)/Union Valley Parkway (UVP) Interchange and Extension for the County of Santa Barbara. The UVP EIR/EA did not identify potentially significant noise impacts on neighboring residences at the interchange, which was later confirmed by a post-installation noise study conducted by Rincon Consultants in 2014. Nevertheless, the County approved the construction of a barrier wall along Woodmere Drive (between Harmony Lane and Genoa Way) in response to the neighboring community's concerns regarding noise, safety, and aesthetics. The Woodmere Drive barrier wall is a southward extension of an existing wall parallel to Harmony Lane. In response to similar concerns, the proposed wall would complete the barrier between the U.S. 101/UVP Interchange and neighboring residences by extending the existing Harmony Lane wall northward. Rincon prepared an IS-MND that evaluated the physical effects of the sound wall, including impacts related to tree removal.

### *State Route 166/Black Road & State Route 166/State Route 1 Intersection Improvement Projects*

**Client:** *Santa Barbara County Association of Governments (SBCAG)/Psomas*

Rincon is providing environmental services for two projects along State Route 166 in Santa Barbara County. The first project includes intersection improvements at the existing intersection of SR 166/Black Road, including signalization or a roundabout, and associated roadway improvements. The second project includes intersection improvements at the existing intersection of SR 1/SR 166, such as signalization, channelization improvements, signage and striping, utility relocations, right-of-way acquisition, and a Union Pacific Railroad (UPRR) signal.

For each of the projects, Rincon completed an Initial Study-Mitigated Negative Declaration (IS-MND), and several Caltrans SER-compliant technical studies, including a Historic Properties Survey Report (HPSR), Visual Impact Assessment, Initial Site Assessment, Noise Study, Air Quality/GHG/Water Quality Technical Memorandum, Paleontological Impact Report, Natural Environment Study, Biological Assessment, and Jurisdictional Delineation.

### *Pedestrian and Bicycle Improvements on East Cabrillo Boulevard and the Replacement of the Union Pacific Railroad Bridge Replacement Project, Santa Barbara County*

**Client:** *TY Lin*



Rincon is providing NEPA and CEQA environmental services for pedestrian and bicycle improvements on Cabrillo Boulevard between Los Patos Drive and the US 101 southbound ramps, including the replacement of the Union Pacific Railroad (UPRR) Bridge and replacing the Los Patos/Cabrillo Boulevard intersection with a roundabout (Project). The purpose of the Project is to improve coastal access for pedestrians and bicycles between Coast Village Road and Los Patos Drive. The

project site is located inside the boundaries of the Olmsted Brothers-designed and NRHP-eligible East Cabrillo Boulevard Historic District. Rincon prepared technical environmental documents to meet the standards of both the City of Santa Barbara and Caltrans District 5. Those technical documents include cultural documents: ASR, HRER and HPSR, and a Finding of No Adverse Effect; ISA to identify potential hazardous materials; Water Quality and Air Quality/GHG memos; Community Impact Assessment (CIA) memo, and; Natural Environment Study – Minimal Impact (NES-Mi). Rincon worked with the City of Santa Barbara and Caltrans Headquarters and District 5 staff to conduct hand auger testing to verify limits of an identified cultural site was outside the project limits with the goal to get SHPO concurrence on our findings by including this additional research in the ASR.

Through weekly phone calls with the project team, and frequent communication with staff at Caltrans and the City of Santa Barbara, Rincon has demonstrated our ability to communicate effectively with multiple agencies, project design professionals, appointed committee members, and stakeholders.

### *Hollister Avenue Widening IS-EA*

**Client:** *Santa Barbara County, Department of Public Works*

Rincon is currently preparing environmental documentation for the Hollister Avenue - State Street Improvement Project. The project involves roadway and intersection improvements for a 1.25-mile segment of the Hollister Avenue - State Street corridor. Improvements include addition of bicycle, pedestrian, and transit facilities to improve traffic circulation and vehicular and pedestrian safety within the surrounding community. The project proposes two alternatives that widen Hollister Avenue-State Street to four-lane arterial standards and/or two-lane arterial standards. Rincon is preparing a number of technical studies for the project including a Visual Impact Assessment, Initial Site Assessment, Noise Study, Air Quality/Greenhouse Gas Emissions/Water Quality Technical Memorandum, Natural Environment Study, Historic Property Survey Report, Archaeological Survey Report, and Jurisdictional Delineation. These studies will satisfy NEPA requirements and will be analyzed in the CEQA document.

### *US 101 Interchange at Olive Mill Roundabout Project*

**Client:** *City and County of Santa Barbara*



The City of Santa Barbara (City) and the County of Santa Barbara (County) have partnered on the Olive Mill Road Roundabout Project (Project) to create a new intersection configuration to enhance traffic operations and safety for motor vehicle and Active Transportation users. The purpose of the Project is to enhance the traffic operations and safety of the Project by reconfiguring the intersection to a roundabout, adding sidewalks, crosswalks, and bicycle paths. Rincon has been working with the City and County of Santa Barbara and Caltrans staff, along with the project prime, TY Lin, to prepare environmental technical studies and reports in conformance

with Caltrans' Standard Environmental Reference (SER) for each technical report prepared that includes; Natural Environment Study-Minimal Impact (NES-MI), Archaeological Survey Report (ASR), Historic Resources Evaluation Report (HRER), Historic Property Survey Report (HPSR), Initial Site Assessment (ISA), Noise Study, Air Quality and GHG analysis, Community Impact Analysis (CIA), Visual Impact Analysis (VIA) and checklist, and Water Quality Report. Rincon is also under contract to prepare the necessary CEQA documentation for the project.

## B.4.2 Psomas

### *State Route 135/Union Valley Parkway Extension - Phases 1 & 2*

**Client:** *City of Santa Maria*

Psomas completed the preliminary engineering, supported the environmental document, and final design (PS&E) for the extension of Union Valley Parkway (UVP) in the City of Santa Maria and the County of Santa Barbara. The project involved two miles of new roadway, which extends from Hummel Drive (County of Santa Barbara) to Blosser Road (City of Santa Maria), including the intersection with SR 135 (Caltrans District 5). The project included the design of a new two-lane roadway with curb, gutter, and sidewalk; drainage design; and the design of unique features to comply with the mitigation measures identified in the Environmental Document. The project also

involved widening SR 135, a new traffic signal at the SR 135/UVP intersection, and the reconstruction of Blosser Road to accommodate widening at the intersection with UVP.

The Environmental Document was an EIR/EA prepared by Rincon Consultants. Due to the presence of Federally listed endangered species (Tiger Salamander and Red Legged Frog), the City sought federal funds to engage the Federal Highway Administration with the consultation with Department of Fish and Wildlife. Some of the unique design features included in the project to ensure compliance with the Environmental Document included biofiltration swales for wetland replacement, large elliptical culverts for frog passage under the roadway, and exclusion barrier walls on both sides of the roadway to prohibit frogs and salamanders from entering the street. The project required the rescission of the freeway agreement by Caltrans and the California Transportation Commission to allow for an at-grade connection at SR 135. The project evaluated multiple interchange configurations at SR 135/UVP, as well as the proposed an at-grade intersection. The at-grade intersection was required by the City for local circulation to allow future development in the region. The project also involved utility coordination with electric, telephone, and cable companies for the relocation of joint poles with overhead lines, and close coordination with Caltrans for the work on SR 135, including approval of an encroachment permit.

Psomas prepared the final design in accordance with Caltrans, County, and City standards for the segment from SR 135 to the west.

### *State Route 166 Safety and Operational Improvements*

#### ***Client: Santa Barbara County Association of Governments***

Psomas was responsible for the planning and preliminary engineering to evaluate safety and operational improvements along the SR 166 (Main Street) Corridor running along northern Santa Barbara County, as well as portions of San Luis Obispo County. SR 166 is a two-lane conventional highway that provides interregional access from the Central Coast to the Central Valley and also serves as a local connection in Santa Maria. Psomas was responsible for reviewing previous studies conducted by Caltrans, the City of Santa Maria, and San Luis Obispo and Santa Barbara Counties in order to identify potential candidate projects to improve the safety and operations along this 75-mile highway.

Coordination was required with multiple agencies, including Caltrans District 5, San Luis Obispo Council of Governments, San Luis Obispo County, Santa Barbara County, the City of Santa Maria, California Highway Patrol, the Highway 166 Safety Task Force, and the communities of Guadalupe, Cuyama, and Venticopa. At the conclusion of the planning phase, Psomas prepared a Project Development Plan (PDP) summarizing the evaluation, identifying the candidate projects, and recommending six projects to move forward to the next phase. SBCAG then selected three of the six projects to proceed.

The Psomas team provided preliminary engineering services, conducted a traffic screening evaluation, and performed an environmental constraints analysis to identify and evaluate potential safety and operational improvement projects along the corridor. During the preliminary engineering and environmental phase, the Psomas team developed preliminary design drawings of the selected project alternatives, conducted the initial environmental surveys, including a PES meeting with Caltrans, and conducted the traffic operational analysis needed to confirm the recommended improvements.

Psomas is currently working on the next phase of the work (PA&ED) for two of the three selected projects, performing the preliminary engineering and environmental efforts, partnering with Rincon

Consultants. Both of these projects involve signalization and intersection control evaluation (ICE) for SR166/Black Road and SR 166/Highway 1. The work is estimated at \$3-5 million in construction value.

### *State Route 178/Morning Drive Interchange*

**Client: T.Y. Lin International, Owner: Caltrans District 6**

Caltrans District 6, in cooperation with the City of Bakersfield, constructed a new interchange along SR 178 at Morning Drive in Bakersfield. The project included converting SR 178, which was a two-lane expressway, into a four-lane highway from approximately 0.5 miles west, to approximately 1.2 miles east of Morning Drive. Morning Drive was realigned and widened to a six-lane roadway from approximately 0.45 miles north, to 0.30 miles south, of SR 178.

Psomas was responsible for completing the Preliminary Approval and Environmental Document (PA&ED) and various aspects of the Plans, Specifications, and Estimates (PS&E) phases for the project. During the project approval phase, Psomas prepared the project report, including all supporting technical studies (NADR, SWDR, Risk Register, TMP, and drainage report), and participated in the Value Analysis Workshop.

The project opened to traffic in August 2015, and has relieved congestion and improved travel times in this area of Bakersfield. Morning Drive's new direct connection between SR 178 and SR 58 has enhanced north-south mobility, improved connectivity between neighborhoods on both sides of the freeway, and created opportunities for much-needed retail and commercial development in northeast Bakersfield.

## C. Staff Qualifications and Hours

Rincon has assembled a team of experienced professionals to provide environmental services for this project. Overseeing the team will be Principal-in-Charge/Contract Administrator, **Richard Daulton, MURP**. Mr. Daulton has over 23 years of experience in the planning profession with an emphasis on environmental planning, much of which has been focused on infrastructure and transportation projects. **Melissa Whittemore** will serve as Project Manager. She has more than 17 years of experience and specializes in infrastructure projects including transportation-related projects.

As part of our team, we have included Psomas to provide traffic engineering and roadway design services.

Brief resumes and an organizational chart are provided in this section. Detailed resumes can be found in Appendix A of this proposal.

### C.1 Project Manager



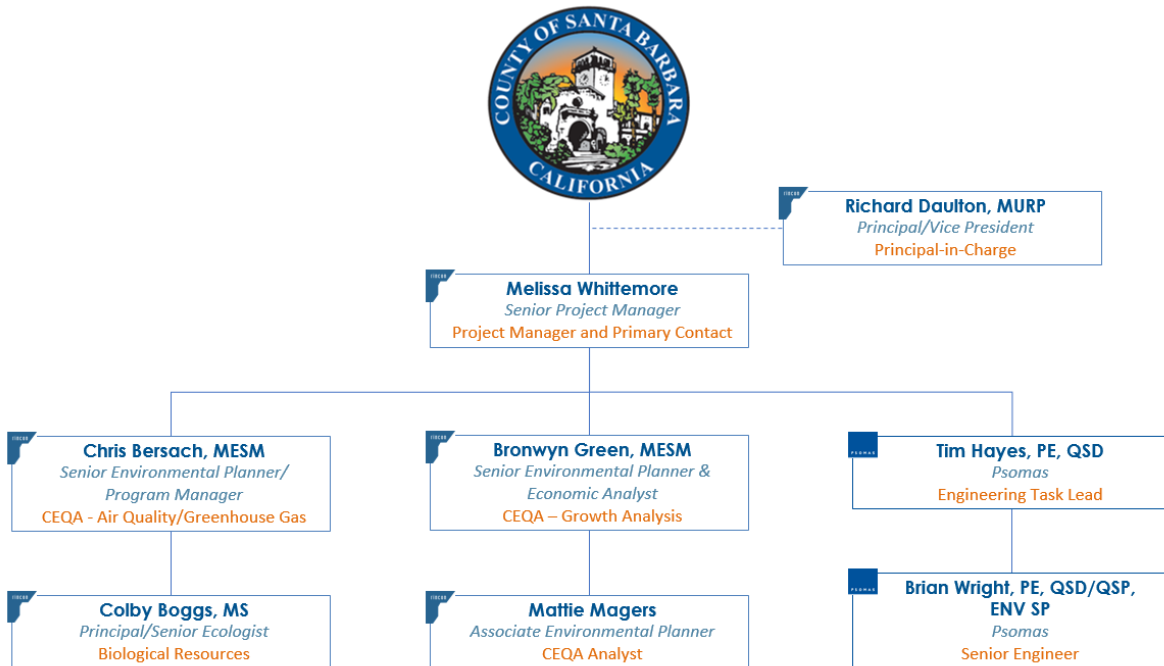
*Melissa Whittemore, Senior Project Manager*

Education	B.S., Biology with an emphasis in Ecology, San Diego State University Graduate Certificate, National Environmental Policy Act, Utah State University
Role:	Project Manager and Point of Contact, Overall Project Management

Melissa Whittemore is a senior project manager based in Rincon’s Santa Barbara office who has more than 17 years of experience in the environmental planning field. She has worked on over 100 projects throughout California. Her responsibilities include managing and preparing environmental compliance documents and associated technical studies in accordance with CEQA and NEPA. Ms. Whittemore specializes in infrastructure projects, including transportation projects such as highways/freeways, roadways, railway tracks and yards, bikeways, and trails. Her projects have required a variety of discretionary approvals, including general plan amendments, rezoning, and conditional use permits. Select project experience is listed below.

- Caltrans, High Desert Corridor EIR/EIS, Los Angeles and San Bernardino Counties, California
- City of Poway and Caltrans, Espola Road EIR, Poway, California
- Caltrans and City of San Diego, Interstate 5/Genesee Avenue Interchange IS/EA, San Diego, California
- City of Oceanside, Melrose Drive Extension EIR, Oceanside, CA
- Caltrans and SANDAG, Mira Mesa/Scripps Ranch Direct Access Ramp EIR/EA, San Diego, California
- City of San Diego, Interstate 5/Sorrento Valley Road Interchange Improvements Project Technical Studies, San Diego, California
- City of San Diego, Camino Ruiz South/Camino Del Sur EIR, San Diego, California
- City of San Diego and Caltrans, State Route 905 EIS/EIR, San Diego, California

## C.2 Organizational Chart



## C.3 Brief Resumes

### *Richard Daulton, MURP, Principal/Vice President*

Education: M.U.R.P., Urban and Regional Planning, University of California, Irvine  
 B.A., Economics, University of California, San Diego

Role: Principal-in-Charge/Contract Administrator - Quality Assurance and Quality Control

Rich Daulton has over 23 years of experience in the planning profession, with an emphasis on environmental planning. His planning skills are supported by a strong background in technical environmental and economic analysis. He has managed a range of CEQA and NEPA documents, and has successfully combined environmental analysis and planning techniques to guide agencies through complex studies and controversial programs, entitlement and planning projects. Mr. Daulton has extensive experience on Caltrans projects, and has completed CEQA and NEPA documents for roads, highways, and bridge replacement projects, and EIRs for regional transportation plans-sustainable community strategies. He has recently overseen the CEQA and NEPA compliance for several Caltrans local assistance project assignments. Select project experience is listed below.

- Union Valley Parkway Extension/Interchange Project EIR/EA, City of Santa Maria
- Union Valley Parkway CEQA Findings and MMRP, County of Santa Barbara
- Union Valley Parkway Barrier Wall IS-MND, County of Santa Barbara
- Union Valley Parkway Construction Monitoring, City of Santa Maria

- Hollister Avenue Widening Project EIR/EA and Caltrans Environmental Studies, County of Santa Barbara
- U.S. 101/Clark Avenue Interchange Improvements PEAR, County of Santa Barbara
- State Route 166/Black Road & State Route 166/State Route 1 Intersection Improvement Project, SBCAG
- Cabrillo Boulevard Improvements and Union Pacific Railroad Bridge Replacement Project SE/CE and Technical Studies, City of Santa Barbara
- Coast Village Road/North Jameson/Olive Mill Road/US-101 Intersection Project, City of Santa Barbara
- San Ysidro Road/North Jameson/US-101 Intersection Project, County of Santa Barbara

*Chris Bersbach, MESM, Senior Environmental Planner/Program Manager*

Education: MESM, Conservation Planning, Bren School of Environmental Science & Management, University of California, Santa Barbara  
B.A., Psychology; Brandeis University

Role: Technical Services Management - Oversight of Air Quality, GHG, and Noise Technical Studies

Chris Bersbach, is a senior planner and technical services program manager whose responsibilities include managing and preparing CEQA and NEPA documentation; impact analysis and environmental regulation; and technical air quality, greenhouse gas emissions, and noise impact analyses. Chris received a master’s degree in Environmental Science and Management from the University of California, Santa Barbara. His expertise is focused in technical issues areas, including air quality emissions, greenhouse gas emissions, and noise analysis. His experience includes a wide range of technical environmental and planning studies involving land and infrastructure development, urban redevelopment, solar power facilities, oil extraction and refining facilities, landfills, general plans and specific plans, climate action plans, and other long-range planning documents. Chris is experienced with the Federal Highway Administration TNM model, the Roadway Construction Noise Model, and various other noise estimation protocols and practices, and has performed noise studies for numerous projects throughout California, including the select projects listed below.

