



TRANSPORTATION COMMITTEE MEETING AGENDA

**MONDAY, MAY 6, 2024
10:00 a.m.**

**CVAG Conference Room
73-710 Fred Waring Drive, Suite 104
Palm Desert, CA 92260**

Members of the Committee and the public may attend and participate by video at the following remote location:

**Blythe City Hall
235 N Broadway, Room A
Blythe, CA 92225
760-922-6161**

Members of the public may use the following link for listening access and ability to address the Transportation Committee when called upon:

<https://us02web.zoom.us/j/81689801982?pwd=QTVISnNxWnVUckMzSmdHaFhTM0pRZz09>

**Dial In: +1 669 900 9128 US
Webinar ID: 816 8980 1982
Password: 243150**

IF YOU ARE UNABLE TO CONNECT VIA DIAL IN OPTION, PLEASE CALL 760-346-1127

Public comment is encouraged to be emailed to the Transportation Committee prior to the meeting at cvag@cvag.org by 5:00 p.m. on the day prior to the committee meeting. Comments intended to be read aloud should be no more than 300 characters.

THIS MEETING IS HANDICAPPED ACCESSIBLE. ACTION MAY RESULT ON ANY ITEMS ON THIS AGENDA UNLESS OTHERWISE STATED, ALL ACTION ITEMS WILL BE PRESENTED TO THE EXECUTIVE COMMITTEE FOR FINAL APPROVAL.

1. **CALL TO ORDER** – Chair Steven Hernandez, Mayor, City of Coachella

2. **ROLL CALL**

A. **Member Roster**

P4

3. **PLEDGE OF ALLEGIANCE**

4. **PUBLIC COMMENTS ON AGENDA ITEMS**

This is the time and place for members of the public to address the Transportation Committee on agenda items. At the discretion of the Chair, comments may be taken at the time items are presented. Please limit comments to three (3) minutes.

5. **CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS**

6. **CONSENT CALENDAR**

A. **Approve the Minutes of the April 1, 2024 Transportation Committee Meeting**

P5

B. **Authorize the Executive Director to commit regional transportation funding to maximize leveraging points in federal and state grant applications, with the condition that actual expenditure of funds would be dependent on securing grant funding for the projects that are consistent with CVAG’s legislative platform and the Transportation Project Prioritization Study**

P10

7. **DISCUSSION / ACTION**

A. **Next Steps for the Regional Pavement Management Program – Randy Bowman**

P13

Recommendation: Authorize the Executive Director to execute a professional services agreement with Michael Baker International, Inc. in an amount not to exceed \$246,215, including 15 percent contingency, to provide professional engineering services in order to update the 2011 Pavement Management Analysis Report

B. Presentation: CV Sync and the before/after comparison of regional signal synchronization improvements – Kristopher Gunterson

C. Changeable Message Signs in Desert Hot Springs – Eric Cowle

P47

Recommendation: Authorize the Executive Director to approve Amendment No. 1 to the Reimbursement Agreement with the City of Desert Hot Springs to provide for additional \$563,671.55 to cover city-approved costs necessary to complete construction of Changeable Message Signs

D. Contract Amendment for CV Sync – Phase II Construction Support Services – Eric Cowle

P53

Recommendation: Authorize the Executive Director to execute Amendment No. 6 with Advantec Consulting Engineers, Inc. for an additional not-to-exceed amount of \$1,500,000 for construction support services for the CV Sync – Phase II project

8. INFORMATION

a) Status of I-10 & SR 86 Interchange Projects

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b) CVAG Regional Arterial Program – Project Status Report

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c) Bicycle/Pedestrian Safety Program – Project Status Report

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d) Transportation Committee Attendance Roster

P60

9. PUBLIC COMMENTS ON NON-AGENDA ITEMS

This is the time and place for members of the public to address the Transportation Committee on items of general interest within the purview of this committee. Please limit comments to two (2) minutes.

10. ANNOUNCEMENTS

The next meeting of the **Transportation Committee** will be held on Monday, June 3, 2024, at 10:00 a.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260.

The next meeting of the **Executive Committee** will be held on Monday, June 3, 2024, at 4:30 p.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260.

11. ADJOURNMENT

**TRANSPORTATION COMMITTEE
ROSTER**



Transportation Committee Members	
Agua Caliente Band of Cahuilla Indians	Virginia Siva-Gillespie Tribal Councilmember
City of Blythe	Joseph DeConinck Mayor
City of Cathedral City	Raymond Gregory Councilmember
City of Coachella	Steven Hernandez, Chair Mayor
City of Desert Hot Springs	Scott Matas Mayor
City of Indian Wells	Dana Reed, Vice Chair Councilmember
City of Indio	Elaine Holmes Councilmember
City of La Quinta	Kathleen Fitzpatrick Councilmember
City of Palm Desert	Jan Harnik Mayor Pro Tem
City of Palm Springs	Lisa Middleton Councilmember
City of Rancho Mirage	Steve Downs Mayor
County of Riverside	V. Manuel Perez Supervisor Dennis Acuna Director of Transportation
Torres Martinez Desert Cahuilla Indians	Thomas Tortez Tribal Chair

ITEM 6A

**TRANSPORTATION COMMITTEE
MINUTES OF MEETING
MONDAY, APRIL 1, 2024**



The audio file for this committee meeting can be found at <http://www.cvag.org/audio.htm>

1. CALL TO ORDER

The Transportation Committee meeting was called to order by Chair Steven Hernandez, City of Coachella, on Monday, April 1, 2024, at 10 a.m. at the CVAG Conference Room, 73-710 Fred Waring Drive, Suite 104, in the City of Palm Desert. Videoconferencing was available from the City of Blythe.

2. ROLL CALL

A roll call was taken, and it was determined that a quorum was present.

MEMBERS/ALTERNATES PRESENT

Mayor Joseph DeConinck
Councilmember Raymond Gregory
Mayor Steven Hernandez, *Chair*
Mayor Scott Matas
Councilmember Dana Reed, *Vice Chair*
Councilmember Elaine Holmes
Councilmember Kathleen Fitzpatrick
Mayor Pro Tem Jan Harnik
Councilmember Lisa Middleton
Mayor Steve Downs
Supervisor V. Manuel Perez
Tribal Vice Chair Joseph Mirelez

AGENCY

City of Blythe
City of Cathedral City
City of Coachella
City of Desert Hot Springs
City of Indian Wells
City of Indio (*arrived at item 5*)
City of La Quinta
City of Palm Desert
City of Palm Springs
City of Rancho Mirage
County of Riverside
Torres Martinez Desert Cahuilla Indians

MEMBERS/EX OFFICIOS NOT PRESENT

Tribal Councilmember Virginia Siva-Gillespie

AGENCY

Agua Caliente Band of Cahuilla Indians

3. PLEDGE OF ALLEGIANCE

Direct of Transportation Jonathan Hoy led the committee in the Pledge of Allegiance.

4. PUBLIC COMMENTS ON AGENDA ITEMS

None.

5. CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS

Executive Director Tom Kirk introduced Ken Seumalo, Public Works Director for the City of Indian Wells, who praised the impact that CV Sync made during the BNP Paribas tennis tournament. Transportation Program Manager Kristopher Gunterson provided additional details on the role of the Traffic Management Center and the efficiency of traffic management during the Indian Wells tennis tournament.

He also provided a brief Phase II update of the CV Sync project.

6. CONSENT CALENDAR

IT WAS MOVED BY COUNCILMEMBER REED AND SECONDED BY COUNCILMEMBER MIDDLETON TO:

- A. Approve the Minutes of the February 5, 2024 Transportation Committee Meeting Minutes**
- B. Authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement with Hoy Civil Engineering, increasing the annual amount by \$47,952, incorporating annual increases to adjust for inflation and extending the contract through December 2027**
- C. Accept the Transportation Uniform Mitigation Fee (TUMF) Annual and Five-Year Report for Fiscal Year 2022/2023**
- D. Adopt a 3.6-percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2025, and update the TUMF Handbook to reflect the revised fee upon its effective date**
- E. Authorize the Executive Director to commit regional transportation funding to CVAG's non-infrastructure grant application to maximize leveraging points in the application for Cycle 7 of the state's Active Transportation Program, with the condition that actual expenditure of funds would be dependent on securing the grant funding**

THE MOTION FOR CARRIED WITH 12 AYES AND 1 MEMBER ABSENT.

TRIBAL VICE CHAIR PATENCIO ANDERSON	ABSENT
MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
COUNCILMEMBER REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR PRO TEM HARNIK	AYE
COUNCILMEMBER MIDDLETON	AYE
MAYOR DOWNS	AYE
SUPERVISOR PEREZ	AYE
TRIBAL VICE CHAIR MIRELEZ	AYE

7. DISCUSSION / ACTION

A. Regional Pavement Management Program

Mr. Hoy presented the staff report and the plans to create a regional program to address pavement management

Robust member discussion ensued with Mr. Hoy answering questions from the committee members regarding the recommended update. It was noted during the discussion that the first stage of the efforts would help address members' questions and shape policy

discussions.

IT WAS MOVED BY MAYOR PRO TEM HARNIK AND SECONDED BY MAYOR DOWNS TO DIRECT THE EXECUTIVE DIRECTOR TO UPDATE THE 2011 PAVEMENT MANAGEMENT ANALYSIS REPORT AND RETURN WITH POLICY RECOMMENDATIONS FOR A REGIONAL PAVEMENT MANAGEMENT PROGRAM FOR CVAG'S REGIONAL ARTERIAL ROADWAY NETWORK.

THE MOTION FOR CARRIED WITH 12 AYES AND 1 MEMBER ABSENT.

TRIBAL VICE CHAIR PATENCIO ANDERSON	ABSENT
MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
COUNCILMEMBER REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR PRO TEM HARNIK	AYE
COUNCILMEMBER MIDDLETON	AYE
MAYOR DOWNS	AYE
SUPERVISOR PEREZ	AYE
TRIBAL VICE CHAIR MIRELEZ	AYE

B. Next Steps for the Arts and Music Line Project

Transportation Program Manager Randy Bowman presented the staff report.

IT WAS MOVED BY TRIBAL VICE CHAIR MIRELEZ AND SECONDED BY COUNCILMEMBER FITZPATRICK TO AUTHORIZE THE EXECUTIVE DIRECTOR TO TAKE THE FOLLOWING ACTIONS FOR THE ARTS & MUSIC LINE PROJECT:

- 1. EXECUTE AMENDMENT NO. 3 TO THE AGREEMENT WITH ALBERT A. WEBB ASSOCIATES TO EXTEND THE TERM TO DECEMBER 31, 2025, FOR AN ADDITIONAL NOT-TO-EXCEED AMOUNT OF \$2,234,565; AND AUTHORIZE THE EXECUTIVE DIRECTOR AND/OR LEGAL COUNSEL TO MAKE CLARIFYING CHANGES/REVISIONS BEFORE EXECUTION; AND**
- 2. NEGOTIATE AND EXECUTE AMENDMENTS TO EXISTING REIMBURSEMENT AGREEMENTS WITH THE CITIES OF COACHELLA, INDIO, AND LA QUINTA TO ADJUST THE LOCAL SHARE OF PRE-CONSTRUCTION SERVICES**

THE MOTION FOR CARRIED WITH 12 AYES AND 1 MEMBER ABSENT.

TRIBAL VICE CHAIR PATENCIO ANDERSON	ABSENT
MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
COUNCILMEMBER REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR PRO TEM HARNIK	AYE
COUNCILMEMBER MIDDLETON	AYE
MAYOR DOWNS	AYE
SUPERVISOR PEREZ	AYE

TRIBAL VICE CHAIR MIRELEZ

AYE

C. Construction Contract award for CV Link Multi-Modal Transportation Corridor Project- Segment 6, Project No. CVL-2024-001

Mr. Hoy presented the staff report and the results of the bid opening that occurred earlier in the morning.

IT WAS MOVED BY TRIBAL VICE CHAIR MIRELEZ AND SECONDED BY COUNCILMEMBER GREGORY TO AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE A CONSTRUCTION CONTRACT WITH THE LOWEST RESPONSIVE, RESPONSIBLE BIDDER FOR SEGMENT 6 OF CV LINK, WHICH APPEARED TO BE GRANITE CONSTRUCTION IN AN AMOUNT NOT TO EXCEED \$21,560,761, INCLUSIVE OF A 10% CONTINGENCY,

THE MOTION FOR CARRIED WITH 12 AYES AND 1 MEMBER ABSENT.

TRIBAL VICE CHAIR PATENCIO ANDERSON	ABSENT
MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
COUNCILMEMBER REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR PRO TEM HARNIK	AYE
COUNCILMEMBER MIDDLETON	AYE
MAYOR DOWNS	AYE
SUPERVISOR PEREZ	AYE
TRIBAL VICE CHAIR MIRELEZ	AYE

D. Contract Amendment with Alta Planning & Design for CV Link

Mr. Hoy presented the staff report.

IT WAS MOVED BY MAYOR PRO TEM HARNIK AND SECONDED BY COUNCILMEMBER FITZPATRICK TO AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 13 TO THE AGREEMENT WITH ALTA PLANNING & DESIGN FOR A TOTAL NOT-TO-EXCEED AMOUNT OF \$294,000.

THE MOTION FOR CARRIED WITH 12 AYES AND 1 MEMBER ABSENT.

TRIBAL VICE CHAIR PATENCIO ANDERSON	ABSENT
MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
COUNCILMEMBER REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR PRO TEM HARNIK	AYE
COUNCILMEMBER MIDDLETON	AYE

**MAYOR DOWNS
SUPERVISOR PEREZ
TRIBAL VICE CHAIR MIRELEZ**

**AYE
AYE
AYE**

8. INFORMATION-

- a) Status of I-10 Interchange Projects
- b) CVAG Regional Arterial Program – Project Status Report
- c) Bicycle/Pedestrian Safety Program – Project Status Report
- d) Transportation Committee Attendance Roster
- e) CV Link-Solar Lights and Railroad Right-of-Way
- f) Update on broadband installation in the City of Indio

These items were included in the agenda packet for members' information

9. PUBLIC COMMENTS ON NON-AGENDA ITEMS

None

10. ANNOUNCEMENTS

The next meeting of the **Transportation Committee** will be held on Monday, May 6, 2024, at 10:00 a.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260

The next meeting of the **Executive Committee** will be held on Monday, April 29, 2024, at 4:30 p.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260.

11. ADJOURNMENT

There being no further business, Chair Hernandez adjourned the meeting at 10:40 a.m.

Respectfully submitted,

Ely Regalado
Management Analyst

ITEM 6B

**Coachella Valley Association of Governments
Transportation Committee
May 6, 2024**



STAFF REPORT

Subject: Securing federal and state funding for regional transportation projects

Contact: Randy Bowman, Transportation Program Manager (rbowman@cvag.org) and Emmanuel Martinez, Program Manager – External Affairs (emartinez@cvag.org)

Recommendation: Authorize the Executive Director to commit regional transportation funding to maximize leveraging points in federal and state grant applications, with the condition that actual expenditure of funds would be dependent on securing grant funding for the projects that are consistent with CVAG’s legislative platform and the Transportation Project Prioritization Study

Background: Positioning CVAG to compete for and secure outside funding for transportation projects is a key component to an overall strategy for realizing financial feasibility to build capital projects. Securing state and federal grants helps to address financial cash flow concerns for capital projects. In past reports, CVAG staff has informed the committee regarding the impact decreased outside funding has on cash flow, which hinders the region’s ability to build critical transportation projects. Securing outside funding decreases the financial burden on CVAG and its member agencies, allowing local and regional transportation funds to instead be used on other priorities.

