ADDENDUM NO. 2

RFP No. 20-05

Wildlife Corridors Action Plan

To Whom It May Concern:  

July 24, 2019

The New Mexico Department of Transportation (NMDOT or Department) conducted the Pre-Proposal Conference for RFP 20-05 on July 16, 2019. Below are the questions submitted along with the Department’s responses. Attached to this Addendum No. 2 are the pre-proposal presentation and sign-in-sheets. It shall be the responsibility of interested Offerors to adhere to any changes or revisions to the RFP as identified in this Addendum No. 2. This documentation shall become permanent and made part of the Department’s procurement file.

Question: Who will be project lead for NMDOT? NMGFD? Will there be a formal interdisciplinary study panel formed to aid contractor in procuring data, guiding process?
Response: Jim Hirsch for the NMDOT, Mark Watson for NMDGF. A technical panel composed of representatives from both agencies will assist the contractor with accomplishing the goals of the project.

Question: Will the data listed in the RFP from NMDGF and Natural Heritage New Mexico by readily available to the consultant, and can sharing of the analysis results with partners and the public occur without a data sharing agreement?
Response: Yes.

Question: Please clarify what is to be included in the draft action plan that is due on Dec 15, 2019 (p. 8).
Response: The draft action plan will encompass the contractor’s approach to accomplishing the scope of work.

Question: Please confirm the project schedule and the due dates for specific deliverables, i.e., this is a 2-year contract with potential 1-year extensions up to a max total of 4 years; however, on p. 8 ‘Deliverables’ the draft Wildlife Corridors Project List is to be submitted by Dec 1, 2020. What deliverables are to be submitted after that date?
Response: The contract could be extended up to 4 years. As the methods to accomplish the SOW are refined, the schedule and deliverable deadlines could be modified if it will result in a higher quality product that better serves the NMDOT.

Question: Because procurement is quality-based, cost is not typically requested in NMDOT proposals. Will cost in fact be a part of the proposal process?
Response: The NMDOT has elected to include cost as a mandatory requirement for this RFP and will be evaluated accordingly.

Question: Can you please verify that hard copies of the proposal need to be delivered to NMDOT, and not submitted electronically?
Response: Hard copies must be delivered to the Procurement Manager as specified in Section I. Advertisement and Section III.B. 6., Submission of Proposal, of the RFP.

Question: Is there data from previous studies available now?

Question: Please elaborate on the scope of work page 7, 5.F.
Response: This is listed in the Wildlife Corridors Act with no explanation. This item may or may not be applicable.

Question: Does the Prime Offeror need to be a Licensed Engineer?
Response: No, not required.

Question: Is this a State Funded Project?
Response: Yes.

Question: Is there a list of Non-Governmental Organizations (NGO’s)?
Response: Below is a list of interested NGOs.

Question: Can Offeror’s recommend to use other Data Analysis tools other than Hot Spot Tool?
Response: Hot Spot Analysis tool should be in the proposal, but other additional approaches can be included.

Question: The ecological data (e.g. habitat, corridors) are all based on existing spatial data that are already available in ARCGIS format, correct?
Response: Yes, ecological data should be available in ArcGIS format or in a format that could easily be converted.

Question: The project does not call for new habitat or corridor modelling, only the combination of the existing available information in ARCGIS, correct?
Response: Yes, we anticipate ecological data and identified movement areas to be identified by previous studies.

Question: The RFP does not indicate a budget. Is it indeed completely open, or is there a range that the budget needs to fall into?
Response: The Program has elected to not disclose the project budget amount.

