Ron Deverman, CEP

National Environmental Planning Leader
Vice President

Mr. Deverman, STV's National Environmental Planning Leader, has more than 35 years of experience overseeing large transportation infrastructure projects, including all types of highways, rail and transit, major interchanges, and bridges, and is one of the country's premiere project managers for conducting studies under the requirements of NEPA and related federal regulations. He has worked with more than 20 state departments of transportation on numerous NEPA EA and EIS documents for major transportation infrastructure projects and has been the manager or environmental lead on more than 60 EA and EIS projects, including preparation of Tier 1 and Tier 2 documents. Mr. Deverman has also delivered 30 Records of Decision (RODs) and 20 Findings of No Significant Impact (FONSIs) and has developed state-of-the-practice methodologies for community, indirect, and cumulative impacts analyses. He is a past president of the National Association of Environmental Professionals (NAEP), NAEP Fellow, and a contributor to Environmental Practice, the organization's environmental journal. In addition, Mr. Deverman chaired the NAEP Steering Committee that developed Guidance on Best Practice Principles for Environmental Assessments, which was submitted to the White House Council on Environmental Quality (CEQ) as the final report of an NAEP/CEQ pilot program for NEPA innovation. He was also the NEPA module trainer for the University of Wisconsin course, Next-Generation High-Speed Rail Systems: The Basics and Operations.

Firm
STV

Education
Master of Arts, English; University of Illinois at Springfield (1990)

Bachelor of Science, Civil Engineering; University of Illinois at Urbana (1973)

Certifications
Certified Environmental Professional; The Academy of Board Certified Environmental Professionals (ABCEP) (18992631)

Training
Phase I Environmental Training, Illinois Department of Transportation (IDOT) Bureau of Design and Environment (2015)

NEPA and the Indiana Transportation Decision-Making Process, FHWA/Indiana Department of Transportation (INDOT) (2011)

Managing the NEPA Environmental and Preliminary Development Process, FHWA/Ohio Department of Transportation (ODOT) (1999)

Memberships
Past President, Illinois Association of Environmental Professionals (IAEP)

Past President, National Association of Environmental Professionals (NAEP)

Founding Board Director, International Professional Association for Transport and Health (IPATH)

Project Experience

BRIDGES

CN Bridge 173.20 Replacement - Environmental Manager
Oversaw all environmental assessment, permitting, and regulatory compliance activities for the replacement of a historic bridge over the Fox River in Oshkosh, WI, on Canadian National Railway (CN)'s Wisconsin Central Line. Mr. Deverman also managed all NEPA Section 106 consultation activities, including meetings with consulting parties and the State Historic Preservation Office (SHPO); river investigations related to a historic shipwreck; and development of a Memorandum of Agreement between the U.S. Coast Guard (USCG), the SHPO, and the Wisconsin Department of Natural Resources. The scope of services included inspection, rating, alignment studies, a constructability study, cost estimating, and NEPA/USCG coordination. The project team was subsequently selected to complete the final design for a new rolling lift bascule bridge constructed on the existing alignment. (2009)

IDOT US 20 over the Mississippi River Design-Build - Environmental Manager

Responsible for permitting and agency coordination related to U.S. Army Corps of Engineers sections 404, 401; U.S. Coast Guard Section 9; and U.S. Fish and Wildlife Service Section 7 for the proposed construction of a new four-lane roadway bridge over the Mississippi River between Dubuque, IA, and East Dubuque, IL. Mr. Deverman's tasks included conducting an agency environmental concurrence meeting; directing wetlands delineations, impact assessment, and wetland mitigation design; overseeing a federally threatened and endangered river mussels survey; managing a biological assessment and preparation of incidental take documentation; and performing NEPA Section 106 coordination related to historic structures, including the Julien Dubuque Bridge — a National Register of Historic Places asset — which was to be preserved and maintained in place. (2005 - 2006) [not constructed]