CVAG has shown great success in securing competitive funding when it authorizes the use of regional transportation funding as a match. This has led to large, high-profile awards in the Active Transportation Program and the Local Transportation Climate Adaptation Program. In the coming months, many funding opportunities are expected to materialize and CVAG staff is working with agency partners to identify projects that would be poised to secure the funding. Part of this is due to the Inflation Reduction Act and the Infrastructure Investment and Jobs Act infusing dollars to various programs, including new funding for transportation related projects. Given some upcoming funding opportunities, and knowing that CVAG’s committees do traditionally do not meet during the summer months, CVAG staff is seeking authorization for the Executive Director to commit local funds for upcoming state and federal funding opportunities for projects that are consistent with CVAG’s legislative platform and the Transportation Project Prioritization Study. This request will help position CVAG to better compete for these funds while addressing timing issues when committees go dark.

While this action would apply broadly to federal and state grants, this staff report highlights some immediate opportunities.

Local Transportation Climate Adaptation Program (LTCAP)

The LTCAP is a state program administered by the California Transportation Commission (CTC). This program is funded by federal Promoting Resilient Operations for Transformative,

Efficient, and Cost-Saving Transportation formula funds (further detailed below), which allocated \$252 million to the state over five years through 2026. In addition, the state allocated \$148 million general funds dollars to the program, and the CTC issued the first round of funding in 2023. In the inaugural funding cycle, CVAG was successful in securing \$50 million for its Addressing Climate Change, Emergencies and Sandstorms (ACCESS) Indian Canyon Drive project. The goal of the project is to increase Indian Canyon Drive's climate resiliency and address the frequent and prolonged road closures due to flooding and blowsand.

Although the LTCAP is anticipated to only have one more cycle of funding, CVAG staff has identified this as an opportunity to fund roadways similarly impacted by climate related weather events. Last year, the program awarded \$309.3 million to projects throughout the state. For Cycle Two, the program will allocate \$90.7 million to projects in the state. The deadline to apply is August 30.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

The PROTECT program is administered by the US Department of Transportation (USDOT) and aims to fund highway and transit projects. The goal of the program is the same as the LTCAP, which is to enable communities to address climate vulnerabilities and increase the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. It is anticipated that USDOT will release the notice of funding opportunity late summer. The program allocates \$1.5 billion formula grants each year over a period of five years. The discretionary component of the program is allocated \$300 million in the next funding cycle, and each year thereafter through 2026.

Safe Streets and Roads for All (SS4A)

The SS4A program is administered by the USDOT with the focus on funding projects that improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation projects. The program includes all roadway users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. Given the Local Roadway Safety Plan work completed by member cities, CVAG staff has identified SS4A as an opportunity to build on those plans by creating a regional plan to identify systematic safety improvements for regional roads. If successful, this funding can position CVAG and our member cities to apply for construction projects to implement the regional plan. For this upcoming funding cycle, there are \$1.2 billion dollars allocated to the program and the application deadline is August 29.

Active Transportation Infrastructure Investment Program (ATIIP)

The ATIIP is a new competitive program administered by the Federal Highway Administration (FHWA). For the current funding cycle, FHWA allocated \$44.5 million for the program. ATIIP will award two types of grants: Planning and Design grants and Construction grants. CVAG staff has identified this source as a potential opportunity to increase outside funding for the construction of Arts and Music Line project. The deadline for this application is June 17.

Reconnecting Communities Program (RCP)

The RCP is administered by the USDOT and aims to increase access to daily destinations, such as jobs, schools, medical facilities, recreation and other key destinations. Specifically, the program's goals are to reconnect communities by removing, retrofitting, or mitigating highways

or other transportation facilities that create barriers to community connectivity. CVAG applied to this funding source in FY 2023 for ACCESS Indian Canyon Drive but was unsuccessful in securing this highly competitive and discretionary funding. CVAG staff requested a debrief and learned that the ACCESS application received a high recommendation and was encouraged to reapply for FY 2024. The program received 682 applications requesting a total of \$11.6 billion. Of those, 197 projects received a high recommendation, totaling \$5.5 billion. Only 132 projects totaling \$3.3 billion were awarded. CVAG's project was one out of 65 that received a high recommendation but was not selected. Total funding of \$200 million will be available in the next funding round. Although the notice of funding opportunity has not been released yet, applications are anticipated to be due in late fall.

Fiscal Analysis: The funding opportunities identified by CVAG staff have a maximum federal share of 80 percent, requiring a 20 percent non-federal match. The exact amount of funds needed for local or regional match for each respective funding source identified above will be finalized as staff finalizes the respective applications. However, showing a match of at least 20 percent can help maximize points and increase the competitiveness of a project as it demonstrates local commitment to the project. Staff is recommending that, with approval of this item, the allocation of regional transportation funding is conditioned on successfully securing grant funds from the programs identified above.

Staff would also note the steps that CVAG has taken to increase its responsiveness and competitiveness to apply for state and federal funds. In February 2024, the CVAG Transportation and Executive Committees approved the Qualified Professional Services Vendor List. This pool of qualified vendors streamlines CVAG's ability to contract professional services for recurring and routine professional service, including engineering, grant writing and outreach and engagement activities. The list currently has 14 vendors that either provide grant writing services, outreach and engagement services, or both. These services are key upfront activities as a large majority of grants require community engagement and involvement to demonstrate local community support for projects. To further assist in these efforts, and given the number of funding opportunities, the Executive Committee also approved in April 2024 an update to CVAG Policy No. 21-04 Procurement Policy & Procedures. Collectively, these actions will enable CVAG to better respond to, and compete for, outside funding.

ITEM 7A

**Coachella Valley Association of Governments
Transportation Committee
May 6, 2024**



STAFF REPORT

Subject: Next Steps for the Regional Pavement Management Program

Contact: Randy Bowman, Transportation Program Manager (rbowman@cvag.org)

Recommendation: Authorize the Executive Director to execute a professional services agreement with Michael Baker International, Inc. in an amount not to exceed \$246,215, including 15 percent contingency, to provide professional engineering services in order to update the 2011 Pavement Management Analysis Report

Background: In April 2024, the Executive Committee, at the recommendation of the Transportation Committee, directed the Executive Director to update the 2011 Pavement Management Analysis Report and return with policy recommendations for a Regional Pavement Management Program for CVAG’s Regional Arterial Roadway Network. Currently, member agencies are responsible for pavement maintenance of both regional arterials and local roadways within their jurisdictional boundaries. A regional pavement management program would use a cost-sharing approach to lessen the burden on member jurisdictions and achieve consistent quality along major arterials, economies of scale and properly timed lane closures that minimize impact on residents and visitors, particularly during major events. Staff anticipated needing consulting support for this analysis and sought proposals from the Qualified Professional Services Vendor List, which the CVAG Transportation and Executive Committees approved in February 2024. In March, staff requested letters of interest and availability from 11 vendors on the Qualified Professional Services Vendor List. Five vendors responded affirmatively. On April 5, 2024, CVAG staff sent the five vendors a Request for Proposals. Two proposals were received by the April 29, 2024 submittal deadline. A committee comprised of CVAG staff evaluated the proposals.

Consultant	Location
HR Green, Inc.	Palm Desert, CA
Michael Baker International, Inc.	Palm Desert, CA

Based on the proposal evaluation committee’s feedback, staff is recommending the Executive Director be authorized to execute a contract with Michael Baker International, Inc.

This analysis to be conducted by the consultant will take up to twelve months to complete. CVAG will work with public works directors and staff from Cities and the County to update the 2011 report and determine pavement conditions on all regional streets. After the report has been updated, and should funding opportunities be identified and materialize, CVAG staff will work with the public works directors to further define a program that would allocate a share of regional funding to implement maintenance and repair strategies for pavement on the regional arterial roadway network.

A regional pavement management program will be guided by policies approved by the Transportation and Executive Committees. These future policies would shape the program by setting requirements such as minimum pavement condition index, average daily traffic and regional significance. Staff will also use this study as a way to address many of the questions raised by the Transportation and Executive Committees about how best to roll out the program valleywide to ensure all member jurisdictions – including those that have been investing locally to keep their roads maintained – benefit from a regional program.

Once implemented, an effective pavement management system can assist agencies in developing long-term rehabilitation programs and budgets. Essentially, these investments are made in order to extend the useful life of a roadway. The key is to develop policies and practices that delay the inevitable total reconstruction for as long as practical yet still remain within the target zone for cost effective rehabilitation.

Fiscal Analysis: The recommended contract with Michael Baker International, Inc. is for an amount not to exceed \$246,215. There is regional transportation funding available in this year's budget to cover the anticipated costs.

Investing in a regional pavement management program in a cost-sharing partnership with the cities and county would extend the life of regional roadways and ensure they do not deteriorate to a poor condition. The 2011 pavement management report found that the nine Coachella Valley cities and Riverside County of CVAG have nearly 350 miles of streets that make up their inter-agency arterial roadway network. Using a replacement cost of \$2.4 million per mile, CVAG agencies have over \$840 million invested in their arterial roadway network that would benefit from a regional pavement management program.

As part of this study, staff will also analyze the cost implications of the program, not just in reduced costs for cities but also funding opportunities at the regional level.

Attachments:

1. Michael Baker International, Inc. Technical & Fee Proposal
2. Professional services contract for Michael Baker International, Inc.

REQUEST FOR PROPOSALS

2011 PAVEMENT MANAGEMENT ANALYSIS REPORT UPDATE

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

SUBMITTED TO



APRIL 29, 2024



SUBMITTED BY

Michael Baker

INTERNATIONAL

2945 Townsgate Road | Suite 200
Thousand Oaks, CA 91361

2011 PAVEMENT MANAGEMENT ANALYSIS REPORT UPDATE

APRIL 29, 2024

Coachella Valley Association of Governments
Submitted via email: procurement@cvag.org

Dear Selection Committee,
Coachella Valley Association of Governments (CVAG) deserves a highly qualified engineering firm with the relevant experience necessary to seamlessly collect data to update the 2011 Pavement Management Analysis Report. With Coachella Valley roadways serving as a critical part of the area's transportation infrastructure, we understand the importance placed on an updated pavement management report that leads to the creation of a regional pavement program and the potential for significant cost savings. Michael Baker International, Inc. (Michael Baker) commends CVAG's Transportation Committee on this endeavor, and we are excited to submit a technical and fee proposal for your review.

Our proposed Project Manager, Nathan Kebede, P.E. is an expert in pavement management and has extensive experience providing pavement condition assessment services and developing pavement management programs for local, regional, state, and federal clients. Nathan and our qualified staff will work side-by-side with CVAG staff to bring objective pavement data collection methods and deliver accurate data and an up-to-date report.

With a reputation as a trusted engineering firm, we have partnered with California clients for over 84 years, successfully completing a wide variety of engineering and pavement management projects in the region.

MICHAEL BAKER OFFERS CVAG THE FOLLOWING BENEFITS:

LOCAL KNOWLEDGE

- Have partnered with nearly every CVAG member agency
- A strong working relationship with CVAG and member agencies



INNOVATIVE TECHNOLOGY & A PRACTICAL APPROACH

- Certified pavement data collection technology; state-of-the-art GIS, data analytics, and cloud-based data storage
- Proven tools and methods to produce consistent, objective data, every time



SUCCESSFUL SIMILAR EXPERIENCE

- Currently performing similar work for the City of Coachella and the City of Los Angeles
- Recently conducted a Pavement Management System and Asset Inventory for the City of Indio



We stand ready to offer CVAG a strong continued partnership and a commitment to you and your goals. Please contact me at 760-341-6110 or calberts@mbakerintl.com for additional information or to schedule an interview.

Sincerely,
MICHAEL BAKER INTERNATIONAL, INC.

Christopher Alberts, PLS
Office Executive

2. PROPOSAL RESPONSE FORM

QUALIFIED VENDOR LIST PROPOSAL REQUEST

Part A To be completed by CVAG

Consultant: Michael Baker International
Proposal Requested For:
 2011 Pavement Management Analysis Report Update
Requestor: Randy Bowman **Date:** March 20, 2024

In the Statement of Qualifications did Consultant request changes to the CVAG Professional Services Contract?
 Yes No *(If Yes, review with Consultant and CVAG legal counsel as needed)*

Requested Professional Services

Architecture		Landscape Architecture / Planning	
Civil Engineering	X	Temporary Traffic Control Services	
Construction Management		Professional Survey	
Electrical Engineering		Right-of-Way Coordination	
GIS & CAD Drafting		Traffic Data Collection	
Grant Writing and Management		Traffic Engineering	
Graphics / Visual Design Services		Utility / Railroad Coordination	
Environmental Planning/Regulatory Compliance		Structural Engineering / Bridge Inspection	
Geotechnical Engineering / Material Testing / Special Inspection	X	Outreach / Engagement / Communications	

Scope of Work

Professional Services requested under this Proposal Request shall be performed in accordance with the Qualified Vendor List RFQ and CVAG standard Professional Services Agreement. Specifically, the scope of work requested is *(attach additional information as needed)*:

CVAG published in 2011 the Pavement Management Analysis Report, which was conducted by IMS Infrastructure Management Services from Tempe, Arizona. The Pavement Management Analysis Report provided foundational information for the CVAG Transportation Project Priority Study.

CVAG is requesting from selected civil engineering vendors on our newly established Qualified Vendor List your interest and availability to conduct an update to the 2011 CVAG Pavement Management Analysis Report. Unless your firm has capabilities in-house, the report update will require subconsulting to a qualified and experienced pavement evaluation firm. Pavement condition will be conducted using the MicroPaver software platform. In addition to conducting the field data collection and evaluation, CVAG desires the consultant to inventory, assess and report on any agency-specific pavement condition surveys to determine the scope and recency of any agency pavement condition reporting, which may reduce or otherwise impact the scope of this project. As the contract amount exceeded the Executive Director’s expenditure authority, and it is expected the update will also be the same, any contract for this work will most likely require authorization from CVAG committees.

2011 Pavement Management Analysis Report: <https://cvag.org/wp-content/uploads/2021/10/CVAG-Report-Rev2.pdf>

Requested Schedule

Requested Completion Date for Scope of Work: Within 9 months from NTP

Scope of Work Budget

Budget for Scope of Work: TBD (For reference, the previous pavement evaluation study contract cost approximately \$150,000 and was completed within 12 months).

Part B**To be completed by Consultant****Personnel Commitment**

The Scope of Services shall be performed by Consultant's personnel and subconsultants in accordance with Consultant's Statement of Qualifications. Does Consultant propose changes to personnel for the requested services?

Yes No *(If Yes, attach resumes of alternate proposed personnel)*

Scope of Work

Does Consultant request changes to the Scope of Work? Yes No
(If Yes, summarize requested changes below and attach additional information as needed)

Proposed Schedule

Proposed completion date for Scope of Work: Within 5 months of NTP *(attach proposed schedule)*

Proposed Fee

Proposed Fee for Scope of Work: \$214,000 (fixed fee) *(attach fee proposal)*

Part C**Approval****CVAG**

Recommended By:

Approved By:

Name: _____

Title: _____

Date: _____

Consultant

I hereby acknowledge receipt and acceptance of this Proposal Request:

By:

Name: Christopher Alberts, PLS

Title: Office Executive

Date: April 29, 2024

3. RELATED EXPERIENCE

CVAG will benefit from Michael Baker’s recent local and national projects in pavement data collection and pavement management. Our location, depth of resources, diversity of skill sets, and experience will provide value to this project.

STAFF QUALIFICATIONS

Michael Baker is a leading national provider of transportation engineering and consulting services which include geospatial, planning, environmental, construction, program management, and full life-cycle support services and solutions. Since our first office opened in 1940, Michael Baker has assisted clients in many successful ventures by providing consulting services for a range of project scopes in support of U.S. federal, state, and municipal governments and a wide variety of commercial clients. *Engineering News-Record* (ENR) currently ranks Michael Baker as one of the top firms in the nation for Transportation and Highway Engineering-related services.

MAKING A DIFFERENCE IN CALIFORNIA

With nine offices located in Southern California alone, including our well-established Palm Desert office, we have successfully performed on many transportation engineering and pavement management projects in Coachella Valley and the Southern California region. In fact, we are presently providing similar services for the City of Coachella and the City of Los Angeles, collecting and delivering actionable pavement condition data and pavement management recommendations. By partnering with Michael Baker, CVAG and associated agencies will benefit from a unique team that understands local conditions, as well as the complexity, safety measures, logistics, and communication aspects needed to deliver a high-quality and actionable pavement management project for a multi-agency organization.