Supplemental Information to RFP 20-05:

Non-Governmental Organizations List

2013 Wildlife Vehicle Collision Priority Report

If there are any questions or inquiries in relation to this Addendum No. 2 Offerors may contact Vanessa Sanchez at (505) 795-0877 or by email at VanessaA.Sanchez@state.nm.us.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Dax</td>
<td>Defenders of Wildlife</td>
<td><a href="mailto:mdax@defenders.org">mdax@defenders.org</a></td>
</tr>
<tr>
<td>Bryan Bird</td>
<td>Defenders of Wildlife</td>
<td><a href="mailto:bbird@defenders.org">bbird@defenders.org</a></td>
</tr>
<tr>
<td>Jeremy Romero</td>
<td>New Mexico Wildlife Federation</td>
<td><a href="mailto:romeroj@nwf.org">romeroj@nwf.org</a></td>
</tr>
<tr>
<td>Kent Salazar</td>
<td>HECHO</td>
<td><a href="mailto:kentsala@aol.com">kentsala@aol.com</a></td>
</tr>
<tr>
<td>Jesse Deubel</td>
<td>New Mexico Wildlife Federation</td>
<td><a href="mailto:jesse@nmwildlife.org">jesse@nmwildlife.org</a></td>
</tr>
<tr>
<td>Lesli Allison</td>
<td>Western Landowners Alliance</td>
<td><a href="mailto:lallison@westernlandowners.org">lallison@westernlandowners.org</a></td>
</tr>
<tr>
<td>Ben Shelton</td>
<td>CVNM</td>
<td><a href="mailto:ben@cvnm.org">ben@cvnm.org</a></td>
</tr>
<tr>
<td>Jessica Johnson</td>
<td>Animal Protection New Mexico</td>
<td><a href="mailto:jessica@apnm.org">jessica@apnm.org</a></td>
</tr>
<tr>
<td>Teresa Seamster</td>
<td>Sierra Club</td>
<td><a href="mailto:ctc.seamster@gmail.com">ctc.seamster@gmail.com</a></td>
</tr>
<tr>
<td>Brittany Fallon</td>
<td>Sierra Club</td>
<td><a href="mailto:brittany.fallon@sierraclub.org">brittany.fallon@sierraclub.org</a></td>
</tr>
<tr>
<td>Alan Hatch</td>
<td>Pueblo of Santa Ana</td>
<td><a href="mailto:alan.hatch@santaana-nsn.gov">alan.hatch@santaana-nsn.gov</a></td>
</tr>
<tr>
<td>Phil Carter</td>
<td>Wildlands Network</td>
<td><a href="mailto:phil@wildlandsnetwork.org">phil@wildlandsnetwork.org</a></td>
</tr>
<tr>
<td>Chris Smith</td>
<td>WildEarth Guardians</td>
<td><a href="mailto:csmith@wildearthguardians.org">csmith@wildearthguardians.org</a></td>
</tr>
<tr>
<td>Garret Veneklasen</td>
<td>New Mexico Wilderness Alliance</td>
<td><a href="mailto:g.veneklasen@me.com">g.veneklasen@me.com</a></td>
</tr>
<tr>
<td>John Cornell</td>
<td>Theodore Roosevelt Conservation Partnership</td>
<td><a href="mailto:jcornell@trcp.org">jcornell@trcp.org</a></td>
</tr>
<tr>
<td>Katie Delorenzo</td>
<td>Backcountry Hunters and Anglers</td>
<td><a href="mailto:delorenzo@backcountryhunters.org">delorenzo@backcountryhunters.org</a></td>
</tr>
<tr>
<td>Toner Mitchell</td>
<td>Trout Unlimited</td>
<td><a href="mailto:toner.mitchell@tu.org">toner.mitchell@tu.org</a></td>
</tr>
<tr>
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<td>Trout Unlimited</td>
<td><a href="mailto:dan.roper@tu.org">dan.roper@tu.org</a></td>
</tr>
<tr>
<td>Matt Skroch</td>
<td>Pew</td>
<td><a href="mailto:mskroch@pewtrusts.org">mskroch@pewtrusts.org</a></td>
</tr>
<tr>
<td>Lawrence Abeita</td>
<td>BIA, Southern Pueblo Agency</td>
<td>505-563-3723</td>
</tr>
<tr>
<td>Alicia Ortega</td>
<td>All Pueblo Council of Governors</td>
<td>505-470-1732</td>
</tr>
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Introduction