DDOT Theodore Roosevelt Memorial Bridge Improvements Study EA - Project Manager

Supervised the preparation of a NEPA EA, including preliminary engineering, for proposed modifications and improvements to the 3,143-foot-long Theodore Roosevelt Bridge — which was constructed in 1965 and carries seven lanes of I-66/US 50 over the Potomac River between Arlington, VA, and Washington, D.C. — including dedicated bus transit lanes, increased vehicular capacity, and pedestrian and bicycle connections. Mr. Deverman was responsible for managing the development of all engineering and environmental documents as well as public involvement and coordination with a Technical Advisory Committee that included representatives of the National Park Service, National Capitol Planning Commission, U.S. Commission of Fine Arts, Arlington County Public Works, District of Columbia State Historic Preservation Office, Kennedy Center, District of Columbia Department of Transportation (DDOT), Virginia Department of Transportation, and federal transportation agencies. NEPA Section 4(f) and National Historic Preservation Act Section 106 consultation processes required extensive coordination due to the vast number of historic resources adjacent and near the bridge. (2004 - 2006) [project did not proceed at the time due to funding issues; it is now scheduled to proceed in 2022 with FHWA and DDOT funding allocations]

INDOT/KYTC Ohio River Bridges Project DEIS - Project Manager

Managed the preparation of a NEPA Draft EIS (DEIS) for two new proposed long-span bridges spanning the Ohio River between Southern Indiana and Louisville, KY. The scope of work for the Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC) included the development of initial alternatives, refinement of alternatives using an extensive public involvement program, development of design details to mitigate identified environmental impacts, and visual and aesthetic treatments at community gateway locations. Environmental issues that Mr. Deverman and his team addressed in the DEIS included land use/urban sprawl, environmental justice, historic and cultural resources, threatened and endangered species, Section 4(f) requirements, community impacts, and indirect impacts and cumulative effects. Moreover, in the development and review of project environmental documents, the combined NEPA/U.S. Army

Computer Skills

Primavera Project Planner (P3), MS Project, Excel, Bluebeam, MS Teams

Corps of Engineers Section 404 merger process currently implemented in Indiana was employed for the nationally prominent project. The Abraham Lincoln Bridge, a 2,100-foot-long single-deck cable-stayed structure that carries six lanes of northbound I-65 traffic, opened in December 2015. The Lewis and Clark Bridge (formerly East End Bridge), a 2,500-foot-long cable-stayed structure carrying four lanes of I-265/KY 841, opened in December 2016. The cost of the overall project, which also included a major new interchange, was $2.6 billion. (2001 - 2003)

I-72, Illinois River Crossing, Central Illinois Expressway, Pike County, IL - Environmental Studies Coordinator

Managed the preparation of an IDOT-led NEPA EIS, Section 4(f) Evaluation and public involvement for 12 miles of multi-lane freeway across the Illinois River. The project included impacts to sensitive natural and cultural resources, including potential impacts to Native American burial mounds, American bald eagle roosting areas, Indiana bat habitat, other threatened and endangered species, Section 6(f) conservation lands and a farmstead on the eligibility list for the National Register of Historic Places, both Section 4(f) and Section 106 resources.

HIGHWAYS/ROADWAYS

GDOT MMIP Program Management - Senior NEPA Advisor/Environmental Lead

Provided environmental services oversight, QA/QC reviews, and NEPA advice for several Phase I environmental/preliminary engineering projects that are part of the Georgia Department of Transportation (GDOT)'s $11 billion Major Mobility Investment Program (MMIP), which includes 11 major infrastructure projects that will create additional highway capacity, improve freight movement, provide transportation improvements and mobility efficiencies, enhance safety, and decrease travel times in the state. Projects that Mr. Deverman was involved with included the DEIS for the I-285 Top End Express Lanes, which will construct two new express toll lanes in each direction along 18 miles of I-285 and along 3.5 miles of SR 400 in metro Atlanta, and the EA for the SR 400 Express Lanes, which will construct one to two express toll lanes in each direction along 16 miles of SR 400 in Forsythe and Fulton counties. The program is primarily funded by the Transportation Funding Act of 2015 and all projects are being done under an accelerated delivery schedule and will be completed or under construction by 2025. (2020)