- U.S. Highway 101/Union Valley Parkway Interchange EIR/EA, City of Santa Maria
- Union Valley Parkway Barrier Wall IS-MND, County of Santa Barbara
- Hollister Avenue Widening Project EIR/EA and Caltrans Environmental Studies, County of Santa Barbara
- SR-166/SR-1 IS-MND, Air Quality, Greenhouse Gas, and Noise Studies, PSOMAS, County of Santa Barbara
- SR-166/Black Road IS-MND, Air Quality, Greenhouse Gas, and Noise Studies, PSOMAS, County of Santa Barbara
- U.S. 101/Clark Avenue Interchange Improvements PEAR and IS-MND, County of Santa Barbara
- SBCAG 2040 Regional Transportation Plan/Sustainable Communities Strategy EIR



*Colby Boggs, MS, Principal and Senior Ecologist*

Education: M.S., Botany, California State University, Chico  
B.S., Ecology and Evolution, University of California, Santa Barbara

Certifications: Rare, Threatened, and Endangered Plant Voucher Collecting Permit No. 2081(a)-16-022-V – CDFW, 2018  
Certified Ecologist – Ecological Society of America, 2017  
California Rapid Assessment Method – CRAM.org, no exp. Date  
Wetland Delineation Training – Richard Chinn Env., no exp. date

Role: Biological Services Management - Oversight of Biological Resources Impact Assessment

Colby Boggs, Principal and Senior Ecologist, has over 20 years of experience in environmental consulting with an emphasis on plant taxonomy, assessments of biological and wetlands resources, plant and wetland ecology, biological survey design, ecological restoration, vegetation monitoring, and invasive plant biology. Mr. Boggs holds a MS in Botany from California State University, Chico and a BS in Ecology and Evolution from University of California, Santa Barbara, and has extensive knowledge of California's flora and fauna, and associated vegetation communities and habitat types. He also has a working knowledge of federal and state regulations pertaining to biological, wetlands, streams and other natural resources, including CEQA, NEPA, California Endangered Species Act (CESA), Federal Endangered Species Act (FESA), California Porter Cologne Water Quality Control Act, Federal Clean Water Act, Federal Rivers and Harbors Act, and California Fish and Game Code. Mr. Boggs has been an instrumental part to Rincon's success with transportation-related projects along the central coast. He was the primary author of several WMMPs developed to create and/or restore wetland functions and values and NESs for road and bridge projects throughout California in accordance with Caltrans standards. His experience includes Santa Maria Valley Levees South Levee Improvements Reach 3 Project Biological and Regulatory Support – Santa Barbara County, Union Valley Parkway Extension/Interchange EIR/EA Construction Monitoring, Salinas Road Interchange Improvement Project - Monterey County, and Highway 46 Corridor Improvement Project Environmental Compliance, San Luis Obispo County. Select project experience is listed below.

- Union Valley Parkway Extension/Interchange Project EIR/EA, City of Santa Maria
- Union Valley Parkway CEQA Findings and MMRP, County of Santa Barbara
- Union Valley Parkway Barrier Wall IS-MND, County of Santa Barbara
- Union Valley Parkway Construction Monitoring, City of Santa Maria
- Hollister Avenue Widening Project EIR/EA and Caltrans Environmental Studies, County of Santa Barbara
- U.S. 101/Clark Avenue Interchange Improvements PEAR, County of Santa Barbara
- State Route 166/Black Road & State Route 166/State Route 1 Intersection Improvement Project, SBCAG
- Cabrillo Boulevard Improvements and Union Pacific Railroad Bridge Replacement Project SE/CE and Technical Studies, City of Santa Barbara
- Coast Village Road/North Jameson/Olive Mill Road/US-101 Intersection Project, City of Santa Barbara
- San Ysidro Road/North Jameson/US-101 Intersection Project, County of Santa Barbara

*Bronwyn Green, MESM, Senior Environmental Planner*

Education: M.E.S.M., Economics & Politics of the Environment, Climate and Energy, Bren School of Environmental Science and Management, University of California, Santa Barbara  
 B.A., Economics/ Mathematics, University of California, Santa Barbara

Role: Growth Analysis

Bronwyn Green is a Senior Environmental Planner and Economic Analyst with 12 years of professional experience, including 6 years in environmental planning and 6 years in economic research. She works with a diverse range of clients, including local, State, and Federal government agencies, as well as private companies and non-profit organizations. Her work includes environmental analysis and review, particularly California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance documentation, as well as growth analysis and community impact assessment. Her growth analysis and community impact assessment work includes evaluation of indirect growth effects of projects and programs; potential disproportionate effects to minority, low-income, and sensitive populations; project effects to residential housing, commercial developments, agricultural lands, and community facilities; disruption or division of existing communities; economic impacts in terms of local and regional jobs; tax effects to school districts and city and county jurisdictions; and environmental justice.

- Community Impact Assessment Technical Report for the Fresno to Bakersfield Section: Locally Generated Alternative Supplemental EIR/EIS for the California High Speed Rail (HSR) Project, California High Speed Rail Authority
- Digital Reader Board Sign Zone Text Amendment, City of Concord
- All Aboard Florida Passenger Rail Project from Orlando to Miami, Florida, All Aboard Florida, Coral Gables, Florida
- Magma Flood Retarding Structure Work Plan Environmental Assessment, Magma Flood Control District, Pinal County, Arizona
- California High-Speed Rail Project, Bakersfield to Palmdale Project Section EIR/EIS, California High-Speed Rail Authority
- California High-Speed Rail Project, Locally Generated Alternative for the Fresno to Bakersfield Project Section Supplemental EIR/EIS, California High-Speed Rail Authority
- Goleta Beach County Park Managed Beach Retreat Project 2.0, County of Santa Barbara

*Mattie Magers, Associate Environmental Planner*

Education: B.S., Environmental Management and Protection, concentration: Ecology and Habitat Management, California Polytechnic State University, San Luis Obispo (2013)

Role: CEQA Analyst

Mattie Magers is an Associate Environmental Planner within Rincon’s Environmental and Land Use Planning Group in the San Luis Obispo office. Ms. Magers is responsible for environmental analysis, particularly CEQA and NEPA compliance documentation, impact analysis, and environmental regulation. She has a broad range of experience with focus in issues areas, including air quality emissions, greenhouse gas emissions, and aesthetic and noise analysis. She is experienced with the CalEEMod land use emissions computer model and Exttech sound level meter operation and

## County of Santa Barbara, Planning and Development

Conceptual Drawings and Environmental Review for Orcutt Community Plan Amendment

computer software. Ms. Magers has been a contributing author to a number of recent projects including the select projects listed below:

- Union Valley Parkway Barrier Wall IS-MND, County of Santa Barbara
- Hollister Avenue Widening Project EIR/EA and Caltrans Environmental Studies, County of Santa Barbara
- SR-166/SR-1 IS-MND, Air Quality, Greenhouse Gas, and Noise Studies, PSOMAS, County of Santa Barbara
- SR-166/Black Road IS-MND, Air Quality, Greenhouse Gas, and Noise Studies, PSOMAS, County of Santa Barbara
- Clark Avenue at Highway 101 Northbound Interchange Improvements Project, County of Santa Barbara
- Orcutt Key Site 21 EIR, County of Santa Barbara

## Psomas

### *Tim Hayes, PE, QSD, Engineering Task Lead*

Education: 1992/BS/Civil Engineering/California Polytechnic State University, San Luis Obispo

Registration: 1998/CA/Professional Engineer/Civil/#58986

Role: Engineering Task Lead

Tim Hayes will serve as the engineering project manager. Tim has 26 years of experience and is adept at problem solving and building consensus as a Project Manager of time sensitive projects. His experience includes the planning and design of infrastructure and transportation improvements, including work on numerous planning strategies; preliminary design reports; project reports; project study reports; and final plans, specifications, and estimates (PS&Es) for various agencies and municipalities throughout California and particularly on the Central Coast for more than 15 years. His experience on local roadways as well as highways includes the supervision and preparation of preliminary reports and plans, specifications, and estimates for agencies throughout the state, including SBCAG, Santa Maria, and Santa Barbara County.

- US 101/SR135/Union Valley Parkway Extension, Engineering, Project Manager for PA&ED and PS&E - City of Santa Maria
- SR 166/Black Road Operational Improvement Project, Engineering, Project Manager for PA&ED and PS&E - SBCAG
- SR 166/Hwy 1 Operational Improvement Project, Engineering, Project Manager for PA&ED and PS&E, Caltrans District 5
- SR 178/Morning Drive Interchange Project, Engineering, Project Manager for PA&ED and PS&E, Caltrans District 6

### *Brian Wright, PE, QSD/QSP, ENV SP, Senior Engineer*

Education: B.S., Civil Engineering, University of Natal, South Africa

Registration: CA Professional Engineer 1999 (Civil #59331)

Certifications: Envision Sustainability Professional/Institute for Sustainable Infrastructure;  
Qualified SWPPP Developer and Practitioner/California Stormwater Quality  
Association

Role: Senior Engineer

Brian Wright will serve as the engineering design lead. Brian has 32 years of experience in transportation infrastructure improvements and roadway design, ranging from urban streets to rural freeway design, with numerous projects on the Central Coast and working with Caltrans District 5. Specific local project experience includes Union Valley Parkway Extension and Betteravia Road/US 101 Interchange. Brian has been responsible for completing projects from the Project Initiation phase through the Project Approval & Environmental Document phase, to Plans, Specifications, and Estimates and construction support. He is knowledgeable of the Caltrans Project Development Procedures Manual, the Highway Design Manual and DIB checklists, RTL Guide, Project Planning and Design Guide, and the fast-track production of contract documents.

- US 101/SR135/Union Valley Parkway Extension, Engineering, Project Engineer for PA&ED and PS&E, City of Santa Maria
- SR 166/Black Road Operational Improvement Project, Engineering, Project Engineer for PA&ED and PS&E - SBCAG
- SR 166/Hwy 1 Operational Improvement Project, Engineering, Project Engineer for PA&ED and PS&E - Caltrans District 5
- SR 178/Morning Drive Interchange Project, Engineering, Project Engineer for PA&ED and PS&E - Caltrans District 6

## C.4 Responsibilities and Estimated Hours

The following table outlines the responsibilities and estimated hours for both Rincon and Psomas and % of total hours.

	Classification →	Rincon Consultants								Psomas							
		Principal II / Director II	Principal / Director I	Senior Professional II	Professional III	Professional I	Technical Editor	GIS/CADD Specialist II	Clerical/Administrative Assistant I	PIC	Senior Traffic Engineer	Senior Engineer	Traffic Engineer	Traffic Design Engineer	Design Engineer	CAD Designer	Project Administrator
Tasks	Hours																
Task 1: Project Kick-Off Meeting	14	4		6	2				2								
Task 2: Site Visit and Interested Parties Meeting	14	4		4	2					4							
Task 3: Traffic Study	292	4		4						8	32	28	172	44			
Task 4: Conceptual Drawings	174	4		4						4		26			84	48	4
Task 5: Topographical Surveys (not necessary)																	
Task 6: NOP of EIR/Environmental Scoping Document	94	4	2	24	32	8	10	10	4								
Task 7: EIR Scoping Meeting	18	4		8	6												
Task 8: Environmental Impact Report (see specific costs below)																	
Task 8.1: Air Quality	24	2		4	14				2								
Task 8.2: Biological Resources	42	2	4	8	16			6	2								
Task 8.3: Cultural Resources	30	2	2	4	12			4	2								
Task 8.4: Energy	18	2		4	8				2								
Task 8.5: Greenhouse Gas Emissions	24	2		4	14				2								
Task 8.6: Land Use/Agricultural Resources/Growth Inducement	46	2		8	24			6	2								
Task 8.7: Noise	46	2		4	28			6	2								
Task 9: Administrative Draft EIR	234	8	6	40	120	24	20	8	8								
Task 10: Draft EIR	104	8	2	24	32	16	12	6	4								
Task 11: Draft EIR Environmental Comment Hearing	24	4		8	8												
Task 12: Administrative Final EIR	82	6		20	24	8	12	4	8								
Task 13: Final EIR	30	4		12	6			4	4								
Task 14: Post Hearing Items	20	2		6	4			2	6								
Task 15: Reproduction and Deliverables	17	1		4					12								
Project Management	107	15		48					12	4		16					12
<b>Total Hours</b>	<b>1454</b>	<b>86</b>	<b>16</b>	<b>252</b>	<b>352</b>	<b>56</b>	<b>82</b>	<b>50</b>	<b>74</b>	<b>20</b>	<b>32</b>	<b>70</b>	<b>172</b>	<b>44</b>	<b>84</b>	<b>48</b>	<b>16</b>
<b>Percentage</b>	<b>100%</b>	<b>6%</b>	<b>1%</b>	<b>17%</b>	<b>24%</b>	<b>4%</b>	<b>6%</b>	<b>3%</b>	<b>5%</b>	<b>1%</b>	<b>2%</b>	<b>5%</b>	<b>12%</b>	<b>3%</b>	<b>6%</b>	<b>3%</b>	<b>1%</b>

## D. Study Methodology

### D.1 Detailed Work Program

The Rincon team has been designed to provide the key technical expertise necessary to provide a solid foundation of evidence to support environmental impact conclusions. We also recognize that the process of CEQA compliance is not purely technical in nature. An objective, comprehensive, and logical analysis, clearly stated and supported by facts, is critical to a successful environmental document, and the information must be presented in a way that is accessible to all members of the community.

#### D.1.1 General Approach

Rincon's goal, as described previously, is to prepare a Focused EIR by publishing a scoping document with the Notice of Preparation (NOP). The scoping document will assess all impacts and provide a determination on project impacts that have no impact, a less than significant impact, or provide mitigation to reduce the impact. Based on public and agency input on these determinations, Rincon, in consultation with the County, will determine what issue areas need additional analysis in a Focused EIR, or if a different CEQA document is more appropriate. For this scope, we are assuming the use of a Focused EIR.

Rincon will approach this Focused EIR with the goal of providing clarity to the environmental review process. We anticipate that the Focused EIR will only analyze subject areas in which there is a potential for significant effects, and it will not duplicate the analysis if it has been adequately addressed in the scoping document. Rincon will utilize the scoping document to identify focus areas and to provide a factual basis for conclusions that the project does not have the potential for significant effects in other areas.

All documents will use consistent style and format and will be written following *The Chicago Manual of Style*. All documents will receive final Quality Assurance/Quality Control review by Rincon's principal-in-charge and technical editor.

#### D.1.2 Scope of Work

##### *Task 1 Project Kickoff Meeting*

###### **Subtask 1.1 Attend Kickoff Meeting**

Rincon will schedule a project kickoff meeting with County staff to occur within five working days of authorization to commence work. Prior to the meeting, Rincon will prepare and distribute a meeting agenda. The meeting will be attended by Rincon's Principal in Charge and Project Manager and Psomas' Engineering Task Lead. The meeting will serve as a forum to review and confirm project objectives, establish communication and review protocols, and finalize the project schedule. We will also use this opportunity to collect any relevant studies and information not already transmitted. After the meeting, Rincon will prepare and distribute meeting minutes for review by County staff. Rincon will revise the minutes based on comments for the County.

## Subtask 1.2 Review of Background Information

Rincon and Psomas will conduct an initial review of available background information and coordinate with County staff regarding any additional project description or technical information that will be needed to initiate the project traffic study, conceptual drawings, and environmental impact analysis.

### *Task 2 Site Visit and Interested Parties Meeting*

The Rincon Team will facilitate a site visit and design meeting with County staff and interested parties. The purpose of the site visit and meeting is to discuss and understand existing constraints and traffic circulation issues, planned area development, current and future traffic demands, potential design configurations for the proposed frontage road and access improvements to U.S. 101, constraints and opportunities, and adjacent projects.

### *Task 3 Traffic Study*

Psomas will review the existing traffic data available from Caltrans and through prior work on the Union Valley Parkway improvement project. However, it is expected that new intersection turning movement volume data will be collected at the following locations:

- Santa Maria Way/College Drive/Bradley Road
- Santa Maria Way/US-101 southbound ramps
- Santa Maria Way/US-101 northbound ramps (includes intersection at Morningside Drive 80' east of the ramps)
- Union Valley Parkway/US-101 southbound ramps
- Union Valley Parkway/US-101 northbound ramps
- Union Valley Parkway/Bradley Road

Turning movement volume data is expected to be collected for the weekday AM and PM peak periods. In addition, volume data will be collected for non-typical peak periods that may include Friday evening, Saturday midday, or Saturday evening peak period; this additional collection period will be coordinated with the County and is intended to match a peak period of the Elks Club during a large event such as the Santa Maria Elks Rodeo event, scheduled to occur May 30 through June 2, 2019.

Signalized intersections will be evaluated using the ICU methodology, and unsignalized intersections and the Morningside Drive segment will be evaluated based on the Highway Capacity Manual (HCM) methodology.