A CAREFULLY SELECTED, LOCAL TEAM

Christopher Alberts, with his role as Principal-In-Charge and Palm Desert Office Executive, brings a wealth of experience to the table. His expertise, particularly in collaborating with local agencies, is a significant asset in fostering growth and development within the Coachella Valley region. His proven track record with cities like Coachella, Rancho Mirage, Indio, and Palm Desert ensures that he is well-equipped to lead projects to success, leveraging his deep understanding of the local landscape and community needs.

Our proposed Project Manager, Nathan Kebede, P.E., has extensive pavement data collection and pavement management experience gained on projects for the City of Los Angeles, City of Coachella, Santa Barbara County, and Caltrans. Nathan’s experience extends nationally and will be of great value to CVAG during this pavement management analysis report update.

Our proposed client liaison, Steven Latino from our Palm Desert office, is knowledgeable on local regulations and maintains a solid working relationship with CVAG and member agency staff established through various projects over the years. His invaluable local experience has been gained through partnerships with Western Riverside Council of Governments (WRCOG), Riverside County Transportation Commission (RCTC), the County of Riverside, and Caltrans. Steven is well versed in project delivery and the challenges projects face due to local, regional, and statewide regulatory requirements.

Christopher and Steven will work closely with PM, Nathan and will be backed by the entire team of experts in our pavement management services to deliver a high-quality project as a result of our nationwide experience.

ROADWAY DATA COLLECTION AND PAVEMENT MANAGEMENT EXPERTISE

Michael Baker is recognized as a leader in the pavement management industry and has been the trusted provider of pavement condition survey services to municipal and state agencies for decades. We have performed roadway data and imagery collection since patenting GPS mapping technology in the early 1990s. Since then, Michael Baker has continuously advanced in our capabilities through our experiences working on similar projects and we stand out among our competitors because of the on-time communication and tailored customer service we consistently deliver.

2024 ENR RANKINGS

THE TOP
500
DESIGN FIRMS

- 28 Top 500 Design Firms
- 18 Top 100 Pure Designers
- 13 Transportation
- 18 Construction Management*
- 18 Highways*
- 23 Mass Transit & Rail*

We have a wide range of experience fulfilling project scopes for many state and municipal Departments of Transportation (DOTs). Our team successfully completes large- and small-scale pavement data collection projects each year. We have been the trusted partner for many pavement condition assessments for Napa County, CA, Camden County, NJ, The City of Indio, CA, The City of Treasure Island, FL, the Illinois State Toll Highway Authority (Illinois Tollway), the Pennsylvania Turnpike Commission (PTC), the New Jersey Department of Transportation (NJDOT), the Mississippi Department of Transportation (MDOT), and West Virginia Department of Transportation - Department of Highways (WVDOT-DOH), always striving to provide quality, safety, and efficiency for our clients' roadway infrastructure.

 *Through effective planning, qualified staff, and time-tested quality measures, we have captured tens of thousands of miles of pavement data annually – **57,800 miles since 2020** – with no lane closures, delays, or impact to the general public.*

We present to CVAG a team that has a strong history of providing automated pavement condition data collection and one that possesses the experience and skill set to deliver the most effective pavement management analysis. We offer four decades of GIS expertise, paired with our Silver-level Business Partner status that we have maintained with Esri since 1984. By partnering with Michael Baker, CVAG staff can be confident it is collaborating with a low-risk, high-quality contractor with complete turnkey solutions.

SIMILAR PROJECT EXPERIENCE

The following project experience demonstrates our capability to perform work similar to what is anticipated on this project.



Citywide Pavement Management System Implementation *Coachella, California*

City of Coachella, CA

Name: Andrew Simmons

Phone: 760-398-5744 x 134

Dates: 10/2023 – Ongoing

 **On track towards on-time completion**

Project Team Members

Christopher Alberts

Kenny Contrisciane

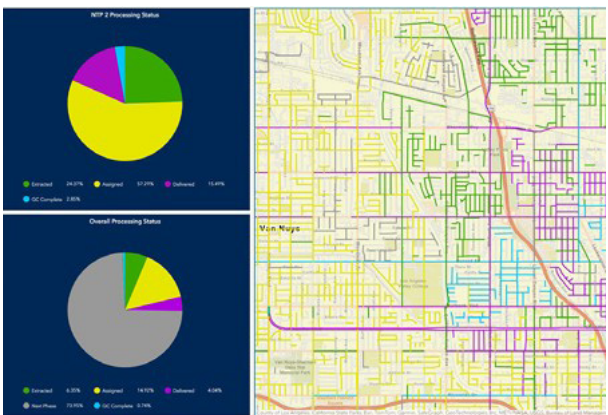
Nathan Kebede

Steven Henderson

Aaron Morris

Michael Simons

Michael Baker is conducting a citywide pavement condition survey and pavement management system implementation for the City of Coachella (City), California. Pavement data is collected utilizing our NSV, equipped with advanced 3D LCMS pavement scanners, high-definition ROW cameras, GPS, high-precision inertial navigation, and other remote sensing technologies which allows accurate pavement condition data and ROW data to be collected while traveling at prevailing traffic speeds. Tasks include surveying 140 centerline miles of the City's pavement and implementing a modern Pavement Management System. Michael Baker is performing pavement distress ratings utilizing automation based on the ASTM D6433 standard.



Pavement Condition Survey *Citywide, Los Angeles, California*

City of Los Angeles, CA Bureau of Street Services

Name: Janet Tran

Phone: 213-354-3066

Dates: 02/2023 – Ongoing

 **On track towards on-time or early completion**

Project Team Members

Nathan Kebede

Michael Simons

Jibreel Rana

Steven Henderson

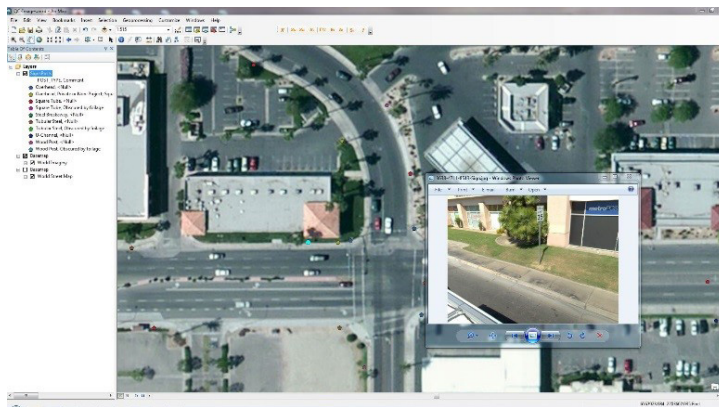
Aaron Morris

Vahid Ganji

Kenny Contrisciane

Michael Baker is conducting a citywide pavement condition survey for the City of Los Angeles (City), Department of Public Works, and Bureau of Street Services (StreetsLA). Pavement data is collected utilizing NSVs equipped with advanced 3D LCMS pavement scanners, high-definition ROW cameras, GPS, high-precision inertial navigation, and other remote sensing technologies to collect accurate pavement condition data and ROW data while traveling at prevailing traffic speeds. Tasks

include surveying 5,000 centerline miles of the City’s pavement according to the ASTM D6433 standard and updating the existing pavement management system. Michael Baker is performing pavement distress rating utilizing automation and manual feature extraction techniques to identify pavement distresses and deploy multi-layer quality control and quality assurance to verify field data integrity and reliability of results. Processed pavement condition data is uploaded to StreetsLA’s PAVER database using the .70 file format.



Pavement Management System and ADA Asset Inventory
Indio, California

City of Indio
Name: Juan Raya, City Engineer

Phone: 760.342.6500

Dates: 11/2021 - 12/2022

✓ **Completed ahead of the May 2023 expected due date**

Project Team Members

Kenny Contrisciane

Vahid Ganji

Aaron Morris

Michael Baker provided Mobile LiDAR mapping and Laser Crack Measurement System (LCMS) pavement data collection surveys in support of the development of the City’s five-year pavement management plan and to augment their ongoing public works Americans with Disabilities Act (ADA) asset management program activities. The project included collection and processing of mobile LiDAR data, LCMS pavement surface condition data, and 360° high-resolution spherical digital imagery on approximately 450 lane miles (222 centerline miles) of city-owned streets. The City’s diverse transportation network consists of high volume major and minor arterials, major and minor collectors, and residential (neighborhood-level) streets and alley ways. The primary objective of the project was to utilize the collected field data to support the development of Indio’s pavement management system and corresponding five-year pavement prioritization plan and to perform a physical asset inventory of the City’s curb ramps, sidewalks, and traffic sign assets. Collection of the curb ramps and sidewalk data was intended to provide the City with a current inventory of physical infrastructure assets that support their ongoing ADA compliance activities.

4. PROPOSED STAFFING AND PROJECT ORGANIZATION

Michael Baker has assembled a highly qualified, in-house professional team to address all scope and technical requirements of this project. Our team has the experience, capacity, and resources to meet each of CVAG’s important objectives and to deliver a fully updated, Pavement Management Analysis Report. The organizational chart and resumes below identify key personnel who will be assigned to this project and illustrates the overall supervision of staff under our Project Manager, Nathan Kebede, PE.

PROJECT MANAGEMENT

Because of the multiple agencies CVAG represents and the need to collect data on roads that fall in differing jurisdictions, this project demands a well-planned and comprehensive management plan that focuses on communication and schedule. Our management approach is based on the establishment of a formal Project Management Plan (PMP) that defines the roles and responsibilities of our management team, defines the schedule, and describes the communication tools to ensure effective collaboration among the leadership team. Our formal project management process, **“Project Management – The Michael Baker Way”** provides a living comprehensive resource that is comprised of numerous supporting detailed plans for: Contract Management, Financial Management, Quality Management, Risk Management, Change Management, Document Management, Reporting & Oversight, and Communication. Our PM, Nathan Kebede will implement this proven project management process which has gained us a solid reputation and has resulted in exceptionally pleased clients and repeat business.

More details on project management are outline in Task 1.



Christopher Alberts, PLS PRINCIPAL IN CHARGE

Mr. Alberts has combined consulting experience in field and office operations. As Palm Desert Office Executive, Mr. Alberts oversees the office environment and employee engagement to develop and grow the Coachella Valley capabilities. Through successfully fulfilling roles on projects with cities such as Coachella, Rancho Mirage, and Indio he has acquired in-depth understanding of the local landscape and communities. In his current role, he is responsible for office and discipline operations, maintaining client relationships, quality control of plans and deliverables, staff allocation, scheduling, and verification of client satisfaction. He is active on a number of professional state and local association boards and chairman of a professional practice committee serving three southern California counties.



Nathan Kebede, PE PROJECT MANAGER

Nathan leads the National Pavement Services Program at Michael Baker. He is an experienced pavement management engineer and project manager, having worked on numerous pavement condition inspection and pavement management projects for clients that include municipalities, state highway agencies, state aviation agencies, federal agencies, and the U.S. Department of Defense. Nathan's technical efforts have focused on delivering pavement evaluation services to clients in a clear and understandable format to promote informed maintenance and funding decisions. He has provided pavement evaluation and management services for tens of thousands of miles of roadway pavement facilities in the U.S. and abroad (including for the City of Los Angeles and the City of Coachella). Nathan is a recognized and active member of the pavement management community and participates in numerous organizations; he is a member of the Highway Pavements Committee and the Infrastructure Systems Committee of the ASCE Transportation & Development Institute. Nathan also serves on committees and panels at the Federal Highways Administration (FHWA) National Cooperative Highway Research Program (NCHRP) and the National Academies of Science, Engineering, and Medicine – Transportation Research Board (TRB) where he is an active contributor to the development of guides and standards that shape the pavement evaluation and pavement management industry.



Aaron Morris, GISP TECHNICAL ADVISOR

Aaron is the National Operations Director for Michael Baker's nationwide infrastructure data collection efforts, including pavement data collection, Mobile LiDAR data collection, and indoor LiDAR data collection activities. Within Michael Baker's operations-centric strategic organizational structure, he plays a significant role in fostering geospatial capabilities to provide clients with a broader portfolio of Michael Baker's services. In addition to managing pavement data collection logistics nationwide, including projects for StreetsLA and the City of Coachella, he provides national leadership for Michael Baker's GeoLink GPS Software Engineering Departments, is a current Executive Director and National Treasurer of the Board for the MAPPS organization, and provides primary technical consulting expertise for Pavement, Geospatial and LiDAR projects for local, state, and federal governments. Aaron's years of invaluable experience leading, managing, and advising on large-scale multi-year roadway data collection projects make him a critical asset to provide CVAG with a successful and timely completion of this project.



Steven Latino, PE, TE CLIENT LIAISON

Steven Latino's 19-year professional career has focused on providing services as a local municipal employee and he has also spent extensive time working in the public sector, which allows him to assist clients as if he were a part of their organization. Currently serving as Michael Baker's Transportation Department Manager and local client liaison for Coachella Valley, he works strategically with the various member agencies and has established professional

relationships in most of the cities throughout Coachella Valley. Prior to private employment, he served as the Engineering Director/City Engineer for the City of Hemet. He also held a tenure at the City of Ontario where he served as the Project Manager. Some of his recent projects with Michael Baker include Palm Springs, Palm Desert, Indian Wells, Rancho Mirage, Agua Caliente Band of Mission Indians, Indio, Coachella, Cathedral City, Riverside County, and Caltrans. This provides CVAG someone who understands the inner workings of member local governments and local regulations. He is intimately familiar with challenges projects may face due to local, regional, and statewide regulatory requirements.



Steven Henderson PAVEMENT DATA COLLECTION

Steven has an extensive background in Mobile LiDAR, Pavement Data Collection, and GIS. As Michael Baker's Data Collection Fleet Manager, he is responsible for the management, training, and oversight of Michael Baker's entire fleet of innovative field collection technologies, including Inertial Profiling, LCMS, Mobile LiDAR, terrestrial imagery, Static LiDAR, and SLAM LiDAR. He has been involved in field mission planning and enterprise logistics for numerous statewide projects. His field mission planning experience includes route identification, collection tracking, route logistics and navigation, collection schedules, equipment training and certification, crew mobilization, collection validations, and Cloud-to-Cloud data transmissions. Steven's technical expertise along with his operational knowledge of accurate data collection methodology makes him a beneficial member of the team for CVAG's upcoming project.



Kenny Contrisciane PAVEMENT DATA PROCESSING

Kenny has more than 20 years of experience in the fields of GIS technology, asset inventory, and pavement data collection. He has served as the technical lead of Michael Baker's Pavement Data Collection business line since its inception and has overseen the evolution and growth of the related services and technology that focus on the 3D pavement data collection systems. Kenny has experience with GPS data collection and processing, GIS database development and design, and programming. He has served as the data-processing task manager on several projects, including the City of Los Angeles Pavement Data Collection, Mississippi Statewide Pavement Data Collection, New Jersey HPMS Pavement Data Collection, and West Virginia Statewide pavement data collection project. Kenny developed and maintained the core data processing framework that translates raw data from the 3D LCMS pavement data collection system into various formats, including the ASTM D6433 and PAVER formats.



Jibreel Rana PAVEMENT DATA PROCESSING, PAVEMENT PRESERVATION ANALYSIS

Jibreel has specialized experience in the evaluation, design, rehabilitation, and management systems of pavement structures. He has led various pavement evaluation, design, rehabilitation, and management projects. He is well-versed in the collection and analysis of pavement condition data, including PCI (automated and manual), IRI, and friction. He has extensive experience in both the collection of automated image data for condition surveys and performing condition surveys. He has overseen multiple projects that included FWD and GPR testing and was responsible for the planning, collection, analysis, and reporting of the FWD and GPR data. Jibreel is also very experienced in performing pavement maintenance and rehabilitation analysis using the PAVER software.



