EXECUTIVE COMMITTEE AGENDA

MONDAY, APRIL 28, 2025
4:30 p.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

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

https://us02web.zoom.us/j/87152307572?pwd=Q7k25j1TAbY29QQZ7VLNnRpu6aGbvd.1

Dial In: + 1 669 900 9128
Webinar ID: 871 5230 7572
Password: 037829

Public Comment is encouraged to be emailed to the Executive Committee prior to the meeting at cvag@cvag.org by 5:00 p.m. on the day prior to the committee meeting. Members of the public joining the meeting by Zoom can also provide comment by using the "raise hand" feature of hitting *9 on the phone keypad.

As a convenience to the public, CVAG provides a call-in and internet-based option for members of the public to virtually observe and provide public comments at its meetings. Please note that, in the event of a technical issue disrupting the call-in or internet-based options, the meeting will continue unless otherwise required by law.

THIS MEETING IS HANDICAPPED ACCESSIBLE.
ACTION MAY RESULT ON ANY ITEMS ON THIS AGENDA

1. CALL TO ORDER – Chair Ted Weill, Mayor, City of Rancho Mirage

2. ROLL CALL

A. Member Roster P6

3. PLEDGE OF ALLEGIANCE

4. AGENDA MODIFICATIONS (IF ANY)

5. PUBLIC COMMENTS ON AGENDA ITEMS

This is the first of two opportunities for public comment. Any person wishing to address the Executive Committee on items appearing on this agenda may do so at this time. At the discretion of the Chair, comments may be taken at the time items are presented. Please limit comments to three (3) minutes.

6. CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS

7. CONSENT CALENDAR

A. Approve the minutes of the February 24, 2025, Executive Committee Meeting P7

B. Authorize the Executive Director, in consultation with the CVAG Chair, to execute the contracts necessary to host an in-person dinner event for the 2025 CVAG General Assembly P13

C. Authorize the Executive Director to execute Amendment No. 1 to the agreement with Veralink Corporation, adding an additional $20,000 a year for managed information technology services P14

D. Appoint Desert Hot Springs Interim City Manager Doria Wilms to the Finance Committee for a term that extends through June 30, 2027 P16

E. **Authorize the Executive Director to add an additional $28,221 to the authorized expenditures for the Enterprise Resource Planning (ERP) financial system to expand the number of user licenses and to incorporate Oracle America's bill capture program into system rollout** P17

F. **Authorize the Executive Director to execute a construction contract with Granite Construction Company for a not-to-exceed amount of $544,444, including a 10 percent contingency, for the CV Link Community Connector project in the City of Coachella** P19

G. **Appoint Cathedral City Mayor Pro Tem Raymond Gregory and La Quinta Councilmember Kathleen Fitzpatrick to the ad hoc committee that works with Caltrans on Interstate 10 improvements** P27

H. **Adopt a 2.03 percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2026, and update the TUMF Handbook to reflect the revised fee upon its effective date** P28

I. **Receive and file the quarterly report for the CV Housing First program, representing clients served in the first quarter of 2025** P32

7.1 **ITEM(S) HELD OVER FROM CONSENT CALENDAR**

8. **DISCUSSION / ACTION**

A. **Update on Proposed Amendments to South Coast Air Quality Management District's Rules 1111 & 1121 Phasing Out Gas Water Heaters & Furnaces and $21M Go Zero Pilot Program Supports Residents & Small Businesses Transitioning to Zero-NOx Appliances** – Jacob Alvarez P35

Recommendation: Authorize the CVAG Chair and Energy & Sustainability Chair to issue letters of concern regarding South Coast Air Quality Management District's proposed amendments to Rules 1111 and 1121, which aim to facilitate substantial nitrogen oxide emission reductions with the financial responsibility of this mandate shifted from households to manufacturers

B. **Improvements along Avenue 50 from Oates Lane to State Route 86** – Julie Mignogna P40

Recommendation: Authorize the Chair and Executive Director to execute Amendment No. 2 to the reimbursement agreement with the City of Coachella to provide plans, specifications and estimates (PS&E) and right-of-way (ROW) acquisition of Phase 2 of the agreement for a New Avenue 50 Bridge over the Whitewater River and a New Interchange at Avenue 50 and State Route 86, inclusive of adding a segment of Avenue 50 between Oates Lane and Cabazon Drive, extending the time trigger to July 2029 and increasing the regional cost share by $5,375,000

C. CV Link Extension to the Salton Sea – Julie Mignogna **P51**

Recommendation: Authorize the Executive Director to:

1. Execute a services contract with Dokken Engineering, not to exceed $1,227,502, to conduct a Project Study Report-Project Development Support (PSR-PDS) Project Initiation Document for the CV Link Mecca/North Shore extension project; and
2. Execute a reimbursement agreement with the County of Riverside for a 50-50 cost share, with CVAG's share not to exceed $613,751

D. Final Stages of CV Link Construction – Jonathan Hoy **P120**

Recommendation: To wrap the final stages of CV Link construction, authorize the Executive Director to:

1. Execute additional change orders for the CV Link construction contracts with Ames and Granite for a combined, not-to-exceed amount of $15,000,000;
2. Execute Amendment No. 15 to the agreement with Alta Planning & Design for an additional not-to-exceed amount of $198,000 and extending the term until December 31, 2025; and
3. Execute Amendment No. 3 to the agreement with Anser Advisory for an additional not-to-exceed amount of $2,276,000 for construction management services and extend the term through December 31, 2025

E. Contract Amendment for CV Sync Phase II Construction Management – Mark Lancaster **P138**

Recommendation: Authorize the Executive Director to execute Amendment No. 2 to the agreement with TKE Engineering, Inc. for a total not-to-exceed amount of $2,100,000 through September 2026 for construction management services related to CV Sync Phase II

F. Next Steps for the Transportation Project Prioritization Study (TPPS) Update – Randy Bowman **P147**

Recommendation: Authorize the Executive Director to execute a professional services agreement with HDR Engineering, Inc. in an amount not to exceed $1,482,275 to provide professional engineering services in order to update the 2016 Transportation Project Prioritization Study (TPPS) and companion documents

9. INFORMATION

a) Executive Committee Attendance **P262**

b) Regional Transportation Project Status Report **P263**

c) Additional funding for the Interstate 10/Monroe Street Interchange Project **P265**

d) Conflict of Interest Guidance **P267**

e) One Year Update from the Palm Springs Navigation Center **P281**

f) Annual contributions to the CV Housing First Program **P282**

g) Landlord Incentive Program for Increasing Available Units **P284**

h) I-REN Energy Fellowship Program **P286**

i) I-REN Business Plan Update **P288**

10. LEGISLATIVE ITEMS –

a) Update from the League of California Cities – Jesse Ramirez, Regional Affairs Manager, Riverside County Division

b) Recap of CVAG's Legislative Advocacy Efforts – Emmanuel Martinez **P290**

11. PUBLIC COMMENTS ON NON-AGENDA ITEMS

This is the second opportunity for public comment. Any person wishing to address the Executive Committee on items of general interest within the purview of this committee may do so at this time. Please limit comments to two (2) minutes.

12. ANNOUNCEMENTS

The next meeting of the Executive Committee will be held on Monday, June 2, 2025, at 4:30 p.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260.