MDOT I-375 Reconstruction EA - Deputy Project Manager/Environmental Lead

Responsible for the development of an EA for the Michigan Department of Transportation (MDOT)'s planned reconstruction of approximately 1 mile of I-375 in Downtown Detroit. The purpose of the EA prepared by Mr. Deverman and his team was to identify a boulevard alternative to best address existing and future transportation needs and roadway safety that considered long-term life cycle costs; provide connectivity improvements to the surrounding area for vehicular, bicycle, and pedestrian users and existing and planned transit

services; and enable potential economic development along the corridor that support land use plans and long-term community development objectives. (2017 - 2020)

INDOT US 31 Reconstruction EIS - Environmental Manager
Oversaw NEPA EIS environmental technical studies and stakeholder coordination for the widening and improvement of 13 miles of US 31 from for lanes of signalized arterial to six lanes of access-controlled highway between I-465 and SR 38 in Hamilton County, IN. The scope of the $358 million Indiana Department of Transportation (INDOT) project included design of 46 new bridges, 21 new roundabouts, and 11 new interchanges. The project was completed 2 years ahead of schedule and more than $100 million under budget and received a 2017 American Council of Engineering Companies Indiana Engineering Excellence Grand Project Award, and 2016 ENR Midwest Best Project award in Transportation, and a 2016 Indy Chamber Monumental Award in Engineering. (2012 - 2014)

ODOT Opportunity Corridor EIS - Environmental and QA/QC Manager
Managed and oversaw environmental quality for design services for the Opportunity Corridor, which is a component of the Ohio Department of Transportation (ODOT)'s $1.3 billion Cleveland Innerbelt Corridor Reconstruction program. The project is intended to provide direct access from I-490 to the city's near East Side neighborhoods and the University Circle area. The project team was responsible for delivery of ODOT's Preliminary Design Process steps 5-12 for preliminary and final design, including NEPA environmental documentation. The design of the proposed urban boulevard was closely coordinated with the city to support planned development and redevelopment of a traditionally underserved area. The scope of work provided by Mr. Deverman and environmental staff included environmental studies and documentation; public involvement, including community meetings and forums with neighborhood residents and business owners, to engage the community in the decision-making process; land use planning; social and economic analyses; context-sensitive design; light rail station area planning; and railway and utility coordination support. The Draft EIS, Final EIS, and ROD were prepared in a reader-friendly format to promote greater community and stakeholder understanding of the project and were recognized by the Transportation Research Board and the AASHTO Standing Committee on the Environment for the use of effective techniques to improve the quality of NEPA environmental documents. (2009 - 2014)

IDOT I-80 Grundy County Line to US 30 Improvements - Environmental QA/QC Lead
Provided management and environmental quality oversight for Phase 1 and Phase 2 services for the $318 million Illinois Department of Transportation (IDOT) project to repair and improve a 15-mile-long segment of I-80 in Will County, IL, between the Grundy County line to US 30. The primary scope of work for the four-lane rural highway was milling the existing pavement, pavement patching, and hot-mix asphalt resurfacing; new pavement markings and signing was included; and deck repairs to 29 bridges over roadways,

waterways, and railroads, including a major new bridge over the Des Plaines River. Mr. Deverman coordinated public involvement, and managed environmental studies within the context of the NEPA EA process, including Section 4(f) evaluation and the NHPA Section 106 process. (2010 - 2012)

GDOT I-75 HOV Widening - Environmental Manager
Oversaw the preparation of a NEPA EA for the planned widening of 16 miles of I-75 between Henry County and Clayton County, GA, including high-occupancy vehicle (HOV), interchange modifications, and possible dedicated truck lanes. Among the key issues that Mr. Deverman and his team considered for the Georgia Department of Transportation (GDOT) were land use, historic and cultural resources, and wetlands impacts. A FONSI was approved in March 2007. (2006 - 2007)