House Memorial 1 and Senate Memorial 11 (hereafter referred to as the memorials) were passed during the 2013 New Mexico legislative session. The memorials were drafted by Wild Friends, a youth education program organized by the University of New Mexico, Institute of Public Law. The goal of the Wild Friends program is to instill in students a sense of excitement about, and responsibility for, participating in the democratic process by engaging them in wildlife conservation projects in real-life settings with tangible outcomes. The memorials were introduced by Senator Howie C. Morales and Representative Mimi Stewart. The purpose of the memorials is to direct the New Mexico Department of Transportation (NMDOT) and the New Mexico Department of Game and Fish (NMDGF) to host a workshop in 2013 to identify priority road segments for future wildlife-vehicle collision mitigation measures. The memorials also direct the agencies to apply for Highway Safety Improvement Program (HSIP) funding for at least one wildlife-vehicle collision mitigation project. HSIP is funded by the Federal Highway Administration and managed by NMDOT. Finally, the memorials direct the agencies to assess the possibility of establishing a citizen road monitoring program to assist with wildlife collision data collection and the establishment of a Wildlife Safety Awareness Day in 2013.

Project History

In 2003, the New Mexico Legislature passed House Joint Memorial 3, which directed NMDOT and NMDGF to work together to reduce wildlife-vehicle collisions. Approximately 100 people attended the 2003 Critical Mass Workshop, including state and federal agency wildlife biologists, NMDOT Environmental Section and district personnel, NMDOT contractors, and interested members of the public. Over the course of two days, presentations were given on projects that had been implemented in other western states to reduce wildlife-vehicle collisions. Thirty highway segments in New Mexico were prioritized for further analysis to determine if implementing wildlife-vehicle collision mitigation measures were warranted. The Tijeras Canyon Safe Passage Project, a nationally-recognized wildlife-vehicle collision mitigation project, was the direct outcome of the Critical Mass workshop.

In 2011, NMDOT, NMDGF, the UNM Division of Government Research (DGR), and New Mexico State Police worked together to implement the direction provided in House Joint Memorial 10 (February 2011). DGR identified highway segments that had at least 10 crashes in five years involving large animals, and from those, selected segments with at least five human injury crashes. Fifty-four segments met the criteria of 10 animal crashes in five years. The work completed under HJM 10 resulted in the installation of
four warning signs with flashing beacons on U.S. 64 between Tierra Amarilla and Chama. Vegetation management also occurred to increase site distance to allow drivers to observe animals within the right-of-way and initiate braking sooner to reduce potential collisions.

Since the work in 2011, NMDOT and NMDGF have continued to work with Wild Friends. In 2012, NMDOT Environmental Section staff visited several participating classrooms to educate Wild Friends members about the elements that contribute to wildlife-vehicle collisions and discuss the previous mitigation efforts undertaken by State agencies.

**2013 Wildlife Collision Mitigation Planning Effort**

In anticipation of the 2013 memorials, NMDOT and NMDGF began planning the wildlife collision mitigation workshop in late 2012. One of the first activities taken by the workshop planning committee was to obtain the last 10 years of wildlife-vehicle collision data from the DGR. The workshop planning committee obtained a detailed Excel spreadsheet and Geographic Information System (GIS) shapefiles that contained 9,684 wildlife-vehicle collision entries from the 2002-2011 period of record. The large animals tracked by DGR include pronghorn, deer, elk, cougar, and bear. National studies have suggested that wildlife-vehicle collisions are under-reported by at least 50%, and likely more. Therefore, the workshop planning committee was concerned the DGR data may not show all roadways in New Mexico where wildlife-vehicle collisions may occur.

In order to capture those areas that may not be covered by the DGR accident report database, NMDOT and NMDGF distributed a survey to the New Mexico State Police patrol men and women. State Police provided 187 responses to the wildlife-vehicle collision survey.

This information was used with the data provided by DGR to develop collision “hotspot” maps (Appendix A). The hotspot maps were developed by NMDOT staff using GIS in preparation for the 2013 wildlife-vehicle collision mitigation workshop. The purpose of the maps was to identify those areas where the highest numbers of collisions are reported either through accident reports or by State Police observation. The maps were intended to help kick start and guide the discussion by workshop attendees tasked with identifying high-priority areas for future collision mitigation projects.