13. ADJOURNMENT

ITEM 2A

EXECUTIVE COMMITTEE

2024-2025 ROSTER

Jurisdiction	Members
City of Desert Hot Springs, **Past Chair**	**Scott Matas** Mayor
City of Coachella	**Steven Hernandez** Mayor
City of Palm Springs	**Ron deHarte** Mayor
City of Indio	**Glenn Miller** Mayor
Twenty-Nine Palms Band of Mission Indians	**Darrell Mike** Tribal Chair
Torres Martinez Desert Cahuilla Indians	**Joseph Mirelez** Tribal Chair
Cabazon Band of Cahuilla Indians	**Brenda Soulliere** Tribal Councilmember
Agua Caliente Band of Cahuilla Indians	**Reid Milanovich** Chairman
City of Indian Wells	**Bruce Whitman** Mayor
City of Cathedral City	**Nancy Ross** Mayor
City of Palm Desert	**Jan Harnik** Mayor
City of La Quinta	**Linda Evans** Mayor
City of Blythe	**Joseph DeConinck** Mayor
County of Riverside, **4th District Vice Chair**	**Jose Medina,** 1st District Supervisor **Karen Spiegel,** 2nd District Supervisor **Chuck Washington,** 3rd District Supervisor **V. Manuel Perez,** 4th District Supervisor **Yxstian Gutierrez,** 5th District Supervisor
City of Rancho Mirage, **Chair**	**Ted Weill** Mayor

ITEM 7A

EXECUTIVE COMMITTEE MINUTES OF MEETING FEBRUARY 24, 2025

1. CALL TO ORDER

The Executive Committee meeting was called to order by Chair Ted Weill, Mayor of the City of Rancho Mirage, at 4:30 p.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. Those in attendance were as follows:

MEMBERS PRESENT	AGENCY
Mayor Scott Matas, *Past Chair*	City of Desert Hot Springs
Mayor Steven Hernandez *(left prior to 8C Vote)*	City of Coachella
Mayor Ron deHarte	City of Palm Springs
Mayor Glenn Miller	City of Indio
Tribal Chair Joseph Mirelez	Torres Martinez Desert Cahuilla Indians
Tribal Councilmember Brenda Soulliere	Cabazon Band of Cahuilla Indians
Tribal Chair Reid Milanovich	Agua Caliente Band of Cahuilla Indians
Mayor Bruce Whitman	City of Indian Wells
Mayor Nancy Ross	City of Cathedral City
Mayor Jan Harnik	City of Palm Desert
Mayor Linda Evans	City of La Quinta
Mayor Joseph DeConinck	City of Blythe *(via Zoom)*
Mayor Ted Weill, *Chair*	City of Rancho Mirage

MEMBERS NOT PRESENT	AGENCY
Tribal Chair Darrell Mike	Twenty-Nine Palms Band of Mission Indians
Supervisor Jose Medina	County of Riverside 1st District
Supervisor Karen Spiegel	County of Riverside 2nd District
Supervisor Chuck Washington	County of Riverside 3rd District
Supervisor V. Manuel Perez, *Vice Chair*	County of Riverside 4th District
Supervisor Yxstian Gutierrez	County of Riverside 5th District

3. PLEDGE OF ALLEGIANCE

City of Indio Mayor Glenn Miller led the Executive Committee in the Pledge of Allegiance.

4. AGENDA MODIFICATIONS (IF ANY)

None

5. PUBLIC COMMENTS ON AGENDA ITEMS

None

6. CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS

A. Agreement to move CV Sync Traffic Management Center to the City of Rancho Mirage's City Yard

Executive Director Tom Kirk announced that the CV Sync Regional Traffic Management Center (RTMC) will be moving to the City of Rancho Mirage's City Yard. Mr. Kirk applauded City staff for the partnership and announced the move will begin next month with the hope to be completed by late summer or early fall.

Mr. Kirk announced there is a funding freeze on the Urban and Community Forestry Program which will put a hold on the $2.9 million grant to CVAG and Imperial Irrigation District (IID) intended to plant 6,000 trees.

Mr. Kirk informed Committee members about coordination with Riverside County Transportation Commission (RCTC) related to scoring guidelines for upcoming funding opportunities, which will ensure projects countywide can compete for full points.

7. CONSENT CALENDAR

Prior to the motion, Tribal Councilmember Soulliere requested a correction be made on item 7A, noting she had been marked absent, but was present.

IT WAS MOVED BY MAYOR EVANS AND SECONDED BY TRIBAL CHAIR MIRELEZ TO APPROVE THE CONSENT CALENDAR WITH CORRECTIONS

A. Approve the minutes of the December 2, 2024, Executive Committee Meeting

B. Adopt CVAG Policy No. 25-01 as an updated Investment Policy

C. Approve the appointment of regional representatives to Southern California Association of Governments' policy committees and name Palm Springs Councilmember David Ready to the Transportation Committee, Coachella Councilmember Stephanie Virgen to the Energy and Environment Committee and Indio Councilmember Waymond Fermon to the Community, Economic and Human Development Committee

D. Authorize the Chair and/or Executive Director to advocate for legislative fixes and policy changes that improve the stability of the 911 system in the Coachella Valley

E. Receive and file the annual report for the CV Housing First program, representing clients served in 2024

F. Authorize the Executive Director to take the necessary action to receive $53,765 in grant funding for the used oil recycling program, including executing the necessary agreements with California Department of Resources Recycling and Recovery (CalRecycle)

G. Authorize the Energy & Sustainability Committee Chair, Vice Chair and CVAG's Executive Director to advocate for expansion of programs in the 2028 I-REN application and business plan, including the inclusion of energy efficiency programs that benefit residential homes as well as small and medium commercial buildings

H. Authorize the Executive Director to execute a no-cost Temporary Access Agreement with Goldenvoice, LLC to facilitate the construction of a CV Sync traffic operations center to manage event-related traffic

I. Authorize the Executive Director to spend up to $250,000 for flagging services and associated work related to CV Link under Union Pacific Railroad in Indio

J. Authorize the Executive Director to execute an agreement for cloud services, end user license agreement, and statement of work agreement for professional services with Univerus Inc. for the implementation of an Enterprise Asset Management System for a not-to-exceed amount of $719,488

THE MOTION CARRIED WITH 9 AYES, 4 ABSTENTIONS AND 6 MEMBERS ABSENT

MAYOR MATAS	**AYE**
MAYOR HERNANDEZ	**AYE**
MAYOR DEHARTE	**ABSTAIN**
MAYOR MILLER	**ABSTAIN**
TRIBAL CHAIR MIKE	**ABSENT**
TRIBAL CHAIR MIRELEZ	**AYE**
TRIBAL COUNCILMEMBER SOULLIERE	**AYE**
TRIBAL CHAIR MILANOVICH	**AYE**
MAYOR WHITMAN	**ABSTAIN**
MAYOR ROSS	**ABSTAIN**
MAYOR HARNIK	**AYE**
MAYOR EVANS	**AYE**
MAYOR DECONINCK	**AYE**
SUPERVISOR MEDINA	**ABSENT**
SUPERVISOR SPIEGEL	**ABSENT**
SUPERVISOR WASHINGTON	**ABSENT**
SUPERVISOR PEREZ	**ABSENT**
SUPERVISOR GUTIERREZ	**ABSENT**
MAYOR WEILL	**AYE**

7.1 ITEM(S) HELD OVER FROM CONSENT CALENDAR

None

8. DISCUSSION / ACTION

A. Countywide efforts to address wildfires and Santa Ana winds

CalFire/Riverside County Fire Department Fire Chief Bill Weiser provided the committee with a PowerPoint presentation regarding the department's Countywide efforts to address the issue.

Supervisor Perez joined the committee via Zoom to present additional information from the Board of Supervisors related to these efforts.

Robust member discussion ensued with Chief Weiser answering questions from the committee regarding the issue.

No action was taken as this was an informational item only.

B. 2025 Legislative Preview

Program Manager Emmauel Martinez introduced Kiana Valentine with Politico Group, who provided the Committee with a PowerPoint presentation featuring legislative updates.

Brief member discussion ensued with Ms. Valentine answering a question from the Committee regarding bonds.

No action was taken as this was an informational item only.

C. CVAG's Audit for Fiscal Year 2023-24 and Related Reports

Director of Finance Claude Kilgore presented the staff report. No member discussion ensued.

The report was noted as being filed and received.

D. Cool Streets for Affordable Housing Neighborhoods Program

Program Manager Julie Mignogna presented the staff report.

Brief member discussion ensued.