Traffic analyses will be conducted for each of the following scenarios:

- Existing
- Existing + Elks Event
- Existing + Project
- Existing + Elks Event + Project
- Cumulative Conditions
- Cumulative Conditions + Elks Event
- Cumulative Conditions + Project

- Cumulative Conditions + Elks Event + Project

Analyses will be conducted for each scenario for the AM weekday, PM weekday, and one additional peak period. The scenarios which include the project will be evaluated for the primary project alternative at UVP interchange and up to two secondary alternatives; although the project itself is not expected to generate new volume, the redistribution of traffic associated with the project may result in different potential impacts for each of the developed alternatives.

A traffic study report will be prepared to meet both the Caltrans and County traffic impact analysis guidelines. In addition to the results of the analyses, the traffic study will include analyses of the emergency access and evacuation routes in the project area. It is expected that the County will provide information about the existing routes, and Psomas will provide analysis for the primary project alternative and up to two secondary alternatives.

The traffic study will also include recommended improvements to the study intersections and recommended mitigation measures (as needed) for each of the three alternatives. Psomas will prepare a draft study for review by the County and Caltrans and will prepare a final study based on comments from both jurisdictions.

## *Task 4 Conceptual Drawings*

### **Subtask 4.1 Develop Conceptual Design Alternatives**

Psomas will develop Conceptual Design Drawings for the primary project alternative and up to two secondary alternatives for the proposed connection of the frontage road Morningside Drive to US-101.

Base mapping will be developed for the site using available aerial imagery and lidar data. Approximate right-of-way boundary will be imported from available sources and reflected on the base mapping. No field surveys or aerial mapping is proposed for this project.

Psomas will facilitate a design workshop with key members of the planning and design team, including the County, Rincon and other stakeholders, to discuss the proposed frontage road and access improvements to US-101 including:

- Proposed development
- Traffic demands
- Configurations
- Constraints/opportunities
- Adjacent projects

The goal of the workshop will be to define up to two potentially feasible alternatives to move forward into conceptual engineering design.

The alternatives will be based on the results of the traffic analysis and the input received at the Project Design Workshop. The drawings for the primary alternative will identify rough horizontal alignments and vertical profile and establish an approximate footprint of the project. Conceptual horizontal geometric drawings will also be developed for up to two secondary alternatives. Drawings will be in the form of strip maps. One conceptual design layout will be provided for each alternative. Psomas will develop conceptual “ball park” estimates for the primary alternative and up to two secondary alternatives.



## Subtask 4.2 Preliminary Engineering Report

Psomas will prepare a Preliminary Engineering Report that will summarize the engineering work completed, including:

- The traffic analysis
- Constraints and opportunities identified
- Alternatives considered
- Summary of pros and cons of each alternative
- Cost estimates and anticipated schedule
- Identification of next steps

The goal of the report will be to provide the required input to Rincon for incorporation into the EIR.

### *Task 5 Topographical Surveys*

No additional topographical surveys are necessary to prepare the conceptual drawings or CEQA compliance.

### *Task 6 Notice of Preparation of EIR/Environmental Scoping Document*

Rincon will prepare a Notice of Preparation (NOP) of a Draft EIR in compliance with the requirements of CEQA Guidelines Section 15082. Rincon will also prepare an environmental scoping document using the County's preferred format and CEQA guidelines, as an Initial Study following the 2019 CEQA Guidelines Appendix G environmental checklist (effective as on December 28, 2018). Rincon will incorporate information from relevant and available technical studies to assist in discussing environmental issues. The scoping document will include discussions regarding which environmental topics will be analyzed in detail in the EIR and discussions of why the project would not result in potentially significant impacts to other environmental issue areas and thus do not require further evaluation in the EIR.

Rincon will submit electronic versions of the NOP and scoping document for the County's review. Rincon will revise the documents based on two rounds of County review and provide three hardcopies of the finalized NOP and scoping document to the County. We assume that the County will be responsible for circulating the NOP and scoping document to applicable agencies and interested groups or individuals, as well as filing the NOP with the State Clearinghouse. In addition, we assume that the County will facilitate the publishing of a notice in a local newspaper.

### *Task 7 EIR Scoping Meeting*

Rincon will prepare for and attend an EIR scoping meeting during the scoping period. Rincon will make a brief presentation on the project and environmental review process and will take notes regarding public comments received at the scoping meeting. We will also prepare a summary of comments received at the meeting.

### *Task 8 Environmental Impact Report*

In preparation for the EIR, Rincon will conduct the following special studies. An administrative draft of study will be provided to the County digitally for review. Following County review, Rincon will

address comments and prepare a final version of each study, which will ultimately be appended to the EIR. The technical analysis and conclusions of each study will be incorporated into the EIR impact analysis.

### Subtask 8.1 Air Quality Analysis

The air quality analysis will evaluate temporary emissions generated during construction of the proposed new local road connection between the Union Valley Parkway/U.S. 101 interchange and the adjoining frontage road on the east side of U.S. 101. The analysis will include a discussion of potential health hazards that could result from elevated concentrations of emissions at residential units located west of U.S. 101 and north of Union Valley Parkway. Because the project does not include any changes to land use or zoning and would not affect any other aspect of the Orcutt Community Plan, no other changes to long-term/operational air pollutant emissions are anticipated. However, the analysis will summarize the findings of the traffic analysis regarding vehicle trips, and qualitatively discuss the manner in which projects that provide new transportation connections typically lead to shorter trip distances and reduced congestion, resulting in reduced long-term emissions of criteria air pollutants associated with mobile/transportation activity.

### Subtask 8.2 Biological Resources Analysis

The biological resources analysis will be conducted as a desktop analysis and will include a review of the existing baseline data (e.g., aerial photograph, topographic quadrangle, soil survey) for the study area. Rincon will review and evaluate background information regarding biological resources in the vicinity of the study area, including primary literature, Rincon project files, resource agency guidelines, and other technical reports. Rincon will review an online species list from the U.S. Fish and Wildlife Service (USFWS) identifying federally listed, proposed, or candidate species that may potentially occur, or be affected by projects, in the vicinity of the study area. We will also review the California Department of Fish and Wildlife California Natural Diversity Database for reported occurrences of special status species within the United States Geological Survey (USGS) 7.5-minute topographic quadrangle where the study area is located plus the surrounding eight quadrangles. This same search area will be applied to a search of the California Native Plant Society Inventory of Rare and Endangered Plants of California for reported occurrences of special status plant species. Rincon will review the USFWS National Wetlands Inventory and USGS National Hydrography Dataset as well as other resources to gather information on drainages and wetlands or areas otherwise considered sensitive in the study area and vicinity.

After the background review of biological resources known or with potential to occur within the study area that is the topic of this EIR amendment, Rincon will programmatically identify both short- and long-term direct, indirect and cumulative impacts of anticipated development. If potentially significant impacts are identified, that are not already addressed in the existing plan, additional avoidance, minimization, and/or mitigation measures for biological resources may be developed.

### Subtask 8.3 Cultural Resources Analysis

Rincon will complete a records search of the California Historical Resources Information System (CHRIS) at the Central Coast Information Center at University of California, Santa Barbara. The primary purpose of the records search is to identify previously recorded cultural resources known to exist within or near the project area. In addition to the cultural resources inventory records and reports, an examination will be made of historic maps, the National Register of Historic Places, California Register of Historical Resources, the California Historical Resources Inventory, and the

listing of California Historical Landmarks. Rincon will include the project boundary and a 0.25 mile buffer and assumes the records search will be completed within a maximum direct expense of \$750. Using this information and other readily available data from the County, potential impacts to cultural resources will be identified and mitigation measures will be developed to avoid or reduce project impacts to the greatest extent feasible.

This scope of work assumes that the County will complete the Native American government-to-government consultation in accordance with Assembly Bill (AB) 52. Therefore, this scope of work does not include any further Native American consultation effort. The technical study and EIR will evaluate impacts to tribal cultural resources by the proposed project based on the results of the County's consultation with local Native Americans.

### Subtask 8.4 Energy

The energy analysis will follow the guidelines established in the recently-updated CEQA Guidelines, including the specific guidelines for energy analysis in Appendix F. The analysis will evaluate whether the project would result in wasteful or inefficient consumption of energy, including energy associated with short-term project construction as well as long-term operation. The analysis will qualitatively discuss the manner in which projects that provide new transportation connections typically lead to shorter trip distances and reduced congestion, resulting in reduced consumption of energy associated with mobile/transportation activity (i.e., reduced fuel use).

### Subtask 8.5 GHG Emissions Analysis

The EIR will include an inventory of temporary greenhouse gas emissions that would be generated during construction of the proposed new local road connection between the UVP/U.S. 101 interchange and the adjoining frontage road on the east side of U.S. 101. Because the project does not include any changes to land use or zoning and would not affect any other aspect of the Orcutt Community Plan, no other changes to long-term greenhouse gas emissions are anticipated. However, the analysis will summarize the findings of the traffic analysis regarding vehicle trips, and qualitatively discuss the manner in which projects that provide new transportation connections typically lead to shorter trip distances and reduced congestion, resulting in reduced long-term greenhouse gas emissions associated with mobile/transportation activity. The EIR will estimate the project's total annual GHG emissions and evaluate the project's consistency with applicable GHG reduction plans, including the Santa Barbara County Energy and Climate Action Plan and the Santa Barbara County Association of Governments' Regional Transportation Plan and Sustainable Communities Strategy.

### Subtask 8.6 Land Use/Agriculture Resources/Growth Inducement

This study will include three separate, but related discussions: (1) consistency with applicable land use plans and policies, including the Orcutt Community Plan; (2) project effects on agricultural resources; (3) an evaluation of the potential for the project to induce growth.

Rincon will work with the County to identify relevant OCP policies and other relevant plan policies. An evaluation of project consistency with identified policies will be provided, using information and analysis generated for the conceptual drawings and other sections of the environmental document.

The agricultural resources analysis will the potential for long-term conversion of agricultural land in Orcutt and the Santa Maria Valley and potential conflicts with agricultural uses. Existing agricultural uses, land use, and Williamson Act contracted lands, and prime soils areas in the project area will be

identified. The study will evaluate the project's potential impacts to agricultural resources in compliance with the County's *Environmental Thresholds and Guidelines Manual* Agricultural Resources section, including loss of prime agricultural soils, and compatibility with adjacent properties. The analysis will focus on the potential for agricultural impacts that may occur as a result of the project, and what, if any, mitigation measures may be required to reduce impacts to agricultural resources associated with the project.

The EIR will include an analysis of the project's potential to foster population and economic growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment, as well as the potential for implementation to remove obstacles to growth. Existing recent growth trends in the Orcutt area and City of Santa Maria, including population growth and commute pattern trends, will be summarized based on U.S. Census Bureau information. Land use patterns in the project vicinity, including vacant and underutilized lands, zoning and land use designations, and environmental constraints, will be described. Recent land use changes will be summarized.

New road connection projects can induce growth by removing existing constraints to growth (such as, eliminating congestion) or by directly promoting growth (for example, providing access to previously inaccessible commercial or residential development sites). In assessing the potential growth inducement of a proposed project, the analysis will clearly identify the potential for growth to be induced by the project beyond that already anticipated and planned for by local community planners.

The UVP/U.S. 101 Interchange/Extension EIR/EA identified growth potential east of the interchange corresponding to a Notice of Preparation issued for an EIR for development on the Bradley Ranch property but ultimately concluded that environmental constraints and the history of almost no urban development in that area substantially reduced, but did not eliminate, the potential for growth. The project was subsequently withdrawn, but much of the same evidence would continue to apply to the current project. Other potential growth could include further expansion of the Elks rodeo facility and/or development of the Jantz parcels located immediately adjacent to the eastern end of the proposed interchange. A key consideration in the evaluation of the growth inducing effects of the project is the extent to which growth could occur without the project, so as to isolate the specific incremental effect attributable to the project.

### Subtask 8.7 Noise Analysis

The noise analysis in the EIR will evaluate temporary noise during construction of the project, as well as long-term changes in operational noise from changes in traffic patterns that would result from the project. The analysis will summarize the findings of the traffic analysis regarding vehicle trips and compare existing roadway noise levels in the project vicinity to anticipated future noise levels, using the Federal Highway Administration's Traffic Noise Model, the Department of Housing and Urban Development's Day/Night Noise Level Calculator, or other appropriate roadway noise modeling tool. Because the project does not include any changes to land use or zoning or affect any other aspect of the Orcutt Community Plan, no other changes to long-term noise are anticipated.

### Task 9 Administrative Draft EIR

The EIR will be prepared in accordance with the CEQA Guidelines, which set the standards for adequacy of an EIR.

### Subtask 9.1 EIR Outline

Within 10 days after the kickoff meeting, Rincon will provide an outline of the EIR. The outline will be based on input received at the kickoff meeting, at the site visit and design meeting, and during the scoping period for the EIR. Rincon will provide the County our recommendation on the appropriate level of CEQA documentation at this time.

### Subtask 9.2 Executive Summary

The EIR will contain a summary of the proposed project and associated environmental consequences. This information will be presented in tabular format to simplify review by decision-makers and the general public. In compliance with CEQA Guidelines Section 15123, this section will identify:

- Each potential environmental impact and the level of significance of each impact
- Mitigation measures required
- Residual impacts after mitigation

The summary will also note areas of known controversy and provide an overview of the alternatives reviewed and their associated impacts. Input from staff on this issue will also be sought and included. The summary will also identify the environmentally superior alternative and rationale for its selection.

### Subtask 9.3: Project Description

This section will provide a detailed description of the proposed project. Textual, tabular, and graphic presentation will be included as necessary to facilitate a thorough understanding of proposed physical changes.

### Subtask 9.4: Introduction and Environmental Setting

The introduction will include a summary of the environmental review process anticipated for the Ordinance approval process. In addition, lead, responsible, and trustee agencies will be identified and the scope, content, and purpose of the EIR will be described.

This section will also provide a description of the existing environmental conditions in the region. It will also describe the approach to and basis for the EIR cumulative analysis.

### Subtask 9.5: Environmental Impact Analysis

The main body of the EIR will consist of the assessment of potential environmental impacts of the proposed project. For each issue area, the analysis will include an examination and an assessment of the potential for cumulative impacts associated with the proposed ordinance update, together with other anticipated development in the study area. The analysis will have four main subsections: (1) setting; (2) impact analysis; (3) mitigation measures; and (4) level of significance after mitigation.

The setting section will describe the applicable environmental conditions in the study area and will reference recent technical studies for the project site whenever possible.

The impact analysis section will include a statement of the significance thresholds according to the County's Environmental Thresholds and Guidelines Manual, the County Guidelines for Implementation of CEQA and the recently updated CEQA Guidelines Appendix G. These will be used to determine whether an impact would have the potential to exceed a significance threshold.

Impacts of the proposed project when compared to existing conditions in the study area will be identified, as will cumulative impacts resulting from implementation of the ordinance.

Mitigation measures will include County and other agency requirements and measures developed by Rincon staff. Measures will be presented so that they can be directly applied as conditions of approval and will include monitoring requirements. Due to the conceptual nature of the project, mitigation measures will be necessarily programmatic. However, they will be designed in such a way to apply to further CEQA review for the future stages of the project. Conditions where the proposed mitigation measures would not reduce identified impacts to a less than significant level will be clearly identified.

The final section will describe the level of significance after mitigation. This will be a brief statement noting where any significant impacts would remain after mitigation measures are applied. This section will also note whether impacts related to each issue are significant and unmitigable (Class I), significant but mitigable (Class II), less than significant (Class III), or beneficial (Class IV). As appropriate, secondary impacts of mitigation measures will also be discussed.

### **Subtask 9.6: Policy Consistency Analysis**

This analysis will be adapted from the Land Use and Agriculture technical study described in Subtask 8.7, above.

### **Subtask 9.7: Alternatives**

A discussion of project alternatives, as developed through the traffic analysis and conceptual drawings, to meet the requirements of Section 15126.6 of the *CEQA Guidelines*, will be provided in the EIR. Up to four alternatives, including the CEQA-required no project alternative, will be analyzed. Evaluation of alternatives will provide decision-makers and the public adequate information to decide among alternatives. This section will also identify the “environmentally superior alternative.” In compliance with *CEQA Guidelines* Section 15126.6(e)(2), if the No Project Alternative is determined to be environmentally superior, the EIR will identify the environmentally superior alternative among the remaining alternatives.

### **Subtask 9.8: Other CEQA Concerns**

The evaluation of Growth Inducement will be adapted from the Land Use/Agricultural Resources/Growth Inducement Study completed in Subtask 8.6, above.

In addition, the irreversible environmental changes and commitment of resources will be discussed, pursuant to the requirements of *CEQA Guidelines* Section 15126.2 (c) and (d), Section 15127.

### **Subtask 9.9: Persons and Agencies Consulted**

A listing of organizations and persons consulted in the development of the EIR will be provided in compliance with *CEQA Guidelines* Section 15129.

### **Subtask 9.10: References and Preparers**

This section will contain a list of referenced materials and a list of key consulting team and County staff involved in the EIR preparation.

Rincon will submit three hardcopies of the Administrative Draft EIR to the County for review.

### *Task 10 Draft EIR*

Following receipt of County comments on the Administrative Draft EIR, Rincon will meet with County City staff to discuss the comments. Rincon will revise the Draft EIR based on up to two rounds of County comments and will submit the finalized Draft EIR in electronic form to the County for approval. Rincon will produce five hardcopies of the Draft EIR. Rincon will also prepare the Notice of Availability (NOA) and Notice of Completion for the Draft EIR, if requested. It is assumed that the County will be responsible for the distribution of the appropriate documents to the State Clearinghouse, County Clerk, and responsible/concerned agencies, as well as responsible for publishing the NOA in a local newspaper and/or radius mailing.

