

# **Proposal for Technical, Engineering Review Services for the CHSR Project**

May 20, 2019

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## **A. Cover Letter**

## A. Cover Letter

**Maryam Babaki**

Director of Public Works  
City of Commerce  
2535 Commerce Way  
Commerce  
CA 90040

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**Mott MacDonald**

1000 Wilshire Boulevard  
Suite 400  
Los Angeles CA 90017  
United States of America

T +1 (818) 506 8088  
mottmac.com

Dear Maryam,

**Mott MacDonald, LLC (Mott MacDonald)**, fully understands the City of Commerce's (City) concerns regarding the impacts associated with the California High-Speed Rail (CHSR) proposed project footprint.

We have an established reputation in public transportation delivery from planning to implementation, and from major projects to stakeholder and city coordination and support. We have a long history of high-speed rail (HSR) project development delivery, both in Southern California and internationally. We are currently supporting the City of Norwalk by providing specialist HSR planning and engineering services and undertaking the review of HSR engineering and environmental information prior to release of the Draft Environmental Impact Report (DEIR).

We recently completed the conceptual preliminary engineering and supported environmental clearance for the corridor civil engineering, systems engineering, and station design for three of CHSR Project's eight segments: Fresno to Bakersfield, Bakersfield to Palmdale, and Palmdale to Los Angeles. We have also supported the Cities of Palo Alto, Gilroy, Merced, as well as Tulare County Association of Governments with station area planning and design.

In addition to HSR experience, Mott MacDonald has considerable planning, design, and project implementation experience within the LOSSAN corridor working closely with Orange County Transportation Authority (OCTA) on their rail improvement and grade separation program. From this, we are familiar with existing passenger and freight operators, and their business objectives and goals.

Our proposal presents an understanding of the assignments and project requirements, as well as our proposed steps, methods, and procedures to be employed to ensure quality deliverables so we fully meet and exceed the City's expectations.

Mott MacDonald proposes **Richard Carney, CEng**, as our team's **Project Manager**. Richard possesses a strong knowledge of the CHSR Project, and of the challenges of coordinating with the CHSR Authority (CHSRA). He has provided Project Management consulting services to the City of Norwalk and has led a team of engineering and environmental specialists in review of CHSR engineering design and technical studies. For the Palmdale to Los Angeles Section of the CHSR Preliminary Engineering and Environmental Support Project, Richard served as the Project Manager responsible for delivering the preliminary engineering design, environmental impact assessment, and stakeholder/community outreach services.

Mott MacDonald has earned a reputation for always having open communication with our Clients, our responsiveness, and our reputation of meeting key project milestones and deadlines. Mott MacDonald thrives in working in a collaborative team environment and serving as an extension of our Client staff.

I, Daniel Tempelis, certify the information presented in our proposal is accurate and complete. Please do not hesitate to contact me if you should require any additional details to support our proposal.



Daniel Tempelis, PE  
Senior Vice President, Southwest Division Manager  
1000 Wilshire Boulevard, Suite 400, Los Angeles, CA 90017  
818.736.4343 | [daniel.tempelis@mottmac.com](mailto:daniel.tempelis@mottmac.com)

The background is a solid blue color. In the upper right corner, there is a white triangle pointing towards the center. The triangle's vertices are at the top right corner of the page, a point on the top edge, and a point on the right edge. The text "B. Scope of Work" is centered in the lower half of the page.

## **B. Scope of Work**

## B. Scope of Work

Mott MacDonald is uniquely qualified to undertake the Scope of Services requested by the City. Our team possesses three key qualifications allowing to fully respond to the City's needs. We have the engineering expertise gained from a portfolio of international HSR engineering, environmental, and planning projects. We have the project understanding gained not only from more than 10 years of experience working on the CHSR Project, but we also have the local knowledge gained from supporting the Gateway Cities since 2016 along the LOSSAN Corridor – undertaking a program of railroad improvement and grade separation work for OCTA. The following is our approach to supporting the City.

### B.1 Kick-off Meeting and Project Coordination

The objective of the kick-off meeting with City project representatives will be to introduce our team and explain our approach to the project. We will provide an agenda for this meeting and include the following discussion topics:

- Current understanding of the CHSR Project, funding, implementation and schedule, statewide and specific to LOSSAN Corridor and the City.
- Achieve consensus on key priorities for the City.
- Explain Mott MacDonald's approach and methodology.
- Define the planned timescale and milestones for key study outputs.