IT WAS MOVED BY TRIBAL CHAIR MIRELEZ AND SECONDED BY TRIBAL CHAIR MILANOVICH TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO THE NECESSARY AGREEMENTS TO ACCEPT $748,500 FROM THE GOVERNOR'S OFFICE OF LAND USE AND CLIMATE INNOVATION'S EXTREME HEAT AND COMMUNITY RESILIENCE PROGRAM TO LAUNCH THE COOL STREETS FOR AFFORDABLE HOUSING NEIGHBORHOODS PROGRAM

THE MOTION CARRIED WITH 12 AYES AND 7 MEMBERS ABSENT

MAYOR MATAS	**AYE**
MAYOR HERNANDEZ	**ABSENT**

MAYOR DEHARTE	**AYE**
MAYOR MILLER	**AYE**
TRIBAL CHAIR MIKE	**ABSENT**
TRIBAL CHAIR MIRELEZ	**AYE**
TRIBAL COUNCILMEMBER SOULLIERE	**AYE**
TRIBAL CHAIR MILANOVICH	**AYE**
MAYOR WHITMAN	**AYE**
MAYOR ROSS	**AYE**
MAYOR HARNIK	**AYE**
MAYOR EVANS	**AYE**
MAYOR DECONINCK	**AYE**
SUPERVISOR MEDINA	**ABSENT**
SUPERVISOR SPIEGEL	**ABSENT**
SUPERVISOR WASHINGTON	**ABSENT**
SUPERVISOR PEREZ	**ABSENT**
SUPERVISOR GUTIERREZ	**ABSENT**
MAYOR WEILL	**AYE**

9. INFORMATION

a) Executive Committee Attendance

b) Regional Transportation Project Status Report

c) Unaudited investment reports through September 2024 and through December 2024

d) Alan Seman Bus Pass Program 2024 Annual Report

e) Expanding Partnerships with Riverside County Probation

f) 2024 Annual Property Assessed Clean Energy (PACE) Report

g) Coachella Valley Power Agency Joint Powers Agreement

h) Proposed Amendments to South Coast Air Quality District's Rules 1111 & 1121 Phasing Out Gas Water Heaters & Furnaces and $21M Go Zero Pilot Program Supports Residents & Small Businesses Transitioning to Zero-NOx Appliances

i) Community Assistance, Recovery and Empowerment (CARE) Court and other Prop 1 investments

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

10. LEGISLATIVE ITEMS –

a) Update from the League of California Cities

Jesse Ramirez, Riverside County Division Regional Affairs Manager, joined the committee via Zoom, and presented an update to the committee.

11. PUBLIC COMMENTS ON NON-AGENDA ITEMS

None

12. ANNOUNCEMENTS

The next meeting of the **Executive Committee** will be held on Monday, April 28, 2025, at 4:30 p.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260.

13. ADJOURNMENT

There being no further business, Chair Weill adjourned the meeting at 5:47 p.m.

Respectfully submitted,

Elysia Regalado, Management Analyst

ITEM 7B

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Authorization to Secure Location for General Assembly Meeting**

Contact: Elysia Regalado, Management Analyst (eregalado@cvag.org)

Recommendation: Authorize the Executive Director, in consultation with the CVAG Chair, to execute the contracts necessary to host an in-person dinner event for the 2025 CVAG General Assembly

Background: The General Assembly is CVAG's governing body. It is comprised of the entire City Councils from CVAG's member cities – Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage – as well as the five Riverside County Board of Supervisors, and the Tribal Councils of the Agua Caliente Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, and Twenty-Nine Palms Band of Mission Indians.

The General Assembly meeting is held annually on the last Monday in June, marking CVAG's largest meeting of the year. During this meeting, the General Assembly elects a Chair and Vice Chair and adopts the agency budget for the upcoming fiscal year.

Traditionally, this significant event is accompanied by a dinner and a presentation. Last year's General Assembly took place on June 24, 2024, at the Desert Hot Springs Recreation Center in Desert Hot Springs.

This year's General Assembly is scheduled for 6 p.m. on June 30, 2025. Based on feedback from CVAG Chair Ted Weill, the General Assembly and the preceding Executive Committee meeting will be held at the Westin Rancho Mirage Golf Resort & Spa. CVAG staff is requesting the Executive Director be authorized to negotiate agreements for event logistics that could be covered through sponsorships and dinner ticket sales.

Fiscal Analysis: Staff uses sponsorships to cover the majority of costs associated with holding the General Assembly. Additionally, CVAG has offered dinner tickets at a cost that ranges between $50-70 per person to offset any expenses.

ITEM 7C

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Contract Amendment for Managed Information Technology Services**

Contact: Allen McMillen, Contracts Analyst II (amcmillen@cvag.org)

Recommendation: Authorize the Executive Director to execute Amendment No. 1 to the agreement with Veralink Corporation, adding an additional $20,000 a year for managed information technology services

Background: CVAG has been receiving its information technology (IT) management and support since 2019 from Veralink Corporation, a local Coachella Valley firm specializing in technology management. Veralink has been performing technology management for CVAG which includes remote support services; server and network management including managed switches, WiFi, firewall, and email security; scheduled and on-call office support to address ad-hoc user issues; and periodic technology refresh. Given the reliance on technology in CVAG's daily operations, it is crucial to have a robust IT support system in place through contracted managed IT services.

In April 2024, following a request for proposals and a competitive selection process, the Executive Committee awarded a new managed IT services contract to Veralink through June 30, 2025 and authorized the Executive Director with the option to extend two successive one-year terms.

The contract includes regularly scheduled office hours for IT support to CVAG staff. There was an increase in needs this fiscal year, namely due to reassignment of staff workspaces, additional hires as authorized under the budget and IT support for systematic improvements such as server improvements and a much-needed electronic file restructuring. This resulted in additional hours have been incurred for office IT support.

Staff are recommending Amendment No. 1 to add an additional $20,000 to the contract's annually authorized amount for a total amount payable not to exceed $100,080.

Fiscal Analysis: Amendment No. 1 would add an additional not-to-exceed amount of $20,000 to Veralink's contract through the current fiscal year ending June 30, 2025. The same amount would be added to the optional, successive one-year terms for a total amount payable not to exceed $100,080 a year when authorized by the Executive Director. These costs are covered by various departments, much like other administrative costs. Of the existing contract, less than $5,000 remains for this fiscal year.

Attachment: Amendment No. 1 to Veralink's contract

AMENDMENT NUMBER ONE
to the
VERALINK CORPORATION
SERVICES AGREEMENT
for
MANAGED INFORMATION TECHNOLOGY (IT) SERVICES

This **AMENDMENT NUMBER ONE** is made and entered into this **28th day of April, 2025**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency **("CVAG")**, and **Veralink Corporation ("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 29, 2024**, Managed IT Services.

1. **This Amendment Number One authorizes an additional amount not to exceed $20,000 a year.**
2. **The total amount payable under this agreement shall not exceed $100,080 a year.**

Original Agreement	April 29, 2024	$ 80,080
Amendment Number One	April 28, 2025	$20,000
Total Agreement Not-to-Exceed		**$ 100,080**

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

By: _____
Tom Kirk, CVAG Executive Director

VERALINK CORPORATION

By: _____
Nicholas Schantz, CEO

ITEM 7D

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Finance Committee Membership**

Contact: Tom Kirk, Executive Director (tkirk@cvag.org)

Recommendation: Appoint Desert Hot Springs Interim City Manager Doria Wilms to the Finance Committee for a term that extends through June 30, 2027

Background: The CVAG Executive Committee established an Audit Committee on April 30, 2018 that is made up of three city managers (or their designees) and three Executive Committee members. The Audit Committee historically met prior to the start of audit fieldwork to suggest any particular review areas for the engagement as well as to review, receive, and file the independent auditor's report over the combined annual financial report. After CVAG transitioned its Technical Advisory Committee into an informal working group, the Audit Committee began to take on more financial oversight. In order to reflect these additional responsibilities, the CVAG Executive Committee in September 2019 renamed it the Finance Committee and formally expanded the committee's responsibilities to include a review of the upcoming fiscal year budgets.

Since 2020, the Finance Committee membership has rotated as individuals each serve three-year terms. In September 2024, the CVAG Executive Committee appointed Coachella Mayor Steven Hernandez and then-Desert Hot Springs City Manager Frank Luckino for terms that extend through June 30, 2027. Mr. Luckino stepped down from his city role in March 2025, resulting in an opening on CVAG's Finance Committee.

In order to fill the vacancy, staff is recommending the appointment of Doria Wilms, who was Desert Hot Springs' Deputy City Manager prior to be appointed the Interim City Manager.

Fiscal Analysis: There is no fiscal impact.