GDOT Context Sensitive Design Website and Manual - Project Manager
Directed the preparation of dedicated website and online manual for context sensitive design for the Georgia Department of Transportation (GDOT). The manual is used to inform and train GDOT project managers, designers, and stakeholders on how to incorporate context-sensitive solutions into roadway and highway projects. It is divided into three parts: an introduction that includes definitions and guiding principles; a "how-to" section addressing design flexibility, environmental sensitivity, and community involvement; and a section providing best practices examples. GDOT nominated the project for an American Association of State Highway and Transportation Officials National Excellence Award and the website and manual remain available today. (2005 - 2006)

MDOT US 12 Improvements EA - Project Manager
Led preliminary engineering, public involvement, and preparation of a NEPA EA for proposed roadway and multiuse path improvements to 7 miles of two-lane roadway in Pittsfield Township, MI. The study for the Michigan Department of Transportation (MDOT) incorporated context-sensitive design principles and included analysis of land use, planned regional growth, noise, air quality, wetlands, water quality, threatened and endangered species, traffic impacts, socioeconomics, Section 4(f) evaluation, historic and cultural resources, environmental justice, and indirect impacts and cumulative effects. A FOSNI was approved in October 2004. (2003 - 2005)

IDOT Historic Route 66 Corridor Study - Environmental Manager
Developed and implemented a program to restore and improve the 298 miles of historic Route 66 in Illinois. Phase 1 study activities for the Illinois Department of Transportation (IDOT) included conducting an inventory of natural, scenic, and cultural resources and preparing a master plan for roadway restoration and thematic and interpretive center presentation materials. The project included substantial agency coordination and a statewide public participation program. Phase 2 activities included developing commemorative concepts and interpretive materials for use at state welcome centers and thematic pull-off areas, preserving historic links of the highway, identifying economic development opportunities, and preparing a map depicting the historic route and nearby cultural and natural resources. (1996 - 1997)

IDOT/ISTHA IL 53 Extension EIS - Project Manager
Coordinated design studies and the preparation of a NEPA EIS for a proposed 25-mile-long multilane highway extension in Lake County, IL. The Illinois Department of Transportation (IDOT) and Illinois State Toll Highway Authority (ISTHA) initiative required Phase 1 preliminary design and extensive alternatives analysis. The project was nationally prominent because of its complexity, engineering and environmental challenges, and regulatory agency and public scrutiny. The proposed alignment crossed 8 watersheds and 10 major streams, potentially effecting more than 200 wetlands, and sensitive ecological resources, such as a great blue heron rookery. It also crossed the jurisdictional boundaries of 12 municipalities and 6 townships. Mr. Deverman's responsibilities included managing a sophisticated agency and public involvement program that included monthly meetings, public hearings, and regular coordination with the EPA, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and Illinois Department of Natural Resources. (1994 - 1997) [ongoing studies suspended in 2019]

MULTI-MODAL

Indiana MPO Green Line DEIS - Senior Environmental Manager
Responsible for an AA/Draft EIS (DEIS) for the Indiana Metropolitan Planning Organization (MPO) that evaluated several modes of transportation, including bus rapid transit, light rail transit and commuter rail, and multi-modal access for pedestrians and bicyclists, for a 23-mile corridor serving the most congested area of Central Indiana. The corridor was the first of six corridors of a multi-billion-dollar regional transit vision to improve mobility and relieve traffic congestion in central Indiana. Now implemented, this corridor stimulates economic and transit-supportive development along the route and provides employment opportunities in the region. It also provides the base for expansion to the full regional system. The AA/DEIS followed FTA New Starts requirements and procedures. (2009 - 2011)