Vahid Ganji, PH.D., P.E. QA/QC, PAVEMENT PRESERVATION ANALYSIS

Vahid has over 25 years of experience in pavement evaluation, pavement design, and pavement management. He also has extensive experience in nondestructive testing of pavements as well as bridge decks at the project or network level, including automated Laser Crack Measurement System (LCMS), Falling Weight Deflectometer (FWD), Ground

Penetrating Radar (GPR), High-Speed Profilers, and International Roughness Index (IRI) Measurements. Vahid has successfully served as the Technical Lead for Michael Baker on numerous large-scale pavement condition evaluation and pavement management system projects including statewide pavement evaluations for the New Jersey Department of Transportation (NJDOT) and West Virginia Division of Highways (WVDOH). Vahid has been an instrumental task leader for various pavement maintenance and rehabilitation planning tasks using the PAVER software as well as other pavement management analysis tools. His detailed analysis includes using statistical modeling to create or update pavement deterioration curves, leveraging local and regional bid tabulations to determine accurate pavement maintenance costs, and providing targeted pavement preservation recommendations that assist municipal agencies in selecting pavement maintenance and rehabilitation activities with the highest return-on-investment.



Michael Simons
GIS ANALYST

Michael is a Geospatial Information Technology (GIT) Systems Developer with GIS and SQL Server Database experience developing and managing databases and processes for Pavement data collection projects. He has experience developing data processes using a combination of Python and SQL to automate processing during the overall pavement analysis process. He has developed SQL Scripts and Stored Procedures that aid in the data review and data delivery for a project. Michael also has working knowledge with Asset Management, building and maintaining Asset and Location hierarchies for use in programs such as Maximo and has worked with line departments to set up appropriate parent-child relationships across assets to accommodate various reporting requirements across the company. He has experience developing attribute classifications for use in asset data collection and also has experience with web-based mapping applications, geospatial analysis, track charts, and field asset collection.

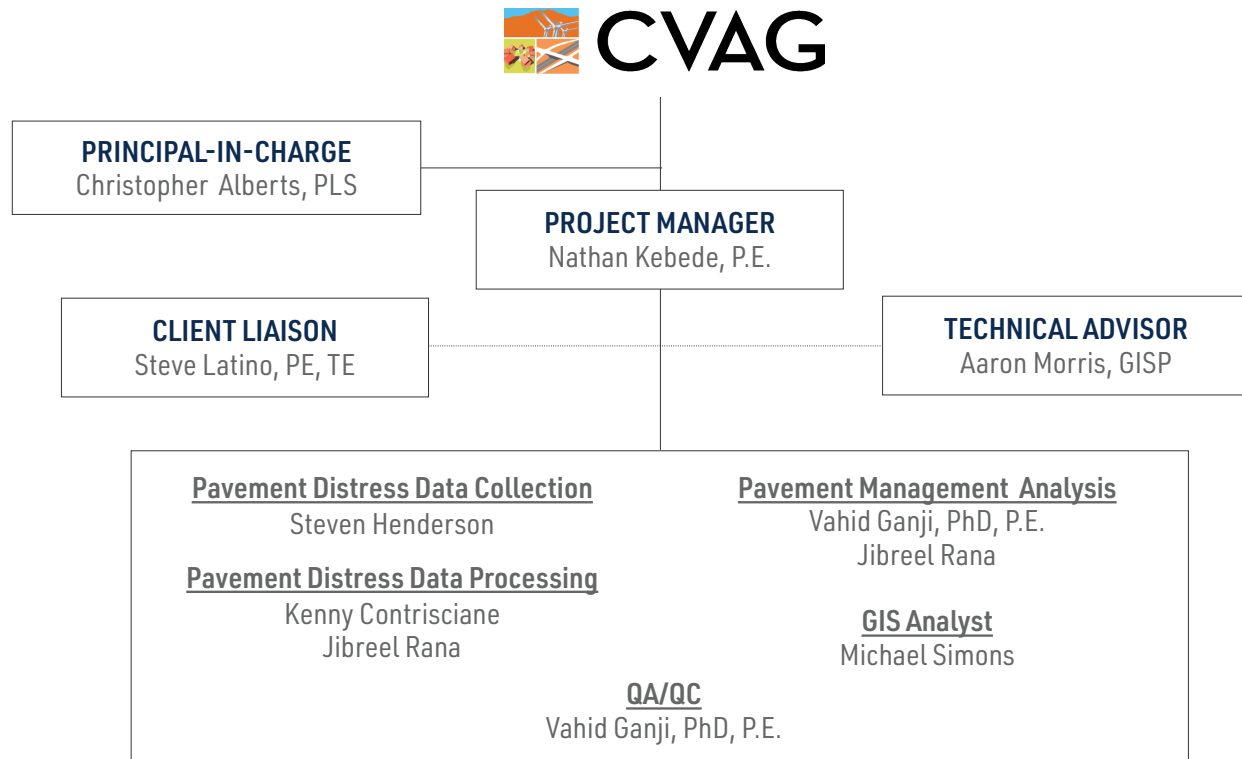
CAPACITY CHART

We are committed to providing highly experienced and knowledgeable staff to deliver the services from the beginning through the duration of the contract.

Team Member	Location	Role	Years with Michael Baker	Current Assignments & Level of Commitment	Availability
Christopher Alberts, PLS	Palm Desert, CA	Principal-in-Charge	22	City of Coachella 5%	10%
Nathan Kebede, PE	Round Rock, TX	Project Manager	2	City of Coachella 10% Illinois tollway Pavement Management 10% Streets LA Pavement Management 10%	60%
Aaron Morris, GISP	Jackson, MS	Technical Advisor	26	City of Coachella 5% Illinois tollway Pavement Management 5% Streets LA Pavement Management 5%	25%
Steve Latino, PE, TE	Palm Desert, CA	Client Liaison	3	City of Coachella 5%	5%
Steven Henderson	Jackson, MS	Pavement Data Collection	16	Illinois tollway Pavement Management 15% Streets LA Pavement Management 5%	50%
Kenny Contrisciane	Hamilton, NJ	Pavement Data Processing	23	City of Coachella 5% Illinois tollway Pavement Management 20% Streets LA Pavement Management 20%	50%
Jibreel Rana	Hamilton, NJ	Pavement Data Processing, Pavement Management Analysis	6	Illinois tollway Pavement Management 10% Streets LA Pavement Management 5%	60%

Team Member	Location	Role	Years with Michael Baker	Current Assignments & Level of Commitment	Availability
Mike Simons	Hamilton, NJ	GIS Analyst	5	Illinois tollway Pavement Management 10% Streets LA Pavement Management 15%	55%
Vahid Ganji, PhD, PE	Hamilton, NJ	QA/QC, Pavement Management Analysis	18	Illinois tollway Pavement Management 10% Streets LA Pavement Management 5%	40%

ORGANIZATIONAL CHART



5. WORK PLAN

PROJECT UNDERSTANDING

Michael Baker understands that CVAG requires the services of a qualified engineering firm to update your 2011 Pavement Management Analysis Report. CVAG’s requested services include project management (with all associated activities as outlined in the RFP), field data collection, and data analysis leading to the assignment of Pavement Condition Index (PCI) values for each roadway section. Another important outcome of this project is the delivery of an updated pavement management report that includes results of pavement management analysis in the PAVER software and a recommended 5-year roadway maintenance program produced by taking into account roadway segment PCI, pavement performance prediction models, and cost-effective pavement preservation policies.

We understand the need to engage and communicate regularly with CVAG staff and member agencies to deliver better results and to adhere to all applicable standards outlined in section B. under the scope of work. Furthermore, we stand ready to support CVAG to prepare for meetings and prepare documentation such as technical memoranda, preliminary and final reports, presentations, and other informational materials for presenting to CVAG committees.

TASK 1: PROJECT MANAGEMENT

PROJECT MANAGEMENT

Our approach to managing this project begins and ends with proactive communication with CVAG, a commitment to provide qualified experts in pavement engineering, and performing Quality Assurance/Quality Control (QA/QC) checks throughout the process. Our approach to maintaining an efficient line of communication is to have a primary point of contact. In this case, our **Project Manager, Nathan Kebede, PE**, will coordinate and manage all activities and be CVAG's constant point of contact. Nathan understands the importance of regularly and proactively communicating with the client's project team.

Schedule and Budget Controls: Michael Baker utilizes SmartSheets and our Enterprise Reporting Portal (ERP) to monitor project budgets, maintain project schedules, and track the status of the preparation of work products, related technical studies, and project meetings, as well as key milestones of the project. As the Project Manager, Nathan will also establish regularly scheduled conference calls, both internally and with CVAG, for the discussion of the project budget, project schedule, and any project issues. These calls will ensure team members know the full status of project tasks and are apprised of any anticipated variances to the project.

Our proposed subtasks are described below :

Task 1.1 - Kickoff Meeting

Within two weeks of receiving Notice to Proceed, we will coordinate with CVAG to schedule a project kickoff meeting. Participants from our team include our proposed Project Principal, Project Manager, and Data Manager. We will prepare and provide a comprehensive meeting agenda ahead of the meeting; the agenda will cover items such as:

- Conduct introductions of key project team members and identification of roles
- Present and confirm project scope, schedule, and budget
- Review and confirmation of deliverables and deliverable formats
- Establishing lines of communication and a project communication plan/frequency
- Review GIS maps, location referencing, and other mapping needs
- QA, QC, and data acceptance standards
- Public outreach needs

Other items discussed may include the existence of ongoing paving programs, construction projects, and other public works related activities that we will use in the development of our field data collection plan.

Our Project Manager will submit the meeting minutes within 5 business days after the kickoff meeting. We will also develop and submit an updated detailed project schedule and budget based on the feedback we gather during the kickoff meeting. The detailed schedule will include all tasks, sub tasks, meetings, public outreach activities, milestones, and deliverables. A simple, concise schedule will be prepared for sharing with a wider audience such as with CVAG's committees and members of the public.

Task 1.2 - Quality Management

We acknowledge the importance of quality to all tasks associated with CVAG's Pavement Management Analysis Report Update project, and we have aligned our project team, resources, and expertise with quality management as a focus. Quality management is a hallmark of Michael Baker's commitment to our customers. We will employ our comprehensive Quality Management Plan (QMP) to ensure that all project work is assigned, carried out, and reviewed to meet or exceed the CVAG's requirements and expectations, and to meet all applicable standards as outline in Section B of the Scope of Work.

Our QMP includes processes for equipment calibration and certification measures, pavement data collection, pre- and post-production data QC measures, data sampling/review practices, error resolution, and acceptance criteria. We will modify our QMP to meet CVAG's unique specifications. Our QC activities ensure that:

- Data meets defined quality standards and requirements for acceptance
- Data collection and processing are performed in a consistent and logical manner
- Data quality issues are identified, and appropriate corrective actions are applied and documented

Training: All field data collection technicians undergo training to thoroughly understand the operations and maintenance activities to conduct successful data collection. Technicians will not be assigned to data collection activities until they complete all training activities.

Certifications: All Network Survey Vehicles (NSV) regularly undergo certifications according to the AASHTO standards. Certifications are conducted at facilities around the country, including the National Center for Asphalt Technologies (NCAT), Texas Transportation Institute (TTI), or the Illinois Certification and Research Track (ICART).

Equipment Calibration: Before mobilization, NSVs used for the data collection will undergo calibration and validation protocols.

Four layers of QA/QC are implemented in our data processing and are described below:

1. **Rater/Processor Training:** *Personnel assigned to this project must have completed the Rater/Processor training satisfactorily before performing data processing tasks on this project.*
2. **Systematic Data Checks:** *100% of processed data is subject to systematic checks to identify any system-wide issues. Checks include screening data to filter values outside the normally expected range, checks on file sizes and file health to identify corrupt or incomplete files, and reviews of the processor logs to confirm that only approved staff completed the tasks.*
3. **Data Value Checks:** *100% of processed data is subject to data value checks to verify that measured/reported values are within the acceptable ranges of the characteristic they are describing. Values out of the normally expected range for each field are flagged for further investigation or corrective action.*
4. **Manual Quality Checks:** *10% of data is manually reviewed to confirm data accuracy. If the manual quality checks*

Michael Baker's QMP describes, in detail, all aspects of our quality control and quality assurance activities. **We will promptly provide a full copy of our QMP plan upon CVAG's request and will resubmit it to CVAG with any updates required before full-scale data collection begins.**

Task 1.3 - Project Status Meetings

We will setup bi-weekly project status meetings with CVAG staff to review project progress, discuss upcoming milestones, and address any project complexities. Each meeting will be followed by a standardized project status report and meeting minutes that Michael Baker's Project Manager will share with CVAG staff.

Establish Stakeholder Committee: Michael Baker will assist CVAG to establish a Stakeholder Committee consisting of a representative from the 10 member agencies for which data collection is being completed. Once established, we will arrange for monthly conference calls and/or meetings with the stakeholder committee to discuss the progress of the project. Besides providing a platform to regularly communicate about the project status, the establishment of a member agency Stakeholder Committee will also be critical in helping meet CVAG's goal of assessing member agency pavement management efforts discussed in Task 2.

CVAG Committee Meetings: Michael Baker will conduct or assist CVAG staff in preparing for Transportation Committee and Executive Committee meetings. Our Project Manager has extensive experience providing pavement management project updates and presentations to municipal executive leaders, and we stand ready to assist CVAG in providing pertinent updates to the appropriate committees.

Task 1.4 - Public Outreach

An effective public outreach plan is critical to the success of this regional pavement management project. It will educate the residents of the Coachella Valley about the data collection activities that will take place, and it will inform them of the various steps CVAG and member agencies are taking to be a good steward of taxpayer funds. Michael Baker regularly supports municipal and state agencies with public outreach efforts, and we will collaborate with CVAG to produce and deliver a Public Outreach Plan that may include the following items:

- **Press Release:** Michael Baker will draft a press release that provides a high-level description of the project including objectives and expected benefits to Coachella Valley. The press release will also describe the data collection technology and communicate to residents that pavement data collection will not interfere with normal traffic operations. The approved press release can be posted on the CVAG and member agency websites or distributed through other modes regularly used to reach residents of the Coachella Valley.
- **Technology Demonstration:** Michael Baker will conduct a demonstration of the pavement data collection technology to CVAG and member agencies on a scheduled day. CVAG may invite local media, committee members, and member agency representatives to showcase CVAG's efforts to use advanced and objective technology for pavement management.
- **Media Interviews:** Upon request from CVAG or its member agencies, Michael Baker will provide support to CVAG to prepare for any media interviews related to the project.



Michael Baker helped prepare a press release for the City of Coachella (CA) regarding its pavement assessment

We understand that public engagement is an important aspect of CVAG's responsibilities, and we will offer our expertise to assist you in implementing an appropriate Public Outreach Plan that best meets CVAG's needs for this project.

TASK 1 DELIVERABLES

- » Kickoff meeting and meeting minutes
- » Updated project schedule and budget
- » Updated Quality Management Plan
- » Establishment of bi-weekly status update meetings
- » Establishment of the Stakeholder Committee and a monthly Stakeholder Committee meeting
- » Press Release detailing the project's benefit to residents
- » Data collection technology demonstration
- » Support for media interviews

TASK 2: ASSESS CVAG MEMBER AGENCY PAVEMENT MANAGEMENT PROGRAMS

Michael Baker will contact each of the 10 CVAG's member agencies to identify each agency's pavement management efforts such as (but not limited to):

- Details of the recent or in-progress pavement management data collection efforts including collection methods, standards, and results
- 5-year CIP for roadways
- 5-year pavement maintenance and preservation program
- List of commonly used pavement maintenance and preservation methods
- Observed performance of commonly used pavement maintenance and preservation methods

We anticipate that connecting with the member agencies and collecting relevant information for this task will be easily facilitated through the Stakeholder Committee we propose to establish as part of Task 1. We will consult with the Stakeholder Committee and CVAG to evaluate if the information we will gather is sufficient and if any additional questions should be added to our list. We will also discuss with the Stakeholder Committee the most effective way to capture this information. We may use one or a combination of the following methods:

- 1. Online Survey:** we will setup a web-based survey with the list of questions and disseminate the survey to representatives of the member agencies. The survey will be prepared using Microsoft's survey and form tools and will enable respondents to provide customized answers and upload relevant files.
- 2. Email:** We will compile our questions in an email format and send them to representatives of the member agencies. Member agency representatives may respond via email.
- 3. Interview:** We will schedule an interview with the representatives of each member agency to discuss our information requested and document their responses. The interviews may be conducted through phone calls or web meetings. If schedules permit, we may also host group interview meetings where multiple member agency representatives can take part.