ITEM 7E

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Add-On Services to Enterprise Resource Planning (ERP) Project**

Contact: Claude T. Kilgore, Director of Finance (ckilgore@cvag.org)

Recommendation: Authorize the Executive Director to add an additional $28,221 to the authorized expenditures for the Enterprise Resource Planning (ERP) financial system to expand the number of user licenses and to incorporate Oracle America's bill capture program into system rollout

Background: In April 2023, CVAG officially began working on a new Enterprise Resource Planning (ERP) project with Berry, Dunn, McNeil & Parker, LLC (Berry Dunn) to replace its outdated financial systems. Following a thorough evaluation process, Oracle NetSuite for Government (NS4G) was selected in March 2024 as the preferred ERP solution. The contract negotiations were finalized and approved by the Executive Committee in May 2024, with CVAG staff securing significant discounts of up to 57% on recurring software costs and up to 36% on the hourly rate for implementation services. The long-anticipated ERP implementation begin in July 2024 and has been well underway with a currently projected go-live target date around July 2025.

As NS4G is an innovative product in the government accounting sector, the Oracle production team continually implements beneficial updates to its current offerings while developing new technologies. One such technology, released in early 2025, is Oracle's bill capture program. This program utilizes Optical Character Recognition (OCR) and Artificial Intelligence (AI) to increase efficiency when invoices are sent from vendors, as they are automatically scanned and uploaded into the NS4G system, reducing the need for manual initiation of the bill payment process and placing them in one virtual file cabinet within the system. The OCR capabilities enable the system to read handwritten or image-based text and swiftly convert it into an editable format. CVAG staff received a demonstration of this product and tested some of CVAG's own vendor invoices during recent training sessions provided by Oracle.

Staff is now recommending the ERP agreements be expanded to incorporate the bill capture technology into the roll out. Currently, accounting staff manually track these invoices through several folder movement processes and a spreadsheet, which require considerable time and follow-up to determine the invoice status within each relevant CVAG department. CVAG recently shifted to a singular email for such payments – ap@cvag.org – and the bill capture program will receive, automatically file, and create the initial bill payment screen input from vendor invoices sent to that email, significantly reducing the staff time spent on uploading, moving through folder processes and tracking these invoices. Additionally, this program will facilitate more prompt payments and minimize the risk of invoices being overlooked. The program will not initiate

payment of invoices which will still follow internal controls and proper approvals after bill-readiness has been appropriately addressed.

CVAG staff is currently undergoing a critical stage of implementation, which is the User Acceptance Testing. Due to timing of the roll out, staff did not have an opportunity to share this with the Finance Committee at its last meeting.

In addition to the bill capture feature, CVAG staff recommends increasing the number of named users in a phased approach over the coming years to manage costs effectively. When the contractual ordering documents with Oracle were executed, CVAG had elected to license 35 users to save costs. As the go-live date approaches, CVAG staff now seek to add additional licenses – bringing the total to 50 over time– in order to accommodate not just current users but also have flexibility for future staff or temporary users.

Fiscal Analysis: The CVAG Executive Committee in June 2024 authorized an agreement for cloud services, professional services agreement and related contract documents with Oracle America, Inc. for the implementation of Oracle NetSuite for Government system for a not-to-exceed amount of $860,175. The recommended actions add an additional $28,221 to the ERP costs.

The new bill capture system is anticipated to cost about $13,000, which includes implementation during the User Acceptance Testing phase and an annual cost $3,083.65 for 48 months. The majority or all of this cost should be offset by savings in staff time.

Each additional user license costs $1,014.72 for a duration of 48 months. Should a total of 15 new licenses be acquired, the overall expense would be $15,221. Staff intends to phase these in as needed and keep the amount below the authorized maximum.

As is true for all CVAG agencywide system implementations, a portion of these costs will be allocated to Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE) based on their respective share of overhead.

ITEM 7F

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Coachella CV Link Community Connector Bid Award**

Contact: Julie Mignogna, Transportation Program Manager (jmignogna@cvag.org)

Recommendation: Authorize the Executive Director to execute a construction contract with Granite Construction Company for a not-to-exceed amount of $544,444, including a 10 percent contingency, for the CV Link Community Connector project in the City of Coachella

Transportation Committee: Concurred (Meeting of April 7)

Background: In April 2022, the CVAG Executive Committee adopted Resolution 2022-03 and accepted a Clean California grant administered by Caltrans. The Clean California Local Grant Program (CCLGP) is a competitive statewide program created to beautify and clean up local streets and roads, Tribal lands, parks, pathways, transit centers and other public spaces. The program is part of the nearly $1.1 billion Clean California initiative the State launched to take direct aim at litter abatement, state beautification, safety projects, and education campaigns.

CVAG, in partnership with the cities of Cathedral City and Coachella, was successful in securing $1,153,341 in funding for the Coachella Valley Community Connectors project. The project, which has two locations in Cathedral City and Coachella, includes elements typical of a CV Link Access Point such as landscaping, benches, bike racks, map kiosks, wayfinding signs, trash receptacles, shade structures, and planting of shade trees. CVAG has provided the design for both locations through the existing CV Link contract with Alta at a cost of $50,000.

The work in Cathedral City is led by the City through a reimbursement agreement totaling $534,405 the Executive Committee authorized in December 2023. The city's contractor constructing the Esperanza Park project is also constructing the Community Connectors project serving the park. Construction has commenced and the City held a groundbreaking ceremony on April 3, 2024. Construction for both Esperanza Park and CV Link connector projects is anticipated to be completed by June 2025. This will connect the park and nearby Dream Homes community to CV Link's first segment, which spans from Vista Chino Road in Palm Springs and Ramon Road in Cathedral City.

In the City of Coachella, CVAG is leading the design and construction of improvements at the northwest corner of Avenue 52 and Sunset Drive. The site location was adjusted from the original site proposed in the grant application due to conflicts with overhead power lines. Caltrans has approved the new location. Staff is coordinating with the City of Coachella on the Avenue 52 CV Link community connector elements, which were part of the CV Link Master Plan, to ensure a logical terminus for the Sunset Drive access point connector. In June 2024, the Executive Committee authorized the pre-purchase of long lead items that included a shade structure, two

trash receptacles, two benches, and two bike racks. These items have been fabricated and delivered to the City of Coachella maintenance and operation yard for the contractor to install. Two map kiosks for the Cathedral City and Coachella locations were also pre-purchased by CVAG within the Executive Director's expenditure authority. The total cost of pre-purchased materials for both locations is $134,539, and it also helped keep the projects on schedule.

On February 27, 2025, CVAG staff solicited construction bids from qualified contractors. One bid was received on March 24, 2025 from Granite Construction Company, of Indio, California, which submitted a bid for $494,949. Staff is recommending the Executive Director be authorized to execute a construction contract with Granite Construction that includes a 10 percent contingency, bringing the total cost to $544,444. With this authorization, the Executive Director and/or Legal Counsel would also be authorized to make clarifying changes prior to execution.

Fiscal Analysis: Granite's construction bid is $494,949. Staff is recommending an additional 10 percent for contingency, bringing the contract total to $544,444.

The cost of the project is largely funded through a reimbursement grant through the Clean California Local Grant Program, which provided up to $1,153,341 for both locations. Following the expenses to date for both locations, $434,497 remains available for this construction contract. Regional transportation funding is available to cover the remaining $109,947.

The CCLGP grant requires the project to be substantially completed by July 1, 2025. To re-scope the project and re-bid it in the hope of receiving lower bids will extend the project schedule well past the grant requirements for completion.