We will provide materials such as a PowerPoint, and any pertinent CHSR Project documentation in advance of this meeting to enable the City to engage and brief its staff prior to the kick-off.

Our **Project Manager, Richard**, will also be on hand to attend City Council Meetings (if needed), and to support staff and answer any questions that may arise at these meetings.

**Deliverables:** Agenda; Presentation material; CHSRP report or memos (if needed).

### B.2 Comments on the Preliminary Engineering for Project Definition Conflict Identification Report

Following the project kick-off meeting, we will produce an inventory of all information and materials the CHSR Team has provided to the City, and/or has been made available to the Gateway Cities during the Technical Advisory Committee (TAC) and coordination meetings that have taken place over the past three years.

The inventory will record the source of the information, the date, and any version information. We will maintain this inventory during the life of the project, and provide this to the City as, and when, it is updated.

We will also develop a City-specific comment and disposition matrix. This will capture all comments and responses that have been communicated between City and CHSR Project previously (understood to date back to 2008). The matrix will be used to capture all comments and Requests for Information (RFIs) that emerge during the project and track CHSR responses, requests for follow-up information, and comments status.

As part of the TAC meetings, we will share these comments with the TAC to maintain an integrated and overarching TAC comments log. This has the benefit of enabling the CHSR general responses to corridor-wide issues that have been provided to the TAC, to be shared and used by the City.

**Deliverables:** Incoming document inventory; Comments and Responses Matrix

### B.3 Inventory and Gap Analysis

Our engineering team will undertake a completeness review of the Preliminary Engineering for Project Definition (PEPD) drawing set, and any ancillary reports or presentations the CHSR Team has provided. The review will use the *California High Speed Rail System, Technical Memorandum; PEPD Definition Guidelines TM0.1*, as the baseline for completeness as well as our industry knowledge and understanding of good practice. This gap analysis will identify and record any significant omissions from the PEPD drawing set. We will support the City by drafting RFIs and making requests at meetings with the CHSR Team.

**Deliverables:** Technical Memo explaining any gaps in the current information provided by CHSR Team

### B.4 Technical Review

Our priority in Phase 1 will be to undertake an impact analysis of the currently proposed CHSR Project footprint and underlying preliminary engineering. We will commence with a technical review of the PEPD drawing set, and all relevant ancillary reports. Our scope will include railroad, roadway, traffic, structures, and utilities design. The main objective of the technical reviews will be to determine:

- **Compliance** with Federal, State, County, and City standards and guidelines.
- **Completeness** as appropriate for the current project phase, and in accordance with CHSR guidelines, requirements, and good industry practice.
- **Accuracy** in identifying any errors in the design.



## B.5 Conflict Identification Report

From this, we will develop a clear understanding of the basis for the proposed CHSR and BNSF right-of-way limits, and clearly understand and define the proposed impacts to the City's right-of-way, public works and utilities, and the proposed modifications to roadway, structures, public spaces and utilities infrastructure.

We would also identify wider opportunities or benefits to the City associated with CHSR Project. Our approach to this analysis will be to bring together all the strategic, right-of-way, and design information of the project to one place. We will then develop a business case analysis based on that information. Our steps to a business case will be as follows:

1. Identify and measure the costs of the project within the City, monetizing wherever possible.
2. Identify and measure the benefits of the project (not just direct benefits, but indirect and non-monetary benefits).
3. If required, adjust monetized costs and benefits for:
  - Distributional impacts (the effects of proposals on different sections of society)
  - Relative price movements
4. Adjust for the timing of the incidence of costs and benefits by discounting them, to obtain their present values.
5. Adjust for risk and optimism bias, and consider the impacts of changes in key variables, and of different future scenarios.
6. Consider unvalued impacts (both costs and benefits), using weighting and scoring techniques if appropriate.

This Formative evaluation can demonstrate economic impacts (positive or negative), and the extent to which the CHSR Project is achieving its objectives. Summative evaluation provides a final picture of Commerce.

**Deliverable:** Conflict identification report capturing and defining –

- CHSR's application of TM03.1 Basis of Design for Blended Operation in the Glendale to Anaheim Corridor.
- Rationale and extent of impact to City's right-of-way.
- Requests for additional information necessary to enable the City to properly complete its review of the CHSR Project DEIS Proposal.
- Identify opportunities to minimize impacts to the City.
- Identify wider opportunities or benefits to the City associated with CHSR Project.