RAIL

[consolidated description]
IDOT CREATE Program - Technical Delivery Manager/Program Manager/Environmental Manager
Oversaw Phase I environmental, Phase II design, and Phase III construction management services for the $4.6 billion Chicago Region Environmental and Transportation Efficiency (CREATE) program, a public-private partnership between the USDOT, the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation, Cook County, Metra, Amtrak, the Association of American Railroads, and the nation's freight railroads. The CREATE program, which includes 70 improvement projects, was developed to invest in critically needed rail infrastructure in the Chicago area and to increase the efficiency of national passenger and freight rail service. Mr. Deverman coordinated with IDOT on 32 completed projects and 22 active projects, completing federal reports on time, documenting performance measures, and supporting Transportation Investment Generating Economic Recovery (TIGER) and Infrastructure for Rebuilding America (INFRA) grant

applications resulting in millions of dollars of additional CREATE funding. He was instrumental in expediting implementation of projects while developing Phase I, II, and III processes and procedures to streamline decision-making and optimize program delivery. (2010 - 2020)

[individual description]

IDOT CREATE 75th Street Corridor Improvement Project EIS - Program Manager and QA/QC Manager

Responsible for management oversight and QA/QC review of all technical analyses for the development of alternatives to address congestion along two passenger and four freight rail lines in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham to confirm adherence to applicable NEPA and other federal regulatory requirements and coordinated efforts and outcomes with all IDOT and FHWA process. The development of the EIS for the 75th Street Corridor Improvement Project (CIP) — which is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) program, a public-private partnership (P3) between USDOT, the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation, Cook County, Metra, Amtrak, the Association of American Railroads, and the nation's freight railroads — involved the implementation of a context-sensitive solutions design process that balanced the region's transportation needs with the concerns and values of the local community. This required extensive community outreach to all stakeholders, residents and public officials, including Citizen's Advisory Group meetings, public meetings, and a public hearing. Extensive coordination was also required with the P3 members to produce, review, and approve all Phase 1 deliverables. The 75th Street CIP, now in design, is recognized as one of the largest, most complex rail projects in the country. (2010 - 2014)

INDOT/IDOT Chicago-Detroit/Pontiac Passenger Rail Program Tier I EIS - QA/QC Manager

Responsible for quality oversight for the preparation of a Tier I EIS and Service Development Plan for an investment study for passenger rail improvements to improve mobility along a 304-mile federally designated high-speed rail corridor between Chicago and Detroit/Pontiac and provide a competitive alternative to automobile, bus, and air service. The program is in partnership with the Indiana Department of Transportation (INDOT), IDOT, and the Michigan Department of Transportation in association with the FRA. It identified infrastructure upgrades along the corridor to safely accommodate passenger rail service with increased frequency and speeds up to 110 mph. The service-level Tier I EIS developed by Mr. Deverman and the project team satisfied NEPA requirements for the FRA to integrate environmental values into its decision-making process by considering the impacts of proposed actions and reasonable alternatives to those actions. (2012 - 2015)

ODOT Ohio Hub 3-C Corridor Programmatic Tier I EIS - Senior Environmental Manager

Provided QA and management oversight of a statewide passenger rail Tier I EIS for a proposed Ohio Department of Transportation (ODOT) program to bring high-speed rail to the state. The Ohio Hub is a 1,244-mile rail network

with 46 passenger stations serving 22 million people in five states and southern Ontario, Canada. Mr. Deverman and the project team led three of the five corridors rail corridors studied and he served as the technical lead and manager for the NEPA EIS work for the Cleveland, Columbus, and Cincinnati (3-C) corridor. (2014)

MDOT Michigan State Rail Plan - Environmental Lead
Responsible for environmental services for the preparation of a federally mandated study for the Michigan Department of Transportation (MDOT) of the state's 3,600 miles of rail lines to analyze their impacts and identify priorities and strategies to enhance service. With a focus on maximizing the economic development opportunities of the rail corridors, the project team identified railroad issues unique to Michigan in terms of its geography and industry needs, made recommendations as to how the state's short lines could be optimized, and determined essential rail corridors and those suggested for abandonment. The resulting plan won the 2012 American Council of Engineering Companies Michigan Honorable Conceptor Award. (2011)

