

February 19, 2026

Oona Smith  
HCOAG Senior Regional Planner  
611 I Street, Suite B, Eureka, CA 95501

Dear Oona,

Let's go! That's the statement we want to make in response to your RFP. Our local Humboldt based team of Nathan Sanger of Standing Wave Engineering, and Jessica Hall of SWCA Environmental Consultants are both energized and excited at the opportunity to join your team and work with you to enhance multimodal transportation in Loleta and our greater community.

We believe our team is uniquely suited to deliver your project for the following reasons:

- **Experienced & Passionate:** Jessica and I have both been working in Humboldt for over 15 years and planned/designed/built infrastructure/pedestrian focused projects. Together, we have designed and seen through construction 6 projects in Humboldt County, including projects with pedestrian, bicycling, and road design components. We also love this work and feel that our passion and optimism in this realm makes us fun to work with, and committed to see projects through to completion.
- **Our Team is Nimble and Responsive:** As the sole proprietor and only employee of Standing Wave Engineering I will be involved in every phase and aspect of delivering this project. I will be running/attending all meetings, drafting designs, and completing all deliverables associated with this project. I will be the one point of contact, and I will make very efficient use of my billable hours and will be very responsive in my communication with you as my client. My working history with Jessica demonstrates smooth internal communication and collaboration, and her local presence ensures ready participation and engagement with HCAOG and its team as needed.
- **Humboldt is Our Home:** We live here, we walk here, we bike here, and we are deeply committed to creating long-lasting, functional designs that improve our community. We've also worked with many local Tribes, virtually all of the local jurisdictions, many local contractors, Caltrans, Humboldt County, and HCOAG, which gives us a broad understanding of how to design and complete projects in our community.

Thank you for this opportunity to work with you and your team on this project. The following proposal is a firm offer for a sixty (60) day period from the date of the proposal. Please reach out to me via email at [natesanger@yahoo.com](mailto:natesanger@yahoo.com) or by cell phone at (707) 267-243 if you have any questions or feedback related to this proposal.

Sincerely,



Nathan Sanger, P.E.  
**Owner, Standing Wave Engineering**  
600 F Street, Suite 3 #113  
Arcata, CA 95521

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## Project Understanding

*A walk without refuge. Photo taken with permission.*

A February afternoon walk through Loleta by our team, with side jaunts to the Wiyot Reservation and Bear River Rancheria, highlighted the extreme vulnerability of pedestrians and bicyclists who traverse the roads which serve the cars and other vehicles passing through. And still, they walk. They bike.

Loleta's overly wide streets perhaps once were justified by a higher volume of comings and goings of industrial dairy trucks. Today's Loleta, however, is more likely to serve commuters and local residents. They walk to school, they walk their dogs, they walk to the community park, the ice cream shop, the market. Some walk out of town, traversing Highway 101 on an unnervingly narrow bridge to Singley Hill Road, and on to Bear River Rancheria, or in the other direction, dodging speeding cars and slow tractors on narrow rural roads like Eel River Road to Copenhagen, Hawk's Hill, or Quinn Roads to Table Bluff Road and the Wiyot Reservation. Here the small shoulders and ditches leave little room for error. Some walks are even more desperate: we observed a woman walking in the street in the darkening twilight alongside cars exiting Highway 101 at near highway speeds, mere feet from her. We have read an account of students cutting through fences to cross Highway 101 to reach Loleta Elementary School: a dangerous enterprise.

Despite everything, they walk, they bike.

We witnessed this urgency for improvements for Loleta and surrounding Tribal lands, and are motivated to respond to this call for proposals for the Loleta Safe Routes to School and Connectivity to Tribal Lands Project. Scoped to serve the unincorporated town of Loleta and surrounding Tribal lands of the Table Bluff Reservation and the Bear River Rancheria, the project will serve the area's diverse users and communities, including Native American populations, Spanish-speakers, and other residents, by documenting and assessing existing conditions, expressed needs, land use patterns and plans, traffic collision and stress data, and laying out a framework for improvements providing legible, well-defined multimodal facilities and traffic calming.

We observe that HCAOG's prior work with community members, local organizations and experts from the UC Berkeley Safe Transportation Research and Education Center (SafeTREC) has established a preliminary route through central Loleta to the elementary school that spans Loleta Drive, Scenic Drive, and Park Street with multimodal and traffic calming design options to increase comfort and safety for bicyclists and pedestrians, remove barriers to movement, and reduce conflict with vehicles and stress. With this as the core purpose, we also see opportunities to improve bus and drop off circulation, to create connection to the Great Redwood Trail and neighborhoods, to foster welcome and enjoyment with site amenities, wayfinding, civic art and cultural expression, to beautify by integrating stormwater management and landscape planting, and to anticipate how future development may be served with streetscape improvements. With stakeholder and community input, concepts

would be refined to produce 30% design plans for street improvements from Main Street to Loleta Elementary School.

While these concepts would be advanced within the town of Loleta, planning for equitable access from Loleta to two Tribal communities, Bear River Rancheria and the Table Bluff Reservation, whose children are members of the Loleta Elementary School community, would also progress. The challenging constraints of the roads, bridges, topography, hydrology, land uses, utilities, and infrastructure separating these Tribal Lands from Loleta require careful study of community and stakeholder input, rights of way, public parcels, and the alignment of the Great Redwood Trail. Environmental issues such as wetlands may also need to be identified for further study beyond the initial planning phase. Preliminary 10% plans connecting Loleta to Bear River Rancheria and Table Bluff Reservation, would be backed up with a Network Analysis memorandum recording data collection and site analysis, and basis of design.

These work products will reflect not only local, state and federal design standards and references representing the most successful strategies for increasing multimodal use, but also the robust community outreach process led by the Redwood Community Action Agency (RCAA), the guidance of the project's Advisory Committee, our communication and collaboration with these entities and HCAOG, and our professional assessment of tangible, achievable improvements combined with creativity inspired by our enjoyment for our Humboldt Bay communities.

We recognize that successful projects are built on good communication with you, HCAOG as administrator of the work and RCAA as lead coordinator of the overall project, our stakeholders including community and tribal members, and with our internal team. We will discuss aspects of this further in this proposal.





## Firm & Key Personnel

### **Standing Wave Engineering: Prime Consultant**

Standing Wave Engineering (SWE) is a sole proprietorship civil engineering firm with one Owner-employee that has served the North Coast since 2022. SWE’s work ranges from pre-project planning, to design and construction documents, to construction management and has included housing developments, street and multimodal improvements, infrastructure and utilities and commercial and recreational projects. A reputation for trustworthy, quality work, an open communication ethic, and a commitment to community is a backbone of SWE’s business model. Our work is mostly built on word of mouth and repeat clients. Recent work has supported projects that include working alongside multiple local tribes, Humboldt County Public Works, Caltrans, RCAA, MCSO, the City of Eureka, and several other local jurisdictions and groups.

Specific skills and expertise applicable to this project include:

- Project Approval and Environmental (PA&ED) planning and permitting work for trails, roads, and other infrastructure/development related projects.
- Plans, Specifications, and Estimates (PS&E) construction document work for trails, roads, and other infrastructure/development related projects.
- Project management and construction management for infrastructure/development related projects.
- Grant writing and grant administration.

SWE is based in Arcata, California. As the prime consultant, SWE would lead on project management, including client and stakeholder communication, presentations, maintaining of schedules, meeting minutes and other written communications and reports. SWE will also drive the planning process, working with the subconsultant team to document existing conditions, analysis spatial, infrastructure, land use and traffic data, and propose realistic, implementable alignments and designs that create safety and comfort for pedestrians and bicyclists. As the lead designer, SWE will develop design drawings and manage the production of all memoranda and reports.

SWE has not had any legal action taken against it, and in response to the specific questions stated in the RFP SWE does not have and has not had any:

- Litigation regarding the provision of services equivalent to those set forth in this RFP that have been brought by or against SWE.
- Fraud convictions related to public contracts.
- Current or prior debarments, suspensions or other ineligibility to participate in public contracts.
- Violations of local, state and/or federal industry or regulatory requirements.
- Controlling or financial interest in any other firms or organizations, or owned or controlled by any other firm or organization. SWE does not hold a controlling or financial interest in any other firms or organizations.

## SWE Bio

### **Nathan Sanger, P.E.**

Nathan Sanger is an Arcata based licensed civil engineer with over 15 years' experience, and the owner of Standing Wave Engineering. Nathan is passionate and energized by helping bring local infrastructure projects from concept to fully constructed designs. Nathan has a diverse range of experience and expertise encompassing Americans with Disabilities Act (ADA) path of travel planning and analysis, site development, construction administration and management, grading, grant writing and management, photovoltaic system design, pedestrian and bike trail planning and design, utility mapping, stormwater modeling and analysis, stormwater detention/retention basin design, Municipal Separate Storm Sewer System (MS4) and National Pollutant Discharge Elimination System (NPDES) permitting, and pipe bursting. Nathan has worked a large array of the local agencies and contractors within Humboldt County including the Hoopa Valley and Yurok Tribes, RCAA, Caltrans, Humboldt County Public Works, HCOAG TAC Committee, We Are Up non-profit, MCSD, the cities of Arcata, Eureka, Rio Dell, Fortuna, BriceLand Community Services District, Fieldbrook Glendale Community Services District, and Mad River Lumber. Nathan's CV is included in Attachment A, along with the resumes of the other key staff of the SWE design team.

### **SWCA Environmental Consultants: Subconsultant**

SWCA Environmental Consultants (SWCA), a 100% employee-owned company established in Flagstaff, Arizona, in 1981 and now headquartered in Phoenix, specializes in comprehensive environmental planning, regulatory compliance, natural and cultural resources management services, as well as landscape architecture and community master planning to Tribal and government entities and businesses across the United States. We work to understand the full life cycle of each project, from its early inception to completion. In the face of rapid environmental, economic, and societal changes, SWCA provides a comprehensive approach to projects. Since our founding, SWCA has grown to more than 1,800 employees in 40+ offices nationwide, including six offices in California—Half Moon Bay, Pasadena, Riverside, Sacramento, San Diego, and San Francisco. We apply our motto "Sound Science, Creative Solutions" to each of our projects.

SWCA has many remote employees. Two, Senior Landscape Architect Jessica Hall and Landscape Designer Todd Siefke, are local to Humboldt County, and an additional two live in nearby counties. These staff have contributed to local design and planning projects, are committed volunteers, and participants in the region's various cultural activities and social life. They are proud to be able to bring SWCA's services to the region and are energized to serve their community.

SWCA would contribute to the documentation and analysis of site conditions, review of planning and traffic data, preparation of the Existing Conditions and Network Analysis memoranda, 10% Tribal Land Connectivity route alignments and 30% Loleta site improvements design, and draft and final report writing and graphics. SWCA would be available for participation in presentations, public meetings or stakeholder activities.