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## **C. Project Manager and Personnel**

## C. Project Manager and Personnel

Our **Project Manager, Richard Carney, CEng**, will serve as the primary point of contact for the project. He has a broad portfolio of local and international rail experience delivering HSR engineering/environmental projects for both corridor and stations, and will leverage his expertise from lessons learned on previous HSR projects with his emphasis on client care, technical innovation, and track and railroad civil engineering delivery projects.

Richard's rail experience includes development of designs on each segment of the UK's HSR projects (London to Birmingham, Manchester and Leeds), as well as the CHSRA's Palmdale to Los Angeles to Anaheim segments. As the Engineering Manager and Project Manager for the Palmdale to Los Angeles segment, Richard was responsible for the delivery of the engineering design, environmental impact assessment, and stakeholder/community outreach services. He is also serving as the City of Norwalk's consultant, and leads a team of engineering and environmental specialists in the review of HSR engineering design and technical studies. The review includes civil, systems, construction, and operational aspects of the project. He supports the Gateway Cities Council of Governments at monthly Technical Advisory meetings and workshops. Richard has proven past success supporting local agencies, ensuring they receive the improved localized mobility, economic benefits, and community-based station plans that are paramount to their Cities. To best meet the needs of the City, Richard has formulated the following criteria as the basis of our organizational approach in building a team:

- Technical expertise and ability to work in a collaborative team environment.
- Availability of key personnel to commit the time needed to meet the schedule and budget.
- Past performance experience on CHSR system, with the gateway Cities and of similar work and projects.

Our key personnel assigned to this contract possess the necessary qualifications and expertise to deliver the tasks assigned, and will be available for the duration of the required services. No person designated as "key" shall be removed or replaced without the prior written concurrence of the City. The following highlights our key team members' qualifications, and past experiences in similar work efforts.

### Richard Carney, *Project Manager*

Richard's 29 years of experience in project management and engineering design has been gained exclusively on rail development projects in the US, UK, and Asia. From his early career working in the public sector for London Underground, Ltd., to his project leadership roles on large capital improvement programs, he has gained a breadth of railroad civil and systems engineering knowledge and skills such including engineering design, engineering management, project management, and capital program management. Richard possesses expertise on a broad range of international transport projects including HSR, intercity commuter rail, urban metro, and light rail transit (LRT) projects at all delivery phases from planning and preliminary design to design-build and operation and maintenance. His key skills include HSR planning and design, rail systems design, railroad survey and civil engineering design, and station area planning.



#### Firm

Mott MacDonald

#### Licenses

CEng, Chartered Engineer

#### Education

MSc, Rail Systems

Engineering

Post Graduate Diploma in Civil Engineering

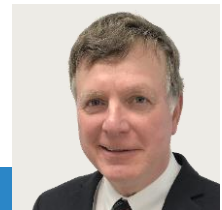
Graduate Diploma Mine Surveying

HND Mine Surveying

- CHSR, CHSRA, Palmdale to Los Angeles, CA: *Engineering Manager and Project Manager*
- HSR Technical/Engineering Design Reviews and Project Management Services, City of Norwalk and Gateway Cities Council of Governments, Norwalk, CA: *Project Manager*
- UK High-Speed 2, HS2 Limited, West Midland to Leeds, UK: *Engineering Manager*

### Rob Ball, PE, *Principal-in-Charge*

With over 40 years of experience in the implementation of major rail transportation projects, Rob is a seasoned engineer who has worked on a wide range of HSR, domestic rail transit/commuter rail/railroad, and international transit projects utilizing design-build, turnkey/private public partnership (P3), construction manager/general contractor (CM/GC), and conventional project delivery methods. Most recent assignment includes serving as Deputy Director for Engineering and Construction on the \$64 billion CHSR Program, where his responsibilities included preparation of programmatic technical requirements and standards, providing construction support to three major design-build contracts, and working with the CHSRA in the development and delivery of an operable segment between Silicon Valley to Central Valley.



#### Firm

Mott MacDonald

#### Licenses

PE, CA #C41744

#### Education

MBA

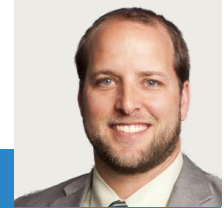
BEng, Civil

- CHSR, CHSRA, Sacramento, CA: *Deputy Director*
- CHSR, CHSRA, Sacramento, CA: *Director of Alternative Program Delivery for Program Management Team*
- Anaheim-Las Vegas Super Speed Train, California/Nevada Bi-State Commission, California and Nevada: *Civil Engineering Advisor*