The findings and outcomes of our assessment of member agency pavement management programs will be documented in a report and shared with CVAG. The report will highlight key findings, innovative ideas used by member agencies that could be adopted by others, and opportunities for improvement. We will also evaluate the pavement condition data and planned CIP or pavement maintenance information to identify how we can best incorporate them in our pavement management analysis to augment the 5-year pavement maintenance and preservation program we will deliver as part of this project.

TASK 2 DELIVERABLES

- » A report that includes findings from the assessment of member agency pavement management programs

TASK 3: ROADWAY INVENTORY REVIEW AND GIS BASE MAP PREPARATION

Using information provided by CVAG and its member agencies during the kickoff meeting as well as information gathered from the Stakeholder Committee regarding CVAG's and member agency roadway inventory, our team will perform a

comprehensive review of the roadway inventory and update the GIS Shapefile that will be used for pavement condition inspections and to update the pavement management analysis. We will initialize various tasks such as mission planning, field data collection, and data processing. These activities include:

- Project database initialization and configuration
- Mission planning, including review of CVAG's and member agency current street GIS shapefile
- Review any existing pavement management database
- Creation of the PAVER database and update of the GIS shapefile
- Loading roadway GIS maps into our web-based survey tracking system
- Pavement distress processing application configuration
- Project SharePoint site setup for secure document sharing with CVAG and member agencies

All our processes, methodologies, applications, and data collection equipment are tightly integrated with GIS and will use existing roadway GIS maps and Location Referencing. The GIS map review activity in this task is especially critical for the successful pavement condition data delivery and pavement management analysis; therefore, any concerns or inconsistencies observed with CVAG's or member agency GIS maps will be promptly brought to the attention of the CVAG project team and the respective agency staff to reach a resolution that benefits all involved parties.

TASK 3 DELIVERABLES

- » *Updated GIS Shapefile to be used for data collection and pavement management analysis*
- » *Updated PAVER database with GIS*

TASK 4: FIELD DATA COLLECTION

Michael Baker routinely provides pavement data collection and roadway inventory services to various municipal and state agencies of all sizes, and we thoroughly understand each important stage of the process needed to deliver accurate and objective data to CVAG. Our Project Manager will be responsible for coordinating our data collection schedules with each of CVAG's member agencies.

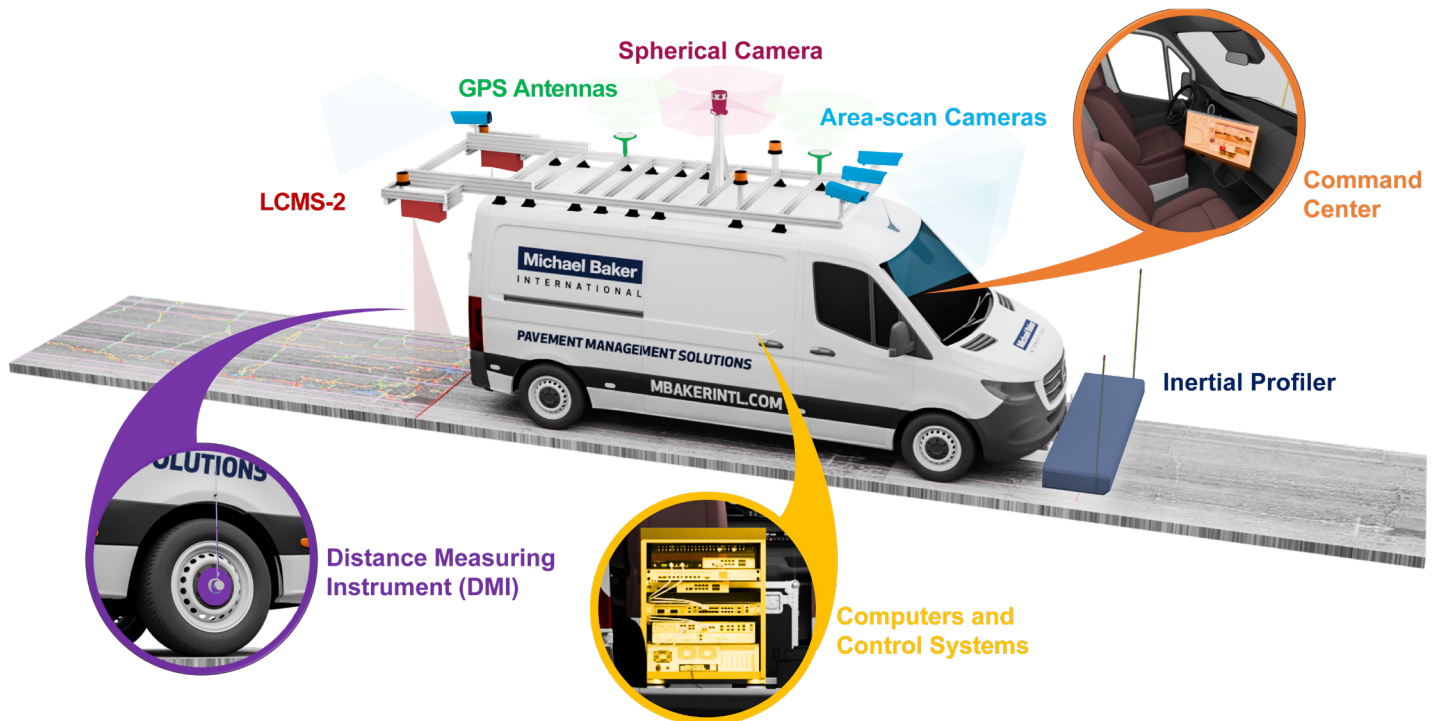
Central to our capacity to provide the best-quality pavement condition data is our use of certified and advanced pavement data collection technologies. Our team makes substantial investments in technology each year to keep our equipment on the cutting edge of the pavement and asset data collection industry.

Our NSVs are equipped with:

- **Laser Crack Measurement System (LCMS-2)** pavement surface scanners that collect continuous full-lane pavement scans with enough detail to identify rutting (according to AASHTO R48 to 1/100th of an inch), surface distresses, cracking as small as 1 mm wide, and other pavement defects in accordance with ASTM D6433
- **Line-laser inertial profilers** that measure and calculate accurate roadway roughness (IRI)
- **Four 9-megapixel high-definition ROW cameras** calibrated for scale that capture ROW imagery every 26 feet covering all travel lanes and enabling detailed sub-meter measurements and asset extraction from each image
- **75 Megapixel Spherical Camera** providing an industry-leading continuous comprehensive 360-degree view of the CVAG's roadway network
- **Distance Measuring Instruments (DMI)** that associate collected data to the CVAG's roadway linear referencing with 99.9% accuracy
- **Differentially corrected GPS** that spatially (latitude, longitude, elevation) references all collected data
- **Military-grade inertial navigation with Inertial Measurement Units (IMU)** that allows the NSV's GPS to navigate accurately and spatially reference data even when there is limited or no GPS satellite connectivity

To allow for optimal pavement scans and ROW imagery capture of the CVAG's approximately 350 miles of roadway, data collection is only performed on dry pavement surfaces under adequate daylight conditions while avoiding obstructions by direct sunlight or dark shadows.

We will collect all data in the driving lane in one direction for all 2-lane roads and in the driving lane in both directions for all median-divided or 4+ lane roads. We will track segments where we deviate from the collection lanes as Exceptions. Our Exceptions list includes segments with construction zones, railroad crossings, bridges, blocked lanes, accidents, and closed roads.



Michael Baker's proprietary Pavement Management Solutions vehicle equipped with fully integrated pavement instruments

TASK 4 DELIVERABLES

- » Pavement condition evaluation using vehicle-based 3D LCMS technology
- » Georeferenced downward pavement images and ROW images
- » IRI in accordance with ASTM E950
- » Rutting to 1/100th inch in accordance with AASHTO R48

TASK 5: DATA ANALYSIS

Throughout our many years of experience processing roadway condition data, we have pushed the limit of computational power to expedite the time it takes to process tens of thousands of miles of roadway condition data. Prior to the proliferation of cloud computing, we led the industry over a decade ago by setting up our very own high-speed data center for data storage and data processing operations. We are once again leading the industry by moving all our data storage and data processing operations to the Microsoft Azure Cloud. The Microsoft Azure Cloud meets all federal cybersecurity requirements and enables our team to significantly reduce the time needed to complete data processing through our use of elastic computing. Elastic computing allows our team to seamlessly increase the scale of data processing power when we need it the most. Our expertise in leveraging elastic computing in the Microsoft Azure Cloud provides CVAG the comfort of knowing that we will deliver processed data faster than other firms.

Task 5.1 - Data Management

Pavement condition data will be managed such that it can be collected and transferred to our offices securely and without corruption. Field Technicians will perform field data checks to validate that collected data are corruption/error-free, follow data-backup protocols daily before completing data collection activities, and follow the data-transfer protocols to ship data to Michael Baker offices. We use a dedicated 5-gigabyte per-second data upload portal located in our office to upload all collected data into the Microsoft Azure Cloud. The connection speed provides enough bandwidth to upload data from a full day of data collection in a matter of minutes. Additional data integrity checks will be performed on all data once uploaded into the Microsoft Cloud; if data integrity errors are identified, Field Technicians will recollect all affected data.

Task 5.2 - Pavement Distress Processing

Central to our ability to meet CVAG's ASTM D6433 pavement distress reporting requirements is our capability to collect continuous, detailed, and precise 3D pavement scans that are processed through manual processing and automation

algorithms to generate a rich database of pavement defects that include location, type, severity, and quantity of each pavement defect. We will divide each surveyed street section into sample units that conform to the ASTM D6433 standards, and we will extract pavement distress information on 100% of the sample units.

To verify that all distresses have been correctly identified and quantified, our certified Pavement Analysts utilize our Distress Selector application to review all 3D pavement frames and augment the automated distress selection with manual ratings if needed. The Distress Selector application also allows our analysts to view other associated ROW imagery to inventory roadway attributes and attribute changes such as the number of lanes per segment, pavement surface type, or name changes.

To assist the CVAG's quality control activities, we will provide CVAG staff as well as staff from member agencies access to our Distress Selector application so that users can view and interact with the pavement data using the same application that we use to perform distress data processing. Because our Distress Selector application is web-based, CVAG staff will be able to access it without the need to install any software application onto their computers or servers.

Rutting: We collect a full transverse profile of the pavement surface using the two LCMS 3D sensors on our NSVs. These sensors measure more than 4,000 points across the pavement width to accurately map the transverse profile and identify rutting. We will process Rutting using the AASHTO R48 (or newer) standard to determine rutting at a 1/100th of an inch resolution.

International Roughness Index (IRI): We use NSVs equipped with Class-1 laser inertial profilers that collect pavement profile and IRI data according to the ASTM E950 standards. The inertial profiler has line lasers on each wheel path to capture accurate longitudinal profiles and IRI data for each wheel path. We will report IRI data every 1/10th of a mile for each section; we will also report an average IRI for each section. After Notice to Proceed, we will consult with CVAG and member agencies to evaluate other IRI reporting intervals and formats to better meet your needs.

Task 5.3 - PAVER Data Imports and PCI Calculation

Michael Baker will load all pavement distress data identified in accordance with ASTM D6433 into CVAG's PAVER database. We have extensive experience preparing PAVER import files in the required .xml format for various clients (including for our ongoing pavement management project for the City of Los Angeles) and we have established workflows we leverage to complete this step quickly without compromising data quality and integrity. After the pavement distress data are loaded into PAVER, we will calculate the PCI scores and generate a PCI report for each pavement section.

Task 5.4 - Integrate PCI data with Regional GIS maps

Michael Baker will use the updated CVAG GIS maps generated in Task 3 and integrate the PCI data to the GIS map to create a regional PCI GIS map. This PCI GIS map will be a shapefile that can be color coded to show different categories of pavement condition. To further assist CVAG and member agencies increase data accessibility, Michael Baker will upload the PCI GIS map into ArcGIS Online to create an easily accessible web map. The ArcGIS online web map can be accessed from any web browser and will provide an easy way for CVAG to communicate updated pavement condition results with stakeholders such as the Transportation Committee and Executive Committee.

Task 5.5 - Update Pavement Performance Prediction

Michael Baker will update the pavement performance/deterioration curves in PAVER using existing and updated CVAG pavement condition information. Michael Baker will also use additional PCI and performance information gathered from member agencies to better fine tune the performance predictions. Once the deterioration curves have been updated, Michael Baker will generate a report that includes annual predicted pavement performance over a 10-year period for each pavement section.

Task 5.6 - Pavement Management Analysis

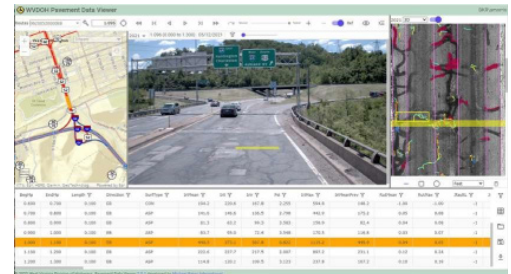
Michael Baker routinely develops updated pavement maintenance plans for many of our clients. We use PCI, IRI, and other pavement condition indicators to determine the appropriate preservation, maintenance, or repair activity for each road segment. Our ultimate goal is to determine the three R's (the Right maintenance activity for the Right road at the Right time) to optimize the use of available funds and maximize the network condition. Our pavement engineers will work with CVAG and member agencies to review the pavement repair strategies and maintenance budget to ensure that our analysis approach aligns with CVAG and member agency needs. Our review includes the following:

- Consultation with CVAG and member agencies, we will identify an appropriate list of pavement preservation, rehabilitation, and maintenance treatments based on local practices and needs
- Determination of unit cost and anticipated performance for selected pavement treatment types
- Development of condition/time triggers and decision trees for preservation, rehabilitation, and maintenance activities

Using the updated pavement repair and maintenance strategy, we will develop recommended maintenance activities, and estimate maintenance cost and expected condition improvement for each street or road segment included in the analysis. We will also perform a 5-year budget and prioritization analyses to determine the expected annual average pavement condition of the roadway network. After our analysis is complete, we will generate a report that includes a 5-year program for maintenance needs that reflects project prioritization to insure optimized funding of future work based on available funds. We will also produce a comprehensive final pavement management report that provides information about the State of CVAG's Streets. The final report will describe the methodology used to collect pavement condition data and perform the pavement management analysis. The report will also include results of the budget scenario analysis and a color-coded maps showing how CVAG street conditions change due to the recommended 5-year maintenance and rehabilitation plan.

Task 5.7 - Pavement Data Viewer

Michael Baker will deliver our Pavement Data Viewer (PDV) application, a web-based application that will allow CVAG to access synchronized ROW and pavement images along with a map that allows users to take virtual drives within the roadway network. PDV incorporates synchronized pavement condition data so that users can view the details of the pavement distresses recorded at any point within the roadway network. PDV's data filtering capabilities make it very easy for users to search for, filter, and identify specific data such as pavement sections with rutting more than 0.5". The PDV has been successfully used by our clients for construction work estimation and as a repository of facts-on-the-ground pavement imagery and data to support maintenance plans. PDV requires no installation of software and can be accessed through most web browsers.