## SWCA Bios

### **Jessica Hall**

While Jessica Hall is a Eureka-based licensed landscape architect known for her ecological design ethos and dedication to urban stream restoration, her experience and interests also extends to trails, multi-modal transportation, and urban design that gets people out of their cars. Her interest in multimodal transportation goes back to the very foundations of her training: as an undergraduate, her architecture thesis proposed the transformation of an urban 6-lane highway with a 70' wide center median (Hawthorne Boulevard) into a pedestrian-centered road with a mile long linear park in order to assert a culturally responsive, pedestrian-centered environment. Her planning expertise has spanned feasibility studies, restoration planning, transportation and climate change planning. Her projects have served a range of government, tribal, private and non-profit clients, including Caltrans, Humboldt County, the cities of Arcata, Eureka, Rio Dell, Fortuna, and San Jose, the Wiyot Tribe, Hoopa Valley Tribe, Yurok Tribe, Tolowa Dee-ni' Nation, UIHS, and nonprofits such as the Redwood Community Action Agency, The River Project, and the Waterway Restoration Institute. Over the course of her career, her work

has included greenways and parks, housing and commercial developments, stream restoration, parking, cultural expression in the landscape, and high level multimodal planning. She has also managed environmental advocacy campaigns and engaged in community outreach.

### **Todd Siefke**

Humanizing and healing landscapes drive Todd Siefke's approach to landscape architecture. As a Landscape Designer based in McKinleyville, CA Todd has explored these themes in healing garden and play space designs, medical staff housing recreation space, stream restoration, signage designs, the creative use of stormwater gardens in private landscapes, and, in his thesis, by envisioning achievable urban design interventions in a highly dense industrial city. The strategies would create safe routes for pedestrians, in particular students, foment an urban forest that not only beautifies but also reduces urban heat and reduces stormwater runoff, and increased open space for recreation. With a Master's of Landscape Architecture from California Polytechnic University, Pomona, and a Bachelor's of Science in Botany from the University of California, Santa Cruz, he volunteers with the California Native Plant Society and serves as a board member and designer for Grow Monrovia, a non-profit focused on urban ecology.

### **Aramis Respoll**

With a background in conventional surveying and civil engineering practice, Aramis Respoll shifted to using advanced GPS and GIS based technology to support a wide range of public and private projects. Past project experience includes CAD/GIS support for road and highway designs, facilities management, highway and airport master planning, noise studies, power transmission line alignments, and various private development projects such as subdivision layouts and golf courses. Mr. Respoll prepares figures for biological and permitting documents such as project location maps, aerial photographs, environmental resource maps, CNDDDB proximity maps, waters and wetland delineation, proposed project impacts, tree location maps and other supporting graphics. He uploads and processes raw GPS data to integrate with aerial photos and engineering designs to map natural resources, calculate impacts, and plan mitigation. He provides geospatial analysis and support for projects involving geodesy, hydrology, watershed studies, project impact analysis, critical habitat locations, and mitigation design. Aramis works out of SWCA's Sacramento office.

### **Cullen Chapman**

Mr. Chapman is a landscape designer for the SWCA Tucson office and has 10 years of professional experience with a focus in graphic visualization. During his career he has had the opportunity to contribute to every stage of the design process from conceptual production, construction documentation to the coordinating of complex graphic efforts. Cullen has been involved in a variety of projects where he has worked on coordinating visualization and design efforts ranging from 3D animation and thematic development to virtual reality. Cullen also has experience with illustration, interpretative signage, historic and National Parks Service, hospitality, urban planning, ranch/land use planning, corporate headquarters design, brown field revitalization/master planning, education, and streetscape improvement.

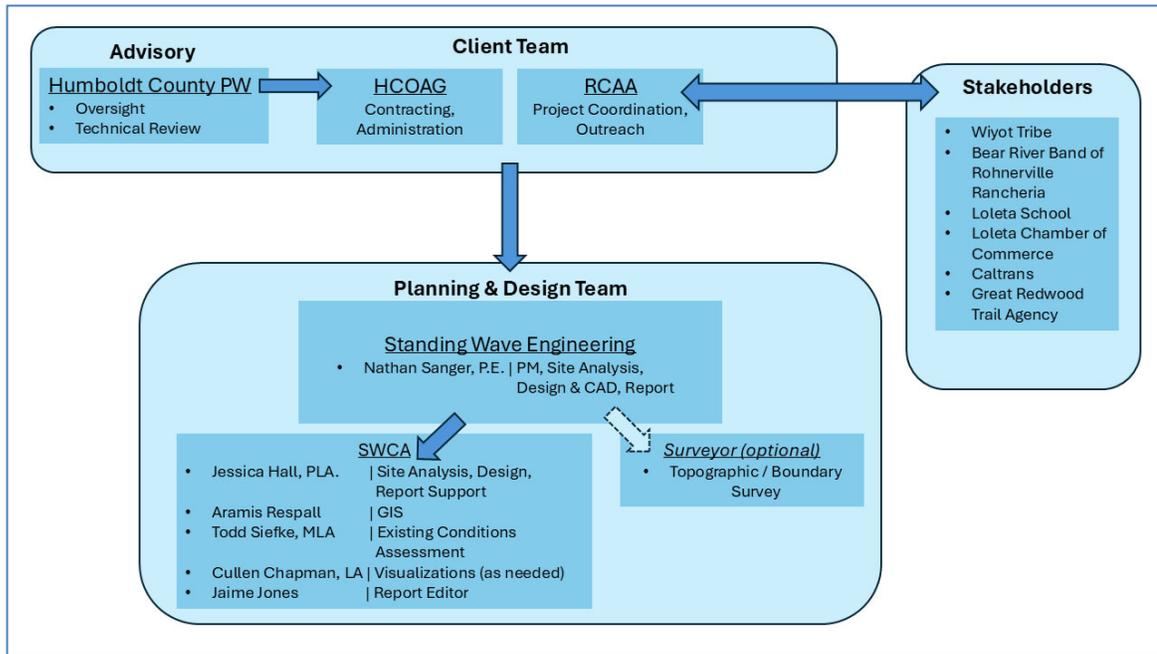
### **Jaime Jones**

Jaimie Jones is a technical editor with an emphasis on environmental document coordination, editing, and preparation. With additional experience in environmental planning, she regularly works with representatives of state and local agencies; coordinates with project applicants; and has developed a reputation for problem solving and conflict resolution. As Technical Editor, Jaimie monitors document quality control to ensure that content and formats meet SWCA and agency standards. She has directed compilation of hundreds of CEQA and NEPA compliance documents, biological resources studies, cultural resources studies, and regulatory permit applications. She assists project managers by organizing projects and schedules, facilitating the delegation of team responsibilities, preparing public notices and adhering to the requirements pertaining to these notices, and assisting with management of and correspondence with subconsultants.

### Team Organization & Org Chart

SWE will be the prime consultant, project manager, and lead planner/designer on the project. SWCA will provide planning and design expertise, supporting site analysis, route alignments and design concept refinement. Together, the design team will share document production tasks, with SWE acting as the final QA/QC on deliverables.

As the prime consultant, SWE will coordinate with the Client Team and Stakeholders, receive direction as well as engage in presentations, or other exchanges with these groups at the Client’s direction.



Overall Organizational Flow Chart

### Team Coordination & Communication

Communication within the project team is a very important element to successfully delivering this project to HCOAG’s, RCAA’s and the greater community’s satisfaction. Most issues are caused by miscommunication, a lack of communication, or setting poor client expectations. To avoid and resolve issues our team will be guided by the following problem-solving heuristics:

1. Seek to understand the motivations, including not just goals but also worries or challenges, that underlie project direction, communications, and desired outcomes.
2. Provide proactive and regular communication via frequent check-in meetings.
3. Be very organized by taking detailed meeting notes, providing prompt delivery of meeting note summaries, and filing project documents.
4. Be responsive to communication from the client or team member. Respond within a day to any communication from the client, even if it is to only acknowledge their communication and provide an estimated time for a detailed reply.
5. Set clear client expectations, even if it means telling the client or team member something they don’t want to hear.
6. Be proactive in communicating any issue to a client or team member when it is discovered so it can be addressed early.
7. Acknowledge any mistakes brought up by the client or team member, listen and ask questions to further understand the problem, and don’t get defensive.
8. Avoid blaming anyone or being defensive, and focus on being optimistic and proactive towards finding collaborative team solutions.

**References**

Due to our team’s history of collaboration, SWE and SWCA have many overlapping references. To avoid redundancy, references are provided in the following order: SWE-specific references; and SWE & SWCA references.

**Standing Wave Engineering (Only) References**

SWE Only Project 1: We Are Up – Central Avenue Improvements Project	
Contracting Agency Name	We Are Up
Contracting Agency Manager	Mary Keehn, Founder of We Are Up nonprofit
Contracting Agency Contact Information	<a href="https://www.weareup.org/">https://www.weareup.org/</a> mary@weareup.org Cell: (707) 362-1111 1515 Central Avenue McKinleyville, CA 95519
Contract Amount	\$76,500
Funding Source	Nonprofit fundraising
Date of Contract	2022
Date of Completion	Ongoing
Consultant Project Manager & Contact Information	Nathan Sanger
Project Objective	70 bedroom development and community center for people with autism
Project Description	<p>Nathan is currently serving as the civil engineer for this proposed development project in McKinleyville, California. Duties include site development planning, preliminary pedestrian and road facilities design, utility planning/design, stormwater design and analysis, and CEQA assistance.</p> <p>Nathan has also served as the Engineer Of Record and developed construction documents for a phased portion of this project known as the Central Avenue Improvements Project. This project includes pedestrian/bicycle safety improvements, street signaling upgrades, and bus stop development. Construction documents for this project were completed in January 2026 and the client is currently seeking funding, with construction planned for in early 2027.</p>

SWE Only Project 2: City of Rio Dell – Safe Routes to School Project	
Contracting Agency Name	City of Rio Dell
Contracting Agency Manager	Kyle Knopp, City Manager
Contracting Agency Contact Information	knoppk@cityofriodell.ca.gov Work: (707) 764-3532 Cell: (707) 616-2301 675 Wildwood Ave. Rio Dell, CA 95562
Contract Amount	\$306,000
Funding Source	Caltrans ATP Grant
Date of Contract	2017
Date of Completion	2021
Consultant Project Manager & Contact Information	Nathan Sanger, working at GHD
Project Objective	Improve pedestrian/bicyclist safety and enhance road safety
Project Description	Nathan acted as the Civil Engineer of Record for the Caltrans-funded 2019 Rio Dell Safe Routes to School project. The project included assessing road crossings, traffic frequency, sight lines, user exposure and comfort/stress, and accessibility. SRTS measures included intersection improvements at Highway 101, buffering of bike lanes, adding striped bike lanes and sharrow bike routes where spatial constraints were more limited, and curb ramp improvements at crossings. Responsibilities included development of the engineering PS&E package for the project, obtaining California Division of the State Architect (DSA) approval, contract administration, construction management, presentations to City Council, and Caltrans permitting.