**Workshop Results**

The Wildlife-Vehicle Collision Mitigation Workshop was held on May 14, 2013 at the NMDOT District 3 office in Albuquerque. The purpose of the workshop was to identify projects that will increase motorist safety and facilitate safe wildlife passage in those areas where there are high rates of large game animal-vehicle collisions. Approximately fifty people from NMDOT district offices, NMDGF staff, and Wild Friends volunteers participated in the five-hour workshop. NMDOT workshop planning staff provided brief presentations to the group explaining the purpose of the workshop, types of wildlife-
vehicle collision mitigation measures that have proven successful, and the data sources available for consideration at the workshop.

After the morning presentations, the participants worked in groups, organized by NMDOT districts, to review the data available for their areas of interest. Districts 1 and 2, districts 3 and 6, and districts 4 and 5 worked together to identify high priority road segments that could be served by wildlife collision mitigation measures. NMDGF and Wild Friends staff members circulated among the groups to provide information for the areas of the state where they have knowledge. In total, 32 preliminary priority areas were identified for the state. These priority areas were identified as potential locations for mitigation measures. Additional research and field review was necessary to determine whether mitigation measures could be successfully implemented at some of the areas identified during the workshop.

**Priority Segment Evaluations**

During the summer of 2013, the workshop planning committee screened the 32 preliminary priority road segments identified during the workshop and completed a more detailed field review of each segment that showed potential for successful collision mitigation. Each segment was screened by NMDOT and NMDGF staff using GIS data such as the collision hotspots created for the May workshop, land ownership, available water resources, and nearby land use. Highway segments with a downward trend of large game animal-vehicle collisions were removed from further consideration. Additional segments were concluded to not be feasible and were also removed from further consideration.

After the desktop-level screening, the remaining segments were evaluated in the field by NMDOT and NMDGF staff. All staff completed the field review using a project-specific data sheet (Appendix B) that was developed specifically to fulfill the memorials. Field evaluations focused on the availability of existing culverts and/or bridges to possibly divert wildlife under the roadway where the highest concentrations of wildlife-vehicle collisions are known to occur. The most common large game animals to be struck by vehicles are deer and elk. These species require a fairly large opening under the roadway to cross through. An openness factor of at least 1 is needed, which can be a challenge to find on many of New Mexico’s older roadways. If under-roadway crossings were not identified to be present or feasible within a particular segment, evaluators also considered the effectiveness of “at-grade” crossings in the particular area. At-grade crossings are typically identified with a combination of warning signs, flashing lights, and/or message boards to alert drivers of wildlife.

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1 Openness Factor is a way to evaluate a crossing structure’s dimensions and likelihood for particular species to use the structure as a road crossing. Openness factor = (width of culvert x height)/length. Generally, mule deer and elk need an openness factor of 1.0 or greater, with a minimum height of 10 ft., minimum width of 12 ft., and maximum length of 120 ft.
Based on the field review, three road segments have been identified as the most feasible and effective locations for wildlife-vehicle collision mitigation measures (Table 1). These segments will be the focus of three individual HSIP applications to be submitted in early 2014.

Table 1. Eligible road segments for 2014 Highway Safety Improvement Program funding

<table>
<thead>
<tr>
<th>NMDOT District</th>
<th>Road</th>
<th>Mileposts</th>
<th>Location</th>
<th>Proposed Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>U.S. 70</td>
<td>236-242</td>
<td>East of Alamogordo</td>
<td>Wildlife crossing signs with seasonal flashing lights</td>
</tr>
<tr>
<td>4</td>
<td>I-25</td>
<td>450-454</td>
<td>Raton</td>
<td>Wildlife fencing connected to concrete box culverts for wildlife underpass</td>
</tr>
<tr>
<td>6</td>
<td>U.S. 550</td>
<td>65-80</td>
<td>Near Cuba</td>
<td>Wildlife crossing signs with night time flashing lights</td>
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</table>

Remaining Tasks

NMDOT and NMDGF are encouraged by the number of road segments that have been determined to be appropriate for HSIP applications. The memorials directed the agencies to submit one application and three applications are planned for submission in early 2014. The applications will be drafted by the NMDOT districts in partnership with NMDGF staff. Once submitted, the HSIP applications will be reviewed by NMDOT and FHWA. If funded, the wildlife-vehicle collision mitigation projects would be placed on the State Transportation Improvement Plan (STIP) and funding is programmed. Then the project is available for implementation on the ground. It is anticipated that each participating NMDOT district will be able to implement their mitigation project by late 2014 or early 2015.