### *Task 11 Environmental Comment Hearing*

During the public comment period for the Draft EIR, Rincon will lead a hearing to present the project and Draft EIR conclusions, answer questions regarding the accuracy and adequacy of the Draft EIR and accept public comments. Rincon will document all public comments received at the hearing.

### *Task 12 Administrative Final EIR*

Following the end of the public review period, Rincon will meet with the County to discuss the approach for addressing the comments received. Rincon will prepare the administrative Final EIR, including responses to comments and the Mitigation Monitoring and Reporting Program (MMRP) for the project. For cost estimating purposes, we have budgeted 74 hours of professional staff time to complete the administrative Final EIR. Rincon will submit electronic versions of the administrative Final EIR for County review.

### *Task 13 Final EIR*

Rincon will prepare the FEIR based on County comments on the AFEIR. Rincon will publish the FEIR prior to decision-maker hearings on the project. Rincon's Principal-in-Charge and/or Project Manager will attend up to two public hearings. This proposal assumes that this will consist of one hearing before the Planning Commission and one hearing before the Board of Supervisors. Attendance will include oral presentations to the hearing body and graphic presentations, if requested. These hearings can be scheduled and selected at the County's discretion. Attendance at additional hearings can be provided as an optional task at a cost of \$1,500 per hearing.

### *Task 14 Post Hearing Items*

Rincon will make any needed revisions to the EIR and related CEQA documents subsequent to EIR certification to reflect the Board of Supervisor's decision. Five hard copies of the Final EIR will be provided.

### *Task 15 Project Management and Meetings*

Rincon's project manager will participate in monthly conference call meetings to discuss the budget, schedule and progress of the project. Rincon's Principal-in-Charge and/or Project Manager will attend up to three in-person project meetings in addition to the kickoff meeting with County staff, and the monthly conference call meetings noted above, throughout the course of the project. These meetings can be scheduled and selected at the County's discretion. We will attend additional meetings on a time-and-materials basis, in accordance with our schedule of fees. Rincon's Principal-

in-Charge and technical editing team will provide QA/QC of all documents. Rincon's project manager will provide ongoing coordination with the County team throughout the process.



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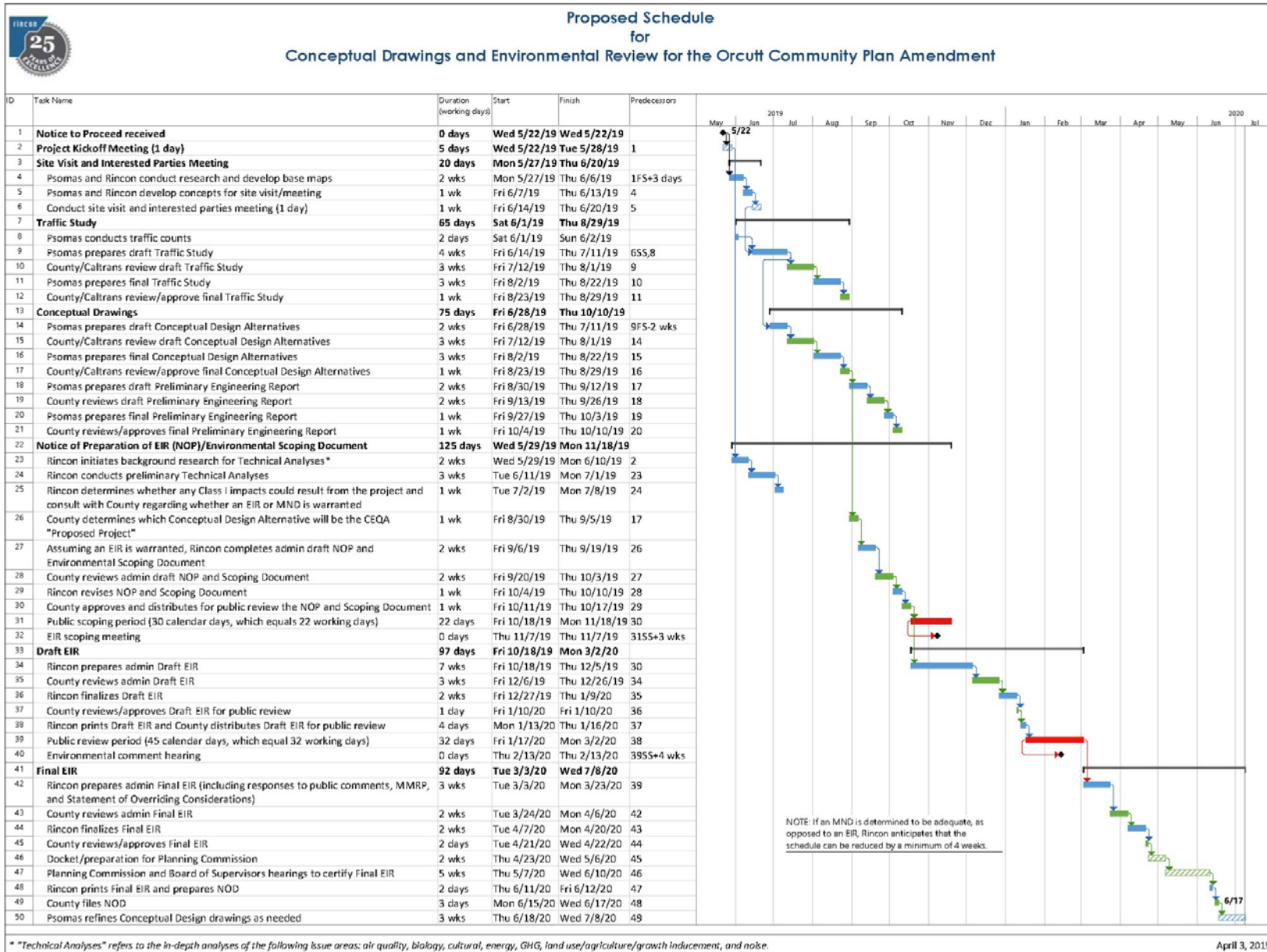
## E. Cost Proposal

Per the RFP, Rincon's Cost Proposal is submitted under a separate cover.

## F. Timeline

Rincon is in accord with the County's aggressive schedule. Please refer to our proposed schedule on the following page, which projects certification of the Final EIR by mid-June 2020. The schedule could be condensed by one month or more if an IS-MND was to be prepared rather than an EIR.

County of Santa Barbara, Planning and Development  
 Conceptual Drawings and Environmental Review for Orcutt Community Plan Amendment



## G. References

Rincon is proud of its reputation as a leader in the environmental consulting industry. We invite you to contact any of the individuals listed below regarding our qualifications, skills, and project management.

Rincon	Psomas
<p><b>Walter Rubalcava, Engineering Manager</b>            Santa Barbara County, Department of Public Works            620 West Foster Road, Santa Maria, California 93455            805-739-8775, wrubalc@co.santa-barbara.ca.us</p>	<p><b>Minerva Rodriguez, Project Manager</b>            Caltrans District 6            1352 West Olive Avenue, Fresno, California 93728            559-243-3518, minerva_rodriguez@dot.ca.gov</p>
<p><b>Jessica Grant, Supervising Transportation Planner</b>            City of Santa Barbara, Department of Public Works            630 Garden Street, Santa Barbara, California 93101            805-564-5470 x4550, jgrant@SantaBarbaraCA.gov</p>	
Both Firms	
<p><b>David Beas, Principal Civil Engineer</b>            City of Santa Maria, Public Works/Engineering            110 E, Cook Street, Santa Maria, California 93454            805-925-0951 x2439, dbeas@cityofsantamaria.org</p>	<p><b>Fred Luna, Principal Transportation Engineer</b>            Santa Barbara County Association of Governments            260 N San Antonio Road, Suite B, Santa Barbara California            93110            805-961-8926, fluna@sbcag.org</p>

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## H. Insurance and Indemnification

Rincon has reviewed the County's *Attachment 12 (Standard Indemnification and Insurance Provisions)* and meets or exceeds the County's minimum coverage requirements.

### Insurance

A sample certificate for both Rincon and PSOMAS can be found in *Appendix B* of this proposal.

Insurance Requirement	Rincon Coverage	Psomas Coverage
Commercial General Liability	\$3 million per occurrence \$4 million aggregate	\$1 million per occurrence \$2 million aggregate
Automobile Liability	\$1 million per accident	\$1 million per accident
Worker's Compensation	\$1 million per accident	\$1 million per accident
Professional Liability	\$3 million per claim \$4 million aggregate	\$2 million per claim \$2 million aggregate

### Indemnification

Rincon has reviewed *Attachment 12: Sample Indemnification and Attachment 13: Terms and Conditions* and find it generally acceptable. However, we would like to have the opportunity to negotiate the indemnification language further and suggest the following language for *Attachment 12*. The suggested changes are intended to better reflect the guidance and limitations contained in the recently passed SB 496 regarding the Consultants duty to defend in professional design services contracts.

*CONTRACTOR agrees to indemnify, defend (with counsel reasonably approved by COUNTY) and hold harmless COUNTY and its officers, officials, employees, agents and volunteers from and against any and all claims, actions, losses, damages, costs, expenses (including but not limited to attorneys' fees), judgments and/or liabilities that arise out of, or pertain to, or relate to the negligence, recklessness, or willful misconduct of the CONTRACTOR and its employees, subcontractors, or agents in the performance of services under this Agreement, but this indemnity does not apply to liability for damages arising from the sole negligence, active negligence, or willful acts of the COUNTY.*

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# Appendix A

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Resumes





## Richard C. Daulton, MURP

### PRINCIPAL

As a Principal in Rincon Consultants' Environmental Sciences and Planning Group and the Operations Manager of Rincon's San Luis Obispo office, Mr. Daulton oversees planning and environmental projects in the California central coast region. He has over 23 years of experience in the planning profession with an emphasis on environmental planning. His planning skills are supported by a strong background in technical environmental and economic analysis. He manages a range of CEQA and NEPA documentation projects, and has successfully combined environmental analysis and planning techniques to guide agencies through complex studies and controversial programs, entitlement, and planning projects.

### EDUCATION

M.A., Urban and Regional Planning, University of California, Irvine

B.S., Economics, University of California, San Diego

### AFFILIATIONS

38-Hour U.S. Army Corps of Engineers Wetland Delineation and Management Training Program

Architecture Foundation Award, University of California, Irvine Social Ecology Associates, 1997

Association of Environmental Professionals

### SELECT PROJECT EXPERIENCE

**City of Santa Maria, Union Valley Parkway Extension/Interchange EIR/EA, CA.** Mr. Daulton was the Project Manager for a comprehensive EIR/EA for the extension of a major arterial roadway and implementation of an interchange at Highway 101, in the City of Santa Maria and County of Santa Barbara. The project included federal funding through the Federal Highway Administration (FHWA) and as administered through Caltrans. Accordingly, Rincon prepared a joint EIR/EA as the CEQA and NEPA environmental clearance document. The project required substantial multi-agency coordination with the City of Santa Maria, County of Santa Barbara, Santa Barbara County Association of Governments, Caltrans, and FHWA. Rincon also prepared Species Act permitting support that led to issuance of a Biological Opinion by the US Fish and Wildlife Service for the project.

**Clark Avenue at Highway 101 Northbound Interchange, Santa Maria, CA.** Mr. Daulton oversaw preparation of environmental studies in support of a PSR conducted by the County of Santa Barbara for improvements to the freeway interchange northbound ramps at US Highway 101 and Clark Avenue in Orcutt, California. The project proposed to construct a new configuration of the Highway 101 northbound on- and off-ramps and signalize the intersection with Clark Avenue. Rincon prepared a Preliminary Environmental Analysis Report (PEAR) to support a PSR for the project. Key issues evaluated in the PEAR include biological resources, cultural resources, air quality, and noise.

**Santa Barbara County, State Route 1/Black Road Intersection Improvements, Santa Barbara County, CA.** Rincon was contracted to help satisfy Caltrans' recommendation for completion of an IS-MND, biological permitting and Technical Studies for the SR 166/Black Road Project. Mr. Daulton oversaw preparation of the IS-MND and the following technical studies: Cultural Resources Study, Paleontological Resources Assessment, Initial Site Assessment (ISA), Farmland Conversion Assessment, Natural Environment Study (NES), Biological Assessment (BA), and Air Quality, Greenhouse Gas Emissions, Noise, and Water Quality Technical Memoranda. Rincon staff are also preparing a Pre-construction Notification (PCN) package for the USACE pursuant to Section 404 of the federal Clean Water Act, a Water Quality Certification (WQC) application package to the Central Coast RWQCB to meet compliance with Section 401 of the federal Clean Water Act, and a Streambed Alteration Agreement (SAA) notification package for the CDFW pursuant to Section 1600 et seq. of the California Fish and Wildlife Code utilizing the information in the prepared technical reports.



## SELECT PROJECT EXPERIENCE, CONT'D

**City of Santa Barbara, Hollister Avenue – State Street Improvements Environmental Services and EIR/EA Project, Santa Barbara, CA.** Mr. Daulton is currently serving as Principal-in-Charge for the preparation of technical studies and an EIR/EA for the Hollister Avenue - State Street Improvement Project. The project involves roadway and intersection improvements for a 1.25-mile segment of the Hollister Avenue - State Street corridor. The project proposes two alternatives that widen Hollister Avenue-State Street to four-lane arterial standards and/or two-lane arterial standards. Staff have prepared a number of technical studies for the project including a Visual Impact Assessment, Initial Site Assessment, Noise Study, Air Quality/GHG/Water Quality Technical Memorandum, and a Natural Environment Study. These studies will satisfy NEPA requirements and are being analyzed in the CEQA document.

**Cabrillo Blvd Rail Bridge Replacement, Santa Barbara, CA.** Mr. Daulton is responsible for the overall oversight of the project and quality assurance/quality control of the Cabrillo Rail Bridge Project involving pedestrian and bicycle Improvements on Cabrillo Boulevard, between US-101 and the intersection of Cabrillo Boulevard and Los Patos Way. The project includes the replacement of the UP Railroad Overhead bridge over Cabrillo Boulevard and retirement of the existing UP Overhead Bridge along with construction of a round-a-bout at Cabrillo Boulevard and Los Patos Way. Rincon is providing environmental (CEQA/NEPA) and Caltrans coordination assistance on this project, including Section 106 compliance.

## PROJECT EXPERIENCE

### SANTA BARBARA COUNTY CEQA EXPERIENCE

- Orcutt Key Site 3 SEIR, County of Santa Barbara
- Skytt Mesa Residential Subdivision EIR, City of Solvang
- Flying Flags Residential Project EIR, City of Buellton
- Santa Maria Los Flores Landfill Project EIR, City of Santa Maria
- Santa Maria Landfill Expansion Project EIR, City of Santa Maria
- Santa Maria Wastewater Treatment Plant EIR, City of Santa Maria
- Seabreeze Estates Residential Subdivision EIR, City of Lompoc
- Santa Ynez River Bank Stabilization Project IS-MND, City of Lompoc

### PROGRAMMATIC TRANSPORTATION AND URBAN PLANNING ANALYSIS AND DOCUMENTATION

- Santa Ynez Valley Community Plan EIR, County of Santa Barbara
- Housing Element Rezone Program EIR, County of Santa Barbara
- General Plan Update and EIR, City of Lompoc
- Morro Bay General Plan/Local Coastal Plan Update, Michael Baker
- General Plan Update and EIR, City of Buellton
- General Plan Update and EIR, City of Paso Robles
- Land Demand Market Analysis, City of Paso Robles
- Regional Transportation Plan/Sustainable Communities Strategy EIRs, Santa Barbara County Association of Governments, Stanislaus Council of Governments, Tulare Council of Governments, Association of Monterey Bay Area Governments, Kings County Association of Governments
- Regional Transportation Plan EIRs, San Luis Obispo Council of Governments, Santa Cruz County Regional Transportation Commission, Council of San Benito County Governments, Santa Barbara County Association of Governments, Kings County Association of Governments, Placer County Transportation Planning Agency, Humboldt County Association of Governments
- Area 9 Specific Plan EIR, City of Santa Maria
- Los Flores Ranch Open Space Management Plan, City of Santa Maria





## EDUCATION

B.S., Biology with an emphasis in Ecology, San Diego State University

Graduate Certificate, National Environmental Policy Act, Utah State University

# Melissa J. Whittemore

## SENIOR PROJECT MANAGER

Melissa Whittemore has more than 17 years of experience in the environmental planning field. To date, she has worked on over 100 projects throughout California. Her responsibilities include managing and preparing environmental compliance documents and associated technical studies in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Her clients include federal, state, regional, and local government agencies; water districts; and private companies. Ms. Whittemore specializes in infrastructure projects, including transportation projects (e.g., roadways, highways/freeways, railway tracks and yards, freeways, ports of entry, bikeways, trails). Her projects have required a variety of discretionary approvals, including general plan amendments, rezoning, specific plans, and conditional use permits. Ms. Whittemore also excels at conducting quality assurance/quality control (QA/QC) reviews.

## SELECT PROJECT EXPERIENCE

**Caltrans, High Desert Corridor EIR/EIS, Los Angeles and San Bernardino Counties, CA.** Ms. Whittemore was responsible for the preparation of the Final EIR/EIS and Habitat Mitigation and Monitoring Program (HMMP) for a 63-mile-long transportation facility, including a freeway and a California High-Speed Rail component, that would connect SR-14 in Los Angeles County to I-15 in San Bernardino County. She assisted with major revisions to the biological resources section of the Final EIR/EIS based on comments from Caltrans staff and updates to the Natural Environment Study. She also prepared an HMMP, which included the implementation of all avoidance and mitigation measures for biological resources impacts.