STB MMA Rail Abandonment EA - Environmental Manager
Responsible for the development of an EA/FONSI for the proposed abandonment of 233 miles of Montreal, Maine, and Atlantic Railway (MMA) freight rail to shippers and manufacturers in the lumber and paper industries in Penobscot and Aroostook counties, ME. The project team prepared Preliminary Draft, Draft, and Final EAs with the Surface Transportation Board (STB). Key analysis issues were rail-to-truck diversions; energy and fuel consumption; socioeconomic resources; historic resources; and potential impacts to air quality, noise, biological resources, and safety. The STB issued the final EA in 2010 and its decision in late 2011 that the proposed abandonment would not significantly affect the quality of the human or natural environments and, consequently, there was no need to prepare a full EIS. (2009 - 2011)

STB CN EJ&E Acquisition EIS - Deputy Project Manager/Environmental Lead
Led and coordinated the preparation of an EIS for the Canadian National Railway (CN)'s proposed acquisition of a 200-mile circumferential rail line around the Chicago metropolitan area from Waukegan to West Chicago to Joliet to Gary, IN. The Elgin, Joliet and Eastern (EJ&E) line passes through nearly 50 communities in suburban Chicago, potentially affecting more than 2 million people. At the time, the EIS was the largest undertaken by a federal regulatory authority — the Surface Transportation Board (STB) — and addressed many important issues, including rail operations, traffic delay, emergency services response, safety, effects on land use and property values, noise, air emissions and climate change, biological resources, and cultural resources. The STB conducted an extensive public and agency outreach program, including outreach to lower income and minority populations. The project distribution list included more than 30,000 names for the final environmental document. (2007 - 2009)

SEMCOG Ann Arbor to Detroit Rail Transit Studies - Environmental Manager

Responsible for two passenger rail environmental studies for the Southeast Michigan Council of Governments (SEMCOG). The first study was an AA/EA for four possible passenger rail corridors ranging from 87 miles to 112 miles. Objectives included the selection of a preferred corridor through a comprehensive AA process focusing on criteria such as ridership demand, alignment constraints, infrastructure needs, financial viability, railroad ownership, urban land economies, environmental factors, safety, and community support. The second was an AA/Draft EIS (DEIS) for a 44-mile rail transit corridor from Ann Arbor to Detroit. Tasks included screening and analysis of more than 36 alternatives, including transit modes such as commuter rail, light rail transit, and bus rapid transit, inclusive of engineering design, traffic and ridership forecasting, NEPA studies, urban design studies, evaluation of transit-oriented development opportunities, and preparation of a NEPA DEIS. These activities involved regular coordination with the Steering Committee and stakeholders. (2006 - 2007)

UTA Salt Lake City Commuter Rail AA/EIS - Environmental Manager

Served as environmental manager and NEPA advisor for a proposed 40-mile commuter rail AA and EIS in Salt Lake City. Mr. Deverman was responsible for alternatives evaluation screening and environmental studies coordination and review; Draft EIS preparation; and indirect and cumulative effect analysis, which posed significant challenges due to the inclusion of three major, consecutive Utah Transit Authority (UTA) and Utah Department of Transportation improvement initiatives. Issues included impacts to wetlands and farmlands, water quality, land use changes, station locations, community impacts, noise, and transit ridership versus projected traffic volumes on corridor roadways. (2006 - 2007)

Denver RTD West Corridor LRT AA/EIS - Environmental Manager

Coordinated an AA and NEPA EIS for a proposed 15-mile Denver Regional Transportation District (RTD) light rail transit (LRT) extension from Downtown Denver through the City of Lakewood to Golden, CO. Alternatives evaluated by Mr. Deverman and his team included several LRT alignments, bus rapid transit, and expansion of Express Bus and general bus transit service. Among the issues they studied were community impacts; impacts to parks, streams, and floodplains; socioeconomics; public safety; noise; environmental justice populations; economic development and transit-oriented development opportunities; and impacts to historic properties/sites. He was also responsible for developing state-of-the-practice assessment methodologies for community impact assessment, indirect impacts, and cumulative effects. The EIS was approved in March 2003. (2004 - 2006)