Pavement Data Viewer

TASK 5 DELIVERABLES

- » Detailed pavement distress per ASTM D6433
- » IRI per ASTM E950
- » Rutting per AASHTO R48
- » PAVER database including updated pavement distress
- » data, calculated PCI, deterioration curves, and treatment unit costs
- » 5-year maintenance and rehabilitation plan
- » A comprehensive Final report

IDENTIFICATION OF SPECIAL ISSUES

Michael Baker understands the complexity, safety, logistics, and communication aspects of successfully performing pavement data collection within both rural and urban, heavily trafficked areas. We have captured tens of thousands of miles of data without a single lane closure, delay, or impact to the general public. Collections will be performed daily for up to ten (10) hours per day (weather/conditions pending). Field personnel rotation schedules will be mindful of crew mobilization costs and assure that personnel will be available each day collections are permitted. We understand CVAG's concern over well-timed lane closures. Michael Baker will not need any roadway or lane closures as part of this project.

OPTIONAL INNOVATIVE APPROACHES

We are happy to include these innovative applications in our proposal as value-added deliverables to the CVAG and as proof of our commitment to deliver a high-quality, up-to-date Pavement Management Analysis Report.

- **Implementation of the ASTM E3303-21 Standard:** We commend CVAG in choosing objective pavement condition inspection to prioritize objective data. Due to the increasing adoption of LCMS-based pavement condition surveys, a new ASTM standard was developed and introduced to generate pavement condition information specifically for LCMS-based pavement evaluations (ASTM E3303-21: Standard Practice for Generating Pavement Surface Cracking Indices from Digital Images). The ASTM E3303 standard is more streamlined and yields more objective pavement condition results when compared to the ASTM D6433 standard; this is because the ASTM E3303 standard was specifically developed for LCMS-based or other high-resolution digital imaging and scanning technologies used for pavement evaluation. If CVAG is agreeable, we will upgrade the pavement condition survey results by implementing the new ASTM E3303-21 standard. It should be noted that the ASTM E3303 does not replace the IRI, and we will still deliver IRI data based on ASTM E950 as originally specified.
- **AtlasView Pavement Management:** As part of our pavement management analyses, we can implement the AtlasView PMS software for CVAG and its member agencies. AtlasView (www.atlasview.co) is a web-based pavement management

application that is specifically built for municipal pavement management needs. It includes powerful, but simple-to-use, tools that CVAG can use to easily update maintenance records, download GIS files, update road segment pavement conditions, and perform budget needs and condition forecasts. AtlasView’s dashboard allows executives and policymakers to easily access a dynamically updated status of the pavement network at any time. The graphical status report on the dashboard includes pavement inventory by functional classification, network-wide pavement condition, remaining service years, and budget needs. The CVAG project manager can assign multiple users to your AtlasView account, and Michael Baker will work with AtlasView and CVAG to configure and update the application according to specific preferences and policies. The deployment and configuration of AtlasView can be accomplished quickly due to AtlasView’s easy integration with GIS shapefiles and spreadsheet applications.

AtlasView also has a Public Dashboard feature that will allow CVAG to embed in its websites or share the URL to a live pavement condition map that is integrated with the pavement management system and updates dynamically. This Public Dashboard offers transparency by allowing the public to see their color-coded pavement condition on a viewing-only dashboard map.

We have successfully implemented AtlasView for the City of Coachella (project presented to Coachella City Council on April 24th 2024), and we propose to implement this pavement management approach as an option for CVAG and any member agencies if CVAG is open to exploring other pavement management options that are more user-friendly, modern, and affordable. We recommend the AtlasView software to CVAG and its member agencies because it offers the following:

- A low-cost subscription fee and ease of use
- The ability for each member agency to update pavement condition information as well as conduct pavement management projections in-house
- A web-based solution that requires no software installation

SCHEDULE

Michael Baker’s PM and Principal-In-Charge will collaborate and use their seasoned pavement project knowledge adhering to applicable ASTM standards to ensure at each phase of the project, the entire team and methods remain in compliance with all standards. We will also be supported by local client liaison who can coordinate with local entities, enabling us to plan accordingly and ensure we remain in compliance with any local laws and regulations.

Tasks	Month 1	Month 2	Month 3	Month 4	Month 5
Notice to Proceed					
Task 1					
Task 2					
Task 3					
Task 4					
Task 5					

6. APPENDICES

Michael Baker would like to respectfully request the addition of the following mutually beneficial clauses:

Waiver of Consequential Damages

Neither party shall have any claim or right against the other, whether in contract, warranty, tort (including negligence), strict liability or otherwise, for any special, indirect, incidental, or consequential damages of any kind or nature whatsoever, such as but not limited to loss of revenue, loss of profits on revenue, loss of customers or contracts, loss of use of equipment or loss of data, work interruption, increased cost of work or cost of any financing, howsoever caused, even if same were reasonably foreseeable.

Limitation of Liability

Contractor’s total aggregate liability (whether such liability is based in contract, warranty, tort, equity, strict liability, statute, common law and/or any other claim or theory) for any loss, damage, expense or cost of whatsoever kind or nature arising out of or relating in any way to the Services, Agreement or Project shall not exceed the net sum actually paid to Contractor for the Services performed hereunder.

REQUEST FOR PROPOSALS

2011 PAVEMENT MANAGEMENT ANALYSIS REPORT UPDATE

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

FEE PROPOSAL

SUBMITTED TO



APRIL 29, 2024



SUBMITTED BY

Michael Baker
INTERNATIONAL

2945 Townsgate Road | Suite 200
Thousand Oaks, CA 91361

FEE PROPOSAL

PROJECT HOURS AND STAFF HOURLY RATES

	Principal	Project Manager	Technical Advisor	Pavement Engineer	Project Engineer	Data Manager	Data Analyst	Software Developer	Quality Analyst	Field Manager	Field Technician
Rate	\$366.20	\$248.58	\$246.93	\$262.41	\$160.58	\$207.88	\$152.58	\$192.61	\$103.57	\$122.28	\$95.79
Hours											
Task 1	7	54	8	0	0	25	5	2	0	2	2
Task 2	0	20	0	10	0	8	4	0	0	0	0
Task 3	0	1	0	0	0	8	60	0	0	2	0
Task 4	1	2	1	0	0	8	0	0	0	29	300
Task 5	3	9	3	180	40	148	64	16	40	0	0
Totals	11	86	12	190	40	197	133	18	40	33	302

Labor Costs - \$186,467.34

Other Direct Costs - \$27,623.66

(Includes field travel, equipment usage, data hosting, and technology fee)

Total Proposed Project Cost - \$214,100

Optional Costs

AtlasView Pavement Management Software - \$2,500 per year

PROFESSIONAL SERVICES CONTRACT

between

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

and

MICHAEL BAKER INTERNATIONAL, INC.

THIS AGREEMENT is made and effective as of June 3, 2024 between the Coachella Valley Association of Governments ("CVAG") and Michael Baker International, Inc. ("Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on June 3, 2024 and shall remain and continue in effect until tasks described herein are completed, but in no event later than June 30, 2025 unless sooner terminated or extended pursuant to the provisions of this Agreement. CVAG shall have the unilateral option, at its sole discretion, to renew this Agreement and negotiate a revised price, if any, for no more than one (1) additional one-year term. If the parties are unable to reach an agreement, CVAG, at its sole discretion, will not move forward with the renewal option and shall re-bid the work.

2. SERVICES

Consultant shall perform **PROFESSIONAL SERVICES** consistent with the provisions of the Request for Proposals for the proposed **2011 PAVEMENT MANAGEMENT ANALYSIS REPORT UPDATE**, released on April 5, 2024, (the "RFP,") and any modification thereto adopted in writing by the parties and identified herein as an exhibit to this Agreement, upon issuance by CVAG of written authority to proceed (a "Notice to Proceed") as to either (a) a portion of the work if separate and independent tasks are contemplated or (b) all work if it constitutes a single project.

Except as amended by the exhibits hereto, Consultant is bound by the contents of the RFP and Consultant's response thereto. In the event of conflict, the requirements of this Agreement, including any exhibits, then the Request for Proposals, shall take precedence over those contained in Consultant's response.

The following exhibit(s) are attached and incorporated herein by reference:

Exhibit A: Scope of Work

Exhibit B: Price Formula (Consultants Proposal)

3. PRICE FORMULA

CVAG agrees to pay Consultant at the rates set forth in Exhibit B, the Price Formula, and by reference incorporated herein. In no event shall the total amount paid for services rendered by Consultant under this Agreement exceed the sum of \$214,100.00 without a written amendment.

4. PERFORMANCE

Consultant shall at all times faithfully, competently and to the best of its ability, experience, and talent, perform all tasks required hereunder. Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Consultant hereunder in meeting its obligations under this Agreement.

Consultant shall submit informal progress reports to CVAG's Project Manager by telephone, e-mail or in person, on a weekly basis, in a form acceptable to CVAG, describing the state of work performed. The purpose of the reports is to allow CVAG to determine if the contract objectives and activities are being completed in accordance with the agreed upon schedule, and to afford occasions for airing difficulties or special problems encountered.

The Consultant's Project Manager shall meet with the CVAG Project Manager as needed.

5. PAYMENT

(a) If independent and separate Work Orders are contemplated, CVAG shall pay Consultant upon satisfactory completion of each Work Order; and, unless Consultant provides a performance bond, progress payments will not be made on individual or a collection of Work Orders. If all the work constitutes a single project, Consultant shall submit invoices for work completed on a periodic basis, no more frequently than monthly.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth in a duly issued Work Order.

(c) Consultant shall submit invoices for services performed in accordance with the payment rates and terms set forth in Exhibit B. The invoice shall be in a form approved by CVAG.

(d) A formal report of tasks performed and tasks in process, in a form acceptable to CVAG, shall be attached to each invoice.

(e) All invoices shall be consistent with current progress reports as well as the budget and work schedule set out in the RFP and, if modified or supplemented thereby, the exhibits to this Agreement.

(f) Upon approval by CVAG's Project Manager, payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If CVAG disputes any of Consultant's invoiced fees it shall give written notice to Consultant within thirty (30) days of receipt of the invoice.

6. INSPECTION OF WORK

Consultant shall permit CVAG the opportunity to review and inspect the project activities at all reasonable times during the performance period of this Agreement including review and inspection on a daily basis.

7. SCOPE OF WORK CHANGES

The scope of work shall be subject to change by additions, deletions or revisions by CVAG. Consultant shall be advised of any such changes by written notice. Consultant shall promptly perform and strictly comply with each such notice. If Consultant believes that performance of any change would justify modification of the Agreement price or time for performance, Consultant shall comply with the provisions for dispute resolution set out hereinbelow.

8. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

(a) CVAG may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon Consultant seven (7) days prior written notice. Upon tender of said notice, Consultant shall immediately cease all work under this Agreement, unless further work is authorized by CVAG. If CVAG suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, CVAG shall pay Consultant only for work that has been accepted by CVAG. Work in process will not be paid unless CVAG agrees in writing to accept the partial work, in which case, prorated fees may be authorized. Upon termination of the Agreement pursuant to this Section, Consultant will submit a final invoice to CVAG. Payment of the final invoice shall be subject to approval by the CVAG Project Manager as set out above.

9. DEFAULT OF CONSULTANT

(a) Consultant's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Consultant is in default for cause under the terms of this Agreement, CVAG shall have no obligation or duty to continue compensating Consultant for any work performed after the date of default and can terminate this Agreement immediately by written notice to Consultant. Provided, however, if such failure by Consultant to make progress in the performance of work hereunder arises out of causes beyond Consultant's control, and without fault or negligence of Consultant, it shall not be considered a default.

(b) As an alternative to notice of immediate termination, the CVAG Executive Director or his/her delegate may cause to be served upon Consultant a written notice of the default. Consultant shall then have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that Consultant fails to cure its default within such period of time, CVAG shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

10. OWNERSHIP OF DOCUMENTS

(a) Consultant shall maintain complete and accurate records with respect to work performed, costs, expenses, receipts, and other such information that relates to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of CVAG or its designees at reasonable times to such books and records; shall give CVAG the right to examine and audit said books and records; shall permit CVAG to make transcripts therefrom as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Unless the RFP or exhibits hereto expressly provide otherwise, upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of CVAG and may be used, reused, or otherwise disposed of by CVAG without the permission of Consultant. With respect to computer files, Consultant shall make available to CVAG, at Consultant's office and upon reasonable written request by CVAG, the necessary computer software and hardware for purposes of accessing, compiling, transferring, and printing computer files.

11. INDEMNIFICATION FOR PROFESSIONAL LIABILITY

To the fullest extent permitted by law, Consultant shall indemnify, protect, defend and hold harmless CVAG, its members and any and all of their officials, employees and agents from and against any and all losses, liabilities, damages, costs and expenses, including attorney's fees and costs, which arise out of, pertain to, or relate to Consultant's alleged act(s) or failure(s) to act.

12. INSURANCE

(a) Throughout the term of this Agreement, Consultant shall procure and maintain the following: (1) Commercial General Liability insurance in an amount not less than \$2,000,000 per occurrence, \$4,000,000 general aggregate for bodily injury, personal injury and property damage; (2) Professional Liability/Errors and Omissions insurance in an amount not less than \$1,000,000.00 per claim and in the aggregate; (3) Automobile Liability Insurance for bodily injury and property damage including coverage for owned, non-owned and hired vehicles, in an amount not less than \$1,000,000 per accident combined single limit, at least as broad as Insurance Services Office Form Number CA 00 01 covering automobile liability, Code 1 (any auto); (4) Workers' compensation in compliance with applicable statutory requirements and Employer's Liability Coverage in an amount not less than \$1,000,0000 per accident or disease, Consultant shall submit to Agency, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of Agency, its officers, agents, employees and volunteers.

(b) Consultant shall include CVAG, its member agencies and any other interested and related party designated by CVAG, as additional insureds on the commercial general liability policy and the automobile liability policy for liabilities caused by Consultant in its performance of services under this Agreement and shall provide CVAG with a certificate and endorsement verifying such coverage. In the

event said insurance coverage expires at any time or times during the term of this Agreement, Consultant agrees to provide at least five (5) days notice prior to said expiration date and, prior to said expiration date, a new certificate of insurance and endorsements evidencing insurance coverage as required herein for no less than the remainder of the term of the Agreement, or for a total period of not less than one (1) year. New certificates of insurance are subject to the approval of CVAG. In the event Consultant fails to keep in effect at all times insurance coverage as required herein, CVAG may, in addition to any other remedies it may have, terminate this Agreement.

(c) Consultant's insurance coverage shall be primary insurance as respects CVAG, its member agencies, and any other interested and related party designated by CVAG as additional insureds. Any insurance or self-insurance maintained by said additional insureds shall be in excess of Consultant's insurance and shall not contribute with it and, to the extent obtainable, such coverage shall be payable notwithstanding any act of negligence of CVAG, its members, or any other additional insured, that might otherwise result in forfeiture of coverage. Any failure to comply with reporting or other provisions of the policies, including breach of warranties, shall not affect coverage provided to said additional insureds. Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by any party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to CVAG.

(d) Said insurance policy or policies shall be issued by a responsible insurance company with a minimum A. M. Best Rating of "A-" Financial Category "X", and authorized and admitted to do business in, and regulated by, the State of California.

(e) Evidence of all insurance coverage shall be provided to CVAG prior to issuance of the Notice to Proceed. Consultant acknowledges and agrees that such insurance is in addition to Consultant's obligation to fully indemnify and hold CVAG, its members and any other additional insureds free and harmless from and against any and all claims arising out of an injury or damage to property or persons caused by the acts or omissions of Consultant.

13. INDEPENDENT CONTRACTOR

(a) Consultant is and shall at all times remain as to CVAG a wholly independent contractor. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither CVAG, its members, nor any of their officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of CVAG or its members. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against CVAG or its members, or bind CVAG or its members in any manner except as expressly authorized by CVAG.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, CVAG shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder. CVAG shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

14. LEGAL RESPONSIBILITIES

Consultant shall keep itself informed of State, Federal and local laws and regulations which in any manner affect those employed by it or in any way affect the performance of its services pursuant to this Agreement. Consultant shall at all times observe and comply with all such laws and regulations. CVAG, its members, and their officers and employees, shall not be liable at law or in equity for any liability occasioned by failure of Consultant to comply with this Section.