Attachments:

1. Project Location Map
2. Bid Comparison
3. Granite Construction Contract



CVAG, 2025. Sources: CVCC, Riverside County GIS, US Census Bureau, Esri

Coachella CV Link Community Connector Project
Bid Comparison

Engineer's Estimate - Base Bid						Granite Construction Company	
Item	Item Description	Unit	Quantity	Unit Price	Total Cost	Unit Price	Total Cost
1	Water Pollution Control Program	LS	1	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00
2	Clearing and Grubbing (LS)	LS	1	$ 25,000.00	$ 25,000.00	$ 55,000.00	$ 55,000.00
3	Earthwork / Site Grading	LS	1	$ 45,000.00	$ 45,000.00	$ 80,892.45	$ 80,892.45
4	Planting and Irrigation	LS	1	$ 62,266.50	$ 62,266.50	$ 69,250.00	$ 69,250.00
5	Stabilized Decomposed Granite	SQFT	2,933	$ 9.50	$ 27,863.50	$ 3.50	$ 10,265.50
6	Edging	LF	162	$ 15.00	$ 2,430.00	$ 40.00	$ 6,480.00
7	Structural Concrete (F)	CY	12	$ 260.00	$ 3,120.00	$ 1,675.00	$ 20,100.00
8	Concrete Surface Texture (Sparkle)	SQFT	533	$ 40.00	$ 21,320.00	$ 76.85	$ 40,961.05
9	City Logo Pavement Marking	EA	1	$ 5,000.00	$ 5,000.00	$ 4,000.00	$ 4,000.00
10	Install Kiosk Sign	EA	1	$ 3,000.00	$ 3,000.00	$ 9,500.00	$ 9,500.00
11	Install Shade Structure	EA	1	$ 100,000.00	$ 100,000.00	$ 80,000.00	$ 80,000.00
12	Install Bicycle Racks	EA	2	$ 1,000.00	$ 2,000.00	$ 1,500.00	$ 3,000.00
13	Furnish & Install Trash/Recycling Receptacles	EA	2	$ 3,000.00	$ 6,000.00	$ 8,000.00	$ 16,000.00
14	Furnish and Install Hydration Station	EA	1	$ 6,000.00	$ 6,000.00	$ 62,500.00	$ 62,500.00
15	Install Bench	EA	2	$ 3,000.00	$ 6,000.00	$ 3,500.00	$ 7,000.00
16	Mobilization	LS	1	$ 25,000.00	$ 25,000.00	$ 20,000.00	$ 20,000.00
				Total Base Bid:	$ 350,000.00		$ 494,949.00

Coachella Valley Association of Governments Contract No. CVAG-25-009

Contract

Coachella CV Link Community Connector Project
Project No. 30642

THIS CONTRACT, made and concluded, in duplicate as of the date set forth below, between the Coachella Valley Association of Governments, "CVAG", party of the first part, and Granite Construction Company, "Contractor", party of the second part.

ARTICLE I:
WITNESSETH, that for and in consideration of the payments and agreements hereinafter mentioned, to be made and performed by the said party of the first part, and under the conditions expressed in the two bonds, bearing even date with these presents, and hereunto annexed, the said party of the second part agrees with the said party of the first part, at his own proper cost and expense, to do all the work and furnish all the materials, except such as are mentioned in the specifications to be furnished by said party of the first part, necessary to construct and complete in a good, workmanlike and substantial manner and to the satisfaction of the Coachella Valley Association of Governments, the work described in the Special Provisions and the Project Plans described below, including three addenda issued thereto, and also in conformance with the California Department of Transportation Standard Plans dated **2024,** as identified on the Plans or in the Special Provisions, as modified in other portions of the Contract Documents and as amended by the State of California Department of Transportation, the Standard Specifications dated **2024,** as modified in other portions of the Contract Documents and as amended by the State of California Department of Transportation, and the Labor Surcharge and Equipment Rental Rates in effect on the date the work is accomplished, which said Special Provisions, Project Plans, Standard Plans, Standard Specifications, and Labor Surcharge and Equipment Rental Rates are hereby specially referred to and by such reference made a part hereof.

The work to be done is shown on Plans entitled Coachella CV Link Community Connector Project, Project No. 30642 and Attachment A provided under separate cover referencing the contract documents specified in Article V below, on file with the Coachella Valley Association of Governments, which said project plans are hereby made a part of this Contract.

ARTICLE II:
The said party of the first part hereby promises and agrees with the said Contractor to employ, and does hereby employ, the said Contractor to provide the materials and to do the work according to the terms and conditions herein contained and referred to, for the prices hereinafter set forth, and hereby contracts to pay the same at the time, in the manner and upon the conditions herein set forth; and the said parties for themselves, their heirs, executors, administrators, successors and assigns, do hereby agree to the full performance of the covenants herein contained.

ARTICLE III:
The State general prevailing wage rates determined by the Director of Industrial Relations are hereby made a part of this contract. It is further expressly agreed by and between the parties hereto that should there be any conflict between the terms of this instrument and the bid or proposal of said Contractor, then this instrument shall control and nothing herein shall be considered as an

acceptance of the said terms of said proposal conflicting herewith.

ARTICLE IV:
By my signature hereunder, as Contractor, I certify that I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self insurance in conformance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

ARTICLE V:
The entire Contract consists of the following documents: (a) The Construction Contract, (b) The Notice to Bidders, (c) The Instruction to Bidders, (d) The Bid, (e) The Bid Bond, (f) The Payment Bond, (g) The Performance Bond, (h) The General Conditions, (i) the documents detailed in ARTICLE I: The Special Provisions, The Plans, The Standard Specifications, The Standard Plans, All issued Addenda, and the Labor Surcharge and Equipment Rental Rates, (j) The Determination of Prevailing Wage Rates for Public Works, (l) Bid Book Appendices, including but not limited to AQMD Recommendations, Reference Drawings, and Exhibits, (n) Any Change Orders issued, and (o) Any additional or supplemental specifications, notice, instructions and drawings issued in accordance with the provisions of the Contract Documents. All of said Documents presently in existence are by this reference incorporated herein with like effect as if here set forth in full and upon the proper issuance of other documents they shall likewise be deemed incorporated. The Bid Bond is exonerated upon execution of this Contract and the Payment Bond and Performance Bond.

ARTICLE VI:
And the said Contractor agrees to receive and accept the following prices as full compensation for furnishing all materials and for doing all the work contemplated and embraced in this Contract; also for all loss or damage, arising out of the nature of the work aforesaid, or from the action of the elements, or from any unforeseen difficulties or obstructions which may arise or be encountered in the prosecution of the work until its acceptance by the Coachella Valley Association of Governments, and for all risks of every description connected with the work; also for all expenses incurred by or in consequence of the suspension or discontinuance of work and for well and faithfully completing the work, and the whole thereof, in the manner and according to the plans and specifications, and the requirements of the Engineer under them, to wit:

DRAFT

Coachella CV Link Community Connector Project
CVAG Project No. 30642

Contract

BASE BID

ITEM No.	ITEM CODE	ITEM	UNIT	ESTIMATED QUANTITY	ITEM PRICE (IN FIGURES)	TOTAL (IN FIGURES)
1	130201	Water Pollution Control Program	LS	1	10,000.00	10,000.00
2	170103	Clearing and Grubbing (LS)	LS	1	55,000.00	55,000.00
3	190101A	Earthwork / Site Grading	LS	1	80,892.45	80,892.45
4	204098A	Planting and Irrigation	LS	1	69,250.00	69,250.00
5	205034	Stabilized Decomposed Granite	SQFT	2,933	3.50	10,265.50
6	206005	Edging	LF	162	40.00	6,480.00
7	510050	Structural Concrete (F)	CY	12	1,675.00	20,100.00
8	511056A	Concrete Surface Texture (Sparkle)	SQFT	533	76.85	40,961.05
9	780435	City Logo Pavement Marking	EA	1	4,000.00	4,000.00
10	820844A	Furnish & Install Kiosk Sign	EA	1	9,500.00	9,500.00
11	994652A	Install Shade Structure	EA	1	80,000.00	80,000.00
12	994653A	Install Bicycle Racks	EA	2	1.500.00	3,000.00
13	994654A	Furnish & Install Trash/Recycling Receptacles	EA	2	8,000.00	16,000.00
14	994655A	Furnish and Install Hydration Station	EA	1	62,500.00	62,500.00
15	994656A	Install Bench	EA	2	3,500.00	7,000.00
16	999990	Mobilization	LS	1	20,000.00	20,000.00
…						

PROJECT TOTAL: **Four Hundred and Ninety Four Thousand Nine Hundred Forty Nine Dollars and Zero Cents** **$494,949.00**
ITEMS 1-N "WORDS"

DRAFT

Coachella CV Link Community Connector Project
CAVG Project No. 30642

IN WITNESS WHEREOF the parties hereto have executed this Contract as of the date set forth below.