**City of Poway and Caltrans, Espola Road EIR, Poway, CA.** Ms. Whittemore was responsible for the management and preparation of an EIR for this two-mile-long road widening project in the City of Poway in San Diego County. Project involved widening a two-lane roadway segment to the three-lane roadway (one lane in each direction, plus a center left-turn lane). Key environmental issues included biological resources, noise, and visual resources. Prepared the Natural Environment Study for Caltrans for the project.

**Caltrans and City of San Diego, Interstate 5/Genesee Avenue Interchange IS/EA, San Diego, CA.** Ms. Whittemore was responsible for the management and preparation of an IS/EA for reconstruction of the I-5/Genesee Avenue interchange to accommodate widening of Genesee Avenue, meet vertical clearance requirements for the overcrossing, and accommodate the ultimate I-5 freeway condition. Key environmental issues included biological resources, noise, visual resources, and paleontological resources.

**Caltrans, Interstate 805 Managed Lanes South EIR/EA, San Diego County, CA.** Ms. Whittemore was responsible for the preparation of an EIR/EA for multi-modal improvements along an approximately 11-mile-long segment of I-805 in the cities of Chula Vista, National City, and San Diego, and portions of the unincorporated County of San Diego. The project included construction of managed and HOV/transit lanes, in-line transit stations, park-and-ride lots, a direct access ramp, ramp realignments, and other related freeway improvements.



## SELECT PROJECT EXPERIENCE, CONT'D

**City of Oceanside, Melrose Drive Extension EIR, Oceanside, CA.** Ms. Whittemore was responsible for the preparation of an EIR addressing construction of an approximately 3,000-foot-long segment connecting the two existing termini of Melrose Drive, as well as improvements to adjacent roadway segments in the City of Oceanside and unincorporated County of San Diego. Key issues included encroachment into Guajome County Park and removal of existing residences.

**Caltrans and SANDAG, Mira Mesa/Scripps Ranch Direct Access Ramp EIR/EA, San Diego, CA.** Ms. Whittemore was responsible for the preparation of an EIR/EA for a direct access ramp to connect the I-15 Managed Lanes facility with the local street system in the northern portion of the City of San Diego. The direct access ramp would provide access to and from the I-15 Managed Lanes for high-occupancy vehicles, buses, and Fastrak users. Key issues included traffic, noise, socioeconomics, air quality, and aesthetics.

**City of San Diego, University Avenue Mobility Plan EIR, San Diego, CA.** Ms. Whittemore was responsible for the preparation of an EIR for multi-modal improvements along University Avenue, between Florida Street and Boundary Street, within the community of North Park in the City of San Diego. Project included improvements related to roadways, transit, pedestrian access, parking, and utilities along an approximately 1.25-mile-long segment of University Avenue. Major project features consisted of transit-only lanes, raised medians, curb extensions, enhanced pedestrian crosswalks, and consolidation of transit stops.

**City of San Diego, Interstate 5/Sorrento Valley Road Interchange Improvements Project Technical Studies, San Diego, CA.** Ms. Whittemore was responsible for the management and preparation of biological and cultural resources reports for improvements to the existing I-5/Sorrento Valley Road interchange configuration, including removal of the at-grade railway crossing by elevating the railway track, general improvements to the existing traffic operations through changes to roadway geometrics, lane configurations and intersection signalization, and relocation of the existing Coaster Station in the City of San Diego.

**Caltrans, State Route 11 and Otay Mesa East Port of Entry Program EIR/Phase I EIS, San Diego, CA.** Ms. Whittemore was responsible for the preparation of a Program EIR/Phase I EIS for connection the SR-905/SR-125 interchange with the future Otay Mesa East Port of Entry via SR-11. The Program EIR/Phase I EIS addressed two alternative corridors and Port of Entry locations.

**City of San Diego, Camino Ruiz South/Camino Del Sur EIR, San Diego, CA.** Ms. Whittemore was responsible for the preparation of an EIR evaluating a 0.5-mile extension of a four-lane major roadway within Torrey Highlands/Rancho Peñasquitos in the City of San Diego.

**City of San Diego and Caltrans, State Route 905 EIS/EIR, San Diego, CA.** Ms. Whittemore was responsible for the preparation of the EIS/EIR, Biological Technical Study, Jurisdictional Delineation Report, and Socioeconomic Impact Study for a 6.2-mile-long freeway in the Otay Mesa community in the City of San Diego.

## PROJECT EXPERIENCE

### PROJECTS REQUIRING GENERAL/COMMUNITY PLAN AMENDMENTS

- County of San Diego – Property Specific Requests General Plan Amendment and Rezone Subsequent EIR
- County of San Diego – Montecito Ranch Specific Plan EIR
- County of San Diego – Campus Park Specific Plan EIR
- County of San Diego – Harmony Grove Village EIR
- County of San Diego – Lilac Ranch EIR
- County of San Diego – Valiano EIR
- County of San Diego – Sugarbush EIR
- County of San Diego – Crestlake Estates EIR
- City of Hesperia – Tapestry Specific Plan EIR





## EDUCATION

MESM, Conservation Planning;  
Bren School of Environmental  
Science & Management, Univ.  
of California Santa Barbara  
B.A., Psychology; Brandeis  
University

# Chris Bersbach, MESM

## TECHNICAL SERVICES PROGRAM MANAGER

As a manager for Rincon's Technical Services program and an environmental planner for Rincon's Environmental Sciences and Planning group, Chris Bersbach is responsible for managing and preparing CEQA and NEPA documentation and technical air quality, greenhouse gas emissions, and noise impact analyses. His 14 years of experience includes a wide range of technical environmental and planning studies involving land and infrastructure development, urban redevelopment, solar power facilities, oil extraction and refining facilities, landfills, general plans and specific plans, climate action plans, and other long-range planning documents. Mr. Bersbach is experienced with a variety of air pollutant and GHG emissions models, which include the CalEEMod land use emissions forecast tool, the most recent version of the California Air Resources Board's Mobile Source Emissions Inventory (EMFAC2011), CALINE4, HARP, AERMOD, ICLEI's Clean Air Climate Protection (CACPP) software, the Local Government Operations Protocol, and the Climate Registry General Reporting Protocol. He uses the Federal Highway Administration's Traffic Noise Model, as well as noise protocols in use by a variety of agencies, including the Environmental Protection Agency, the Federal Transit Administration, and the Department of Housing and Urban Development.

## SELECT PROJECT EXPERIENCE

### **City of Santa Maria, Union Valley Parkway/Bradley Road Noise Study, Santa Maria, CA**

Mr. Bersbach was responsible for modeling present and future traffic noise levels for the Union Valley Parkway roadway extension project using the FHWA TNM® (Version 2.5), as well as noise monitoring, developing recommended noise mitigation, and preparation of final report.

### **County of Santa Barbara, Hollister Avenue – State Street Improvements Environmental Services and EIR/EA Project, Santa Barbara, CA**

Mr. Bersbach is currently serving as Project Manager for the preparation of technical studies and an EIR/EA for the Hollister Avenue - State Street Improvement Project. The project involves roadway and intersection improvements for a 1.25-mile segment of the Hollister Avenue - State Street corridor. Improvements include addition of bicycle, pedestrian, and transit facilities to improve traffic circulation and vehicular and pedestrian safety within the surrounding community. The project proposes two alternatives that widen Hollister Avenue-State Street to four-lane arterial standards and/or two-lane arterial standards. Staff are preparing several technical studies for the project including a Visual Impact Assessment, Initial Site Assessment, Noise Study, Air Quality/GHG/Water Quality Technical Memorandum, and a Natural Environment Study. These studies will satisfy NEPA requirements and are being analyzed in the CEQA document. Mr. Bersbach coordinated with District 5 staff, provided direct technical oversight for issue-specific analyses (noise, air quality, visual resources), and provided QA/QC for this project.

### **Santa Barbara County Association of Governments, Fast Forward 2040 Santa Barbara County Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS) Supplemental EIR, Santa Barbara, CA**

The RTP identifies the regional transportation network and priority transportation



## SELECT PROJECT EXPERIENCE, CONT'D

projects, including all transportation modes with a focus on mobility opportunities. The Supplemental EIR programmatically analyzes project impacts on the physical environment focusing on those new projects and changes from the 2014 RTP. Mr. Bersbach managed the Air Quality, Noise, and Greenhouse Gas Emissions sections of the EIR.

### **Omni-Means, State Route 99/Fulkerth Road Interchange PEAR, MND, and Categorical Exclusion, Turlock, CA**

Technical Analyst. Rincon prepared environmental compliance documentation for an interchange improvement project in Turlock, California. Rincon's involvement included preparing a preliminary environmental analysis report (PEAR) and follow-up CEQA and NEPA compliance documents. To support the mitigated negative declaration and categorical exclusion, Rincon assisted with special studies identified as necessary in the PEAR, including an air quality conformity analysis, a Natural Environment Study, a jurisdictional delineation, a farmland impact assessment, Archaeological Survey Report and Historical Properties Survey Report. Mr. Bersbach prepared the Environmental (Air, Noise Water) Scoping Memorandum for the Interagency Review Process for this project.

## PROJECT EXPERIENCE

### SANTA BARBARA CEQA EXPERIENCE

- Rancho La Laguna EIR, County of Santa Barbara
- Orcutt Key Site 3 Environmental Impact Report, County of Santa Barbara
- Orcutt Key Site 30 SEIR, County of Santa Barbara
- Meritage Senior Living Project SEIR, City of Buellton
- Santa Ynez Valley Community Plan EIR, County of Santa Barbara
- Heritage Ridge Residential Project, City of Goleta
- San Joaquin Apartments and Precinct Improvements Project EIR, University of California Santa Barbara
- Albertsons Expansion Project EIR, City of Carpinteria
- Betteravia Plaza Project EIR, City of Santa Maria
- Union Valley Parkway Extension/Interchange Project EIR/EA, City of Santa Maria
- Atlas Copco Mafi-Trench Project SEIR, City of Santa Maria
- Los Flores Integrated Waste Management Facility EIR, City of Santa Maria
- Area 9 Specific Plan EIR, City of Santa Maria

### SANTA BARBARA COUNTY TECHNICAL STUDIES

- Los Flores Knoll Communications Project Environmental Studies, City of Santa Maria
- Shoreline Drive Three-Lot Subdivision Project Noise Study, ON Design Architects, Santa Barbara County
- Hayward Lumber Truss Assembly Plant Project Noise Assessment, Urban Planning Concepts, City of Santa Maria
- San Joaquin Apartments and Precinct Improvement Project Construction Noise Mitigation Report, University of California Santa Barbara
- Crossroads Center Drive-Through Noise and Air Quality Studies, City of Buellton
- Cortona Apartments Residential Project Health Risk Assessment, City of Goleta
- Western Sky Amphitheater Sound Level Assessment, Urban Planning Concepts, County of Santa Barbara
- U.S. Highway 101/Union Valley Parkway Interchange Sound Level Metering Study, PSOMAS, County of Santa Barbara
- Live Oak Lanes Bowling Alley Air Quality, Greenhouse Gas, and Noise Studies, City of Buellton
- SR-166/SR-1 Air Quality, Greenhouse Gas, and Noise Studies, PSOMAS, County of Santa Barbara
- SR-166/Black Road Air Quality, Greenhouse Gas, and Noise Studies, PSOMAS, County of Santa Barbara





## Colby J. Boggs

### PRINCIPAL/SENIOR ECOLOGIST

Colby J. Boggs is a Senior Ecologist with Rincon Consultants. He has professional experience as a botanist, ecologist, wetlands specialist, and biological sciences educator and researcher. His duties at Rincon include biological field surveys for special status species, habitat and plant community mapping, wetlands assessments, biological resources analyses, construction and mitigation monitoring, conservation planning, regulatory compliance, and the preparation of biological reports, environmental documents and permit applications in support of CEQA, NEPA, Porter-Cologne Water Quality Control Act, Fish and Game Code 1600 et seq., Clean Water Act, and state and federal Endangered Species Acts.

### EDUCATION

M.S., Botany, California State University, Chico, 2001

B.S., Ecology and Evolution, University of California, Santa Barbara, 1996

### CERTIFICATIONS

CDFW Rare, Threatened, and Endangered Plant Voucher Collecting Permit No. 2081(a)-10-52-V

Certified Ecologist – Ecological Society of America, 2007

California Rapid Assessment Method

### SELECT PROJECT EXPERIENCE

**Union Valley Parkway Extension Project EIR/EA, Santa Maria, CA.** As the biological project manager, Mr. Boggs provided environmental compliance services in the form of clearance surveys for sensitive species including the California tiger salamander, California red-legged frog, western spadefoot, legless lizard, and American badger. This project required close coordination with Caltrans, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service and contractor's staff, including compliance reports pursuant to the U.S. Fish and Wildlife Service Biological Opinion issued for the project.

**County of Santa Barbara, Hollister Avenue – State Street Improvements Environmental Services and EIR/EA Project, Santa Barbara, CA.** Mr. Boggs is currently providing oversight for the preparation of biological technical studies required for the Hollister Avenue - State Street Improvement Project Environmental Impact Report/Environmental Assessment (EIR/EA). The project involves roadway and intersection improvements for a 1.25-mile segment of the Hollister Avenue - State Street corridor. Mr. Boggs oversaw preparation of the required Caltrans Natural Environment Study. The studies will satisfy NEPA requirements and is also being analyzed in the CEQA document.

**State Route 166 Projects, Santa Barbara County, CA.** Mr. Boggs serves as the Task Leader for biological studies and regulatory permitting under Rincon's contract with Psomas for SBCAG's State Route 166/Black Road and State Route 166/State Route 1 intersection improvements projects, both with Caltrans oversight. Caltrans-specific technical reports include but are not limited to NESs and BAs.

**Cabrillo Blvd Rail Bridge Replacement Project, Santa Barbara, CA.** The Cabrillo Rail Bridge Project involves pedestrian and bicycle Improvements on Cabrillo Boulevard, between US-101 and the intersection of Cabrillo Boulevard and Los Patos Way. The project will include the replacement of the UP Railroad Overhead bridge over Cabrillo Boulevard and retirement of the existing UP Overhead Bridge along with construction of a round-a-bout at Cabrillo Boulevard and Los Patos Way. The bicycle improvements will consist of a new Class 1 bike path under the new UP Overhead Bridge, connecting the existing bike path to the Beachway bike path. Rincon is providing environmental (CEQA/NEPA) and Caltrans coordination assistance on this project, including Section 106 compliance.



## SELECT PROJECT EXPERIENCE, CONT'D

**Ortega Bridge Replacement Project, Santa Barbara County, CA.** The Ortega Bridge Replacement project involves demolition and construction of the structurally unsound Ortega Bridge, located above Mission Creek in Santa Barbara, California. The project is a Caltrans Local Assistance Project funded in part by the Federal Highways Administration. Rincon's main tasks for the project included agency coordination, preparation and submittal of Final Mitigation Work Plan per agency requirements (to include construction components such as placement of boulder clusters, creation of ledgers, and rocky side baffles), and environmental regulatory compliance oversight before, during, and post-construction (MMRP completion). Mr. Boggs helped complete a California Rapid Assessment Method (CRAM) for wetlands for a habitat restoration site in Mission Creek, below the Ortega Bridge. The CRAM method was used to assess wetland condition based on a number of attributes, including buffer and landscape context, hydrology, physical structure, and biological structure.

**Purisima Road Safety Improvements Project, Santa Barbara County, CA.** Mr. Boggs served as the Principal-in-Charge of Rincon's Contractor Supplied Biologist contract with Granite Construction, Inc. He managed and provided overall QA-QC for regulatory compliance tasks associated with Caltrans' environmental commitments that included project-specific avoidance and minimization measures agreed upon between USWFS and Caltrans as part of informal Section 7 ESA consultation for CA tiger salamander.

**HDR/Caltrans District 6 and 10 On-Call Contract, Fresno, Kern, Kings and Stockton Counties, CA.** Mr. Boggs serves as the Principal-in-Charge of Rincon's team as part of the HDR Engineering team under contract with Caltrans to perform professional and technical services required for Environmental Generalist Services, on an "as-needed" basis to support Caltrans District 6 and District 10 in the development and construction of proposed transportation facilities. Project task orders will be spread throughout the counties of Amador, Alpine, Calaveras, San Joaquin, Stanislaus, Tuolumne, Mariposa, Merced, Madera, Fresno, Kings, Tulare and Kern. Rincon is specifically tasked with providing biological studies and regulatory permitting for individual task orders. Biological Studies/Biological Technical Studies under this contract include assessment, survey, and monitoring of existing sensitive, candidate, threatened, and endangered species as needed prior to, during, and after construction phases.

**California High Speed Rail Authority (CHSRA) Bakersfield to Palmdale Corridor Environmental/ Engineering Work, Bakersfield to Palmdale, CA.** Rincon is providing environmental technical studies in support of preparation of the CEQA documentation for the California High Speed Train project's Bakersfield to Palmdale Corridor. Key issue areas that Rincon staff are analyzing include biological resources, botanical resources, greenhouse gases, and hazardous materials. Rincon also assisted with regulatory permitting for this section of the High Speed Train project. Mr. Boggs conducted botanical surveys and jurisdictional delineation, developed (and is developing) regulatory permitting strategies, coordinated with CHSRA staff, and provides QA/QC for this project.