Consultant shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age, national origin, or any other unlawful basis.

15. UNDUE INFLUENCE

Consultant declares and warrants that no undue influence or pressure was or will be used against or in concert with any officer or employee of CVAG in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of CVAG will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling CVAG to any and all remedies at law or in equity.

16. NO BENEFIT TO ARISE TO LOCAL EMPLOYEES

No member, officer, or employee of CVAG, nor its designees or agents, and no public official who exercises authority over or responsibilities with respect to the subject of this Agreement during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the services performed under this Agreement.

17. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without CVAG's prior written authorization. Consultant, its officers, employees, agents, or sub-consultants, shall not without written authorization from the CVAG Task Manager or unless requested by the CVAG Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property of CVAG. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives CVAG notice of such court order or subpoena.

(b) Consultant shall promptly notify CVAG should Consultant, its officers, employees, agents, or sub-consultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed thereunder or with respect to any project or property of CVAG or its members. CVAG retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding. Consultant agrees to cooperate fully with CVAG and to provide the opportunity to review any response to discovery requests provided by Consultant. However, CVAG's right to review any such response does not imply or mean the right by CVAG to control, direct, or rewrite said response.

(c) Consultant covenants that neither it nor any officer or principal of Consultant's firm has any interest in, or shall acquire any interest, directly or indirectly, which will conflict in any manner or degree with the performance of services hereunder. Consultant further covenants that in the performance of this Agreement, no person having such interest shall be employed by Consultant as an officer, employee, agent, or subcontractor.

18. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To CVAG:	Executive Director Coachella Valley Association of Governments 74-199 El Paseo, Suite 100 Palm Desert, CA 92260
----------	--

To Consultant:	Chris Alberts, Vice President Michael Baker International, Inc. 75-410 Gerald Ford Drive, Suite 100 Palm Desert, CA 92211
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19. ASSIGNMENT/PERSONNEL

Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of CVAG.

Because of the personal nature of the services to be rendered pursuant to this Agreement, there shall be no change in Consultant's Project Manager or members of the project team without prior written approval by CVAG.

20. MANAGEMENT

CVAG's Executive Director shall represent CVAG in all matters pertaining to the administration of this Agreement, review and approval of all services submitted by Consultant.

During the term of this Agreement, Consultant shall provide sufficient executive and administrative personnel as shall be necessary and required to perform its duties and obligations under the terms hereof.

21. SUBCONTRACTS

Unless expressly permitted in the RFP or the exhibits hereto, Consultant shall obtain the prior written approval of CVAG before subcontracting any services related to this Agreement. CVAG reserves the right to contract directly with any necessary subcontractors in the unlikely event it becomes necessary.

22. LICENSES

At all times during the term of this Agreement, Consultant shall have in full force and effect all licenses required of it by law for the performance of the services described in this Agreement.

23. GOVERNING LAW

CVAG and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the Riverside County Superior Court, Desert Branch.

Any dispute arising under this Agreement shall first be decided by the CVAG Executive Director or designee. Consultant shall give CVAG written notice within seven (7) days after any event which Consultant believes may give rise to a claim for an increase in compensation or a change in the performance schedule. Within fourteen (14) days thereafter, Consultant shall supply CVAG with a statement supporting the claim. CVAG shall not be liable for and Consultant hereby waives any claim or potential claim which Consultant knew or should have known about and which was not reported in accordance with the provisions of this paragraph. Consultant agrees to continue performance of the services during the time any claim is pending. No claim shall be allowed if asserted after final payment.

24. FINAL PAYMENT CERTIFICATION AND RELEASE

CVAG shall not be obligated to make final payment to Consultant until Consultant has fully performed under this Agreement and has provided CVAG written assurances that Consultant has paid in full all outstanding obligations incurred as a result of Consultant's performance hereunder. All obligations owing by CVAG to Consultant shall be deemed satisfied upon Consultant's acceptance of the final payment. Thereafter, no property of CVAG shall be subject to any unsatisfied lien or claim arising out of this Agreement.

25. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

26. FORCE MAJEURE

Neither party hereto shall be liable to the other for its failure to perform under this Agreement when such failure is caused by strikes, accidents, acts of God, fire, war, flood, governmental restrictions, or any other cause beyond the control of the party charged with performance; provided that the party so unable to perform shall promptly advise the other party of the extent of its inability to perform. Any suspension of performance by reason of this paragraph shall be limited to the period during which such cause of failure exists.

27. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Consultant warrants and represents that he/she has the authority to execute this Agreement on behalf of Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: _____
Tom Kirk, Executive Director

MICHAEL BAKER INTERNATIONAL, INC.

By: _____
Chris Alberts, Vice President

EXHIBIT "A"
SCOPE OF WORK

EXHIBIT "B"
PRICE FORMULA

ITEM 7C

**Coachella Valley Association of Governments
Transportation Committee
May 6, 2024**



STAFF REPORT

Subject: Changeable Message Signs in Desert Hot Springs

Contact: Eric V. Cowle, Transportation Engineer (ecowle@cvag.org)

Recommendation: Authorize the Executive Director to approve Amendment No. 1 to the Reimbursement Agreement with the City of Desert Hot Springs to provide for additional \$563,671.55 to cover city-approved costs necessary to complete construction of Changeable Message Signs

Background: In recent years, CVAG and its member jurisdictions have made significant investments to address the long-standing challenges of low-water crossings that prove impassable during flooding and blowsand events. Much of this work has been guided by CVAG's Flood & Blowsand Risk Assessment and Improvement Plan for the Western Coachella Valley. Along with many other problematic locations, two key corridors were identified in the report that connect the City of Desert Hot Springs with the City of Palm Springs and the rest of the Coachella Valley: Palm Drive/Gene Autry Trail and North Indian Canyon Road. These connections are critical for both cities, and especially so for Desert Hot Springs as Palm Springs has the only designated Level I Trauma Center in the Coachella Valley at Desert Regional Medical Center. Flooding and Blowsand events occur with increasing frequency and disrupt commuters and emergency vehicles utilizing these corridors.

The final report was presented to the Transportation and Executive Committee in late 2020. The report identified changeable message signs (CMS) as a strategy to improve communication to motorists on the two corridors, allowing them to locate alternative routes when flooding and blowsand events take place. With a messaging system on both sides of Interstate 10 and the Whitewater River, the City of Palm Springs and the City of Desert Hot Springs will be able to jointly coordinate and direct motorists to detour routes during flooding or blowsand events. The messaging system can also be utilized to notify motorists of conditions on the Interstate and other important travel information on an ongoing basis.

The regional synchronization of traffic signals is also underway through CV Sync. Phase I of CVAG's CV Sync project included the three top-ranked corridors: Highway 111, Ramon Road and Washington Street. Phase II includes 21 additional corridors including Palm Drive/Gene Autry Trail and North Indian Canyon Road. Phase II of CV Sync includes CMS at these two roadways in the cities of Desert Hot Springs and Palm Springs.

In order to expedite the CMS signs, CVAG's Executive Committee in February 2021 authorized a reimbursement agreement with the City of Desert Hot Springs to get the CMS signs planned for Palm Drive and North Indian Canyon completed without waiting for the rest of the Phase II work. At the time, CVAG was just awarding the construction contract for Phase I. The agreement authorized up to \$703,591 for the project, with CVAG responsible for reimbursing 100% of the costs as the work would eventually be folded into CV Sync.

The City of Desert Hot Springs has been the lead agency for this work since it was handled outside of the rest of the Phase II work. CVAG staff has recently become aware that the City, dating back to June 2022, has authorized design changes that have left this project over its original budget. The CMS on Indian Canyon required relocation from City of Palm Springs right-of-way to Riverside County right-of-way due to a conflict with a commercial development planned for the original location. This move then necessitated that Southern California Edison (SCE) require the service connection location to be significantly further away than originally indicated, requiring trenching through difficult terrain. Desert Hot Springs staff authorized the additional work, which was completed under both City and SCE inspection. The City negotiated this relocation and obtained the construction permit from Riverside County.

City staff has estimated these changes have increased costs by approximately \$563,671.55. The work was authorized and completed by Crosstown Electric and Data, Inc., which is also the contractor completing CV Sync construction. The City did not conduct a detailed analysis at the time to determine the veracity of this number. Since it has been brought to CVAG staff's attention, CVAG staff requested a thorough review of the City's request by the CV Sync construction manager, TKE Engineering (TKE). TKE has also been asked to assist the City in preparing the corresponding Change order to the City's construction contract with Crosstown Electric and Data, Inc. (Crosstown).

The City is requesting reimbursement for a change order necessary to cover the following items:

Crosstown 1	\$268,675.69	Indian Canyon Construction
Crosstown 2	\$201,175.86	Indian Canyon Construction
Advantec 1	\$22,800.00	Indian Canyon Redesign
Advantec 2	\$12,500.00	Palm/Indian Canyon Constr. Support
Omnis Engineering	\$33,300.00	Palm/Indian Canyon Support
Earthwork Systems	<u>\$25,880.00</u>	Storm Sediment Removal IC
	<u>\$563,671.55</u>	

TKE reviewed all information provided by the City and by the construction contractor Crosstown. A summary of TKE's analysis of the costs associated with the project design changes is attached. TKE will assist the City in preparing a contract change order between the City and Crosstown. This effort will ensure that there is a meeting of minds between all parties and ensure that the Agreement Amendment will not require additional changes at a later date.

TKE concluded that, "...the invoices for work were reviewed consistent with Caltrans Specifications. The equipment rental rates, labor rates, markup (assuming no TRO bid item) and amount of time spent for the character of work and amount of work all appear reasonable based on experience with work of a similar nature in the same area... Based on this analysis, it is recommended that the invoice be paid. It is clear from the record that the location presented difficulties for the proposed construction method (i.e. boring) which led to substantial additional work related to the rocky nature of the ultimate location of the CMS. This rocky nature prevented boring for much of the length and manual excavation, shoring, disposal of material, replacement with slurry and restoration all added substantially to the costs for the work. In addition, the distance to the ultimate service point location was substantially more than originally assumed in the base bid."

Given the analysis by TKE, CVAG staff recommends that the Executive Director be authorized to approve Amendment No. 1 to the Reimbursement Agreement with the City of Desert Hot Springs to provide for additional costs necessary to complete the CMS construction. T

Fiscal Analysis: Amendment No. 1 shall not exceed \$563,671.55, bringing the total amount of the Reimbursement Agreement with the City of Desert Hot Springs to a not-to exceed amount of \$1,267,262.55.

The existing Reimbursement Agreement for the CMS signs to be constructed on Gene Autry Trail and North Indian Canyon Drive is \$703,591. Phase II of the regional signal synchronization project is currently funded entirely with Measure A and federal Congestion Mitigation and Air Quality (CMAQ) funds. As with Phase I, there are no direct design/construction costs allocated to CVAG's participating jurisdictions.

The additional \$563,671.55 would be 100% reimbursable by CVAG. Transportation funds are available for this amount.

Attachments:

1. Amendment No. 1 to the Reimbursement Agreement with the City
2. Cost analysis from TKE

**AMENDMENT NUMBER ONE
to the
Agency Reimbursement Agreement
Between
CVAG and the City of Desert Hot Springs**

This **AMENDMENT NUMBER ONE** is made and entered into this **3rd day of June 2024**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **the City of Desert Hot Springs (City)**, and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement dated February 22, 2021.

1. **This Amendment Number One authorizes CVAG funds in the amount not to exceed \$563,671.55 for a Change Order necessary to address unforeseen field conditions in the construction of two Changeable Message Signs in the City of Desert Hot Springs.**
2. **The total cost of the project shall not exceed \$1,267,262.55.**

Original Contract	February 22, 2021	\$703,591.00
Amendment Number One	June 3, 2024	<u>\$563,671.55</u>
Total Contract not-to-exceed		\$1,267,262.55

IN WITNESS WHEREOF, the parties hereto have caused this **Amendment Number One** to be executed by their duly authorized representatives on this date:

**COACHELLA VALLEY ASSOCIATION
OF GOVERNMENTS**

CITY OF DESERT HOT SPRINGS

By: _____
Tom Kirk, CVAG Executive Director

By: _____
Frank J. Luckino, City Manager

Date: _____

Date: _____



April 19, 2024

Eric Cowle
Transportation Engineer
Coachella Valley Association of Governments

**Subject: CVAG- Desert Hot Springs- Changeable Message Sign Construction Invoice
Review**

Dear Mr. Cowle,

I have been asked to review the documentation surrounding an invoice from Crosstown to Desert Hot Springs which will be reimbursed by CVAG for construction work related to a Changeable Message Sign (CMS). This CMS is part of the CV Sync program, although not formally part of the CV Sync project (phase 1 or 2). I find that the invoiced costs for unforeseen work is adequate and eligible for payment with non-Federal or State matching funds. However, without confirming the exact source of funds for payment, I cannot confirm whether all requirements for funding are met and my review is general in nature for overall accuracy of invoicing and reasonableness of costs as claimed by the contractor.

Review:

The Coachella Valley Association of Governments (CVAG) received a reimbursement request from the City of Desert Hot Springs consistent with a bilateral agreement to pay for costs of a CMS in the City of Desert Hot Springs which would be connected to and part of the overall CV Sync network and program. The City selected Crosstown Electrical & Data as their contractor for the work and oversaw the work without support from CVAG. The overall design and specifications for the CMS matched the CV Sync program requirements and regional architecture.

Subsequent to bidding the work and during construction, certain challenges were encountered resulting in a change in location for the CMS and additional costs related to service point connections due to the SCE service point design. These resulted in costs over and above the bid amount which were documented in multiple letters from Crosstown, the contractor to the City of Desert Hot Springs. This documentation should be included in the project record.

Upon review of these letters, it appears that proper documentation has been provided to support payment. Please note the following qualifications:

- TKE Engineering and CVAG did not complete inspection of this work. No matching inspection records have been provided.
- It is unknown whether an inspector was present to support the full hours claimed for work
- Idle time for equipment has not been included in the calculation. Therefore, equipment which may have been idle may be present in the invoices which is inconsistent with Caltrans standard Specifications.
- The markup charged for labor is 35% while equipment and materials is 15%. This is acceptable if no TRO bid item was included.

As mentioned, the invoices for work were reviewed consistent with Caltrans Specifications. The equipment rental rates, labor rates, markup (assuming no TRO bid item) and amount of time spent for the character of work and amount of work all appear reasonable based on experience with work of a similar nature in the same area. Significant factors in the cost of work include the particular Service Point design and location (provided by SCE after bidding) and the location with rocky ground necessitating manual excavation instead of boring. This work also included shoring, additional vaults and additional unique features which increased the cost substantially.

Recommendation:

Based on this analysis, it is recommended that the invoice be paid. It is clear from the record that the location presented difficulties for the proposed construction method (i.e. boring) which led to substantial additional work related to the rocky nature of the ultimate location of the CMS. This rocky nature prevented boring for much of the length and manual excavation, shoring, disposal of material, replacement with slurry and restoration all added substantially to the costs for the work. In addition, the distance to the ultimate service point location was substantially more than originally assumed in the base bid. As a result, substantial additional costs were incurred as documented in two letters to the City. It appears there is sufficient documentation to support these costs and that these costs are reasonable with respect to the rates charged, markup and amount. A full review (including verification of accuracy of each individual invoice) has not been completed. Additionally, as the work was not inspected by CVAG or TKE, there is no independent record or supporting documentation available. It is recommended that payment of such invoices for reimbursement utilize non-Federal and non-State funds as this would not meet LAPM requirements and that a local funding source be utilized.

Thank you,



Justin Schlaefli, P.E., TE

Resident Engineer

TKE Engineering, Inc.