SWE Only Project 3: Redwood Community Action Agency – Little River Trail Project	
Contracting Agency Name	Redwood Community Action Agency
Contracting Agency Manager	Denise Newman, Project Manager
Contracting Agency Contact Information	dnewman@rcaa.org Work: (707) 834-6763 904 G St Eureka, CA 95501
Contract Amount	\$760,000
Funding Source	California State Coastal Conservancy
Date of Contract	2020
Date of Completion	2022
Consultant Project Manager & Contact Information	Josh Wolf, GHD Cell: (707) 599-8078
Project Objective	Full PA&ED services for the Little River Trail Project
Project Description	While at GHD Nathan served as Deputy Project Manager and civil engineer for the Little River Trail project, which will be a one-mile Class 1 trail connecting Clam Beach to the southern extent of Scenic Drive near Moonstone Beach. Responsibilities included assistant project managing the civil engineering design team and completing engineering studies related to the project; coordination with Caltrans staff; preliminary design of the trail layout, and cost estimating; coordination/management of the geotechnical, structural, and surveying subcontractors; development of a trail simulation visualization video ( <a href="https://www.youtube.com/watch?v=7yatf_rue5Y">https://www.youtube.com/watch?v=7yatf_rue5Y</a> ); and completing Caltrans engineering studies including a drainage study, sea level rise vulnerability assessment, stormwater data report, location hydraulic studies, and a floodplain encroachment report.

**Standing Wave Engineering & SWCA References**

SWE & SWCA Shared Project 1: Hoopa Valley Tribe – Hoopa Four Project	
Contracting Agency Name	Hoopa Valley Tribe
Contracting Agency Manager	Pamela Mattz, Planning Director
Contracting Agency Contact Information	hvtplanner@gmail.com Cell: (707) 502-5347 PO Box 1348 Hoopa, CA 95546
Contract Amount	\$342,000 for SWE, \$60,000 for SWCA
Funding Source	Caltrans Clean California Grant
Date of Contract	2022
Date of Completion	Ongoing, anticipated for September 2026
Consultant Project Manager & Contact Information	Nathan Sanger
Project Objective	Infrastructure improvements at four locations in Hoopa
Project Description	<p>SWE’s Nathan Sanger provided overall project coordination and management including convening and running meetings, note-taking and follow-up communications, civil engineering planning and design, cost estimating and value engineering. Pertinent planning and design activity included site-design at Rodeo Grounds and Pookey’s Park to calm internal site traffic to reduce conflict between pedestrians and vehicle circulation, and to promote improved ADA accessibility. SWE also contributed to the facilitation of the design charrettes with stakeholders as well as the design layout and grading of these two facilities.</p> <p>SWCA’s Jessica Hall worked with Nathan Sanger on master planning the Rodeo Grounds and Pookey’s Park, and then focused on Pookey’s Park for further site planning and construction documents. These tasks included organizing and conducting stakeholder input on a range of design topics at the Rodeo Grounds and Pookey’s Park including parking, pedestrian circulation and trails, playground use and themes, sports activities, elder spaces, ADA accessibility, connectivity to the road network, tree preservation, native landscape design, signage and gates.</p>

SWE & SWCA Shared Project 2: Yurok Indian Housing Authority – Yurok Homes #3 Subdivision	
Contracting Agency Name	Yurok Indian Housing Authority
Contracting Agency Manager	Nicole Sager, Executive Director
Contracting Agency Contact Information	nsager@yurokhousing.com Work: (707) 482-1506 Cell: (707) 954-8541 15540 US Hwy 101 North Klamath, CA 95548-9351
Contract Amount	\$168,800
Funding Source	Affordable Housing & Sustainable Communities Grant
Date of Contract	2020
Date of Completion	2022
Consultant Project Manager & Contact Information	Nathan Sanger, working at GHD
Project Objective	Build low-income housing
Project Description	<p>Complete civil engineering services for the new 36-unit subdivision including ADA compliant pedestrian pathway design, utilities/stormwater design, and construction administration/management services</p> <p>Street improvements were required as part of a housing subdivision in Arcata. This included new roads, walks, and trails within the development, including a gateway roundabout which also doubled as traffic calming, and also improvements to the existing stretch of 30th Street that connected K Street to the development. Site design considerations included access to existing housing, pedestrian mobility, visibility, and safety, stormwater requirements, utility coordination, very narrow spatial constraints, and urban forestry requirements. SWCA’s Jessica Hall worked with Nathan to better integrate the proposed stormwater management system with planting design, urban forestry needs and pedestrian mobility, and provided overall planting design for the street and the housing development landscape.</p>

SWE & SWCA Shared Project 3: City of Eureka – Grace Marton Project	
Contracting Agency Name	City of Eureka
Contracting Agency Manager	Robin Praszker, Environmental Project Manager; Community Services Department
Contracting Agency Contact Information	rpraszker@eurekaca.gov (707) 441-4206 City Hall, 531 K Street, Eureka, CA 95501
Contract Amount	\$ 64,313
Funding Source	Private and State grants
Date of Contract	2023
Date of Completion	Ongoing
Consultant Project Manager & Contact Information	Jessica Hall
Project Objective	Build a new park and playground
Project Description	<p>SWCA’s Jessica Hall has been the lead project manager and designer of a park and playground addition to the open space adjacent to the Adorni Center along the Eureka Waterfront. This work included identifying and addressing pedestrian and bicyclist conflicts where the existing bike path veers away from the shoreline past picnic tables and the amphitheater, as well as designing the space to better activate the amphitheater and create a naturally safer- feeling environment.</p> <p>The design extends the bike path along the shoreline to meet up with the existing boardwalk, includes a widened gateway area for wayfinding and social interaction, and provides gateways to the park with narrower walkways that signal pedestrian space leading to the play area whose entry is situated across from the amphitheater. The layout of this playground entry and orientation of play equipment facilitates adult supervision and relaxation from the vantage of the amphitheater. Picnic tables and a game area are separated by small landscape buffers which also provide a mix of shelter and visibility which facilitates relaxation and small group enjoyment while ensuring that park managers are able to maintain oversight for safety.</p> <p>SWE’s Nathan Sanger took the lead on the civil design aspects of this project, including grading and redesigning the walkway fronting the park from the Adorni Center, and providing updated ADA-access to the park from new, compliant ADA parking spaces</p>



Bicycling and walking are often discussed in planning circles in terms of the policy benefits: reductions in obesity, vehicle miles traveled, and carbon emissions, to name a few. As planners and designers we also relate to this on a human level, and regard these forms of mobility as imparting pure and simple joy, a sense of agency, and interconnectedness to our communities, sense of place, and the natural world. We understand our role as designers and technical experts is to not only meet tangible needs established by standards and policies but to also bring beauty, comfort, and joy into the process and work products.

Our approach to this work therefore will be grounded in skillful, thoughtful, technical expertise, professionalism, inspiration, and commitment to our Humboldt Bay communities. Our workflow and deliverables reflect the following values and approaches:

**Responsive Communication and Coordination.** Communication is the foundation of all work: it establishes how we work together, how we seek and integrate diverse points of view, how we manage uncertainty and coalesce a common path forward. This applies within our internal team, with HCAOG and its representatives, with the Advisory Committee and partner organizations, and with members of the public. SWE's Owner and Principal, Nathan Sanger, and SWCA's Senior Landscape Architect Jessica Hall, have a history of working together on projects. Together we have forged a collaborative and facilitative communication style that seeks input from each other as well as from all participants in a process. We recognize that iterative feedback loops and the use of multiple communication media and modes (written, verbal, virtual, visual) support understanding and consensus, and we seek to anticipate this within the constraints of the project schedule. This includes regular internal consultant team meetings and external Client and TAC meetings, with consistent representation and follow through. The main line of communication for completing this project is anticipated to be between RCAA and SWE. RCAA will act as the project coordinator and will communicate with HCOAG and/or the County, or will request that the SWE team communicate directly with them as needed. We recognize RCAA will also be leading communication with the larger stakeholder group to ensure community engagement for the project, and also extend an offer to engage in greater depth in order to dig deeper into the design considerations and community needs.

**Design Standards As Backbone.** We undergird our work with federal and state design standards and toolkits promulgated by agencies such as FHA, AASHTO, Caltrans, and NACTO, for example, that provide analytical tools and frameworks, and describe accepted, proven, design options. We also turn to land use, zoning, and transportation standards which may establish specific street design standards, and inform design alternative selection and feasibility. We reference successful projects that are applicable to the physical, social, and cultural setting of our sites. The existing SafeTREC Safe Streets Report is one key reference that provides such a starting point for alternative analysis. We are interested in studying any existing Tribal Transportation Plans or Tribal Safety Plans that overlap with needs or express preferences about routes, approaches to route selection, or design of route improvements. We also design to maximize Universal Access in compliance with the Americans with Disabilities Act (ADA).

**Existing Conditions Analysis & Efficiency.** As we review the landscapes and streets of the project area, we groundtruth available public data with field measurements to establish base plans that lay out existing conditions. We inventory and evaluate physical conditions of roads, utilities, topography, drainage, natural areas, and land uses, while also fully considering social factors including natural circulation routes, nodes and uses of space, equity in access, and findings of walk audits, surveys, charrettes, and/or other means of public input. While the core exercise will be conducted using GIS, it is our professional opinion that inclusion of a survey within the Loleta reach of work will greatly improve the quality of analysis and schematic (30%) design, provided budget allows for survey. Use of a survey would eliminate uncertainties around property easements, ADA access in areas with high curbs and challenging topography, and help the design team to anticipate how stormwater or utilities might interact with the proposed designs. We will assign symbology that summarizes physical objects as well as subjective, or judgment based characterizations and indicate via geolocation these features onto maps. Initially, these will be working documents in webmap form, accessible for viewing by the project team and HCAOG while under development. These will subsequently be published in a mapbook format, with maps scaled to 1:2,400 (1" = 200'). We propose a mapbook formatted to 11"x17" paper size. The mapping and site analysis will include study of VMT, crash and other available transportation data, note areas of higher stress and discomfort (LTS score) and will be used to later assess alternatives for their technical feasibility and ability to increase safety and comfort. In consultation with HCAOG and the Project's Outreach partners, we would selectively explore and map alternate routes for the Tribal Connections Network Analysis.

**Planning & Design.** Our team has experience in designing urban and rural streetscapes and trails, including traffic calming, multimodal transportation, Low Impact Development and Nature Based Solutions that integrate stormwater, habitat and landscape planting to enhance the multimodal environment. We have engaged the process from participation in planning and feasibility studies through design and implementation. As we move from analysis to design, we iterate through alternatives: design alternatives for Loleta Safe Routes and high level route and conceptual design alternatives for Tribal Connections. We engage in a "serious play" approach that fosters iterating and charetting on a range of ideas. We give time to considering the experiential and creative aspects of design. You may even catch us on bicycles touring the routes, contemplating the role of art in placemaking, wayfinding, and traffic calming. The best of these ideas move into scaled concepts drawn in CAD and are presented for review.

Loleta Safe Routes 30% design concepts, will be realistic and implementable, developed in tandem with other improvements that can be layered in over time. For example, we may see opportunities for site furnishings, wayfinding, "City Repair" techniques, lighting, pocket park improvements or other landscaping that may not be eligible for the same funding that SRTS improvements would move forward with. However, by thinking about the improvements together, it may be possible to leverage design for additional sources of funding. While the RFP indicates design should be presented at a scale of 1:2,400, we offer the option to include at no additional charge, a more granular scale that enables reviewers, cost estimators, planners, and members of the public to understand and relate to the design features proposed. This scale would likely be 1" = 20'.

