STV

January 2, 2008

Mr. John Bardwell, Contracting Officer
FTA Office of Procurement
1200 New Jersey Avenue, S.E.
East Building
Washington, D.C. 20590

Reference: **Solicitation No. DTFT60-08-R000,**
Project Management Oversight (PMO) Program Contractor Support

Dear Mr. Bardwell:

An expert in the FTA New Starts process, STV has a proven record of accomplishment in assisting transit agencies to secure the FTA funding that has opened the doors to increased mobility in cities across the country. Under consecutive PMOP contracts with the FTA for more than 20 years, STV has overseen numerous transportation analyses, corridor studies, and MIS/EIS assignments across the nation to evaluate and recommend ways to improve mobility, and subsequently improve the quality of life of community residents. From Manhattan, the financial capital of the world, to Pennsylvania's Route 23 in the middle of Amish country, to Nashville, the home of the Grand Ole Opry, STV has fostered community input to create regional mobility solutions that gain widespread public support.

STV has been instrumental in the creation of new transportation systems across the country. Not only does STV have a successful history of transportation planning in accordance with FTA guidelines, but our firm has also played a key role in the design and engineering of most of the large-scale New Starts transportation networks currently operating or under construction. Working directly with the FTA as one of its PMOCs, STV has been involved in evaluating the ability of various transportation agencies to carry out specific FTA-funded capital projects; determining how well the Grantees are following their Project Management Plans; and generally monitoring the procedures, processes, and activities to make sure that the overall programs result in timely, quality products delivered within budget.

With our wealth of transit experience in general and our experience on other PMO contracts in particular, we are attuned to the key issues that pervade PMO contracts and know how to effectively manage PMO assignments. From our prior FTA project experience, we have gained a thorough understanding of FTA goals, objectives, and procedures.

STV is eager to continue assisting the FTA in its efforts to develop new transit systems; bring transit infrastructure, facilities, systems, and vehicles to a state of good repair; and undertake system replacement and rehabilitation initiatives to improve our nation's mobility.

Some of our most notable prior experience on New Starts projects includes:

Bay Area Rapid Transit, San Francisco Bay Area, CA
STV provided comprehensive Project Management Oversight services for FTA-funded Bay Area Rapid Transit (BART) Capital projects in San Francisco, CA. STV's assignment for the FTA was broad in scope and included evaluating BART's ability to carry out its various capital projects; determining how well the Grantee was following its own Project Management Plans; and generally monitoring BART's procedures, processes and activities to ensure that the overall programs resulted in timely, quality products delivered within budget.

The BART Capital Projects included in this PMO program consisted of three primary projects with an aggregate budget of $2.2 billion: the Capacity Expansion Program (CEP) with a budget of $567 million; the Colma Station Extension Project (CSX) with a budget of $170 million; and the San Francisco Airport (SFO) Extension, with a budget of $1,483 million.

The main focus of these projects was to make the San Francisco International Airport more accessible by train. The objective of the Capacity Expansion Program was to reduce minimum headway from 3:45 minutes to 2:15 minutes and increase the number of peak on-line trains from 45 to 53.

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San Francisco Municipal Railway, San Francisco, CA

STV is providing comprehensive project management oversight services for a variety of FTA-funded projects in the San Francisco area. This independent management and engineering oversight role is broad in scope and was established by the FTA to protect its financial interests in San Francisco Municipal Railway (Muni) projects through review of all aspects of the capital plan's implementation and administration. Specifically, STV's services include monitoring each project's progress in order to ascertain whether it is on schedule, within budget, in conformance with specified design criteria and regulations, constructed to approved plans and specifications, and efficiently implemented and controlled by all parties.

A main focus of one program is the procurement of 151 light rail vehicles (LRVs), construction of the Metro Turnback, and purchase of a related Automatic Train Control Signal (ATCS) system. The six-axle, articulated LRVs are equipped with high and low step arrangements to serve different station configurations and for handicapped accessibility.

For the $1.3 billion Central Subway extension, STV assembled a team of experts in cost estimating, scheduling, tunneling, electrical systems (traction power and OCS), railway signalization, communications and construction to review and comment on the status of the preliminary design, stations, tunneling, substations, alignment, construction methodology and specifications.