## PROJECT EXPERIENCE

- Goleta Slough Mouth Management Project, City of Santa Barbara
- Lower Mission Creek Flood Control Project, County of Santa Barbara
- Open Space Management Plan, Biological Studies, Regulatory Permitting, and Wetland Mitigation and Monitoring Plan (including CRAM) for the Los Flores Integrated Solid Waste Facility, City of Santa Maria
- Union Valley Parkway CEQA Findings and MMRP, County of Santa Barbara
- Union Valley Parkway Barrier Wall IS-MND, County of Santa Barbara
- Union Valley Parkway Construction Monitoring, City of Santa Maria
- U.S. 101/Clark Avenue Interchange Improvements PEAR, County of Santa Barbara
- Coast Village Road/North Jameson/Olive Mill Road/US-101 Intersection Project, City of Santa Barbara
- San Ysidro Road/North Jameson/US-101 Intersection Project, County of Santa Barbara







## EDUCATION

MESM, Economics & Politics of the Environment, Climate & Energy, Bren School of Environmental Science & Management, University of California – Santa Barbara (2011)

BA, Economics/Mathematics, University of California – Santa Barbara, (2000)

# Bronwyn Green, MESM

## SENIOR ENVIRONMENTAL PLANNER & ECONOMIC ANALYST

Bronwyn Green is a Senior Environmental Planner with 14 years professional experience in environmental planning and economic research. She works with a diverse range of clients, including local, State, and Federal government agencies, as well as private companies and non-profit organizations. Her work includes environmental analysis and review, particularly California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance documentation.

Ms. Green's combination of analytical and interpersonal skills allows her to reach across groups and individuals to build relationships and complete complex objectives. She has the ability to comprehend and synthesize complex quantitative and qualitative information, and translate it to meaningful data for public consumption.

Ms. Green has extensive experience performing environmental assessments to determine documentation needs and litigation liability; drafting and reviewing comprehensive environmental documents for individual projects and ongoing programs; and analyzing environmental, economic, and regulatory settings as well as potential impacts of projects and programs.

## ADDITIONAL PROJECT EXPERIENCE

### COMMUNITY IMPACT AND GROWTH ANALYSIS STUDIES

- California High Speed Rail (HSR) Project, Bakersfield F Street Station Alignment (BFSSA) Alternative EIR/EIS – Regional Growth Analysis and Community Impact Assessment, Kern County
- California High Speed Rail (HSR) Project, Bakersfield to Palmdale Project Section EIR/EIS - Regional Growth Analysis, Kern and Los Angeles Counties
- Cabrillo Blvd Rail Bridge Replacement - Community Impact Assessment Memo and Checklist, Santa Barbara County
- Program EIR for the City of Santa Monica Downtown Specific Plan – Population and Housing Analysis, Los Angeles County

### PROGRAM-LEVEL CEQA AND NEPA DOCUMENTATION

- Southern California Gas Company San Joaquin Valley Habitat Conservation Plan (HCP) Environmental Assessment (EA), U.S. Fish & Wildlife Service Sacramento Office, Central Valley, CA
- Los Osos HCP EIR and EA, U.S. Fish and Wildlife Service Ventura Office and County of San Luis Obispo, Los Osos, CA
- 20-Year Extension of the 2005 Mendota Pool 10-Year Exchange Agreements Environmental Impact Statement/ Environmental Impact Report (EIS/EIR), Mendota Pool Group, Fresno, CA
- Claremont Graduate University Master Plan EIR, City of Claremont, Claremont, CA

### PROJECT-LEVEL CEQA AND NEPA DOCUMENTATION

- California High-Speed Rail Project, Merced to Fresno Section Construction Package 1 Intrusion Protection Barrier Variation, California High-Speed Rail Authority, Sacramento, CA



## PROJECT EXPERIENCE, CONT'D

- Entrada South Development Project EA, U.S. Army Corps of Engineers, Los Angeles County, CA
- Ashley Construction Vesting Tentative Map (VTM) 63567 EIR, City of Hidden Hills, Hidden Hills, CA
- PRC 421 Surf Zone Oil Lease Reactivation EIR, California State Lands Commission, Goleta, CA
- South Ellwood Field Project EIR, California State Lands Commission, Goleta, CA
- Broad Beach Restoration Project Analysis of Impacts to Public Trust Resources and Values, California State Lands Commission, Malibu, CA
- Goleta Beach County Park Managed Beach Retreat Project 2.0 EIR, County of Santa Barbara, Goleta, CA

## DETAILED PROJECT EXPERIENCE

### **Apple Valley Ranchos Water System Acquisition Project Environmental Impact Report (EIR), Town of Apple Valley, CA**

Ms. Green managed production of this EIR, which evaluates potential impacts from the City's acquisition and subsequent operation of the Apple Valley Ranchos Water System, including treatment facilities and the distribution system. Due to the high level of controversy associated with this project, Ms. Green coordinated closely with the City and their legal team throughout the CEQA process, while assisting with the public outreach process and completing a robust and legally defensible analysis of the Project.

### **Downtown Community Plan EIR, City of Santa Monica, CA**

Ms. Green provided analysis of environmental and economic issues in support of this program EIR, including technical analysis of population growth and potential impacts to water supply and related infrastructure systems. Impact areas assessed by Ms. Green include Utilities, Hydrology, Population and Housing, and Public Services. In support of this analysis, Ms. Green developed population projections based on maximum allowable development and area demographics. These figures were used to assess associated strain on public services, water supply, and utilities. She also evaluated the City's water supply, projected increased demand, and proposed conservation plans to evaluate the City's water needs and potential impacts to their goal to become water independent.

### **Peery Park Specific Plan EIR, City of Sunnyvale, CA**

Ms. Green provided technical analysis of potential impacts to utility systems in support of this program EIR. This EIR addresses redevelopment of a 407-acre light industrial area in the Silicon Valley from primarily one- and two-story structures and surface parking into a 21st century workplace with multi-story buildings clustered around activity nodes. Ms. Green's analysis included review of the existing sewer system and water supply system, and potential upgrade needs under the plan.

## PRESENTATIONS

- “Environmental Justice for All! Addressing Community Impacts through Quantitative and Qualitative Analysis, Effective Outreach, and Creative Solutions.” American Planning Association State conference, San Diego, CA. 2018
- “Drought and CEQA: Adaptive Management of Agricultural Water Resources during California Drought Conditions.” Association of Environmental Professionals State conference, Santa Barbara, CA. 2015
- “Coastal Impacts Planning for Southern California: Science, Policy, and Adaptive Management.” Association of Environmental Professionals State conference, Santa Barbara, CA. 2015
- “Market Solutions for Conjunctive Management of Surface and Ground Water – A Case Study of the East Snake River Plain.” Groundwater Resources Association's 28th Biennial Groundwater Conference, Sacramento, CA. 2011





## Mattie Magers

### ASSOCIATE ENVIRONMENTAL PLANNER

Mattie Magers is an Associate Environmental Planner within Rincon's Environmental and Land Use Planning Group in the San Luis Obispo office with over four years of experience. Mrs. Magers is responsible for preparing and assisting with CEQA and NEPA documentation and technical impact analyses for a variety of projects. Her experience includes but is not limited to CEQA and NEPA compliance for development projects throughout Santa Barbara and San Luis Obispo Counties, visual impact assessment, noise monitoring and analysis, and air quality and greenhouse gas emissions modeling and analysis.

### SELECT PROJECT EXPERIENCE

#### **Clark Avenue at Highway 101 Northbound Interchange Improvements Project, Santa Barbara County, CA**

Ms. Cardenaz was responsible for the preparation of Visual Impact Assessment, Air Quality and Noise Memorandum, and Water Quality Memorandum. Rincon prepared environmental studies in support of a PSR conducted by the County of Santa Barbara for improvements to the freeway interchange northbound ramps at US Highway 101 and Clark Avenue in Orcutt, California (Caltrans District 5). The project proposed to construct a new wide diamond configuration of the Highway 101 northbound on- and off-ramps and signalize the intersection with Clark Avenue. Rincon prepared a Preliminary Environmental Analysis Report (PEAR) to support a PSR for the project. Key issues evaluated in the PEAR include biological resources, cultural resources, air quality, and noise.

#### **Cabrillo Blvd Pedestrian and Bicycle Improvements and Replacement of Union Pacific Railroad Bridge, Santa Barbara, CA**

Ms. Cardenaz is preparing the Air Quality and Greenhouse Gas Technical Memorandum. Rincon is providing cultural resources services in support of a Caltrans District 5 local assistance project that involves replacement of a railroad bridge and the construction of roadway improvements for bicyclists and pedestrians on Cabrillo Boulevard in the City and County of Santa Barbara. Methods have included archival research, outreach to local historic groups and governments and an intensive-level field survey, which has resulted in the update of resource records for various properties, and the recordation and evaluation of a wastewater treatment plant. The results were subsequently summarized in a HRER and HPSR.

#### **U.S. 101 Corridor/Prado Road Interchange PEAR, San Luis Obispo, CA**

Rincon Consultants was recently selected by the City of San Luis Obispo as part of a team led by Omni-Means to prepare a Preliminary Environmental Analysis Report (PEAR), in compliance with the Caltrans Standard Environmental Reference (SER), to support a Project Study Report (PSR) for the City of San Luis Obispo's U.S. 101 Corridor Project, including interchange improvements to U.S. 101/Prado Road. The purpose of the PEAR will be to identify those aspects of the preliminary designs of the project that may have a potential significant effect on the environment based on information known to date. The PEAR will identify the type of future studies and evaluations which must be performed and the required environmental document that would be required to meet all California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. Ms. Cardenaz provided draft revisions and edits for the PEAR.

### EDUCATION

B.S., Environmental Management and Protection, concentration: Ecology and Habitat Management, California Polytechnic State University, San Luis Obispo (2013)

### AFFILIATIONS

Member, American Planning Association



## SELECT PROJECT EXPERIENCE, CONT'D

**Hollister Avenue-State Street Improvements Environmental Services and EIR/EA Project, Santa Barbara County, CA**  
Ms. Cardenaz is responsible for preparing several Draft Environmental Impact Report/Environmental Assessment (EIR/EA) sections, including Noise, for the Hollister Avenue - State Street Improvement Project (Caltrans District 5). The project involves roadway and intersection improvements for a 1.25-mile segment of the Hollister Avenue - State Street corridor. Improvements include addition of bicycle, pedestrian, and transit facilities to improve traffic circulation and vehicular and pedestrian safety within the surrounding community. The project proposes two alternatives that widen Hollister Avenue-State Street to four-lane arterial standards and/or two-lane arterial standards. Staff are preparing several technical studies for the project including a Visual Impact Assessment, Initial Site Assessment, Noise Study, Air Quality/GHG/Water Quality Technical Memorandum, and a Natural Environment Study. These studies will satisfy NEPA requirements and are being analyzed in the CEQA document.

## PROJECT EXPERIENCE

### CEQA AND NEPA COMPLIANCE

- San Luis Ranch Project (EIR), City of San Luis Obispo
- Jack Ranch Project (IS, NOP), County of San Luis Obispo
- Santa Maria Senior Apartments Project (EA), City of Santa Maria
- Betteravia Plaza Project (EIR), City of Santa Maria
- Enos Ranchos Specific Plan (Supplemental EIR), City of Santa Maria
- Heritage Ridge Residential Project (EIR), City of Goleta
- Rancho La Laguna Project (EIR), County of Santa Barbara
- Cuesta College North County Campus Center Project/ Cuesta College SLO Campus Instructional Building Project (IS-MND), San Luis Obispo County Community College District
- Sidewalk Infill Project (CE), City of Watsonville
- Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan (FEIR Addendum), City of Watsonville
- Terraces at Temple City (IS-MND), Temple City
- General Plan and Local Coastal Program Update EIR City of Morro Bay
- Gateway Project EIR City of Paso Robles
- Hyatt Place Project EIR and Hyatt Place Project IS-MND City of Paso Robles
- City of Santa Maria - Rivergate Roemer Specific Plan Supplemental EIR
- Neighborhoods of Willow Creek and Hidden Canyon (Key Site 21) Project Subsequent EIR
- General Plan/Zoning Ordinance Update IS and EIR Addendum City of Lompoc
- General Plan Housing Element Update IS-ND County of Monterey

### TECHNICAL STUDIES

- Swansea Park Senior Apartments Phase 2 and Village Project – Noise and Air Quality Studies, APEC International
- Online Ordering Grocery Store Project – Air Quality Analysis, Oppidan Investment Company
- ERG West Cat Canyon Revitalization Plan Project – Noise Study, SCS Tracer Environmental
- Paso Vista Report Project – Air Quality and Greenhouse Gas Emissions Study, City of Paso Robles



# Tim Hayes, PE, QSD

Project Manager



## EDUCATION

1992/BS/Civil  
Engineering/California Polytechnic  
State University, San Luis Obispo

## REGISTRATION

1998/CA/Professional  
Engineer/Civil/#58986

## PROFESSIONAL AFFILIATIONS

Women's Transportation Seminar

American Council of Engineering  
Companies

American Public Works  
Association

American Society of Civil  
Engineers

## EXPERIENCE

With Psomas for 14 years; with  
other firms for 12 years

Tim Hayes has 26 years of experience and is adept at problem solving and building consensus as a Project Manager of time sensitive projects. His experience includes the planning and design of infrastructure and transportation improvements, including work on numerous planning strategies; preliminary design reports; project reports; project study reports; and final plans, specifications, and estimates (PS&Es) for various agencies and municipalities throughout California and particularly on the Central Coast for more than 15 years. His experience on local roadways as well as highways includes the supervision and preparation of preliminary reports and plans, specifications, and estimates for agencies throughout the state, including SBCAG, Santa Maria, and Santa Barbara County.

## Experience

### **State Route 135/Union Valley Parkway Extension - Phases 1 & 2, Santa Maria, CA:**

Project Manager responsible for the preparation of the preliminary engineering and supporting the preparation of the Environmental Document for the extension of Union Valley Parkway (UVP) from SR 135 to Blosser Road. The project involved two miles of new roadway, widening the existing State Highway, and a new signalized intersection with SR 135.

Responsibilities included evaluating multiple interchange configurations at SR 135/UVP, as well as the proposed at-grade intersection with SR 135. Psomas also completed PS&E for two segments of the extension. The project required close coordination with the City, County, and State, and included several public meetings and workshops with more than 100 attendees.

### **State Route 166 Safety and Operational Improvements Project, Santa Barbara County, CA:**

Project Manager responsible for the planning and preliminary engineering to evaluate safety and operational improvements along the SR 166 Corridor. Psomas identified potential candidate projects to improve the safety and operations along this 75-mile highway. Coordination was required with multiple agencies including Caltrans District 5, SLOCOG, both Counties, the City of Santa Maria, the California Highway Patrol, the Highway 166 Safety Task Force, and the communities of Guadalupe, Cuyama, and Venticopa. At the conclusion of the planning phase, Psomas prepared a Project Development Plan (PDP) and will continue its efforts into the next phase performing the preliminary engineering, environmental, and final design for three of the six selected projects for SBCAG.

### **U.S. Highway 101 Corridor HOV and Rehabilitation Project, Santa Barbara County, CA:**

Psomas is part of the Corridor Advisor Team providing project management, and oversight for this \$450 million improvement project along US 101 from the City of Carpinteria to the City of Santa Barbara. The project includes widening of US 101 for approximately 10 miles to accommodate High Occupancy Vehicle lanes and rehabilitation of the mainline with associated ramp improvements. In addition the two interchanges at Cabrillo and Sheffield that have inside ramps are being re-designed to standard configurations. Our work includes developing and maintaining the master schedule for the project, providing guidance to SBCAG regarding development procedures, participating in Value Analysis Workshop, and providing oversight for all deliverables from the design team.

**State Route 178/Morning Drive Interchange, Bakersfield, CA:** Project Manager for the PA&ED and PS&E phase. This project constructed an interchange on SR 178 near the existing SR 178/Morning Drive Intersection in the northeastern portion of the City of Bakersfield. The project included converting SR 178, which was a two-lane expressway, into a four-lane highway. Morning Drive was realigned and widened to a six-lane roadway. An overcrossing structure and highway on- and off-ramps were also constructed. Psomas completed the PS&E for the drainage, signing, striping, water pollution control, and construction staging.

**U.S. Highway 101/State Route 134/State Route 170 Interchange and Auxiliary Improvements, Los Angeles, CA:** Project Manager for the PSR/PDS for the U.S. 101 widening at the SR 134/SR 170 interchange. Project includes providing an auxiliary lane for northbound U.S. 101 from Colfax Avenue to the Tujunga Avenue off-ramp; auxiliary lane for southbound U.S. 101 from the SR 170/SR 134 interchange to the Laurel Canyon Boulevard off-ramp; an auxiliary lane for eastbound SR 134 to the Lankershim Boulevard off-ramp; and widening of the existing southbound U.S. 101 to eastbound SR 134 interchange-to-interchange ramp structure to provide three continuous lanes.

**U.S. 101 Improvements/Universal Studios Boulevard and Auxiliary Lane Improvements, Los Angeles, CA:** Project Manager for the combined PSR/PR and PS&E for this project improving overall access and circulation to the U.S. 101 corridor between the Universal Terrace Parkway (aka Campo de Cahuenga) and the Barham Boulevard Interchange. The improvements include the construction of a new southbound on-ramp bridge from Universal Studios Boulevard (USB), as well as operational improvements on U.S. 101 to extend the existing two-lane portion of the Regal Place on-ramp (aka Lankershim on-ramp), and improving the mainline sight distance in the area of the new USB southbound on-ramp. Finalized the PS&E for the proposed improvements on an accelerated schedule for construction.