Meaningful route concepts for Tribal Connections that fulfill the fundamental need of the RFP for safe, viable connectivity to Loleta from adjacent Tribal lands is possible, even with challenging topography, the existing road network and intensiveness of use. However, we would like to suggest that some longer-term options that are ultimately more satisfying could *also* be explored: the question isn't "can it" be done, but rather, "what is needed"? For example, what if a 2-year goal, shorter term approach guarantees access while we also explore the mechanisms to get a longer term, more sustainable and enjoyable, 20-year goal design solution lined up? What could a looping connection between the Wiyot Reservation and Bear River Rancheria, with spurs from the loop to Loleta do for the region? Can Great Redwood Trail planning provide some portion of such a loop? What is the planning and implementation timeline for improvements that facilitate Highway 101 crossings? Route alternatives will be recorded in a mapbook prepared at 1:2,400 scale.



## **Summary**

The SWE planning/design team has reviewed HCOAG's estimated project timeframe, and we think it is reasonable, and achievable. Our team has workload availability to start the project in March of 2026 and deliver the project prior to June 2028. An estimate of the required staff hours by team member for each activity and deliverable for the project is included in the Cost Proposal section of this proposal. A detailed anticipated schedule for each task and milestone to be undertaken for the project is also provided as Attachment B.

## **Workplan**

### **Task 1: Project Management**

This task includes the efforts required for SWE's Project Manager, Nathan Sanger to coordinate team personnel and subconsultants, maintain the project schedule, prepare monthly invoicing, lead a project kick-off meeting, lead regular biweekly (or as needed) check in meetings (held in person or remotely), and complete quarterly progress reports for the duration of the project.

#### *Project Management Deliverables*

- Kick off meeting and regular check in meeting agendas and notes will be provided in electronic pdf and/or Microsoft Word format.
- Invoices will be provided in electronic pdf format.
- Quarterly reports will be provided in electronic pdf and/or Microsoft Word format.

### **Task 2: Existing Conditions Mapping**

SWE will work with the design team to provide existing conditions maps and an existing conditions summary memo. Each of these scope items are outlined in greater detail below:

#### **Task 2.1 Existing Conditions Maps**

SWE will complete existing conditions mapping of three distinct areas:

1. Downtown Loleta (in the area identified as the preferred safe route to school)
2. Table Bluff to Loleta
3. Brear River Rancheria to Loleta

Each of the existing conditions maps will include the following:

- Existing bicycle/pedestrian facilities, sidewalks, crosswalks, intersections (including condition documentation).
- Contextual integration with existing/future transportation facilities, parcel-level land use data, zoning policies, and proximity to key destinations.
- Incorporation of safety analytics and equity data including:
  - Collision clusters
  - Transit access gaps
  - Level of Traffic Stress (LTS) scoring

## Existing Conditions Maps Deliverables

- Three existing conditions maps (downtown Loleta, Table Bluff to Loleta, and Bear River Rancheria to Loleta areas) will be provided in electronic pdf format at 1:2,400 scale with quantitative summaries.
- The existing conditions maps will be provided as Administrative Draft, Public Review Draft, and Final Existing Conditions Map deliverables.

## Existing Conditions Maps Assumptions

- Existing condition maps will be generated based on design team field measurements and readily available public data such as aerial photography, digital elevation models, County GIS data.
- Safety analytics and equity data for Loleta and adjacent tribal lands will be obtained by the following sources:
  - Collision clusters via TIMS or other traffic collision databases
  - Transit access gaps will be provided by HCAOG
  - Level of Traffic Stress (LTS) scoring will be provided by HCAOG

## **Task 2.2 Optional Topographic and Boundary Survey**

To further enhance the accuracy of the existing conditions mapping, better understand potential land ownership constraints, and to provide more robust future design ideas/options SWE can provide a topographic and boundary survey of the downtown Loleta safe route to school area.

Mapping will include:

- Roadways and improvements on and adjoining the safe route to school
- Roadway Right of Way
- Fences and other site improvements
- General tree driplines
- Surface indications of underground utilities
- Existing sewer manholes and drainage structures

## Optional Topographic and Boundary Survey Deliverables

- The mapping will be suitable for plotting to a scale of one inch equal to twenty feet and will have a contour interval of one foot. Horizontal coordinates will be referenced to NAD83 and applicable California State Plane Zone with vertical elevations referenced to NAVD88.
- A licensed California Land Survey will provide a signed and stamped electronic pdf and/or 2024 AutoCAD Civil 3D drawing file.

## **Task 2.3 Existing Conditions Summary Memo**

The existing conditions memo incorporates the data obtained from the existing conditions mapping and provides a narrative to further detail the existing conditions of the three locations being mapped under Task 2.

## Existing Conditions Summary Memo Deliverables

- The memo will be provided in electronic pdf and/or Microsoft Word format.
- The existing conditions summary memo will be provided as draft and final deliverables.

## **Task 3: Network Analysis**

Under this task the SWE team will provide a summary of analysis report and a presentation of this report to the HCOAG Technical Advisory Committee (TAC). Each of these scope items are outlined in greater detail below:

### **Task 3.1 Summary of Analysis Report**

SWE will conduct an analysis of the existing conditions information collected in Task 2 to identify safety challenges, areas of facility deterioration and potential repair or upgrade, and potential improvements in transportation equity. The existing (and planned) transportation facilities will be studied in relation to the current land use patterns and applicable adopted policies.

#### Summary of Analysis Report Deliverables

- The report will be provided in electronic pdf and/or Microsoft Word format.
- The report will be provided as Administrative Draft, Public Review Draft, and Final Draft Summary of Analysis Report deliverables.

### **Task 3.2 Presentation to HCOAG TAC**

The SWE team will compile the information generated under Task 3.1 and present the draft network analysis to the HCOAG TAC.

#### HCOAG TAC Presentation Deliverables

- The presentation and materials prepared for the presentation will be provided in electronic pdf and/or Microsoft PowerPoint format.

### **Task 4: Community Engagement and Advisory Meeting Support**

RCAA will be the lead consultant completing community engagement on the project. Under this task the SWE team will provide, as needed (at the written request of the HCOAG project team), technical support for public engagement and community advisory meetings.

### **Task 5: Draft and Final Plans**

SWE will work with the design team to provide 10% and 30% Loleta safe routes to school maps, Table Bluff to Loleta and Bear River Rancheria to Loleta multimodal needs assessments, presentations to HCOAG and Humboldt County Board of Supervisors, and a final project report. Each of these scope items are outlined in greater detail below:

#### **Task 5.1 10% Safe Routes to School Maps**

SWE will work collaboratively with the Project Team to create 10% concept design plan view maps of the proposed pedestrian and bicycle facilities between the Loleta Great Redwood Trail gateway, Loleta Elementary School, and Loleta Main Street. The maps will be accompanied by proposed bicycle and pedestrian encouragement programs, with estimates of travel mode shift to result from initially identified improvements.

#### 10% Safe Routes to School Maps Deliverables

- The maps will be provided in electronic pdf format at 1:2,400 scale.

#### **Task 5.2 30% Safe Routes to School Maps**

Based on Project Team and community feedback for 10% designs gathered during the community outreach and engagement, SWE shall work collaboratively with the Project Team to produce draft 30% designs for Advisory Committee review and community input. After receiving community, stakeholder, Advisory Committee, Tribal and Project Team input SWE will refine and finalize the 30% designs.

#### 30% Safe Routes to School Maps Deliverables

- The maps will be provided in electronic pdf format at 1:2,400 scale, or the recommended engineering scale of 1" = 20'.
- The maps will be provided as Draft, and Final 30% concept design plan deliverables.

## **Task 5.3 Table Bluff to Loleta, and Bear River Rancheria to Loleta Multimodal Needs Assessments**

The SWE team will develop two multimodal needs assessments and concept plans focused on enhancing transportation safety between the Bear River Rancheria and Loleta, and between the Wiyot Tribe's Table Bluff Reservation and Loleta.

### Multimodal Needs Assessments Deliverables

- Each multimodal needs assessment report will include a 10% concept plan provided in electronic pdf format at 1:2,400 scale.
- Each report will be provided in electronic pdf and/or Microsoft Word format.

## **Task 5.4 Project Report**

SWE will provide a final project report which summarizes the entirety of the work completed for the project and details a pathway towards implementation. The report will include the following:

- Cost estimates for all of the preliminary design plans
- Develop a method of prioritizing projects
- A list of potential funding sources
- Summary of next steps towards implementation
- A proposed timeline for implementation

### Project Report Deliverables

- The report will be provided in electronic pdf and/or Microsoft Word format.
- The report will be provided as Draft, and Final report deliverables.

## **Task 5.5 Presentations to HCOAG and Humboldt County Board of Supervisors**

The SWE team will compile the information generated under Task 5 and present the findings to the HCOAG TAC, HCOAG Board, and the Humboldt County Board of Supervisors.

### HCOAG Presentation Deliverables

- The presentation and materials prepared for the Task 5 presentation will be provided in electronic pdf and/or Microsoft PowerPoint format.

## **General Assumptions and Exclusions**

### **1. Scope and Deliverables**

- Any task not expressly described in this proposal is excluded from the agreed scope and associated cost.
- All deliverables will be provided in digital/electronic format using standard professional conventions unless otherwise specified in writing.
- Deliverables are limited to those specified herein.

### **2. Client Responsibilities and Data Provision**

- Client will provide SWE with all available existing spatial data, technical reports, and background documents prior to or concurrent with Notice to Proceed.
- Where needed, Client will facilitate access through any required easements to the designated project area.

### **3. Survey, Topographic Data, and Site Information**

- Unless a higher-resolution survey is provided, one-foot contour intervals derived from USGS LiDAR imagery, supplemented by GPS delineation accurate to within one meter, will be considered sufficient for planning and design purposes.
- Publicly available information and field-collected data are assumed sufficient for site design. Additional survey is provided as an optional cost to be included in the final contract at the Client's discretion.

- Floodplain determinations, wetland delineations, boundary surveys, soil test pits, and street lighting design services are excluded from this proposal.

#### **4. Revisions and Design Development**

- This scope includes the explicit number of revisions available for each report/memo/map document. Substantial revisions beyond the revisions explicitly outlined in the deliverables—including revised scope, organization, project area, or methodology—constitute a scope change and will be addressed via a written amendment.
- Design development assumes a maximum of two (2) rounds of client revisions: one at the interim design phase and one at the final design phase. Additional revision rounds are out of scope.
- 30% design plans excludes grading and other design elements commonly associated with Construction Documents.

#### **5. Schedule and Coordination**

- Project completion date assumes timely coordination with the project team on any modifications impacting planning elements.
- Data requests submitted to local, state, and federal agencies are assumed to be responded to in a manner that does not delay project milestones. SWE is not responsible for agency delays outside its control.
- Project conference calls will occur at a frequency determined in coordination with the Client. If call frequency or duration materially exceeds the budgeted allowance, scope and cost may require adjustment.
- The project design, footprint, and location are assumed to remain unchanged following Notice to Proceed. Changes to project design, scope, location, or methods authorized by project stakeholders will require a written scope and fee amendment.



This Cost Proposal Summary includes services as described in the RFP and Work Plan, and includes a recommended optional service. A detailed budget with hours per team member is included as Attachment C. A Rate Schedule is provided below.