CVAG

BY: _____
TOM KIRK, EXECUTIVE DIRECTOR

DATED: _____

ATTEST:

BY: _____
ALLEN MCMILLEN
CONTRACTS AND PROCUREMENT

GRANITE CONSTRUCTION COMPANY

BY: _____
JOSEPH P. RICHARDSON

TITLE: REGIONAL CHIEF ESTIMATOR
(If Corporation, affix Seal)

ATTEST:

BY: _____
KELLI OSBORN

TITLE: ESTIMATING ASSISSTANT

Licensed in accordance with an act providing for the registration of Contractors,

License No.: 89

Federal Employer Identification Number:

94-0519552

Department of Industrial Relations Registration Number:

1000000085

_____
"Corporation"
(Seal)

DRAFT

ITEM 7G

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Ad Hoc Committee Focused on Improving Interstate 10**

Contact: Tom Kirk, Executive Director (tkirk@cvag.org)

Recommendation from the Transportation Committee: Appoint Cathedral City Mayor Pro Tem Raymond Gregory and La Quinta Councilmember Kathleen Fitzpatrick to the ad hoc committee that works with Caltrans on Interstate 10 improvements

Background: Interstate 10 is one of the Coachella Valley's major thoroughfares, serving as a critical corridor for interstate and international goods movement as it connects the Ports of Long Beach and Los Angeles with the rest of the country. CVAG has a longstanding partnership with both the Riverside County Transportation Commission (RCTC) and with Caltrans to deliver regional transportation projects along I-10. In recent years, members of the Transportation Committee have inquired about the status of I-10 projects as well as the need for graffiti abatement. This led to a presentation in June 2023 from Caltrans' District 8 Director, Catalino A. Pining III, as well as a call to action by then-CVAG Chairman Scott Matas, who is Mayor of Desert Hot Springs.

In September 2023, the CVAG Executive Committee, at the recommendation of the Transportation Committee, established an ad hoc committee to focus on improving I-10 from the Banning Pass to the City of Blythe. The goal of this ad hoc committee would be to coordinate with Caltrans and RCTC to address longstanding traffic concerns, including through lane management and technology, as well as promote beautification and expand motorist assistance programs.

The Executive Committee appointed the following individuals to the ad hoc: Mayor Matas, County of Riverside Supervisor V. Manuel Perez, City of Palm Desert Mayor Jan Harnik, then-City of Palm Springs Councilmember Lisa Middleton, and City of Indian Wells Mayor Pro Tem Dana Reed. Coachella Mayor Steven Herandez, who is Chair of the Transportation Committee, was identified as an alternate. Following the last election cycle, the Palm Springs Council makeup changed. Additionally, Mayor Pro Tem Reed has suggested a replacement on the ad hoc since he is no longer the City's representative on the Transportation Committee.

This item was considered by Transportation Committee members when they met on April 7. The Committee recommended Cathedral City Mayor Pro Tem Raymond Gregory, who also serves as Vice Chair of RCTC, and La Quinta Councilmember Kathleen Fitzpatrick.

Fiscal Analysis: Costs associated with the ad hoc committee are covered under existing staff time.

ITEM 7H

Coachella Valley Association of Governments
Transportation Committee
April 28, 2025

STAFF REPORT

Subject: **TUMF Inflation Adjustment for Calendar Year 2026**

Contact: Peter Satin, Conservation Program Manager (psatin@cvag.org)

Recommendation: Adopt a 2.03 percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2026, and update the TUMF Handbook to reflect the revised fee upon its effective date

Transportation Committee: Concurred (Meeting of April 7)

Background: The Transportation Uniform Mitigation Fee (TUMF) was established in 1989 as a one-time impact fee charged on all new development occurring within the CVAG region. Monies collected through the TUMF program are applied to transportation-related capital facilities and infrastructure required to serve new growth within the Coachella Valley and are intended to compliment revenue generated through Riverside County's Measure A sales tax. To date, TUMF has provided less than the intended share of match toward Measure A funding.

The current TUMF rates were adopted in 2018 upon the completion of a revised Nexus Study, Transportation Project Prioritization Study, Regional Arterial Cost Estimate, and Active Transportation Plan. Prior to their adoption, the fee had remained unchanged at $192/trip for over a decade. The 2018 Nexus Study originally proposed a revised fee of $751/trip; however, this fee was reduced to the current $245/trip after re-evaluating which regional transportation projects would likely be built in the near-term. This rate equated to $2,313 for a single-family dwelling, as compared to the $15,476 assessed by Western Riverside Council of Governments as of April 1, 2025.

The 2018 TUMF Handbook allows for the consideration of an annual inflation adjustment:

> *The inflation factor shall be the same one utilized by the Coachella Valley Local Development Mitigation Fee, based on the Riverside-San Bernardino-Ontario Consumer Price Index (CPI). Such CPI will be reviewed annually by the Executive Committee which will determine whether or not to apply the inflation factor.*

The Local Development Mitigation Fee (LDMF) inflation factor is calculated on the CPI for All Urban Consumers (CPI-U), All items, as the over-the-year percent change, measured as of December in the calendar year which ends in the previous fiscal year. The Riverside-San Bernardino-Ontario CPI is measured every other month, and does not include data for the month of December. To approximate a data point for an unrecorded month, the Bureau of Labor Statistics (BLS) recommends taking the square root of the product of the indexes for the preceding and subsequent months, in this case November and January. This approximated December data point can then be used to calculate the over-the-year percent change.

Applying regular increases due to inflation is a preferred approach to infrequent increases to catch up over time. The last increase was approved by the Executive Committee in April 2024, when they authorized an inflation factor of 3.6 percent to be applied across each of CVAG's TUMF categories. In accordance with California's Mitigation Fee Act, and to allow member jurisdictions time to update their local TUMF ordinances as needed, implementation of the inflation factor did not go into effect until January 1, 2025.

The CPI-U, All items for the Riverside-San Bernardino-Ontario metropolitan area rose by 2.03 percent for calendar year 2024. BLS notes that some entities choose to calculate "core" inflation on the CPI-U, less food and energy (the latter of which includes motor fuel), as these items tend to be more volatile in their pricing. Removing these volatile items from the regional CPI results in an inflation factor of 2.59 percent, largely due to reductions in the price of fuel and other energy sources.

CVAG staff recommend applying the CPI-U, All items inflation factor of 2.03 percent to the current fee assessments, as described in the below table.

TUMF Category	*Current Rate*	***Proposed Rate***	*Difference*
Residential (per dwelling unit)			
Single family detached	$2,840	**$2,900**	$60
Multi-family attached	$1,635	**$1,670**	$35
Nursing/congregate care	$605	**$615**	$10
Transit oriented single family	$2,415	**$2,465**	$50
Transit oriented multi-family	$1,395	**$1,425**	$30
Non-Residential (per 1,000 sq. ft)			
Retail	$7,385	**$7,535**	$150
Office	$2,935	**$2,995**	$60
Industrial	$1,490	**$1,520**	$30
Fuel - gas (per dispensing unit)	$10,585	**$10,800**	$215
Fuel - electric (per dispensing unit)	$110	**$110**	$0
Hotel (per room)	$4,315	**$4,400**	$85
Golf course (per acre)	$1,130	**$1,155**	$25

This information was provided to the Desert Valleys Builders Association (DVBA) for comment on February 21, 2025. They have submitted a response letter that is attached.

Staff is recommending an increase of 2.03 percent across all categories. The revised rates would be implemented January 1, 2026 so that member jurisdictions will have sufficient time to amend local ordinances. The rates listed in the TUMF Handbook will also be updated at that time to reflect the adjustment.

Fiscal Analysis: Based on TUMF revenues generated in Fiscal Year 2023-24, adjusting current TUMF rates based on the CPI-U, All items inflation rate of 2.03 percent would result in additional revenue of $111,013.

There is no additional cost to revising the TUMF Handbook.