ITEM 7D

**Coachella Valley Association of Governments
Transportation Committee
May 6, 2024**



STAFF REPORT

Subject: Contract Amendment for CV Sync – Phase II Construction Support Services

Contact: Eric V. Cowle, Transportation Engineer (ecowle@cvag.org)

Recommendation: Authorize the Executive Director to execute Amendment No. 6 with Advantec Consulting Engineers, Inc. for an additional not-to-exceed amount of \$1,500,000 for construction support services for the CV Sync – Phase II project

Background: Phase I of CV Sync accomplished traffic signal synchronization along Highway 111, Ramon Avenue and Wahington Street as well as established a Regional Traffic Management Center and jurisdictional Traffic Operation Centers. Construction of Phase II of CV Sync, which the Executive Committee authorized in December 2022, will improve travel along an additional 21 regional arterials.

Engineering design of Phase II began in April 2018 when the Executive Committee awarded the design contract to Advantec Consulting Engineers, Inc. (Advantec), which also had been selected for the design of Phase I. When Advantec submitted their engineering proposal for Phase II, it was focused on engineering design only. At the time, construction of Phase I was ongoing and it was unclear precisely how Phase II design would develop – leading staff to direct Advantec to purposely omit the construction support scope of work from their initial contract. The Phase II design was completed in 2022.

Once Phase II design was completed, Advantec provided staff an estimate that the total construction support costs could exceed \$4 million for Phase II. While CVAG staff and CVAG's construction manager TKE Engineering, felt the \$4 million estimate to be realistic, staff initially recommended to its committees that \$1 million be authorized until the team had a better understanding of the Phase II project complexities, and the managerial controls were in place to authorize and track Advantec's construction support efforts. When staff made this recommendation, it was noted that it would be very likely that additional amendments would be needed before Phase II construction is complete. The initial \$1 million was authorized by the Executive Committee in February 2023. A second amendment was authorized in September 2023, when the Executive Committee approved \$1,500,000 in additional construction support services.

CV Sync construction support tasks include preparation of traffic control plans; supporting system operations and maintenance services; coordinating with member jurisdictions, including on broadband conduit analysis; assisting with grant applications; as well as tasks related to CV Sync operations, folding in new residential and commercial intersections, signal timing and additional synchronization plans. Construction support services have also included engineering

necessary to tie into other regional projects such as the Arts and Music Line on Avenue 48, and regional projects on Indian Canyon and Avenue 50.

Phase II construction is now approximately 50 percent complete, with project completion still on target for May 2025. An analysis of the work currently in Advantec's construction support cue indicates that the previously approved \$2.5 million in construction support funding will be exhausted this summer. Staff is recommending an additional \$1.5 million in construction support to provide continued construction support services, bringing the total up to the original \$4 million estimated.

CVAG staff is recommending the Executive Director be authorized to execute Amendment No. 6. With this recommended action, the Executive Director and/or legal counsel would also be authorized to make clarifying changes prior to execution.

Fiscal Analysis: The recommended Amendment No. 6 for Advantec's Phase II contract is for an additional \$1.5 million, bringing the total not-to-exceed total of Advantec's contract to \$10,167,784.00.

Transportation funds are available to cover the amount of \$1.5 million for CV Sync Phase II construction support services including traffic control and other services as needed. Advantec will continue to submit invoices monthly indicating time and materials expended for specific requested tasks. CVAG staff and the project construction manager will work to control and monitor these construction support services, although it may still be necessary to request additional funding to complete the project.

Attachment: Amendment No. 6 for Phase II services with Advantec

AMENDMENT NUMBER SIX
to the
Advantec Consulting Engineers
ENGINEERING SERVICES CONTRACT
for the
CVAG REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM, PHASE II

This **AMENDMENT NUMBER SIX** is made and entered into this **3rd day of June 2024**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **ADVANTEC CONSULTING ENGINEERS (Consultant)**, and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement dated April 30, 2018, for the Regional Traffic Signal Synchronization Program, Phase II.

1. This Amendment Number Six authorizes CVAG funds in the amount not to exceed **\$1,500,000** for Advantec construction support services and other services as needed on a time and materials basis. Scope and rate sheet attached
2. This Amendment Number Six **REVISES** Article V, Section E to read “The total amount payable by Local Agency shall not exceed **\$10,167,784.00**”

Original Contract	April 30, 2018	\$4,580,612.00
Amendment Number One	February 22, 2021	\$ 489,640.00
Amendment Number Two	September 27, 2021	\$1,097,532.00
Amendment Number Three	November 7, 2022	No Cost
Amendment Number Four	February 27, 2023	\$1,000,000.00
Amendment Number Five	September 25, 2023	\$1,500,000.00
Amendment Number Six	June 3, 2024	<u>\$1,500,000.00</u>
Total Contract not-to-exceed		\$10,167,784.00

IN WITNESS WHEREOF, the parties hereto have caused this **Amendment Number Six** to be executed by their duly authorized representatives on this date:

**COACHELLA VALLEY ASSOCIATION
OF GOVERNMENTS**

Advantec Consulting Engineers

By: _____
Tom Kirk, CVAG Executive Director

By: _____
Carlos Ortiz, CEO

Date: _____

Date: _____

SCOPE AND RATES – Amendment Number 6

CONSTRUCTION SUPPORT TASKS

- Task 1 Construction Support, Coordination, and Meetings Attendance
- Task 2 Preparation of Traffic Control Plans
- Task 3 System Operations and Maintenance Support Services
- Task 4 Grant application support
- Task 5 Broadband Conduit analysis/coordination with Indio and Palm Springs
- Task 6 Coordination with all agencies in the Coachella Valley, projects impacting CV Sync
- Task 7 Prepare Record Drawings for the CV Sync improvements
- Task 8 On-going and additional signal timing and signal synchronization plans
- Task 9 Support in the preparation of CV Sync Operation and Maintenance Manuals
- Task 10 Support in updating CVAG's ITS Master Plan
- Task 11 Support with TSMO meetings
- Task 12 Project Closeout Support Services

ADVANTEC HOURLY RATE SHEET

Approved Caltrans Form 10-H amounts

Direct Labor

Carlos Ortiz	\$159.73
Jose Guedes	\$79.33
Bryan Elenes	\$55.29
John Cox	\$63.46
JoseAntonio Hernandez	\$43.75

Anticipated Salary Increases	5%
Fringe Benefits	49.66%
Overhead Rate	113.47%
Fee (profit)	10%

Direct costs – mileage and prints

ITEM 8a

Coachella Valley Association of Governments
Transportation Committee
May 6, 2024



STAFF REPORT

Subject: Status of I-10 & SR 86 Interchange Projects

Contact: Gustavo Gomez, Transportation Management Analyst (ggomez@cvag.org)

Recommendation: Information

Background: Attached is the status for Interstate 10 and State Route 86 interchange projects as of March 2024:

Completed: Indian Canyon @ I-10 (Mar '12); Gene Autry/Palm Drive @ I-10 (Mar '12); Date Palm Drive @ I-10 (May '14); Monterey Avenue Ramp @ I-10 (Apr '15); Bob Hope/Ramon @ I-10 (Sep '11); and Jefferson Street @ I-10 (Nov '17)

Monroe @ I-10: Final environmental document approved by Caltrans & PS&E phase is ongoing. 100% plans are being prepared for submittal to Caltrans. Construction cost estimate has been updated after addition of cycle track/ low-speed electric vehicle (LSEV) path. Right-of-way (ROW) acquisition is underway. Environmental permitting has begun. Construction to begin summer/fall 2025.

Jackson @ I-10: Environmental document was approved in September 2021. CVAG approved funding for PS&E. PS&E phase started in May 2022 and work is ongoing. 65% plans are being prepared for submittal to Caltrans for review in April 2024.

Avenue 50 @ I-10: PS&E is 90% complete. Seeking funding opportunities to advance the project to construction phase.

Avenue 50 @ SR 86: Funding agreement amendment for PS&E and ROW acquisition approved by Executive Committee in September 2020 for grant matching funds. Seeking grant funding to complete PS&E and ROW phases.

Dillon Road @ I-10 @ SR 86: PA&ED underway.

Golf Center Parkway @ I-10: PSR on hold.

Da Vall Drive @ I-10: PSR/PDS is complete and approved by Caltrans. Caltrans submitted an agreement to proceed with PA&ED phase for evaluation.

Portola @ I-10: County completed PS&E and obtained Caltrans approval to shelve the project in April 2022. Per CVAG approval in June 2022, the project has been suspended.

Fiscal Analysis: Funding for these projects has been budgeted through the project phase indicated and secured through various funding sources.

ITEM 8b

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
Regional Arterial Program - Project Status Report
5/1/2024



Project Description	Lead Agency	CVAG Funded						Status
		PEng	ENV	PS&E	ROW	CON	Through	
Interchanges								
Avenue 50 @ 86S	COA						ROW	CVAG approved funding for PS&E & ROW.
Avenue 50 @ I-10	COA						PS&E	PS&E contract underway.
Jackson Street @ I-10	COR						PS&E	Final Env Doc approved by Caltrans. CVAG approved PS&E funds. PS&E phase 65% plans being prepared.
Monroe Street @ I-10	COR						Construction	Final Env Doc approved by Caltrans. 100% plans being prepared. ROW acquisition underway.
Portola Avenue @ I-10	COR						PS&E	Caltrans agreed to shelve. Suspend until funding for ROW, utilities and construction is obtained.

Arterial Links								
Avenue 48 (Van Buren St to Dillon Rd)	COR						Construction	Final design and ROW underway. CVAG approved construction funds.
Avenue 50 (Calhoun St to Harrison St)	COA						Construction	PS&E & ROW underway.
Avenue 50 (Jefferson St to Jackson St)	Indio						PS&E	Under design and environmental phase.
Date Palm Drive (I-10 to Varner Rd)	CC						PS&E	Phase II is completed. The final design for Phase III is underway.
Jackson Street Widening (Ave 49 to Ave 52)	Indio						PS&E	Phase I (widening CON) scheduled May 2024. Phase II (undergrounding, signals, sidewalk CON) expected late 2025.
Jefferson Street (Ave 38 to Sun City Blvd)	Indio						Environmental	Design and environmental phase underway.
Madison Street (Highway 111 to Ave 48)	Indio						Complete	Complete, pending release of retention.

Bridges								
Airport Boulevard Bridge	COR						Construction	CVAG Executive Committee approved funding from design to construction.
Avenue 44 Bridge over WWR	Indio						Construction	Enviro cleared. ROW cleared. Under construction.
Avenue 50 Bridge over WWR	COA						ROW	PS&E & ROW underway.
Avenue 50 Bridge over LQEC	LQ						Construction	Design contract approved and design kick-off meeting being scheduled
Avenue 66 Grade Separation over UPRR	COR						Complete	Caltrans closing out. NOC with contractor expected May 2024.
Cathedral Canyon Drive Bridge	CC						Construction	Construction complete. Completing close out documentation by Caltrans.
Dillon Road over WWR	COA						Environmental	CEQA and NEPA complete. State clarification required for eligibility of HBP funds for PS&E and construction.
Dune Palms Road Bridge over WWR	LQ						Construction	Project under construction. City constructing project by advancing Highway Bridge Project (HBP) funding.
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						ROW	In final design. Plans submitted for review.
Indian Canyon Drive (Garnet Incl. RR Crossing)	PS						Construction	Project in construction.
Ramon Road Bridge	PS						ROW	ROW pending CVWD final agreement almost complete. Update plans to latest Caltrans standards.
South Palm Canyon Drive Bridge over Tahquitz Creek	PS						PS&E	Plans complete. Requesting funding from Caltrans for construction. RFB anticipated April 2024
Vista Chino Bridge over WWR	PS						PEng	Project is in PEng phase. Extensive negotiations with SCE for utility relocation.

Interchange Preparation Fund Projects								
Da Vall Drive @ I-10	CC						PSR	PSR-PDS approved by Caltrans.
Dillon Road @ I-10 & SR86	COA						PSR	PSR complete. PA&ED is underway.
Golf Center Parkway @ I-10	Indio						PSR	PSR on hold.

Regional Projects								
Broadband Strategic Plan	CVAG							Needs Assessment and Gap Analysis underway. Next advisory committee in May.
CV Sync - Phase 1	CVAG						Construction	Executive Committee authorized CVAG to file the Notice of Completion June 2023.
CV Sync - Phase 2	CVAG						Construction	Construction underway.
CV Sync - Phase 3	CVAG						PEng/ENV	Feasibility Study and design kicked off in January 2024.
Flooding and Blowsand - Phase 1	CVAG						PEng/ENV	Hydrolic modeling for Indian Canyon Drive and setting road and bridge design parameter for Varner Road.

COR-County of Riverside; RM-Rancho Mirage; IW-Indian Wells; PD-Palm Desert, PS-Palm Springs; CC-Cathedral City; COA-Coachella LQ-La Quinta;
Other Acronyms: PAED = Project Approval and Environmental Design; PE = Preliminary Engineering; PSR = Project Study Report; RR = Railroad; UPRR = Union Pacific Railroad; WWR = Whitewater River; SCE = Southern California Edison; HBP = Highway Bridge Program; CVWD = Coachella Valley Water District
LATA = Local Agency Technical Assistance; RFP = Request for Proposal, RFB = Request for Bids

CVAG Funded Phase Legend	
PEng	Preliminary Engineering
ENV	Environmental
PS&E	Plans Specifications & Estimates
ROW	Right-of-way
CON	Construction

ITEM 8c

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
 Bicycle & Pedestrian Safety Program - Project Status Report
 5/1/2024



Bike & Pedestrian Safety Projects Project Description	Lead Agency	CVAG Funded			Status
		Design	CON	Through	
Avenue 48 Bicycle Lanes	Indio			Construction	Project completed.
Calhoun Street Improvements	Indio			Construction	Project completed.
Date Palm Sidewalk Gaps	CC			Construction	Project completed.
Dinah Shore Mid-Block Crossing	CC			Construction	Project completed.
Indian Canyon Intersection Pedestrian Enhancements	PS			Construction	Project completed. In project closeout phase.
Palm Canyon Crosswalks	PS			Construction	Project completed.
Palm Canyon Intersection Pedestrian Enhancements	PS			Construction	Project completed.
Palm Drive Signals and Lighting	DHS			Construction	Project completed.
S. Palm Canyon, E. Palm Canyon Improvements	PS			Construction	Project completed.
Vista Chino Signals	PS			Construction	Project completed.

Project Description	Lead Agency	Grant Funded			Status
		Design	App	CON	
CV Link	CVAG				Construction ongoing. Additional segments authorized in April 2024.
ATP - Arts & Music Line	CVAG				Design & NEPA underway. Held Outreach Program Stakeholder Advisory Group meeting in April. CVAG working to resolve CVWD issues at Jefferson & Highway 111 crossing.
ATP - Cathedral City Downtown Connectors	CC				Contract issued for construction. Restriping bike lanes on E. Palm Canyon has begun.
ATP - DHS CV Link Extension	DHS				Under design.

COR-County of Riverside; RM-Rancho Mirage; IW-Indian Wells; PD-Palm Desert, PS-Palm Springs; CC-Cathedral City; COA-Coachella; LQ-La Quinta; DHS-Desert Hot Springs
 ATP-Active Transportation Program; ROW-Right of Way, NEPA- National Environmental Policy Act, MPO-Metropolitan Planning Organization

ITEM 8d

FY 2023/2024 TRANSPORTATION COMMITTEE ATTENDANCE ROSTER



CVAG JURISDICTION	JUL	AUG	SEPT	OCT	NOV (Dec 4)*	DEC	JAN	FEB	MAR	APR	MAY	JUN
Blythe	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Cathedral City	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Coachella	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Desert Hot Springs	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Indian Wells	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Indio	-	-	✓	-	✓	-	-	✓	-	✓	-	-
La Quinta	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Palm Desert	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Palm Springs	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Rancho Mirage	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Riverside County	-	-	✓	-	✓	-	-	✓	-	✓	-	-
Agua Caliente Band of Cahuilla Indians	-	-		-	✓	-	-		-		-	-
Torres Martinez Desert Cahuilla Indians	-	-	✓	-		-	-		-	✓	-	-

Absent	
No Meeting	-
Holiday	H
Vacancy	**
In Attendance	✓

*This is a joint meeting with the Executive Committee.