**Cost Proposal Summary**

Task	Scoped Services	Optional Services	Proposed Total
<b>Task 1 - Project Management</b>			
Kick Off Meeting	\$1,789		\$1,789
Check In Meetings	\$19,316		\$19,316
Invoicing	\$6,716		\$6,716
Quarterly Reporting	\$3,600		\$3,600
<b>Task 2 - Existing Conditions Mapping</b>			
Optional Topographic and Boundary Survey		\$15,000	\$15,000
Existing Conditions Maps	\$33,493		\$33,493
Existing Conditions Memo	\$18,219		\$18,219
<b>Task 3 - Network Analysis</b>			
Network Analysis Report	\$50,328		\$50,328
HCOAG Presentation	\$2,689		\$2,689
<b>Task 4 - Community Engagement</b>			
As needed technical support	\$3,000		\$3,000
<b>Task 5 - Draft and Final Plans</b>			
10% Loleta Safe Routes to School Maps	\$20,842		\$20,842
30% Loleta Safe Routes to School Maps	\$20,010		\$20,010
Two Multimodal Needs Assessments	\$10,777		\$10,777
Project Report	\$16,696		\$16,696
Three Presentations	\$3,600		\$3,600
<b>Total Hours</b>	<b>1,013</b>		
<b>Total Fees</b>	<b>\$211,074</b>	<b>\$15,000</b>	<b>\$226,074</b>

Rate Schedule			
Name	Organization	Rate	Responsibilities
Nathan Sanger	SWE	\$225/hr	PM, Civil Design, Reports
Jessica Hall	SWCA	\$219/hr	Site Analysis, Design & Planning, Reports
Todd Siefke	SWCA	\$156/hr	Existing Conditions, Planning, Reports
Aramis Respall	SWCA	\$201/hr	GIS, Spatial Analysis
Cullen Chapman	SWCA	\$219/hr	Visualizations
Jaime Jones	SWCA	\$180/hr	Report Editor
Mike O'Hearn	O'Hearn & Assoc	\$15,000 LS	OPTIONAL – Survey of Loleta project reach

## **Conflict of Interest**

Standing Wave Engineering warrants and covenants that no official or employee of HCAOG, nor any business entity in which an official of HCAOG has an interest, has been employed or retained to solicit or assist in procuring the final Consultant Services Agreement resulting from this RFP process, nor that any such person will be employed in the performance of such Consultant Services Agreement without immediate divulgence of such fact to HCAOG.

Attachment A:  
Key Staff Work Experience



# Nathan Sanger

OWNER, **STANDING WAVE ENGINEERING**

Nathan Sanger has been designing and successfully completing engineering projects in Northern California for more than 15 years. Nathan has a diverse range of experience and expertise encompassing Americans with Disabilities Act (ADA) path of travel planning and analysis, site development, construction administration and management, grading, grant writing and management, photovoltaic system design, pedestrian and bike trail planning and design, utility mapping, stormwater modeling and analysis, stormwater detention/retention basin design, Municipal Separate Storm Sewer System (MS4) and National Pollutant Discharge Elimination System (NPDES) permitting, and pipe bursting.

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## EDUCATION

BACHELORS OF ART,  
PSYCHOLOGY  
University Of California Santa Cruz  
1997-2001

BACHELORS OF SCIENCE,  
ENGINEERING  
Humboldt State University, Arcata  
2004-2010

## ACCREDITATIONS

Civil Engineer, CA #84816

Qualified Stormwater Pollution  
Prevention Plan (SWPPP)  
Developer/Practitioner #84816

Qualified Industrial Stormwater  
Practitioner (QISP) #84816

## TECHNICAL SKILLS

Project Management

Leadership

Grading & ADA Accessibility

Stormwater Management

Hydrology and Hydraulics

Pedestrian and Bicycle Facilities

Construction Management

Grant Writing

## EXPERIENCE

### Hoopa Four Project

#### Hoopa Valley Tribe

Project Manager & Engineer | Hoopa, CA | 2022 – Present

Nathan has served this client as the project manager and lead civil designer for this \$5.2M grant funded infrastructure project located in Hoopa, California. Work completed for this project has included hiring and managing a complete design team of subconsultants that has brought the project from concept, to Master Plan, 100% construction documents, and now construction. Overall, for the project Nathan has served as project manager where he has achieved NEPA clearance for the project, completed cost estimating and budgeting, managed client and public communications, and is the Engineer of Record for the construction documents. Nathan is currently serving as the construction manager for the project which is currently in construction and is anticipated to be completed in Summer of 2026.

### We Are Up Housing Project and Central Avenue Improvement Project

#### Mary Keehn

Project Engineer | McKinleyville, CA | 2022 – Present

Nathan is currently serving as the civil engineer for this proposed development project in McKinleyville, California. Duties include site development planning, preliminary design, utility planning/design, stormwater design and analysis, and CEQA assistance. Nathan has also served as the Engineer Of Record and developed construction documents for a phased portion of this project known as the Central Avenue Improvements Project. This project includes pedestrian/bicycle safety improvements, street signaling upgrades, and bus stop development. The construction documents were completed in January 2026 and the client is seeking funding, with construction planned for in early 2027.

### Eureka Chinatown Monument Project

#### Humboldt Asians and Pacific Islanders in Solidarity (HAPI)

Project Engineer | Eureka, CA | 2024 – Present

Nathan is currently serving as the civil Engineer Of Record for this small-scale infrastructure project in Eureka, California. Duties include site development planning, 100% construction documents, utility planning/design, and ADA compliant grading design. The project is currently under construction which is anticipated to be completed by early 2026.

## **EXPERIENCE** continued

**Fieldbrook Tank Installation Project**  
**Fieldbrook Glendale Community Services District**  
**Construction Manager | Fieldbrook, CA | 2024 – Present**

Nathan is currently serving as the construction manager for this infrastructure project in Fieldbrook, California. Duties include routine site inspections and construction management/administration. The project is currently under construction and anticipated to be completed in Spring of 2026.

**Grace Marton Park Project**  
**City of Eureka**  
**Project Engineer | Eureka, CA | 2023 – Present**

Nathan is currently serving as the civil design engineer for this proposed development project in Eureka, California. Duties include site development planning, preliminary design, utility planning/design, stormwater design and ADA compliant grading design. The project is currently under construction and anticipated to be completed in Fall of 2026.

**Briceland Community Services District Water System Improvements Project**  
**Briceland Community Services District**  
**Project Manager | Briceland, CA | 2019 – Present**

Nathan has completed and is continuing to complete a large range of civil engineering services for this rural CSD located in Southern Humboldt. The work being completed for the BCSD has been made possible by the \$1.7M in State Proposition 1 Round 1 Integrated Regional Water Management and Urban Multi Benefit Drought Relief grant funding that Nathan has been able to have successfully awarded for this client. Work completed for this project has included an initial technical evaluation of the drinking water and fire suppression systems; mapping the drinking water and fire suppression distribution systems; overseeing the environmental and leading the design phases of work including: CEQA Categorical Exclusion (CE) documentation, topographic and boundary surveys, geotechnical investigations, preliminary design, cost estimating, and technical specifications. Nathan is also contracted to complete all of the contract administration and construction management duties for the project going forward. The project is currently at the construction phase which is anticipated to be completed in Spring of 2026.

**Yurok Homes #3 Subdivision**  
**Yurok Indian Housing Authority**  
**Project Manager | Arcata, CA | 2020 – 2022**

Nathan has served this client as the lead civil designer and Engineer of Record for this new 36-unit subdivision with an innovative stormwater system capable of handling 100-year storm events. Working directly with the project architect and YIHA's executive director responsibilities have included site roads and parking lot design, site ADA path of travel planning and analysis, existing infrastructure assessment and improvement, drainage analysis, stormwater system design and MS4 permitting, trail and pedestrian bridge design, preparation of the civil engineering PS&E documents, bidding support, and construction management support. Construction of the \$17M project began in 2021 and was completed in Fall of 2022.

**Nordic Aquafarms Fish Farm**  
**Nordic Aquafarms, Inc.**  
**Project Manager | Samoa, CA | 2019 – 2022**

While at GHD Nathan served as the Project Manager and lead GHD design team manager for the \$400M Nordic Aquafarms fish farm project, which will be an 18-acre land-based aquaculture facility. Responsibilities included managing the civil engineering, foundation structural, exterior lighting, and landscape architecture design teams for the project. In addition to managing the other design teams, design responsibilities included site wide drainage analysis, stormwater system design and permitting, site roads and parking lot grading and design, ADA path of travel planning and analysis, pedestrian facilities design, existing infrastructure assessment and improvement planning, preparation of the engineering Plans, Specifications, and Estimate (PS&E) documents, and construction and industrial SWPPP design and implementation.

## EXPERIENCE continued

**Little River Trail Project**  
**Redwood Community Action Agency**  
**Deputy Project Manager | Trinidad, CA | 2019 – 2022**

While at GHD Nathan served as Deputy Project Manager and Civil Engineer for the \$9M Little River Trail project, which will be a one-mile Class 1 trail connecting Clam Beach to the southern extent of Scenic Drive near Moonstone Beach. Responsibilities included assistant project managing the civil engineering design team and completing engineering studies related to the project; coordination with Caltrans staff; preliminary design of the trail layout, and cost estimating; coordination/management of the geotechnical, structural, and surveying subcontractors; development of a trail simulation visualization video; and completing Caltrans engineering studies including a drainage study, sea level rise vulnerability assessment, stormwater data report, location hydraulic studies, and a floodplain encroachment report. The project is currently at Project Approval & Environmental Documentation (PA/ED) stage of design.

**On-Call City Engineer**  
**City of Rio Dell**  
**Project Manager | Rio Dell, CA | 2019 – 2022**

As an on-call engineer Nathan provided a wide range of services for transportation and development related projects within the City of Rio Dell. Duties included development reviews, grant writing, presentations to the City Council, development and implementation of road improvement PS&E development packages, and serving as the City representative on the Humboldt County Association of Governments (HCAOG) Technical Advisory Committee. While working for the City of Rio Dell Nathan was able to successfully obtain over \$3.4M in grant funding for the City of Rio Dell, including \$2.4M in Caltrans Local Clean California funding for the Eel River Trail (a 0.25 mile Class 1 trail) and Gateway projects, and \$0.8M in Caltrans Regional Transportation Improvement Program funding for the Rio Dell Neighborhood Connectivity Project (which includes over 2,000 linear feet of pedestrian sidewalk, and other safety improvements).

**Annie and Mary Connectivity Project**  
**City of Arcata**  
**Project Manager | Arcata, CA | 2021– 2022**

Nathan served as Project Manager and Civil Engineer for the Annie and Mary Connectivity project, which will be a 3.5-mile Class 1 trail connecting Sunset Park in Arcata to the Humboldt Bay Municipal Water District's Park One facility. Nathan's responsibilities included overseeing the environmental and preliminary design phases of work, including environmental studies (cultural resources, wetland, biological resources, and rare plant mapping), CEQA documentation, and coordination with and Caltrans local oversight staff. The project was delivered to the client at the PA&ED phase.