Attachment: DVBA Comment Letter dated March 7, 2025

DVBA
desert valleys builders association

2025 BOARD OF DIRECTORS
PRESIDENT
Paul Mahoney,
PMA Advertising
Immediate Past President
Todd Hooks
Agua Caliente Band of
Cahuilla Indians (Ret.)
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Allan Levin & Associates
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Brian Benedetti Construction
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GHA Companies
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Orr Builders
Russ Martin
Mission Springs Water
District
Deborah McGarrey
Southern California Gas Company
Alan Pace
Petra GeoSciences
John Powell, Jr.
Coachella Valley Water District
Phil Smith – Presidents Council
Sunrise Company
Alissa Vatter
Fidelity National Title
Michelle Witherspoon
MSA Consulting

March 7, 2025

Coachella Valley Association of Governments
Peter Satin, Conservation Program Manager
74-199 El Paseo, Suite 100
Palm Desert, CA 92260

RE: Annual TUMF CPI Increase

Dear Mr. Satin,

Thank you for providing the Desert Valleys Builders Association the opportunity to review the annual inflationary increase of the Coachella Valley Association of Government's Transportation Uniform Mitigation Fee program.

We understand and support CVAG's use of the Bureau of Labor Statistics Consumer Price Index for the Riverside-San Bernardino-Ontario region. The calculation of 2.03 percent appears to have been calculated appropriately and is a reasonable increase, keeping the TUMF amount in line with inflation.

The DVBA supports this action by the Coachella Valley Association of Government.

Respectfully,

Gretchen Gutierrez
Chief Executive Officer

550 Oleander Road • Palm Springs, CA • 92262
(760) 776-7001 office • (760) 776-7002 fax
www.TheDVBA.org

ITEM 7I

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **CV Housing First's Quarterly Report for First Quarter of 2025**

Contact: Candice Graff, Management Analyst II (cgraff@cvag.org)

Recommendation: Receive and file the quarterly report for the CV Housing First program, representing clients served in the first quarter of 2025

Homelessness Committee: Concurred (Meeting of April 16)

Background: CVAG is in its fifth year of operating the CV Housing First program with staff. The program is focused on the CV 200, a by-name list of chronically homeless individuals residing in desert cities that have frequent contacts with law enforcement and who are likely to be shelter resistant or who have already fallen out of housing. The list was developed in partnership with CVAG's member jurisdictions and local law enforcement. It is also maintained in partnership with those agencies.

CVAG staff has committed to adjusting CV Housing First programming based on the data and based on available funding. Updates on the program's metrics are provided quarterly. The CV Housing First team uses two primary methods to get clients to housing solutions: rapid resolution and crisis stabilization units, which are residential units, apartments and hotel rooms that CVAG rents to case manage CV Housing First clients.

CV Housing First Clients – By the Numbers January 1 through March 31, 2025

CV 200 as of 03/31/2025	Q1	Q2	Q3	Q4	TOTAL
Clients housed in Crisis Stabilization Units (CSH)	38	0	0	0	38
Clients being helped through Rapid Resolution (RR)	0	0	0	0	0
Clients returned to the street (failures)	19	0	0	0	19
Clients moved into permanent housing from CSH (successes)	8	0	0	0	8

Clients moved into permanent housing through RR (successes)	0	0	0	0	0
Clients moved into permanent housing through Outreach (successes)*	5	0	0	0	5
TOTAL HOUSED FROM LIST OF 200	**13**	**0**	**0**	**0**	**13**

NON CV 200 Clients	**Q1**	**Q2**	**Q3**	**Q4**	**TOTAL**
Households Housed in CSH Units	4	0	0	0	4
Households being helped through RR	0	0	0	0	0

Households returned to the street (failures)	3	0	0	0	3

Households moved into permanent housing from CSH (successes)	1	0	0	0	1
Households moved into permanent housing from RR (successes) *	0	0	0	0	0
TOTAL HOUSEHOLDS HOUSED	**1**	**0**	**0**	**0**	**1**
TOTAL INDIVIDUALS HOUSED	**1**	**0**	**0**	**0**	**1**

The data is divided by CV 200 clients – the by-name list of chronically homeless individuals that CVAG maintains in partnership with law enforcement and code enforcement – and non-CV 200 clients. There were four non-CV 200 clients served this quarter and CVAG permanently housed one of them. CVAG staff has set a goal of permanently housing 65 individuals from the CV 200 list this calendar year. This includes working with the clients in CVAG's crisis stabilization units and working with CV 200 clients through outreach efforts. The use of outreach efforts – when CVAG staff works with clients while they remain on the streets – has been particularly beneficial for CV 200 members who had previously stayed in CVAG's crisis stabilization units but either timed out or were exited from the program for not following the rules.

When it comes to permanent housing solutions, CVAG staff would also note that the limited vouchers continue to be a challenge. Housing vouchers, also known as Section 8 vouchers, are federally funded and work as a subsidy to pay an individual's rent. Vouchers for this region are routed through Riverside

County's HomeConnect, the county's coordinated response program, and CVAG works with the County to connect voucher-approved clients with housing. But they are increasingly limited in availability. Almost 50% of CV 200 clients exited to permanent housing in the first quarter of 2025 had no on-going subsidy to help offset rental costs.

CVAG staff also tracks how long individuals are staying in the program before being housed or returning to the street. The goal is to exit clients within 90 days to permanent housing solutions. Over the years, it is not uncommon for the length of stay to exceed 100 days. For the first quarter, the CV 200 clients who successfully exited the program into permanent housing stayed in a crisis stabilization unit on average for **73 days**. Those CV 200 clients who exited the program unsuccessfully stayed on average **54 days**. Three of the CV 200 clients who exited the program unsuccessfully, went into an emergency shelter instead of returning to the streets.

The total number of clients housed or returning to the streets is equal to or less than the total helped each quarter, as the grand total includes clients who may remain in their units at the end of the quarter. CVAG continues to refine its data metrics in order to be transparent about how many and how quickly individuals are housed. CVAG staff is also tracking the number of clients that were housed by year and how many clients remain in housing. Some clients are unaccounted for since we are unable to communicate with them to determine if they still remain in housing or not and others have passed away.

Year	2023	2024
Total Clients Housed	58	50
Clients Still Housed	43	44
Clients No Longer Housed	11	4

Fiscal Analysis: The CV Housing First program, including the staffing and CV 200 program, is incorporated into the CV Housing First budget, which has been funded by contributions from cities and Riverside County grants.

ITEM 8A

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Update on Proposed Amendments to South Coast Air Quality Management District's Rules 1111 & 1121 Phasing Out Gas Water Heaters & Furnaces and $21M Go Zero Pilot Program Supports Residents & Small Businesses Transitioning to Zero-NOx Appliances**

Contact: Jacob Alvarez, Program Manager (jalvarez@cvag.org)

Energy and Sustainability Committee Recommendation: Authorize the CVAG Chair and Energy & Sustainability Chair to issue letters of concern regarding South Coast Air Quality Management District's proposed amendments to Rules 1111 and 1121, which aim to facilitate substantial nitrogen oxide emission reductions with the financial responsibility of this mandate shifted from households to manufacturers

Background: At its February 2025 meeting, the Energy & Sustainability Committee had an extensive discussion around South Coast Air Quality Management District's (SCAQMD) proposed amendments to Rule 1111 (Reduction of Nitrogen Oxide Emissions from Natural-Gas-Fired, Fan Type Central Furnaces) and Rule 1121 (Control of Nitrogen Oxides from Residential Type, Natural Gas Fired Water Heaters). CVAG's meeting was held on the same day that SCAQMD was unveiling amendments to the changes, which left some details unavailable. Based on the feedback received at those meetings, and in subsequent outreach, the proposed rules have been significantly revised. Heather Farr, SCAQMD's Planning and Rules Manager, attended the Energy & Sustainability Committee's April 10 meeting to provide an update on the proposed rule amendments and to answer questions.

SCAQMD have proposed amending both Rules 1111 and 1121 to eliminate nitrogen oxide (NOx) emissions from residential gas furnaces and water heaters. These new rules would effectively phase out these gas appliances in favor of electric alternatives, such as heat pumps. Since the Committee last met, a key change is the introduction of a mandate for manufacturers to meet zero-NOx emission standards for units installed in new residential and commercial buildings by January 1, 2027, and subsequently for units installed in existing buildings by January 1, 2029. This transition places the onus on manufacturers to shift towards electrification or other non-combustion technologies for space and water heating, rather than directly mandating changes for individual households with existing appliances.