The Central Subway (CS) will extend from the northern end of the Third Street Project, primarily in a subway under Fourth Street, across Market Street to Union Square, and under Stockton Street to Chinatown. The CS line will span 1.7 miles of double-tracked line, serviced by three subway stations and one surface station. Projected ridership for the combined Third Street LRT and CS service is expected to be 88,800 daily boardings in 2030.

STV reviewed the Conceptual Engineering Status Report in March 2007, and received an updated design package at the end of November 2007. STV was also tasked with reviewing the cost data that was furnished by the design team to see if the cost estimates were realistic, and whether they could be reduced to close a portion of the funding gap in the current project budget. The team reviewed the data supplied and made recommendations, and also discussed improvements to the schedule and cost documentation to be furnished so that a more comprehensive review could be undertaken.

The request to enter Final Design (FD) is expected to be made in the second quarter of 2008 and approved by the FTA in the third quarter of 2008. Construction is projected to begin in the third quarter of 2010 and to be completed in the second quarter of 2015, with revenue service commencing in the first quarter of 2016.

Seattle Metro, Seattle, WA

The Initial Segment (IS) of the Central Link Light Rail Project is a 13.9-mile, double-tracked light rail line that will operate between the north end of the Downtown Seattle Transit Tunnel (DSTT) and the intersection of South 154th Street and S.R. 518, connecting the cities of Seattle, Tukwila, and SeaTac. The IS alignment includes tunnel, elevated, and at-grade operations and is being constructed by Sound Transit (ST). STV is responsible for oversight of the management of the project on behalf of the Federal Transit Administration, which is a major project funding partner.

The project comprises monitoring major capital projects to determine whether they are on schedule, within budget, in conformance with design criteria, constructed to approved plans and specifications, and are efficiently and effectively implemented.

STV also provided PMO services for the Downtown Seattle Transit Tunnel project (DSTT), a $482 million bus tunnel under downtown Seattle aimed at improving the transit system in the central business district for the Municipality of Metropolitan Seattle (Metro). Compounding the problem of inadequate transit service is that there are only five north/south streets that distribute the city's downtown traffic. The desired result was to reduce the time of a trip cross-town from nearly a half-hour to under four minutes. The firm served as an independent engineering consultant to perform PMO services for the Federal Transit Administration, formerly the Urban Mass Transportation Administration (UMTA). Project costs were approximately $630 million.

The firm's services included monitoring the project's progress in order to ascertain whether it was on schedule, within budget, and in conformance with design criteria; constructed to approved plans and specifications; and efficiently implemented by all involved parties.

Utah Transit Authority, Salt Lake City, UT

STV's assignment for the FTA was to oversee the preliminary engineering and FEIS preparation including planning, design, construction, and start-up of a 15-mile proposed light rail line extending south from Salt Lake City with an estimated cost of $209 million.

In March 1990, the I-15/State Street Corridor AA/DEIS was approved by the Utah Department of Transportation, Utah Transit Authority (UTA), Federal Highway Administration (FHWA), and the FTA. The result of this study was selection of a locally preferred alternative. The locally preferred alternative consisted of highway improvements and transit improvements: the addition of four lanes (two lanes in each direction on Interstate 15), an expanded valley-wide bus system, an east/west feeder bus system, and a north/south LRT system along the existing Union Pacific Railroad right-of-way between the city of Sandy and the Salt Lake City central business district.

STV's work also included oversight services for a Supplemental Draft Environmental Impact Statement (SDEIS) being prepared to address alternative yard and shop sites (adequate property at the site of the LPA could not be obtained); determination of the preferred Salt Lake City central business district alignment for the LRT route; alternative station sites being proposed by the cities of Sandy, Midvale, Murray, and South Salt Lake; and an alternative southern terminus station location.