**Arcata Boat Launch Facility**  
**City of Arcata**  
**Project Manager | Arcata, CA | 2019– 2022**

Nathan served as Project Manager and Civil Engineer of Record responsible for the site civil improvement plans for the Arcata Boat Launch Facility. The project includes the design of a new gangway and boat launch facility, new bathroom building, pedestrian facilities, and parking lot modifications at the Arcata Marsh. Responsibilities included boat launch analysis and design, parking lot design, ADA path of travel planning and analysis, preparation of the engineering PS&E documents, cost estimating, and permitting through the Department of Boating and Waterways. The project was constructed in 2023 and early 2024, and is now open to the public.

**Humboldt Courthouse Re-Entry Facility**  
**County of Humboldt**  
**Project Manager | Eureka, CA | 2019 – 2022**

While at GHD Nathan served as the site Civil Engineer of Record responsible for preparing site civil improvements for the \$22M Humboldt Courthouse Re-Entry project. Working directly with the architect for the project responsibilities included ADA path of travel planning and analysis, existing infrastructure assessment and improvement planning, preparation of the site civil engineering plans, technical specifications package, fire flow analysis, drainage analysis, grading plans, and MS4 permitting.

**Old Opera Building Improvement Project**  
**Dick Taylor Chocolates**  
Project Engineer | Eureka, CA | 2021

Nathan served as Civil Engineer of Record to provide grading plans for the adaptive reuse project, and worked directly with local architect Kash Boodjeh to develop grading plans for the planned improvements for the site. Construction of the project began in the Summer of 2022 and is now open to the public.

**Rio Dell Safe Routes to School Project**  
**City of Rio Dell**  
Project Manager | Rio Dell, CA | 2020-2021

Nathan acted as the Civil Engineer of Record for the Caltrans-funded 2019 Rio Dell Safe Routes to School project. The project included pedestrian improvements, striping, slurry seal, asphalt overlay, and ADA improvements within the City of Rio Dell. Responsibilities included development of the engineering PS&E package for the project, obtaining California Division of the State Architect (DSA) approval, contract administration, construction management, presentations to City Council, and Caltrans permitting. The \$1.2M ATP project was completed in the Spring of 2021.

**Kentucky Fried Chicken**  
**GLMV Architecture, Inc.**  
Project Manager | Yuba City, CA | 2020-2021

Nathan Sanger was the Civil Engineer of Record for the KFC Yuba City project. Working directly with the project architect responsibilities included parking lot design, existing infrastructure assessment and improvement planning, preparation of the engineering design plans, drainage analysis, and MS4 permitting. The project was completed in early 2021.

**Kentucky Fried Chicken**  
**GLMV Architecture, Inc.**  
Project Manager | Eureka, CA | 2020-2021

Nathan Sanger was the Civil Engineer of Record for the KFC Eureka project. Responsibilities include parking lot design, existing infrastructure assessment and improvement, preparation of the engineering plans, fire flow analysis, drainage analysis, and MS4 permitting. The project was constructed in the Summer of 2021.

**Humboldt Bay Wildlife Refuge Roadway Rehabilitation**  
**US Fish and Wildlife Service**  
Construction Management | Humboldt County, CA | 2020

Nathan provided construction support and in the field construction management services for this roadway rehabilitation in Humboldt County. The project included the rehabilitation of over 1.25 miles of pavement, including full depth digouts, asphalt paving and overlay, and crack sealing. Responsibilities included review of contractor submittals, field inspections, and coordination with the design engineer, the contractor, materials testing firm, and US Fish and Wildlife Service staff. Construction was completed in summer 2020.

**Humboldt County ADA Compliance Projects**  
**Multiple Clients**  
Project Manager | Eureka, CA | 2020-2021

Nathan was the Civil Engineer of Record responsible for multiple clients that had been included in the consent decree entered into by Humboldt County and the US Department of Justice for alleged violations of the Americans with Disabilities Act. Responsibilities included parking lot design, existing infrastructure assessment and improvement, and the preparation of the engineering plans for each of these sites. Construction of these improvements were completed in 2020 and 2021.

**Fortuna Safe Routes to School Project**  
**City of Fortuna**  
Project Engineer | Fortuna, CA | 2020

Nathan served as Project Engineer for the South Fortuna Elementary School Safe Routes to School project. Responsibilities included designing new sidewalks and accessible driveways, crosswalks, and enhanced pavement markings. The project was constructed in the Summer of 2020

## EXPERIENCE continued

### **Mad River Lumber Stormwater Management** **Mad River Lumber** **Project Manager | Arcata, CA | 2016-present**

Nathan was responsible for several stormwater related items for the Mad River Lumber facility including modeling the site for optimal sizing of the retention basin, the preparation of the engineering PS&E package, providing environmental expert analysis and discussion with lawyers involved in a litigation case brought against Mad River Lumber, and complete industrial stormwater compliance services including development of an industrial SWPPP, stormwater sampling, and annual reporting. The project was constructed in the Summer of 2018, and annual stormwater services are ongoing.

### **Community Futsal Court** **Mad River Youth Soccer League** **Project Manager | Arcata, CA | 2018-2019**

Nathan was the Civil Engineer of Record for the project and completed the design of Humboldt County's first ever outdoor all weather futsal court. Responsibilities included coordination and negotiating the project to be gifted by Mad River Youth Soccer League to the City of Arcata, the preparation of the engineering PS&E package, and MS4 stormwater permitting compliance calculations. The project was constructed in the Summer of 2019.

### **Gene Lucas Community Center** **McLean Foundation** **Project Engineer | Fortuna, CA | 2018-2019**

Served as Project Engineer for the development of the new Gene Lucas Community Center. Responsibilities included parking lot and new infrastructure design, stormwater modeling using SWMM software, LID basin and detention pond design, MS4 permitting, and construction management. The project was constructed in 2019.

### **Hoopa Grocery Store** **Hoopa Tribe** **Project Engineer | Hoopa, CA | 2017-2018**

Nathan developed the site civil improvements associated with the Hoopa Grocery Store project. Responsibilities included parking lot design, existing infrastructure

assessment and improvement, the preparation of the engineering plans, PS&E package, and the design of a Low Impact Development (LID) stormwater treatment system for the site. The project was completed in the Summer of 2018.

### **Old Town Eureka Sewer Project** **City of Eureka** **Project Manager | Eureka, CA | 2016-2017**

Nathan was responsible for the management of the City of Eureka's first design build project, which was for the installation of new sewer mains and laterals within Old Town Eureka via pipe bursting. Responsibilities included performing bidding support, running construction meetings, construction management and oversight for the project, and project close out. The \$1M project was started in the Summer of 2016 and completed in early 2017.

### **Proposition 39 Projects** **Multiple Schools** **Project Engineer | Humboldt County, CA | 2016-2019**

Nathan served as Project Engineer to complete Proposition 39 energy related services for several schools in Humboldt County. Responsibilities included performing energy audits, writing energy expenditure plans, the preparation of solar and Heating, Ventilation, and Air Conditioning (HVAC) engineering PS&E packages, and construction administration and management duties. Nathan completed solar design plans for the following Humboldt County school districts:

- Jacoby Creek Solar PV | Jacoby Creek School District | Bayside, CA
- Blue Lake Solar PV | Blue Lake School District | Blue Lake, CA
- Peninsula Solar PV | Peninsula School District | Samoa, CA
- Freshwater Solar PV | Freshwater School District | Eureka, CA
- South Bay Elementary Solar PV | South Bay Union School District | Eureka, CA
- Big Lagoon Elementary Solar PV | Big Lagoon Union Elementary School District | Trinidad, CA
- Redwood Coast Montessori Solar PV | Arcata Elementary School District | Manila, CA

## EXPERIENCE continued

### **Samoa Pulp Mill Clean Up**

#### **LP Samoa**

**Project Engineer | Samoa, CA | 2014-2016**

Nathan served as Project Engineer for the site investigation and subsequent environmental remediation activities for the LP Samoa Pulp Mill Site. Responsibilities included subsurface investigations; fate and transport analysis; groundwater, soil and air sampling and analysis; conceptual site plan development; subsurface chemical injection planning, permitting and oversight; and semi-annual report writing.

### **Northern California Prison Clean Up Sites**

#### **California Department Corrections**

**Assistant Project Manager | Northern CA | 2012-2016**

Served as Assistant Project Manager for all of Northern California's prison clean-up sites. Responsibilities included managing local and regional staff to implement site investigation, groundwater monitoring, site closure requests, semi-annual report writing, and clean-up activities for the Pelican Bay, San Quentin, Folsom, California Medical Facility, and Susanville prison facilities.

### **Humboldt Creamery Land Discharge Facilities**

#### **Humboldt Creamery**

**Project Engineer | Fernbridge, CA | 2012-2016**

Served as Project Engineer for the Humboldt Creamery land application site. Responsibilities included NPDES permitting/ compliance implementation, site investigations and report writing, groundwater monitoring and analysis, and quarterly/annual reporting.

### **Underground Storage Tank Fund Sites**

#### **Various Clients**

**Project Engineer | Northern CA | 2011-2016**

Served as Project Engineer for several Underground Storage Tank sites throughout Northern California. Duties included subsurface site investigations; soil, air, and groundwater monitoring and analysis; annual / semi-annual report writing; reports of findings; requests for site closure; and remediation activities.

## **Career history**

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2022 – present	Owner, Standing Wave Engineering
2019 - 2022	GHD, Project Manager & Engineer
2016 - 2019	Greenway Partners, Civil Engineer
2011 - 2016	SHN Consulting, Project Engineer

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## JESSICA HALL, SENIOR LANDSCAPE ARCHITECT

Jessica Hall is a licensed landscape architect known for her ecological design ethos and dedication to urban stream restoration. Her expertise spans feasibility studies, restoration planning, and stormwater integration, and also includes transportation and climate change planning. She has long wanted to help people get out of their cars: her interest in multimodal transportation goes back to the very foundations of her training: as an undergraduate, her architecture thesis proposed the transformation of an urban 6-lane highway with a 70' wide center median (Hawthorne Boulevard) into a pedestrian-centered road with a mile long linear park. As the Director of Wildling Design Studio, her work spanned parks, housing and commercial developments, stream restoration, parking, cultural expression in the landscape, and high level multimodal planning. In addition to her work with SWCA, she serves as the part-time Restoration and Policy Director for the California Urban Streams Partnership (CUSP), restoring and protecting urban streams. Her work has been honored and recognized in the media. Previously, she managed environmental advocacy campaigns and engaged in community outreach.