NMDOT and NMDGF are continuing to evaluate the possibility of implementing a citizen-led monitoring program for wildlife-vehicle collisions in New Mexico. One major challenge to this effort would be the data collection, storage, and management responsibilities associated with the program. Staff time and server space would need to be allocated as well as a data reporting interface developed for the public to provide data to the agencies. This idea will need to be carefully considered in order not to duplicate the effort currently managed by DGR.

As a final note, Governor Martinez declared September 15-21 “Watch Out for Wildlife Awareness Week” in 2013.
Appendix A: Wildlife-Vehicle Collision Hotspot Maps
Appendix B: Priority Road Segment Evaluation Data Sheet
Step One: Drive entire road segment and look for drainage structures that should be investigated for potential wildlife crossings. Also look for vegetation removal locations within the NMDOT right-of-way.

Is there a need for vegetation removal within the right-of-way to increase driver visibility? □ Yes □ No
If yes, please list milepost ranges where vegetation removal is needed: ________________________

Step Two: Use the wildlife-vehicle collision spreadsheet/table to identify “hotspots” within the priority road segment. Focus the site visit to these hotspot locations. Get out of the vehicle and review the conditions at each hotspot.

Step Three: When assessing the conditions, look for nearby drainage structures that may be suitable for directing wildlife crossings, in combination with game fence.

Hotspot Location No:_________ Milepost:______________________

Are there concrete box culverts/bridges/other drainage structures that meet the openness factor described on page 2? □ Yes □ No
If yes, list approximate MP: ________________________

Estimated dimensions of the drainage structure:
- Height:_________
- Width:_________ Computed Openness Factor:_________
- Length:_________ (See page two for openness factor discussion.)

Presence of rip rap on the ground at either side of structure? □ Yes □ No

Structure floor: □ Manmade material □ Natural (Please take a GPS point and photo(s) of suitable crossings.)

Evidence of wildlife using this drainage structure as a crossing? □ Yes □ No
If yes, please describe: ______________________________________________________________

Approximate width of right-of-way in this area: __________________________

Are there opportunities to enlarge drainage structures for improved wildlife crossings? □ Yes □ No
If yes, list approximate MP: ______________
- Please take a GPS point and photo(s) of these locations.

What is land ownership on both sides of highway where potential crossing areas occur?

What is the adjacent land use in this area? __________________________________________
Please note any orchards, irrigated lands, existing depredation fence in this area.
Please take a few photos of adjacent land use worth noting.

Step Four: If no suitable drainage structures exist, look for at-grade solutions, such as flashing lights/signs.

Is there an opportunity for an at-grade solution at this location? □ Yes □ No
If yes, please describe: ______________________________________________________________
- Please take photo(s) of the roadway at this location.

(Over for more information)
Please use multiple sheets for each segment visited along the same roadway.

For additional information:


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**Openness Factor**

*Is a way to evaluate a crossing structure’s dimensions and likelihood for particular species to use the structure as a road crossing location.*

**Openness Factor** = \([\text{width} \times \text{height}] / \text{length}\)

*Generally mule deer and elk need an openness factor of 1.0 or greater, with a minimum height of 10 ft., min. width of 12 ft., and maximum length of ca. 120 ft. These dimensions refer to concrete box culverts, not open span bridges. For multiple opening CBCs, the openness factor should approach 1.0 for each opening, not the combined openings.*

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**Tools/Materials List for Site Visits**

- PPE, including long pants, hard hat, safety vest
- Long tape measure (or foldout tape for measuring height)
- Digital camera
- GPS unit
- Calculator
- Collision data for road segment that will be visited
Wildlife Corridors Action Plan
RFP No. 20-05