### Eric Banghart, AICP, *Planning Lead*

Eric has over 12 years of progressively responsible experience in transportation and station planning through managing planning projects; developing station area plans; first/last mile improvement plans; interpreting ridership, traffic, and operations modeling data, and developing public transit operation plans. As a Transportation Planner for the CHSR Los Angeles to Anaheim segment, Eric led the development of the project definition, alternatives analyses, and supporting environmental planning tasks, preliminary engineering, and public outreach for the EIR/EIS phase. Eric is serving as the Planning Lead for the City of Norwalk's involvement in the development of a HSR station, overseeing planning topics related to multimodal connections, first/last mile connectivity, and reviewing environmental impact reports. He was also the Deputy Project Manager responsible for leading the project management tasks and transportation planning analysis for a new HSR station in downtown Merced.

- CHSR, CHSRA, Los Angeles to Anaheim, CA: *Transportation Planner*
- City of Norwalk HSR Technical/Engineering Design Reviews and Project Management Services, City of Norwalk, Norwalk, CA: *Planning Lead*
- Merced HSR Station Area Plan, City of Merced, Merced, CA: *Deputy Project Manager*



#### Firm

Mott MacDonald

#### Licenses

Certified Planner,  
American Institute of  
Certified Planners, AICP

#### Education

MA, Urban Planning  
BA, Environmental Studies

### Joey Mendoza, *Right-of-Way*

Joey has 30 years of experience and expertise in all aspects of right-of-way and real estate acquisition practices, specializing in transportation, transit and corridor-oriented projects from the early inception of the initial planning phase, through environmental approval, engineering design, construction coordination, and project closeout. His areas of expertise include overall project management, budgeting, and project cost estimating; schedule preparation; document management; risk management; partial and full-take acquisitions; commercial, residential, and industrial relocation assistance projects; eminent domain support, and appraisal and appraisal review and property management. Joey has served as Right-of-Way Program Manager on numerous major transportation projects including transit, highway, and design-build. He has the technical expertise and administrative guidance to develop and manage right-of-way programs for large-scale, multi-faceted infrastructure projects.

- I-405 Improvement, OCTA, Orange County, CA: *Program Manager*
- SR 91 Corridor Improvement, RCTC, Corona, CA: *Program Manager*
- SR 91 HOV Gap Closure, RCTC, Riverside County, CA: *Program Manager*



#### Firm

Mott MacDonald

#### Licenses

California Department of  
Real Estate – Broker No.  
01144860

#### Education

General, Business  
Administration and  
Management



## **D. Rate Sheet**

## **D. Rate Sheet**

# Attachment 1 - Rate Sheet

## HSR15-194 City of Commerce Rate Sheet

Submitted by Mott MacDonald May 20, 2019

Personal Services		Fringe Benefits	Operating Expenses	Travel Expenses	Overhead	Equipment	Other	Total
Do not include travel or overhead. Include position, title, and rate per hour.		Identify fringe benefit costs citing actual benefits or as a percentage of personal services costs. (if applicable)	Operating expenses related to the services provided including rent and supplies. (if applicable)	Include travel expense and per diem. Rates are set at the rate specified by the SPB. (if applicable)	Overhead costs are those general expenses incurred during normal course of operating a business. (if applicable)	Include description of equipment. (if applicable)	General and Administrative. (if applicable)	2019 fully burdened rates
Position and Title	\$/Hr							
Rob Ball, Project Principal	\$ 126.28				2.7739			\$ 350.29
Richard Carney, Project Manager	\$ 100.16				2.7739			\$ 277.83
Paul Wilson, Specialist	\$ 99.77				2.7739			\$ 276.75
Farhad Nourbakhsh, Specialist	\$ 113.45				2.7739			\$ 314.70
Tarek Hocine, Specialist	\$ 47.06				2.7739			\$ 130.54
Eric Banghart, Senior Planner	\$ 68.83				2.7739			\$ 190.93
Maggie Cheung, Planner	\$ 47.19				2.7739			\$ 130.90
Darlene Gonzalez, Planner	\$ 32.89				2.7739			\$ 91.23
Joey Medoza, Sr. Right-of-way Specialist	\$ 103.50				2.7739			\$ 287.10

\*Overhead costs are those general expenses incurred during normal course of operating a business. At times these costs may be called General & Administrative, Fringe Benefits Costs, Overhead, or Payroll burden

\*Any modifications to labor, rates, fringe, or overhead must be approved by the Contract Manager prior to services being performed.and not impact overall Contract Budget

\*Any additions or deletions of Sub-Contractors including personnel and rates must be approved by the Contract Manager prior to services being performed