### YEARS OF EXPERIENCE

25

### EDUCATION

M.L.A.; California State Polytechnic University, Pomona, CA; 2001

B.A., Architecture; Princeton University, Princeton, NJ; 1992

### REGISTRATIONS / CERTIFICATIONS

California Landscape Architect #5780

### AWARDS / HONORS

2012 Award of Excellence, Santa Monica Bay Restoration Commission

2007 Earth Day Award, City of Los Angeles

2000 Switzer Environmental Leadership Fellow

### MEMBERSHIPS

American Society of Landscape Architects

### SELECTED PROJECT EXPERIENCE (\* denotes project experience prior to SWCA)

**\*Grace Marton Park & Waterfront Trail Extension; City of Eureka; Eureka, California.** Jessica worked closely with the City of Eureka to design a playground and small park along the Eureka Waterfront. The design included a short extension of the Eureka Waterfront Trail, a multiuse trail that follows Humboldt Bay's shoreline. The team referenced FHWA and AASHTO guidelines for bike trail design, with a 10' wide bikeway and 2' shoulders, as well as the Public Playground Safety Handbook, California and federal regulations and guidance. *Role: Project Manager and Lead Designer. Preparing overall park concept and alternatives, site plan, preliminary grading concept, amenities and planting design; construction documents and specifications.*

**\*Ives Park Master Plan Update & Downtown Vision Plan; Waterways Restoration Institute & City of Sebastopol; Sebastopol, CA.** This project focused on naturalizing a creek within Ives Park also proposed enhancements to pedestrian and bicycle infrastructure including an art sculpture walk, multiuse trail, and ADA creekside loop trail. Jessica used an existing technical memo to study options for improving pedestrian safety at a dangerous intersection at the park's southwest entry. The concept expanded the park footprint and proposed a curb extension and parkway buffer on the residential side of the street. She was also asked to envision a concept (approximately 10%) to extend the creek with a multimodal trail through downtown to the Railroad Forest. A 3D model was created and used as a background for hand sketches. The design process included online design charrettes with Sebastopol Planning Commissioners assigned to Parks issues, as well as multiple interim progress check in meetings with planning staff and the Commission. The revised Master Plan that resulted was adopted by Council. *Role: Project Manager and Lead Designer. Co-author of stream basis of design report.*

**\*OceanWest Expansion –Sun Communities, Inc.; Humboldt County CA.** Hired to produce a recreational master plan and construction documents for an expansion development permit, Jessica created options for pedestrian activity and social interaction within this mobile home park that lacks sidewalks. Recreational amenities proposed included new trails as well as trail extensions with overlooks to connect different areas of the development, a community garden, fruit tree grove, dog park, and seating and picnic areas. Jessica has also incorporated an all-native plant palette focused on North Coast native plants in landscape areas and in stormwater management features. The project paused at 90% design. *Role: Subconsultant Team Project Manager and Lead Recreational Amenities & Planting Designer*

**\*Sepulveda Basin Restoration Feasibility Study; The River Project; Los Angeles, CA.** As part of the team led by The River Project, Jessica led the landscape architecture scope addressing public access and circulation, athletic field placement and settings, recreational

and cultural programming, design transitions to the Los Angeles River and tributary streams, and habitat establishment and plant palette. She also contributed to geomorphic design references, historical ecology research, and conceptual grading discussions. The final report significantly informed a planning effort now led by the City of Los Angeles for the Los Angeles River at the Sepulveda Basin. *Role: Subconsultant Team Project Manager and Lead Landscape Architect.*

**\*Hoopa 4 / Pookey's Park, Hoopa Valley Tribe, Hoopa, CA.** As part of the Hoopa Valley Four grant with a short implementation timeframe, Jessica worked with the Hoopa Valley Tribe's Planning Department and consultant Standing Wave Engineering to refurbish Pookey's Park and support master planning of the Rodeo Grounds. This included design charrettes with stakeholders and public meetings for overall site design and preparation of construction documents. The project is currently in construction. *Role: Landscape Architect*

**\*30th Street Housing and 30th Street Streetscape, Yurok Housing Authority and City of Arcata, Arcata, CA.** Recently completed housing development landscaping including street improvements, riparian buffer and yard treatments for Yurok Housing Authority-led project. Design included stormwater management and a development plant palette focused on North Coast native and edible plantings. Updated prior landscape plans for the Yurok Housing Authority-led multifamily development and street improvement on 30th Street that was recently completed. Design included a dogwood-lined streetscape, modified to better incorporate trees into stormwater management, stream buffer zone plantings, and a development plant palette focused on North Coast native and edible plantings. *Role: Landscape Architect*

**\*HSU Transit Hub and Campus Bus Stops Conceptual Design, Humboldt State University (now Cal Poly Humboldt), Arcata, CA.** Transit hub conceptual design including design alternatives for full and half site development of a bus transit hub with bicycle parking, bike repair station, bioswales and raingardens, seating and picnic areas, off street and on street parking, and covered bus shelter structures. Site assessment included consideration of neighborhood context, circulation for all transportation modes, and university aesthetics. Developed 3D model of bus shelter alternatives. A preliminary cost estimate was prepared. Additional landscape architectural design contributed to refinements of design at the Library Circle plaza and a related shared pedestrian/vehicular access street. *Role: Landscape Architect / Urban Designer*

**\*Long Range Transportation Plan, Yurok Tribe, Klamath and Weitchpec, CA.** Developed ten-year update to Long Range Transportation Plan, following standards set forth by the Federal Highways Administration. Plan update included coordination with tribal transportation department, two community meetings, and development of new projects concepts and cost estimates. *Role: Planner*

**\* Long Range Transportation Plan Update, Tolowa Dee-ni' Nation, Smith River, CA.** Prepared new Long Range Transportation Plan, which has a life of twenty years, following standards set forth by the Federal Highways Administration. Plan update included coordination with tribal transportation department, one community meeting, development of new projects concepts and cost estimates, and presentations to the Tribal Council. *Role: Planner*

**\*Transportation Safety Plan Update, Tolowa Dee-ni' Nation, Smith River, CA.** Facilitated an "open house" style public gathering to interact one-on-one and in small groups with tribal members about their transportation and safety needs. This included preparation of large scale aerial imagery of the TDN for annotating comments. *Role: Planner*

**\*Highway 101, Downtown and Riverwalk Area Complete Streets and Connectivity Planning Study, City of Fortuna, Fortuna, CA.** Worked with project manager to produce draft and final report based upon the Caltrans Project Study Report format and complex technical studies. *Role: Planner*

**\*Watershed Based Plan, Bear River Rancheria, Loleta, CA.** Prepared a tribal Watershed-based Plan following USEPA guidelines for the Bear River Rancheria trust lands. Working under a tight budget and timeframe, the plan included site analysis, a review of existing mitigations, water quality data, low impact development projects, habitats, and planned developments. Facilitated a one-day charrette with tribal staff that set the template for the plan. Teamed with a GHD hydrologist who assessed water quality data and contributed to plan development. *Role: PM and Lead Author/Planner*

**\*Waterfront Drive Trail Project, City of Eureka, Eureka, CA.** Landscape architecture responsibilities included leading planting design for approximately one mile of bike trail along Eureka's industrialized waterfront and at mitigation sites, including 100% design plans and specifications. Planting considerations included narrow planting beds, hardiness and survivability with no available irrigation, and seasonal high winds. Also produced 30% landscape plans for a trailhead park including parking, children's play area, and bioretention lawn.

Developed 3D model of boardwalk concepts. Environmental planning encompassed development of the Mitigation and Monitoring Plan. The project is entirely within the California Coastal Zone. *Role: Landscape Architect and Environmental Planner*

**\*Loleta Main Street Park and Playground, RCAA, Loleta, CA.** Designed layout for community park in the center of Loleta including play and fitness equipment, picnic areas, pit courts, community gardens, parking, basketball and a small performance space. Worked with existing mature trees and drainage pattern for minimal site disturbance. Assisted client with preliminary site lighting concepts. Developed conceptual drainage concepts to address runoff using Low Impact Development techniques through the site. *Role: Landscape Architect*

**\*StreetSMART, City of Rohnert Park, Rohnert Park, CA.** Developed wayfinding signage program on accelerated schedule for the Central Rohnert Park District, with emphasis on directing pedestrians to the Sonoma Marin Area Rail Transit station under design. Project included gateway and landscape enhancements to Copeland Creek and construction documents. *Role: Signage planning and design*

**\*Humboldt Bay Trail Feasibility Study, Humboldt County, Humboldt County, CA.** Landscape architect for this project that involved the feasibility study and 30% preliminary design for a 5-mile long Class I Trail facility along Humboldt Bay. Produced technical memo estimating bicycle demand for trail, visual simulations, and brief memorandum describing eucalyptus removal strategies. *Role: Landscape Architect*

**\*Ballona Creek Greenway Plan; Santa Monica Bay Restoration Commission; Los Angeles, CA.** Jessica led conceived and led development of a greenway plan covering approximately 10 miles of existing and potential trails, upland landscaping, stormwater remediation and channelized stream naturalization through a feasibility analysis, hydrology & hydraulic study, vision plan, and early action plans for Ballona Creek, Adams, and Sepulveda channels in Los Angeles and Culver City, California. She led community site assessment walks and design charrettes, drafted concepts and led development of the planning document. Site specific designs ranged from community pocket parks to regional parks and safe street strategies including integration of traffic calming, beautification and bike facilities into streets adjacent to pocket parks and trails. Project won Honor Award in 2011 from the Westside Urban Forum. *Role: Landscape Planner and Designer. Led public design process, conceptual design, restoration design, conceptual trail alignments in tandem with subconsultant team. Led exhibit preparation, document research and writing and production of final report.*

**\*Walnut Creek Habitat and Open Space Conceptual Trails Alignment and Plant Palette; West Covina, CA.** As a sub to another firm, Jessica assessed undeveloped large open space area to determine trail alignments for a variety of users and challenge levels, including elders and ADA, equestrians, and fitness buffs. Also, in conjunction with an ecologist, prepared a locally-appropriate plant palette to use in different zones of the future park. This included a native oak savannah concept area, denser coastal sage scrub, and using habitat plantings that will support endangered species as visual and fire buffers. *Role: Landscape Designer. Trails alignment alternatives, exhibit preparation, public meeting co-facilitation, document research and writing.*

## ARAMIS RESPALL, CAD / GIS ANALYST

Aramis Respall has over 25 years of experience in drafting and design for public and private projects using Autodesk land development and ESRI ArcGIS geospatial programs. His primary experience evolved from conventional surveying and civil engineering practices to advanced GPS and GIS based technology. Past project experience includes CAD/GIS support for road and highway designs, facilities management, highway and airport master planning, noise studies, power transmission line alignments, and various private development projects such as subdivision layouts and golf courses. Mr. Respall prepares figures for biological and permitting documents such as project location maps, aerial photographs, environmental resource maps, CNDDDB proximity maps, waters and wetland delineation, proposed project impacts, tree location maps and other supporting graphics. He uploads and processes raw GPS data to integrate with aerial photos and engineering designs to map natural resources, calculate impacts, and plan mitigation. He provides geospatial analysis and support for projects involving geodesy, hydrology, watershed studies, project impact analysis, critical habitat locations, and mitigation design.