Regional Transit District, Denver, CO

STV is providing Project Management Oversight services for the Federal Transit Administration for the $1.7 billion Denver-RTD/CDOT Capital Program, which includes both the 19 mile Southeast Corridor RTD light rail line and extensive highway improvements to adjacent I-25. STV is responsible for monitoring both the transit and highway components of this major capital program to determine whether it is on schedule, within budget, in conformance with design criteria, constructed to approved plans and specifications, and efficiently and effectively implemented.

Previously, STV provided oversight of the 8.7-mile Southwest Corridor (SWC) Extension, which consists of double track extending from the Broadway station in Denver to Mineral Avenue in Littleton, CO. The alignment is fully grade-separated and on right-of-way acquired from the BNSF and UP Railroads. Five new stations and four new park-n-ride facilities were constructed. STV provided design reviews for signals, communications, central control, and traction power, including overhead catenary work for this $177.7 million project.

STV is now overseeing the proposed West Corridor Light Rail Extension Project, which will be mostly double-tracked and approximately 12 miles long. Twelve stations are planned along the corridor, six of which will have parking facilities. The October 2004 New Starts Update Report shows that RTD anticipates 42 additional Light Rail Vehicles (LRVs) will be needed to operate the corridor consistent with the Rail Fleet Management Plan (RFMP). The New Starts Report also includes a forecast of 28,646 average weekday boardings for the year 2025. Revenue service is scheduled for 2013.

The West Corridor will run from the existing Central Platte Valley Light Rail line at Auraria West Station in Denver to the Jefferson County Government Center in Golden, CO. The light rail line will merge with the Central Platte Valley (CPV) line at the relocated Auraria West Station and continue north to Denver Union Station on the CPV tracks. The Auraria West Station would also provide transfer capability to link the West Corridor with the Central, Southeast, and Southwest corridors.

For much of the proposed alignment, the line will be built on an abandoned freight railroad right-of-way owned by RTD. Most of the route will be at-grade with existing roadways but will include several significant rail/highway grade separations. These include rail bridges over major city roads, one of which is being considered to be a Warren Truss bridge spanning six vehicular lanes and a frontage road over Sixth Avenue. Tunnels are also required under roadways in two locations. There will be a short cut-and-cover tunnel and one that will have short cut-and-cover sections to the approaches to an approximately 260-foot-long shield and excavation tunnel, west of the Federal Center station. In addition, there will be two rail/rail separations, one bridge over the Platte River, and four parking structures.

Urban Mass Transportation Administration, New Orleans, LA

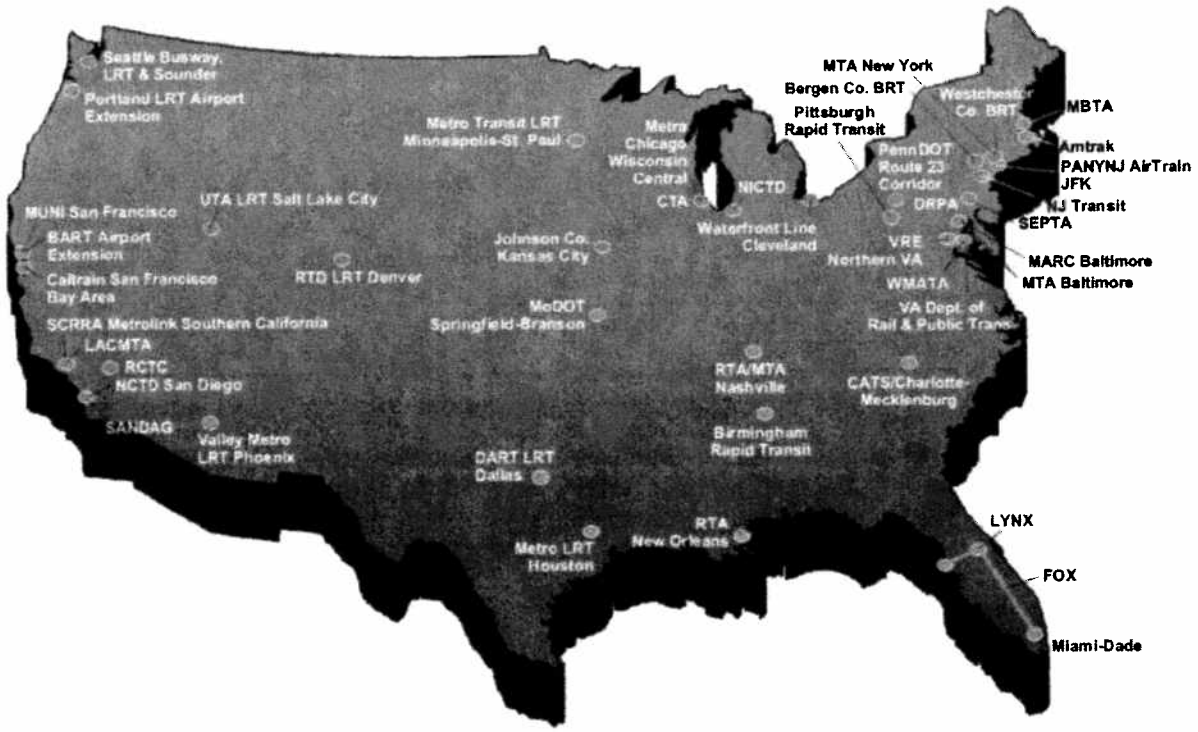
As part of the Federal Transit Administration's Project Management Oversight program, STV provided comprehensive PMO services for the rehabilitation of the historic St. Charles and Riverfront Streetcar Lines in New Orleans, LA. The St. Charles Line is the oldest continually operating streetcar line in the country. This historic landmark is operated by the Regional Transit Authority (RTA).