Pre-Proposal Meeting

Trent Botkin
Environmental Bureau
New Mexico Department of Transportation
The New Mexico Department of Transportation (NMDOT) is requesting proposals for the purpose of hiring a Contractor(s) to develop a Wildlife Corridors Action Plan that provides comprehensive guidance to NMDOT and New Mexico Department of Game and Fish (NMDGF) for identifying, prioritizing and maintaining important areas for wildlife movement, and the development of a list of priority projects based on the Action Plan.
Wildlife Corridors Act (SB 228) Highlights

• Signed by Governor in March 2019

• Directs NMDOT and NMDGF to develop a Wildlife Corridors Action Plan that:
  • Identifies highway segments that pose a risk to wildlife movements and the traveling public
  • Information about habitat and movement needs of species of concern with particular attention to large mammals or other species that pose a risk to the traveling public
  • Projections of anticipated effects that drought and other stressors will have on wildlife habitat, dispersal and movement
  • Identify opportunities to collaborate with Indian Nations, tribes or pueblos or other relevant agencies
  • Publication of a “Wildlife Corridors Project List” of projects to be undertaken
Wildlife Corridors Act (SB 228)

Highlights

- Directs NMDOT and NMDGF to reach out to tribes and pueblos
- Large number of NGOs are interested
  - Therefore, involvement with these NGOs during Plan development is an important component
House Memorial 1/Senate Memorial 11
Identified Wildlife-vehicle Collision Hotspots (2013)
Wildlife-vehicle Collision Mitigation Projects 2004 - Present

Collision Mitigation Project Priority Area (HM 1/SM 11)
RFP 20-05
Scope of Work

1. Data Gathering
   a. Reported wildlife-vehicle collisions
   b. Ecological data

2. Data Analysis
   a. ArcGIS Hotspot Analysis

3. Field Reconnaissance of Priority Areas
4. Benefit-Cost Analysis

5. Action Plan Development

6. Public Involvement Plan
   a. Tribes, Pueblos & NGOs
   b. General public

7. Wildlife Corridors Project List
RFP 20-05
Deliverables Highlights

1. Draft Public Involvement Plan w/in 3-weeks after receiving NTP

2. Draft Preliminary Action Plan or progress report – December 15, 2019

Thank You!
<table>
<thead>
<tr>
<th>Phone Number</th>
<th>E-Mail</th>
<th>Organization</th>
</tr>
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</table>
| 916.752.0955 | steeve@icf.com | ICF JACOBCS FARGANZ | Jacobs Farganz
| 855-239-4772 | jace65.com | Paragon J. Rodfehle |
| Inv. Coord. 816.870.5024 | | |
| 505-476-8118 | mathews.wunder@cyber.mil | Inv. of JACOBCS |
| 505.524.9123 | decorpetre@peterson.com | Flight Test |
| 505-821-4766 | Olson-Gins://parametric.com | UAV Center |
| 505-994-7918 | cp-databases.msn.com | Jornal of JACOBCS |
| 505-694-5175 | quantum@quantum.com | Quantum |
| (505) 872-4175 | | |
| 505-995-0830 | vanessa.sanchez@cyber.mil | Inv. of JACOBCS |

Date: July 16, 2019

REP TITLE: WILDLIFE CORRIDORS ACTION PLAN

NON-MANDATORY PRE-PROPOSAL CONFERENCE

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<td>505-659-1234</td>
<td><a href="mailto:nmt@msn.com">nmt@msn.com</a></td>
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<tr>
<td>505-658-1234</td>
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<td>505-658-1234</td>
<td><a href="mailto:mno@msn.com">mno@msn.com</a></td>
<td>Blue</td>
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</tr>
<tr>
<td>505-658-1234</td>
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<td><a href="mailto:john.doe@company.com">john.doe@company.com</a></td>
<td>Acme Inc.</td>
</tr>
<tr>
<td>505-888-9999</td>
<td><a href="mailto:jane.smith@company.com">jane.smith@company.com</a></td>
<td>Beta Corp.</td>
</tr>
<tr>
<td>505-456-7890</td>
<td><a href="mailto:bob.river@company.com">bob.river@company.com</a></td>
<td>Gamma Co.</td>
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