### YEARS OF EXPERIENCE

25

### EXPERTISE

Spatial Analysis

Wetland Delineation

Project Impact Evaluation

Biological Communities Maps and  
Project Impact Maps

Biological Assessments

Prepares Figures and Maps for Caltrans  
Natural Environment Studies

CEQA Initial Studies

Adobe In-Design

Adobe Photoshop

Adobe Illustrator

### EDUCATION

Coursework; University of Guam; 2001

### TRAINING

AutoCAD University, Los Angeles  
California; 1997

International Right-of-Way Association,  
Real Estate Law and Engineering

Guam Geodetic Network Project Global  
Positioning System, ASHTEC

DIGIT and SPATIAL VIEWER training,

### SELECTED PROJECT EXPERIENCE (\* denotes project experience prior to SWCA)

**Bucks Bar Road Bridge (25C-0003) over North Fork; T.Y. LIN International Group; El Dorado County, California.** Prepare CEQA IS/MND, including Air Quality modeling and analysis. Currently preparing CEQA EIR based on Public comments. Provide review and comment on externally prepared Sun-Shade Analysis. Assisting with project management and management of Section 106 process. *Role: GIS / CADD Specialist. Prepared Biological Assessments, wetland delineations, feasibility studies, and CEQA Initial Studies.*

**Dutch Charlie Bridge, MGE Engineering (prime), Mendocino County, CA.** *Role: GIS Specialist.*

**Peabody Road and Dobe Lane Development; City of Fairfield; Solano County, California.** *Role: GIS Specialist.*

**\* Marsh Creek Bridge Repair (HBP); Contra Costa County, California.** *Role: GIS Analyst. Prepared figures and maps for CEQA Initial Study, Caltrans Natural Environment Study and Biological Assessment. Assisted in the evaluation biological resources and project impacts.*

**\* Byron Highway Shoulder Widening and Overlay South NES; Contra Costa County, California.** *Role: GIS Analyst. Prepared figures and maps for CEQA Initial Study, Caltrans Natural Environment Study and Biological Assessment. Assisted in the evaluation biological resources and project impacts.*

**\* Alpine Meadows Road Bridge over Truckee River Replacement Project; Placer County, California.** *Role: GIS Analyst. Prepared figures and maps for CEQA Initial Study, Caltrans Natural Environment Study and Biological Assessment. Assisted in the evaluation biological resources and project impacts.*

**\* Mitchell Creek Area Second Connection Project; Mendocino County, California.** *Role: GIS Analyst. Prepared figures and maps for feasibility study for project alternatives. Assisted in the evaluation biological resources and project impacts.*

Attachment B:  
Anticipated Project Schedule



# Attachment C: Detailed Cost Proposal

Task	Name	Nathan Sanger	Jessica Hall	Todd Siefke	Aramis Respoll	Cullen Chapman	Jaime Jones	Mike O'Hern	Total Fees
	Company	Standing Wave	SWCA					O'Hern & Associates	
	Job(s)	Project Manager & Civil Engineer	Site Analysis, Design, Report	Existing Conditions Assessment	GIS	Visualizations	Report Editing	Surveyor	
	Bill Rate	\$225	\$219	\$156	\$201	\$219	\$180	\$15,000*	
<b>Task 1 - Project Management</b>									
Kick Off Meeting		6	2						\$1,789
Check In Meetings		80	6						\$19,316
Invoicing		24	6						\$6,716
Quarterly Reporting		16							\$3,600
<b>Task 2 - Existing Conditions Mapping</b>									
Optional Topographic and Boundary Survey								\$15,000	\$15,000
Existing Conditions Maps		36	36	35	60				\$33,493
Existing Conditions Memo		44	24	15			4		\$18,219
<b>Task 3 - Network Analysis</b>									
Network Analysis Report		60	70	52	60		8		\$50,328
HCOAG Presentation		10	2						\$2,689
<b>Task 4 - Community Engagement</b>									
As needed technical support		7	2	7					\$3,000
<b>Task 5 - Draft and Final Plans</b>									
10% Loleta Safe Routes to School Maps		52	12	8		24			\$20,842
30% Loleta Safe Routes to School Maps		60	8	8		16			\$20,010
Two Multimodal Needs Assessments		24	16	12					\$10,777
Project Report		40	20	12			8		\$16,696
Three Presentations		16							\$3,600
<b>Total Hours</b>		475	204	149	120	40	20		
<b>Total Fees</b>		\$106,799	\$44,646	\$23,148	\$24,102	\$8,776	\$3,605	\$15,000	\$226,074

\*Note: the survey fee included in this estimate is an optional scope add on item, which is a lump sum fee based on current prevailing wage rates

## Attachment D: Subconsultant List

**SUBCONSULTANT LIST – RFP EXHIBIT C**

The proposal shall include a complete list of all proposed subconsultants. All subconsultants listed must be provided a meaningful element of work within the defined scope of work. Changes to this Subconsultant List will not be allowed without prior written approval from RTPA.

**Proposed Subconsultants**

<b>Subconsultant Firm Name and Address</b>	<b>Scope of Work</b>	<b>Dollar Amount of Work</b>
Name <a href="#">SWCA</a> Address <a href="#">8235 S Eastern Avenue, Suite 100 Las Vegas, NV 89123</a>	<a href="#">Planning, design, GIS, visualizations, site analysis</a>	\$ <a href="#">104,276</a>
Name <a href="#">Kelly OHern Associates</a> Address <a href="#">3240 Moore Avenue, Eureka CA 95501</a>	<a href="#">Optional topographic and boundary survey</a>	\$ <a href="#">15,000</a>
Name Address		\$

[Standing Wave Engineering](#)

Name of Lead Firm

[Nathan Sanger, Owner | PE](#)

Printed Name and Title of Signatory



Signature

[2/19/2026](#)

Date

Attachment E:  
SWCA Affirmative Action Policy



## Equal Opportunity Notices

### **A NOTICE AND INVITATION TO ALL EMPLOYEES AND APPLICANTS**

#### **AFFIRMATIVE ACTION AND EQUAL EMPLOYMENT OPPORTUNITY POLICY STATEMENT**

SWCA has been and will continue to be an equal opportunity employer. To assure full implementation of this equal employment policy, we will take steps to assure that:

- a) Persons are recruited, hired, assigned and promoted without regard to race, religion, color, creed, national origin, ancestry, gender, citizenship, sex, sexual orientation, gender identity, domestic partner status, AIDS/HIV status, pregnancy status, marital status, veteran's status, genetic information, age, disability, height, weight or association with members of protected classes.
- b) All other personnel actions, such as compensation, benefits, transfers, layoffs and recall from lay offs, access to training, education, tuition assistance and social recreation programs are administered without regard to race, religion, color, creed, national origin, ancestry, gender, citizenship, sex, sexual orientation, gender identity, domestic partner status, AIDS/HIV status, pregnancy status, marital status, veteran's status, genetic information, age, disability, height, weight or association with members of protected classes.
- c) Employees and applicants shall not be subjected to harassment, intimidation, threats, coercion or discrimination because they have: (1) filed a complaint; (2) assisted or participated in an investigation, compliance review, hearing or any other activity related to the administration of any federal, state or local law requiring equal employment opportunity; (3) opposed any act or practice made unlawful by any federal, state or local law requiring equal opportunity or (4) exercised any other right protected by federal, state or local law requiring equal opportunity.

I have appointed Deborah Owens to take on the responsibilities of EEO Coordinator. As EEO Coordinator, she will be responsible for the day to day implementation and monitoring of this Affirmative Action Plan. As part of that responsibility, she will periodically analyze the Company's personnel actions and their effects to insure compliance with our equal employment policy.

If you, as one of our employees or as an applicant for employment, have any questions about this policy

or would like to be considered under our Affirmative Action Plan, please contact Deborah Owens during regular business hours at 602-274-3831. This is also a reminder that employees may update their disability status at any time by contacting [HRConfidential@swca.com](mailto:HRConfidential@swca.com).

I have reviewed and fully endorse our Affirmative Action and Equal Employment Opportunity program. In closing, I ask the continued assistance and support of all of the Company's personnel to attain our objective of equal employment opportunity for all.

Joseph J. Fluder, III  
CEO

Applicants and employees of SWCA are protected under Federal law from discrimination. Please select the links to view the [Equal Employment Opportunity is The Law poster](#) and the [Supplement to EEO is the Law poster](#).

Attachment F:  
Addenda Cover Sheet

**Addenda:** Bidder acknowledges receipt of the RFP addenda as follows:

Addendum No.	Date Issued
#1	2-11-2026 (Titled "Questions & Answers")

2/19/2026

Date  
Standing Wave Engineering

Bidder  
600 F St, Ste 3 #113; Arcata, CA

Address  
84816

March 31, 2026

License No.

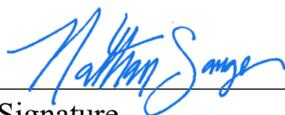
Expiration Date

Nathan Sanger

PE, Owner

Print Name

Title

  
Signature

Humboldt County Association of Governments (HCAOG)

**RFP for the  
Loleta Safe Routes to School & Tribal Connections**

(Funded by a Caltrans Sustainable Communities/Strategic Transportation Planning Grant)

**Questions & Answers**

(1) Q. Is there a page limit to the proposal and a required font size to use.

A. No.

(2) Q. Could you please elaborate on the DBE requirements for this proposal? Is there a DBE requirement?

A. There is no DBE requirement. (No federal funds and per Caltrans Division of Local Assistance, DLA Office Bulletin #25-07R1.)

(3) Q. How much on-site presence is expected of the prime, for either engagement, technical meetings, or presenting final plans?

A. Two in-person meetings are expected. These will likely be afternoon or evening community engagement workshops. These two meetings are tied to the requested \$3,000 allocation referenced in scope Task 4.

(4) Q. Task 5 (Draft & Final Plans) refers to project area mapping in Task 2 (Existing Conditions Mapping), but Task 2 does not define the level of detail of the mapping.

A. The Existing Conditions Mapping (Task 2) requires detailed, street-level documentation to establish a comprehensive baseline for planning. This includes mapping all bicycle/pedestrian facilities (e.g., lanes, sidewalks, crosswalks, intersections) with specific attributes such as dimensions, condition, and accessibility compliance, and integrating them with parcel-level land-use data and proximity to key destinations like schools, parks, and housing. The mapping further incorporates safety analytics, including plotting collision clusters and Level of Traffic Stress (LTS) metrics, as well as equity-focused transit access analysis for Loleta and adjacent tribal communities. LTS and transit mapping information will be available from HCAOG. The existing condition mapping extents will cover the study area referenced in Task 5 (Loleta Elementary to the Downtown area), in addition to the primary routes identified for the tribal needs assessments. Deliverables will feature 1:2,400-scale GIS maps (enabling precise feature identification) and a technical memo quantifying conditions, ensuring subsequent tasks (Task 5) can prioritize infrastructure improvements grounded in field-verified data.

Task 2 mapping explicitly requires:

1. Street-level granularity for all bicycle/pedestrian facilities (sidewalks, crosswalks, intersections), including condition documentation (width, accessibility, defects).
2. Contextual integration with land use/zoning policies and key destinations (schools, parks, housing).

3. Safety/equity data for Loleta and adjacent tribal lands (Bear River Rancheria/Wiyot Table Bluff), including:
  - Collision clusters (TIMS or other traffic collision databases)
  - Transit access gaps (with information to be provided by HCAOG)
  - Level of Traffic Stress (LTS) scoring (to be provided by HCAOG)
4. Deliverables at 1:2,400 scale with quantitative summaries.

(5) Q. Are traffic counts, speed data, or collision summaries already compiled, or should the consultant budget for new data collection?

- A. The consultant should expect to analyze existing traffic safety, collision, and traffic count databases. If needed, additional traffic counts can be collected by the County of Humboldt and provided to the consultant.