Metra Union Pacific West Line Improvements AA - Environmental Manager

Responsible for an AA for the proposed upgrade, expansion, and improvement of the 43.8-mile Metra West Line, which is operated by Union Pacific Railroad and serves Cook, Kane, and DuPage counties, IL. Mr. Deverman and his team focused on a number of alternatives during the initial and final evaluation and

AA screening to provide premium transit improvements to relieve congestion, meet area mobility needs, and serve new travel markets, including bus rapid transit, express bus, commuter rail, and transportation system management. (2005)

IDOT Chicago to St. Louis HSR Tier I EIS - Senior Environmental Manager/Quality Manager
Provided NEPA advisory and QA oversight of a Tier I EIS for a proposed approximately 300-mile high-speed rail (HSR) corridor between Chicago and St. Louis. The Tier I study marked the first EIS and NEPA Record of Decision for HSR service in Illinois. Mr. Deverman was responsible for QA/QC of all technical studies and the NEPA EIS for the FRA. (2003)

CTA Brown Line Capacity Expansion Ravenswood Branch EA - Project Manager
Oversaw the preparation of a NEPA EA and related studies for the planned complete reconstruction of 16 of the 9.3-mile Chicago Transit Authority (CTA) Brown Line Ravenswood Branch's 19 stations to expand ridership capacity by lengthening station platforms to accommodate eight-car rather than six-car trains; rehabilitate rail infrastructure and stations; provide station enhancements to meet ADA accessibility requirements; upgrade or replace traction power, signal, and communication equipment; and reduce or eliminate slow zones. The scope of services included conducting an AA, land use planning, and stakeholder coordination. Associated tasks included a historic/cultural resources survey, displacement impact survey, and numerous Phase 1 site assessments at properties near the branch's stations and six electrical substations. (2003)

EJ&E Track Reconstruction - Environmental Manager
Led environmental coordination, compliance, and permitting efforts for the reconstruction of approximately 15 miles of the Elgin, Joliet, and Eastern Railway (EJ&E) line between Barrington and Hoffmann Estates, IL. The project included the design and reconstruction of major rail junctions and side track facilities. Issues addressed by Mr. Deverman and his team ranged from ROW acquisition to U.S. Army Corps of Engineers permitting for wetlands impacts. (2002)

Metro Transit Hiawatha Line LRT EIS - Environmental Manager
Responsible for analyzing and addressing mitigation issues such as community and neighborhood, noise, traffic operations, and tribal nations impacts of a planned new 12-mile, 19-station Metro Transit light rail transit (LRT) line in Hennepin County, MN. Later renamed the Blue Line, the completed project cost was $715.3 million. (2000 - 2001)

St. Louis Metro Cross-County MetroLink Extension Segment I AA/EA Study - Environmental Manager
Oversaw the preparation of a detailed AA and a NEPA-level EA for an 8-mile extension of the MetroLink LRT line in St. Louis, MO, for St. Louis Metro. The AA and conceptual design and environmental study built on work performed during previous studies for the Cross-County transportation

corridor. An innovative design AA and alternatives screening process was undertaken to expedite project completion. An extensive community engagement program was an integral part of the design and planning process. Issues included potential impacts to land use, historic resources, noise, Section 4(f) properties, and residential and business displacements, among other resource impacts. The study included a feasibility-level analysis of a link to a future trolley system on Delmar Boulevard. Mr. Deverman was responsible for leading all environmental tasks, NEPA analysis, and EA documentation under strict deadlines. He also managed all federal and state resource and regulatory agency coordination and facilitated community and stakeholder outreach. (1999 - 2000)