**State Route 138 Southbound Off-Ramp at Palmdale Boulevard and Interchange Improvements, Palmdale, CA:** Project Manager responsible for providing preliminary engineering and final design services to the City of Palmdale for this highway interchange project. Services include the preparation of a Project Initiation Document (PID), including Project Study Report (PSR) and Project Development Support (PDS), PA&ED, and PS&E. The purpose of the project is to improve levels of service by increasing capacity, reducing congestion, and improving overall operations and safety. The project involves the design of signal upgrades, intersection modifications, and reconfiguration of the SR 138 (SR 14) on- and off-ramps at Palmdale Boulevard.

# Brian Wright, PE, QSD/QSP, ENV SP

Senior Project Manager



## EDUCATION

1985/BS/Civil  
Engineering/University of Natal,  
South Africa

## REGISTRATION

1999/CA/Professional  
Engineer/Civil/#59331

## CERTIFICATIONS

Envision Sustainability  
Professional/Institute for  
Sustainable Infrastructure

Qualified SWPPP Developer and  
Practitioner/California Stormwater  
Quality Association

## PROFESSIONAL AFFILIATIONS

American Public Works  
Association

Women's Transportation Seminar

## EXPERIENCE

With Psomas for 22 years; with  
other firms for 10 years

Brian Wright has 32 years of experience in transportation infrastructure improvements and roadway design, ranging from urban streets to rural freeway design. Brian has been responsible for completing projects from the Project Initiation Document (PID) phase through the Project Approval & Environmental Document (PA&ED) phase, to Plans, Specifications, and Estimates (PS&E) and construction support, including preparation of Project Study Reports (PSRs) and Project Reports (PRs), and associated technical studies for a variety of projects ranging in size and complexity throughout California. His experience includes work on Union Valley Parkway Extension and Betteravia Road/US 101 Interchange. He is knowledgeable of the Caltrans Project Development Procedures Manual, the Highway Design Manual and DIB checklists, RTL Guide, Project Planning and Design Guide, and the fast-track production of contract documents.

## Experience

### **State Route 135/Union Valley Parkway Extension - Phases 1 & 2, Santa Maria, CA:**

Project Engineer responsible for the preparation of the preliminary engineering and supporting the preparation of the Environmental Document for the extension of Union Valley Parkway (UVP) from SR 135 to Blosser Road. The project involved two miles of new roadway, widening the existing State Highway, and a new signalized intersection with SR 135.

Responsibilities included evaluating multiple interchange configurations at SR 135/UVP, as well as the proposed at-grade intersection with SR 135. Psomas also completed PS&E for two segments of the extension. The project required close coordination with the City, County, and State, and included several public meetings and workshops with more than 100 attendees.

### **State Route 166 Safety and Operational Improvements, Santa Barbara County, CA:**

Project Engineer responsible for the planning and preliminary engineering to evaluate safety and operational improvements along the SR 166 Corridor. Psomas identified potential candidate projects to improve the safety and operations along this 75-mile highway. Coordination was required with multiple agencies including Caltrans District 5, the San Luis Obispo Council of Governments, San Luis Obispo County, Santa Barbara County, the City of Santa Maria, California Highway Patrol, the Highway 166 Safety Task Force, and the communities of Guadalupe, Cuyama, and Venticopa. Psomas is currently performing preliminary engineering, environmental, and final design for three of the six selected projects for SBCAG.

### **U.S. Highway 101 Corridor HOV and Rehabilitation Project, Santa Barbara County, CA:**

Psomas is part of the Corridor Advisor Team providing project management, and oversight for this \$450 million improvement project along US 101 from the City of Carpinteria to the City of Santa Barbara. The project includes widening of US 101 for approximately 10 miles to accommodate High Occupancy Vehicle lanes and rehabilitation of the mainline with associated ramp improvements. In addition the two interchanges at Cabrillo and Sheffield that have inside ramps are being re-designed to standard configurations. Our work includes developing and maintaining the master schedule for the project, providing guidance to

SBCAG regarding development procedures, participating in Value Analysis Workshop, and providing oversight for all deliverables from the design team.

**State Route 178/Morning Drive Interchange, Bakersfield, CA:** Senior Project Engineer of the PA&ED and PS&E phase. This project constructed an interchange on SR 178 near the existing SR 178/Morning Drive Intersection in the northeastern portion of the City of Bakersfield. The project included converting SR 178, which was a two-lane expressway, into a four-lane highway. Morning Drive was realigned and widened to a six-lane roadway. An overcrossing structure and highway on- and off-ramps were also constructed. Psomas completed the PS&E for the drainage, signing, striping, water pollution control, and construction staging.

**U.S. Highway 101/State Route 134/State Route 170 Interchange and Auxiliary Improvements, Los Angeles, CA:** Project Engineer for the PSR/PDS for the U.S. 101 widening at the SR 134/SR 170 interchange. Project includes providing an auxiliary lane for northbound U.S. 101 from Colfax Avenue to the Tujunga Avenue off-ramp; auxiliary lane for southbound U.S. 101 from the SR 170/SR 134 interchange to the Laurel Canyon Boulevard off-ramp; an auxiliary lane for eastbound SR 134 to the Lankershim Boulevard off-ramp; and widening of the existing southbound U.S. 101 to eastbound SR 134 interchange-to-interchange ramp structure to provide three continuous lanes.

**Santa's Village/State Route 18 Project, Skyforest, CA:** Project Engineer for the plans, specifications, and estimates for this intersection improvement project on State Route 18. The project consisted of widening SR 18 for approximately 1/2 mile and channelization, including left turn pockets, to accommodate a new entrance road into the Santa's Village complex. Specific improvements included new traffic signals and lighting, roadway widening and overlay, retaining walls, drainage improvements, utility coordination, traffic handling, and stage construction details. The project planned for an encroachment permit from Caltrans District 8. The work also included topographic surveys, drainage analysis, preliminary and final design, Caltrans coordination, and project management.

**U.S. 101 Improvements/Universal Studios Boulevard and Auxiliary Lane Improvements, Los Angeles, CA:** Project Engineer for the combined PSR/PR and PS&E for this project improving overall access and circulation to the U.S. 101 corridor between the Universal Terrace Parkway (aka Campo de Cahuenga) and the Barham Boulevard Interchange. The improvements include the construction of a new southbound on-ramp bridge from Universal Studios Boulevard (USB), as well as operational improvements on U.S. 101 to extend the existing two-lane portion of the Regal Place on-ramp (aka Lankershim on-ramp), and improving the mainline sight distance in the area of the new USB southbound on-ramp. Finalized the PS&E for the proposed improvements on an accelerated schedule for construction.



# Appendix B

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Insurance Certificates



**ADDITIONAL REMARKS SCHEDULE**

AGENCY <b>Legends Environmental Ins. Services</b>		License # 0E67768	NAMED INSURED <b>Rincon Consultants, Inc. 180 N Ashwood Ave Ventura, CA 93003</b>
POLICY NUMBER <b>SEE PAGE 1</b>			
CARRIER <b>SEE PAGE 1</b>	NAIC CODE <b>SEE P 1</b>	EFFECTIVE DATE: <b>SEE PAGE 1</b>	

**ADDITIONAL REMARKS**

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,  
FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance

**Description of Operations/Locations/Vehicles:  
\$50,000 Deductible**

County of Santa Barbara, its officers agents and employees and Union Pacific Railroad are Additional Insureds for General Liability and Auto Liability with respect to work performed for them by the Named Insured as required by written contract, per Blanket Additional Insured endorsement EN0147-1111, EN0320-0211, EN0321-0211 & HA99160312. Liability Coverage is Primary and Non-Contributory as required by written contract, per endorsement EN0147-1111 & HA99160312. Blanket Waiver of Subrogation applies to Workers Compensation as required by written contract, per Endorsement WC000313. Excess policy follows General Liability, Auto Liability and Employers Liability form.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## CONTRACTUAL LIABILITY - RAILROADS

This endorsement modifies insurance provided under the following:

### COMMERCIAL GENERAL LIABILITY COVERAGE PART

#### SCHEDULE

<b>Scheduled Railroad:</b>  Where required by written contract	<b>Designated Job Site:</b>  Where required by written contract
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(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

With respect to operations performed for, or affecting, a Scheduled Railroad at a Designated Job Site, under the Common Provisions, **Section VII – COMMON DEFINITIONS**, item 17. “insured contract” is deleted in its entirety and replaced by the following:

17. “Insured Contract” means;

- a. A contract for a lease of premises. However, that portion of the contract for a lease of premises that indemnifies any person or organization for damage by fire to premises while rented to you or temporarily occupied by you with permission of the owner is not an “insured contract”;
- b. A side track agreement;
- c. Any easement or license agreement;
- d. An obligation, as required by ordinance, to indemnify a municipality, except in connection with work for a municipality;
- e. An elevator maintenance agreement;
- f. That part of any other contract or agreement pertaining to your business (including an indemnification of a municipality in connection with work performed or a municipality) under which you assume the tort liability of another party to pay for “bodily injury” or “property damage” to a third person or organization. Tort liability means a liability that would be imposed by law in the absence of any contract or agreement.

Paragraph f. does not include that part of any contract or agreement:

- (1) That indemnifies an architect, engineer or surveyor for injury or damage arising out of:
  - (a) Preparing, approving or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; or
  - (b) Giving directions or instructions, or failing to give them, if that is the primary cause of the injury or damage;
- (2) Under which the insured, if an architect, engineer or surveyor, assumes liability for an injury or damage arising out of the insured’s rendering or failure to render “professional services”, including those listed in Paragraph (1) above and supervisory, inspection, architectural or engineering activities.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## COMMERCIAL AUTOMOBILE BROAD FORM ENDORSEMENT

This endorsement modifies insurance provided under the following:

### BUSINESS AUTO COVERAGE FORM

To the extent that the provisions of this endorsement provide broader benefits to the "insured" than other provisions of the Coverage Form, the provisions of this endorsement apply.

#### 1. BROAD FORM INSURED

##### A. Subsidiaries and Newly Acquired or Formed Organizations

The Named Insured shown in the Declarations is amended to include:

- (1) Any legal business entity other than a partnership or joint venture, formed as a subsidiary in which you have an ownership interest of more than 50% on the effective date of the Coverage Form. However, the Named Insured does not include any subsidiary that is an "insured" under any other automobile policy or would be an "insured" under such a policy but for its termination or the exhaustion of its Limit of Insurance.
- (2) Any organization that is acquired or formed by you and over which you maintain majority ownership. However, the Named Insured does not include any newly formed or acquired organization:
  - (a) That is a partnership or joint venture,
  - (b) That is an "insured" under any other policy,
  - (c) That has exhausted its Limit of Insurance under any other policy, or
  - (d) 180 days or more after its acquisition or formation by you, unless you have given us notice of the acquisition or formation.

Coverage does not apply to "bodily injury" or "property damage" that results from an "accident" that occurred before you formed or acquired the organization.

##### B. Employees as Insureds

Paragraph A.1. - WHO IS AN INSURED - of SECTION II - LIABILITY COVERAGE is amended to add:

- d. Any "employee" of yours while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

##### C. Lessors as Insureds

Paragraph A.1. - WHO IS AN INSURED - of Section II - Liability Coverage is amended to add:

- e. The lessor of a covered "auto" while the "auto" is leased to you under a written agreement if:
  - (1) The agreement requires you to provide direct primary insurance for the lessor and
  - (2) The "auto" is leased without a driver.
 Such a leased "auto" will be considered a covered "auto" you own and not a covered "auto" you hire.

##### D. Additional Insured if Required by Contract

(1) Paragraph A.1. - WHO IS AN INSURED - of Section II - Liability Coverage is amended to add:

- f. When you have agreed, in a written contract or written agreement, that a person or organization be added as an additional insured on your business auto policy, such person or organization is an "insured", but only to the extent such person or organization is liable for "bodily injury" or "property damage" caused by the conduct of an "insured" under paragraphs a. or b. of Who Is An Insured with regard to the ownership, maintenance or use of a covered "auto."

The insurance afforded to any such additional insured applies only if the "bodily injury" or "property damage" occurs:

- (1) During the policy period, and
- (2) Subsequent to the execution of such written contract, and
- (3) Prior to the expiration of the period of time that the written contract requires such insurance be provided to the additional insured.

(2) How Limits Apply

If you have agreed in a written contract or written agreement that another person or organization be added as an additional insured on your policy, the most we will pay on behalf of such additional insured is the lesser of:

- (a) The limits of insurance specified in the written contract or written agreement; or
- (b) The Limits of Insurance shown in the Declarations.

Such amount shall be a part of and not in addition to Limits of Insurance shown in the Declarations and described in this Section.

(3) Additional Insureds Other Insurance

If we cover a claim or "suit" under this Coverage Part that may also be covered by other insurance available to an additional insured, such additional insured must submit such claim or "suit" to the other insurer for defense and indemnity.

However, this provision does not apply to the extent that you have agreed in a written contract or written agreement that this insurance is primary and non-contributory with the additional insured's own insurance.

(4) Duties in The Event Of Accident, Claim, Suit or Loss

If you have agreed in a written contract or written agreement that another person or organization be added as an additional insured on your policy, the additional insured shall be required to comply with the provisions in LOSS CONDITIONS 2. - DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT OR LOSS - OF SECTION IV - BUSINESS AUTO CONDITIONS, in the same manner as the Named Insured.

**E. Primary and Non-Contributory if Required by Contract**

Only with respect to insurance provided to an additional insured in 1.D. - Additional Insured If Required by Contract, the following provisions apply:

(3) Primary Insurance When Required By Contract

This insurance is primary if you have agreed in a written contract or written agreement that this insurance be primary. If other insurance is also primary, we will share with all that other insurance by the method described in Other Insurance 5.d.

(4) Primary And Non-Contributory To Other Insurance When Required By Contract

If you have agreed in a written contract or written agreement that this insurance is primary and non-contributory with the additional insured's own insurance, this insurance is primary and we will not seek contribution from that other insurance.

Paragraphs (3) and (4) do not apply to other insurance to which the additional insured has been added as an additional insured.

When this insurance is excess, we will have no duty to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

- (1) The total amount that all such other insurance would pay for the loss in the absence of this insurance; and
- (2) The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, by the method described in Other Insurance 5.d.

**2. AUTOS RENTED BY EMPLOYEES**

Any "auto" hired or rented by your "employee" on your behalf and at your direction will be considered an "auto" you hire.

The OTHER INSURANCE Condition is amended by adding the following:

If an "employee's" personal insurance also applies on an excess basis to a covered "auto" hired or rented by your "employee" on your behalf and at your direction, this insurance will be primary to the "employee's" personal insurance.

### 3. AMENDED FELLOW EMPLOYEE EXCLUSION

EXCLUSION 5. - FELLOW EMPLOYEE - of SECTION II - LIABILITY COVERAGE does not apply if you have workers' compensation insurance in-force covering all of your "employees".

Coverage is excess over any other collectible insurance.

### 4. HIRED AUTO PHYSICAL DAMAGE COVERAGE

If hired "autos" are covered "autos" for Liability Coverage and if Comprehensive, Specified Causes of Loss, or Collision coverages are provided under this Coverage Form for any "auto" you own, then the Physical Damage Coverages provided are extended to "autos" you hire or borrow, subject to the following limit.

The most we will pay for "loss" to any hired "auto" is:

- (1) \$100,000;
- (2) The actual cash value of the damaged or stolen property at the time of the "loss"; or
- (3) The cost of repairing or replacing the damaged or stolen property,

whichever is smallest, minus a deductible. The deductible will be equal to the largest deductible applicable to any owned "auto" for that coverage. No deductible applies to "loss" caused by fire or lightning. Hired Auto Physical Damage coverage is excess over any other collectible insurance. Subject to the above limit, deductible and excess provisions, we will provide coverage equal to the broadest coverage applicable to any covered "auto" you own.

We will also cover loss of use of the hired "auto" if it results from an "accident", you are legally liable and the lessor incurs an actual financial loss, subject to a maximum of \$1000 per "accident".

This extension of coverage does not apply to any "auto" you hire or borrow from any of your "employees", partners (if you are a partnership), members (if you are a limited liability company), or members of their households.

### 5. PHYSICAL DAMAGE - ADDITIONAL TEMPORARY TRANSPORTATION EXPENSE COVERAGE

Paragraph A.4.a. of SECTION III - PHYSICAL DAMAGE COVERAGE is amended to provide a limit of \$50 per day and a maximum limit of \$1,000.

### 6. LOAN/LEASE GAP COVERAGE

Under SECTION III - PHYSICAL DAMAGE COVERAGE, in the event of a total "loss" to a covered "auto", we will pay your additional legal obligation for any difference between the actual cash value of the "auto" at the time of the "loss" and the "outstanding balance" of the loan/lease.

"Outstanding balance" means the amount you owe on the loan/lease at the time of "loss" less any amounts representing taxes; overdue payments; penalties, interest or charges resulting from overdue payments; additional mileage charges; excess wear and tear charges; lease termination fees; security deposits not returned by the lessor; costs for extended warranties, credit life Insurance, health, accident or disability insurance purchased with the loan or lease; and carry-over balances from previous loans or leases.

### 7. AIRBAG COVERAGE

Under Paragraph B. EXCLUSIONS - of SECTION III - PHYSICAL DAMAGE COVERAGE, the following is added:

The exclusion relating to mechanical breakdown does not apply to the accidental discharge of an airbag.