The St. Charles Streetcar Line is a major tourist attraction in New Orleans, while also providing regularly scheduled transit service for

residents. Approximately 6.6 miles in length, the line is the last of the 30 streetcar lines which once crisscrossed the city. In 1893, the St. Charles Line was the first streetcar line electrified in New Orleans. Today, it still operates 35 cars built in the early 1920s by the Perley A. Thomas Car Company of High Point, N.C., the last conventional streetcars manufactured in the United States. The line has been placed on the National Register of Historic Places.

Other agencies STV has provided support for include:

Southern California Regional Rail Authority Metrolink, Southern California	Regional Transportation Authority/Metropolitan Transit Authority, Nashville, TN
Riverside County Transportation Commission, Riverside, CA	Regional Planning Commission of Greater Birmingham, Birmingham, AL
San Diego Association of Governments, San Diego, CA	Port Authority of Allegheny County, Pittsburgh, PA
North County Transit District, San Diego, CA	Charlotte Area Transit System, Charlotte, NC
Los Angeles County MTA, Los Angeles, CA	Pennsylvania Department of Transportation, Harrisburg, PA
Caltrain, San Francisco, CA	Virginia Department of Rail & Public Transportation, Vienna, VA
Johnson County, Kansas City, MO	Virginia Railway Express, Alexandria, VA
Missouri Department of Transportation, Springfield, MO	Washington Metropolitan Area Transit Authority, Washington, DC
Valley Metro, Phoenix, AZ	Delaware River Port Authority, Camden, NJ
Central Florida Regional Transportation Authority, Orlando, FL	Maryland Transit Administration, Baltimore, MD
Metro Transit LRT, Minneapolis - St. Paul, MN	Southeastern Pennsylvania Transportation Authority, Philadelphia, PA
Miami-Dade Transit, Southeastern Florida	New Jersey Transit, Newark, NJ
Metra, Chicago, IL	Port Authority of New York & New Jersey, New York, NY
Chicago Transit Authority, Chicago, IL	Metropolitan Transportation Authority, New York, NY
Northern Indiana Commuter Transportation District, Indiana	Westchester County, New York
Ohio Department of Transportation, Cleveland, OH	Bergen County, New Jersey



We are confident that STV can provide the FTA with expert PMO services for this contract, and we look forward to continuing our relationship with the FTA to develop transportation systems across the nation. Should you desire any additional information or materials, please feel free to contact me directly at (212) 614-3313 or Margarita.Gagliardi@stvinc.com. Thank you for your consideration.

Sincerely,

STV

Margarita Gagliardi

Margarita Gagliardi
Senior Vice President
Transportation Planning National Practice Leader