### 8. ELECTRONIC EQUIPMENT - BROADENED COVERAGE

a. The exceptions to Paragraphs B.4 - EXCLUSIONS - of SECTION III - PHYSICAL DAMAGE COVERAGE are replaced by the following:

Exclusions 4.c. and 4.d. do not apply to equipment designed to be operated solely by use of the power from the "auto's" electrical system that, at the time of "loss", is:

- (1) Permanently installed in or upon the covered "auto";
- (2) Removable from a housing unit which is permanently installed in or upon the covered "auto";
- (3) An integral part of the same unit housing any electronic equipment described in Paragraphs (1) and (2) above; or

- (4) Necessary for the normal operation of the covered "auto" or the monitoring of the covered "auto's" operating system.

b. Section III – Version CA 00 01 03 10 of the Business Auto Coverage Form, Physical Damage Coverage, Limit of Insurance, Paragraph C.2 and Version CA 00 01 10 01 of the Business Auto Coverage Form, Physical Damage Coverage, Limit of Insurance, Paragraph C are each amended to add the following:

\$1,500 is the most we will pay for "loss" in any one "accident" to all electronic equipment (other than equipment designed solely for the reproduction of sound, and accessories used with such equipment) that reproduces, receives or transmits audio, visual or data signals which, at the time of "loss", is:

- (1) Permanently installed in or upon the covered "auto" in a housing, opening or other location that is not normally used by the "auto" manufacturer for the installation of such equipment;
- (2) Removable from a permanently installed housing unit as described in Paragraph 2.a. above or is an integral part of that equipment; or
- (3) An integral part of such equipment.

c. For each covered "auto", should loss be limited to electronic equipment only, our obligation to pay for, repair, return or replace damaged or stolen electronic equipment will be reduced by the applicable deductible shown in the Declarations, or \$250, whichever deductible is less.

#### **9. EXTRA EXPENSE - BROADENED COVERAGE**

Under Paragraph A. - COVERAGE - of SECTION III - PHYSICAL DAMAGE COVERAGE, we will pay for the expense of returning a stolen covered "auto" to you.

#### **10. GLASS REPAIR - WAIVER OF DEDUCTIBLE**

Under Paragraph D. - DEDUCTIBLE - of SECTION III - PHYSICAL DAMAGE COVERAGE, the following is added:

No deductible applies to glass damage if the glass is repaired rather than replaced.

#### **11. TWO OR MORE DEDUCTIBLES**

Under Paragraph D. - DEDUCTIBLE - of SECTION III - PHYSICAL DAMAGE COVERAGE, the following is added:

If another Hartford Financial Services Group, Inc. company policy or coverage form that is not an automobile policy or coverage form applies to the same "accident", the following applies:

- (1) If the deductible under this Business Auto Coverage Form is the smaller (or smallest) deductible, it will be waived;
- (2) If the deductible under this Business Auto Coverage Form is not the smaller (or smallest) deductible, it will be reduced by the amount of the smaller (or smallest) deductible.

#### **12. AMENDED DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT OR LOSS**

The requirement in LOSS CONDITIONS 2.a. - DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT OR LOSS - of SECTION IV - BUSINESS AUTO CONDITIONS that you must notify us of an "accident" applies only when the "accident" is known to:

- (1) You, if you are an individual;
- (2) A partner, if you are a partnership;
- (3) A member, if you are a limited liability company; or
- (4) An executive officer or insurance manager, if you are a corporation.

#### **13. UNINTENTIONAL FAILURE TO DISCLOSE HAZARDS**

If you unintentionally fail to disclose any hazards existing at the inception date of your policy, we will not deny coverage under this Coverage Form because of such failure.

#### **14. HIRED AUTO - COVERAGE TERRITORY**

Paragraph e. of GENERAL CONDITIONS 7. - POLICY PERIOD, COVERAGE TERRITORY - of SECTION IV - BUSINESS AUTO CONDITIONS is replaced by the following:

e. For short-term hired "autos", the coverage territory with respect to Liability Coverage is anywhere in the world provided that if the "insured's" responsibility to pay damages for "bodily injury" or "property damage" is determined in a "suit," the "suit" is brought in the United States of America, the territories and possessions of the United States of America, Puerto Rico or Canada or in a settlement we agree to.

#### **15. WAIVER OF SUBROGATION**

TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US - of SECTION IV - BUSINESS AUTO CONDITIONS is amended by adding the following:



We waive any right of recovery we may have against any person or organization with whom you have a written contract that requires such waiver because of payments we make for damages under this Coverage Form.

#### **16. RESULTANT MENTAL ANGUISH COVERAGE**

The definition of "bodily injury" in SECTION V-DEFINITIONS is replaced by the following:

"Bodily injury" means bodily injury, sickness or disease sustained by any person, including mental anguish or death resulting from any of these.

#### **17. EXTENDED CANCELLATION CONDITION**

Paragraph 2. of the COMMON POLICY CONDITIONS - CANCELLATION - applies except as follows:

If we cancel for any reason other than nonpayment of premium, we will mail or deliver to the first Named Insured written notice of cancellation at least 60 days before the effective date of cancellation.

#### **18. HYBRID, ELECTRIC, OR NATURAL GAS VEHICLE PAYMENT COVERAGE**

In the event of a total loss to a "non-hybrid" auto for which Comprehensive, Specified Causes of Loss, or Collision coverages are provided under this Coverage Form, then such Physical Damage Coverages are amended as follows:

- a. If the auto is replaced with a "hybrid" auto or an auto powered solely by electricity or natural gas, we will pay an additional 10%, to a maximum of \$2,500, of the "non-hybrid" auto's actual cash value or replacement cost, whichever is less,
- b. The auto must be replaced and a copy of a bill of sale or new lease agreement received by us within 60 calendar days of the date of "loss,"

- c. Regardless of the number of autos deemed a total loss, the most we will pay under this Hybrid, Electric, or Natural Gas Vehicle Payment Coverage provision for any one "loss" is \$10,000.

For the purposes of the coverage provision,

- a.A "non-hybrid" auto is defined as an auto that uses only an internal combustion engine to move the auto but does not include autos powered solely by electricity or natural gas.
- b.A "hybrid" auto is defined as an auto with an internal combustion engine and one or more electric motors; and that uses the internal combustion engine and one or more electric motors to move the auto, or the internal combustion engine to charge one or more electric motors, which move the auto.

#### **19. VEHICLE WRAP COVERAGE**

In the event of a total loss to an "auto" for which Comprehensive, Specified Causes of Loss, or Collision coverages are provided under this Coverage Form, then such Physical Damage Coverages are amended to add the following:

In addition to the actual cash value of the "auto", we will pay up to \$1,000 for vinyl vehicle wraps which are displayed on the covered "auto" at the time of total loss. Regardless of the number of autos deemed a total loss, the most we will pay under this Vehicle Wrap Coverage provision for any one "loss" is \$5,000. For purposes of this coverage provision, signs or other graphics painted or magnetically affixed to the vehicle are not considered vehicle wraps.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

### SCHEDULE

Name of Additional Person(s) or Organization(s):	Location And Description Of Completed Operations
Where Required by Written Contract.	Where Required by Written Contract.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

**A. Section III – Who Is An Insured** within the Common Provisions is amended to include as an insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for “bodily injury” or “property damage” caused, in whole or in part, by “your work” at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the “products-completed operations hazard”.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

### SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):	Location(s) of Covered Operations
Where Required by Written Contract.	Where Required by Written Contract.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

**A. Section III – Who Is An Insured** within the Common Provisions is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" cause, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

3. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
4. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

**PRIMARY AND NON-CONTRIBUTORY ADDITIONAL INSURED  
WITH WAIVER OF SUBROGATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART  
CONTRACTORS POLLUTION LIABILITY COVERAGE PART  
ERRORS AND OMISSIONS LIABILITY COVERAGE PART

**SCHEDULE**

<b>Name Of Additional Insured Person(s) or Organization(s)</b>
Where Required By Written Contract.

- A. **SECTION III – WHO IS AN INSURED** within the Common Provisions is amended to include as an additional insured the person(s) or organization(s) indicated in the Schedule shown above, but only with respect to liability arising out of “your work” for that person or organization performed by you, or by those acting on your behalf.
- B. As respects additional insureds as defined above, this insurance also applies to “bodily injury” or “property damage” arising out of your negligence when the following written contract requirements are applicable:
  - 1. Coverage available under this coverage part shall apply as primary insurance. Any other insurance available to these additional insureds shall apply as excess and not contribute as primary to the insurance afforded by this endorsement.
  - 2. We waive any right of recovery we may have against the person(s) or organization(s) indicated in the Schedule shown above because of payments we make for injury or damage arising out of “your work” performed under a written contract with that person(s) or organization(s).
  - 3. The term “additional insured” is used separately and not collectively, but the inclusion of more than one “additional insured” shall not increase the limits or coverage provided by this insurance.

This Endorsement does not reinstate or increase the Limits of Insurance applicable to any “claim” to which the coverage afforded by this Endorsement applies.

**ALL OTHER TERMS AND CONDITIONS OF THE POLICY REMAIN UNCHANGED.**

**WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT**

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit any one not named in the Schedule.

Schedule

WHERE REQUIRED BY WRITTEN CONTRACT, PROVIDED THE CONTRACT IS SIGNED AND DATED PRIOR TO THE DATE OF LOSS TO WHICH THIS WAIVER APPLIES. IN NO INSTANCE SHALL THE PROVISIONS AFFORDED BY THIS ENDORSEMENT BENEFIT ANY COMPANY OPERATING AIRCRAFT FOR HIRE.

Missouri Special Note: Any person or organization for which the employer has agreed by written contract, executed prior to loss, may execute a waiver of subrogation. However, for purposes of work performed by the employer in Missouri, this waiver of subrogation does not apply to any construction group of classifications as designated by the waiver of right to recover from others (subrogation) rule in our manual.

Per Policy Minimum Waiver Premium by State:

\$500:	AL, AR, CA, CO, CT, DC, HI, ID, IL, IN, IA, KS, ME, MD, MI, MN, MS, MT, NV, NM, OH, OK, OR, PA, RI, SC, SD, UT, VT, WA, WV
\$250:	AK, DE, LA, NY, TN, VA
\$100:	NC (per waiver)
\$50:	WI
N/A:	AZ, FL, GA, KY, MA, MO, NE, NH, NJ, TX

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated.  
(The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective	02/01/19	Policy No.	T10190329	Endorsement No.	9
Insured	Rincon Consultants, Inc.	Policy Effective Date	02/01/19		
Insurance Company	StarStone National Insurance Company				

Countersigned By  \_\_\_\_\_

CERTIFICATE OF LIABILITY INSURANCE

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER: Greyling Ins. Brokerage/EPIC, 3780 Mansell Road, Suite 370, Alpharetta, GA 30022. CONTACT NAME: Katie Kresner, PHONE: 770.552.4225, FAX: 866.550.4082, E-MAIL ADDRESS: Katie.Kresner@greyling.com. INSURER(S) AFFORDING COVERAGE: INSURER A: National Union Fire Ins. Co. (NAIC # 19445), INSURER B: QBE Insurance Corporation (NAIC # 39217).

COVERAGES CERTIFICATE NUMBER: 19-20 REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

Table with columns: INSR LTR, TYPE OF INSURANCE, ADDL INSR, SUBR WVD, POLICY NUMBER, POLICY EFF (MM/DD/YYYY), POLICY EXP (MM/DD/YYYY), LIMITS. Rows include Commercial General Liability, Automobile Liability, Umbrella Liability, and Workers Compensation and Employers' Liability.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Umbrella Follows Form with respects to General, Automobile & Employers Liability Policies.

CERTIFICATE HOLDER

CANCELLATION

For Proposal Only

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Signature of D. N. Collings



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/2/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> Dealey, Renton & Associates Lic. #0020739 600 Anton Blvd., Suite 100 Costa Mesa CA 92626	<b>CONTACT NAME:</b> ..	
	<b>PHONE (A/C. No. Ext):</b> 714 427-6810	<b>FAX (A/C. No.):</b> 714 427-6818
<b>E-MAIL ADDRESS:</b> ..		
<b>INSURER(S) AFFORDING COVERAGE</b>		<b>NAIC #</b>
<b>INSURER A:</b> XL Specialty Insurance Co.		37885
<b>INSURED</b> PSOMAS 555 South Flower Street, Suite 4300 Los Angeles CA 90071	<b>INSURER B:</b>	
	<b>INSURER C:</b>	
	<b>INSURER D:</b>	
	<b>INSURER E:</b>	
	<b>INSURER F:</b>	

**COVERAGES**

CERTIFICATE NUMBER: 1200321118

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	<b>COMMERCIAL GENERAL LIABILITY</b> <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$
	<b>AUTOMOBILE LIABILITY</b> <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR <b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> N/A				<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Professional Liability Claims Made			DPR9932582	10/15/2018	10/15/2019	Per Claim \$2,000,000 Annual Aggregate \$2,000,000 Deductible \$100,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

**CERTIFICATE HOLDER****CANCELLATION 30 Day Notice of Cancellation**

DRAFT - FOR PROPOSAL USE ONLY

\*  
\* \* \*

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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# Appendix C

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Psomas Firm Information



## CORPORATE PROFILE

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Dedicated to balancing the natural and built environment, Psomas provides sustainably engineered solutions to public and private clients worldwide. As a full-service consulting firm, we help our clients create value and deliver complex projects.

Markets served include transportation, water, site development and energy with the following services offered:

- Civil engineering
- Land surveying including 3D laser scanning
- Site development engineering
- Transportation and traffic engineering
- Structural engineering
- Water and wastewater engineering
- Environmental planning and resource management
- Land planning and urban design
- Land use entitlements
- Construction management
- GIS consulting

Sustainable practices are incorporated into all of our services. From designing ISI (Institute for Sustainable Infrastructure) certified projects such as removing pollutants from urban stormwater runoff to site design for LEED™-certified projects and our renewable energy practice, Psomas is in the forefront of the sustainable design movement.

The cornerstone of our business approach is to focus on our clients' long-term needs and then guide our strategic growth to meet those needs. Our core strength is our multi-disciplined teams of experts—top-notch staff who produce award-winning projects for our clients through innovation, creativity and cutting-edge technical expertise.

Psomas has been working with public works and municipal agencies since the firm's inception in 1946. Our Transportation Team has provided planning, design, construction support and program management services for many municipalities on complete street projects and corridor enhancement plans throughout California, Arizona and Utah, with a staff of over 550 professionals serving clients from 15 offices locations.

## Organizational Structure

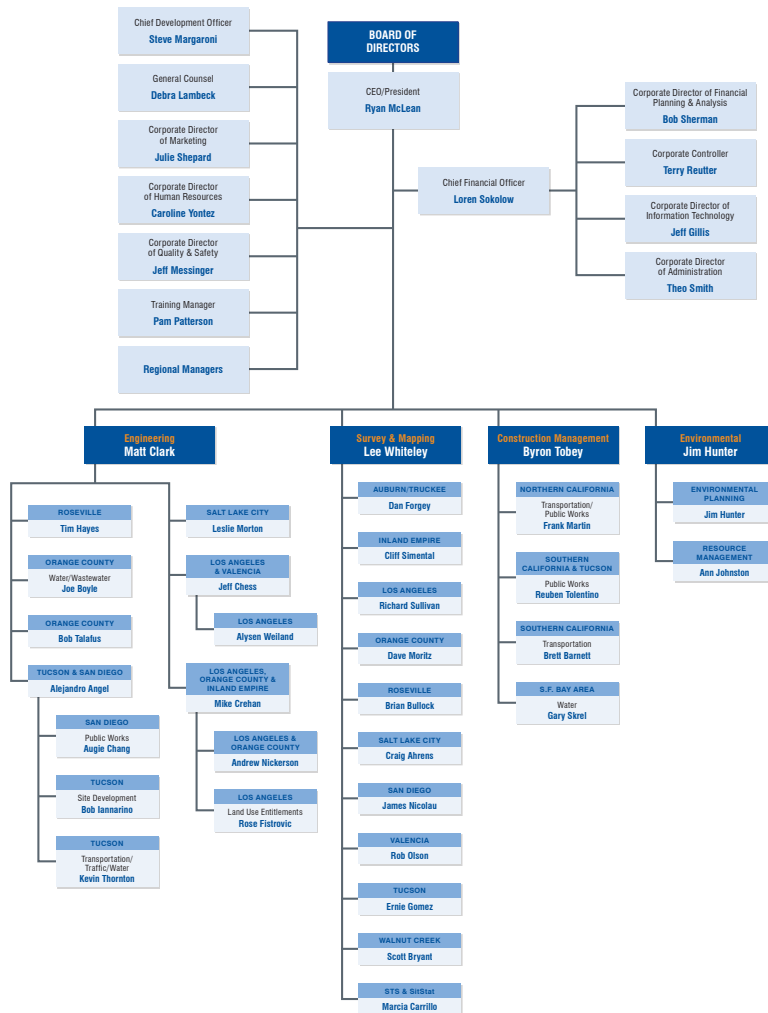
Under the initial leadership of George Psomas to the current Chief Executive Officer (CEO)/President Ryan McLean, PLS, ENV SP, Psomas has expanded from a surveying firm to a multifaceted consulting firm that provides civil engineering, land surveying, environmental consulting, and construction services to meet the needs of our clients.

Psomas is managed by its Board of Directors, CEO/President, Chief Financial Officer, and Service Group Leaders, all Principals of the firm. Our current Chairman of the Board is our former CEO/President, Blake Murillo, PE.

Several of the firm's 35 Principals who can legally bind the company. The firm takes an active role in preparing future Psomas leaders through its Associate Program. Currently, we have 64 Psomas Associates.



## Organization 2019



## Top Management and Approximate Percentage of Contribution

We anticipate Psomas' contribution to this phase of the project to bin in the range of 20-30%.

Psomas' Federal Tax ID# 95-2863554