To facilitate this transition, both rules introduce a Zero-Emission Manufacturer (ZEM) Alternative Compliance Option. This allows manufacturers to meet their obligations by achieving sales targets for zero-NOx emission units, coupled with mitigation fees for any noncompliant units sold beyond the set target. This market-based approach intends to incentivize the development and adoption of cleaner technologies by setting increasing sales targets for zero-emission appliances over

Manufacturer Alternative Compliance Targets and Effective Dates

Target Dates	2027-2028	2029-2032	2033-2035	2036 and after
NOx Emitting Units (e.g. gas)	70%	50%	25%	10%
Zero-NOx Emission Units	30%	50%	75%	90%

time. Additionally, the amendments include updated definitions, certification procedures, and labeling requirements to ensure clarity and effective implementation. Notably, Rule 1111 retains a mitigation fee option for mobile home furnaces under specific conditions, while both rules incorporate detailed labeling requirements to inform consumers and installers about the upcoming zero-emission mandates and any interim restrictions on appliance installation in new and existing buildings.

When this issue came before CVAG's Energy & Sustainability Committee in February 2025, members had expressed concerns about the potential costs of this transition on households and businesses, while noting the expected health benefits. Even with these changes, there remain concerns from stakeholders regarding the possibility of manufacturers passing along mitigation fees to consumers through higher appliance costs. While SCAQMD intends to review these product costs on a yearly basis to ensure the mitigation fee is not passed on, staff is unsure how this review would effectively occur or what mechanism SCAQMD would utilize to correct such a situation. Additionally, despite the longer implementation timeline, uncertainties linger about the electrical grid's capacity to handle increased demand from current residential and commercial users, as well as the potential for manufacturers to remove appliance models from the California market due to the new regulations.

As of March 11, SCAQMD staff said they had received approximately 80% support for the new rule concept based on comments letters the agency had received. On February 27, the City of Palm Desert adopted a resolution expressing concern regarding SCAQMD's proposed amendments to Rules 1111 and 1121. The resolution expressed concern that the rules would impose additional costs to consumers and that SCAQMD's water heater and furnace mandates would impose a significant increase in electricity demand on California's electric grid. Additionally, Western Riverside Council of Governments (WRCOG), who partners with CVAG on the Inland Regional Energy Network (IREN), issued a resolution on March 3 to oppose the amended rules.

Staff sought additional input and direction from the Energy & Sustainability Committee at the April meeting on whether to adopt a position on the proposed amendments to Rules 1111 and 1121. Committee members identified several key concerns regarding the proposed amendments to SCAQMD Rules 1111 and 1121. These concerns primarily revolved around the potential for increased financial burdens on low-income households and homeowners (including potential electrical panel upgrade costs), the adequacy of existing electrical infrastructure to support increased demand, and the need for more detailed research and data supporting the claimed health benefits of the proposed rules. The Energy & Sustainability Committee's recommendation was that staff draft a letter of concern, which is provided here, that could be signed by the CVAG Chair and the Energy & Sustainability Committee Chair.

Fiscal Analysis: There is no cost to CVAG for this informational report.

Attachments:

1. Rule 1111 & 1121 Factsheet Myths vs Facts
2. Draft letter of concern to SCAQMD

Myths vs Facts

Understanding the Proposed Space and Water Heating Appliance Rules (1111/1121)

MYTH: Building appliance rules are a new concept.

FACT:

- Building appliances have been regulated since the late 1970s.
- Concepts for zero-emission technology replacements began with the 2016 AQMP.



MYTH: Proposed rules limit consumer choice to only zero-emission units.

FACT:

- Proposed rules allow consumer choice between gas units (e.g., natural gas furnace, water heater) and zero-emission units (e.g., heat pump).



MYTH: Proposed rules will eliminate all natural gas appliances.

FACT:

- Manufacturers can continue to offer consumers the choice of natural gas units even while sales of zero-emission units are expected to increase.



MYTH: These proposed rules will not significantly reduce pollution.

FACT:

- The proposed rules are expected to achieve a reduction of 6 tons per day of NOx emissions from residential building appliances.
- For context by 2037:
  - Power plants emit 3 tons/day.
  - Refineries emit 4 tons/day.
  - Passenger vehicles emit 7 tons/day.



MYTH: The new proposed rules were developed quickly without much input from stakeholders.

FACT:

- Proposed rule development has been underway for over 2 years.
- More than 100 stakeholder meetings have contributed to shaping the rules.



South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
www.aqmd.gov • **1-800-CUT-SMOG™**

Stay Connected With Us **@SouthCoastAQMD**

V1 3/25

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
74-199 El Paseo Suite 100, Palm Desert, CA 92260 • 760 346-1127 • cvag.org

April 28, 2025

Heather Farr
Planning, Rule Development, and Implementation
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Jen Vinh
Planning, Rule Development, and Implementation
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Dear Ms. Farr and Ms. Vinh,

The Coachella Valley Association of Governments (CVAG) would like to share our concerns on the South Coast Air Quality Management District's (SCAQMD) Proposed Amended Rule 1121, Reduction of NOx Emissions from Residential-Type, Natural Gas-Fired Water Heaters and Proposed Amended Rule 1111, Reduction of NOx Emissions from Natural-Gas-Fired Furnaces.

SCAQMD staff presented on the proposed rule amendments at two separate meetings held by the CVAG Energy & Sustainability Committee (in February and April 2025). The Committee's discussion and input focused on questions of financial and technical feasibility. Cost concerns included low-income households who may be financially punished for not being able to afford the more expensive electrical appliances and homeowners who could face significantly higher expenses if they need electrical panel upgrades for the additional power load.

Infrastructure concerns included the lack of additional electrical infrastructure in the region to keep up with economic development and concerns about how effective these policies will be if there is an increase in fossil fuels used to power our grid.

Requests were also made to provide more detailed research and information about the health benefits of these policies so that our committee members can better weigh out the costs vs benefits of these programs.

Committee members raised several other issues regarding concerns about the privacy of households submitting rebate applications; questions about whether sufficient discussions with manufacturers of the regulated equipment

DRAFT

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
74-199 El Paseo Suite 100, Palm Desert, CA 92260 • 760 346-1127 • cvag.org

CVAG appreciates the work by SCAQMD to extend the comment period and incorporate changes to the proposed amendments in response to feedback from stakeholders. We believe that more work needs to be done before finalizing the rules, and we encourage SCAQMD to continue collaborating with our committee members and staff to make sure we can provide responsible, cost-effective solutions for improving the health of our residents.

Due to the outstanding issues raised in this letter, CVAG's Executive Committee, supported by its Energy and Sustainability Committee, is not prepared to take a position on the amended rules until more information is provided to address the concerns and possible solutions for the benefit of all. Please do not hesitate to reach out to Executive Director Tom Kirk at tkirk@cvag.org if need additional information.

Sincerely,

Ted Weill
Mayor, City of Rancho Mirage
Chair of CVAG

Oscar Ortiz
Councilmember, City of Indio
Chair of CVAG's Energy & Sustainability Committee

DRAFT

ITEM 8B

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Improvements along Avenue 50 from Oates Lane to State Route 86**

Contact: Julie Mignogna, Transportation Program Manager (jmignogna@cvag.org)

Recommendation: Authorize the Chair and Executive Director to execute Amendment No. 2 to the reimbursement agreement with the City of Coachella to provide plans, specifications and estimates (PS&E) and right-of-way (ROW) acquisition of Phase 2 of the agreement for a New Avenue 50 Bridge over the Whitewater River and a New Interchange at Avenue 50 and State Route 86, inclusive of adding a segment of Avenue 50 between Oates Lane and Cabazon Drive, extending the time trigger to July 2029 and increasing the regional cost share by $5,375,000

Transportation Committee: Concurred, and added a condition that the deferred local share be reimbursed if construction does not occur by time trigger (Meeting of April 7)

Background: In October 2013, the Executive Committee authorized a reimbursement agreement with the City of Coachella to provide regional funding for engineering design (plans, specification, and estimates, or PS&E) and environmental work for a new bridge over the Whitewater River and a new interchange at State Route 86. In September 2020, the Executive Committee approved Amendment Number One to the agreement, providing additional funding for the bridge pre-construction phase.

The Project Approval and Environmental Document (PA&ED) phase has been completed for the bridge and the interchange, including the required California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documents. Coachella has been awarded Highway Bridge Program (HBP) funds for the new bridge and has been seeking federal and state funds for the new interchange, including Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP), Trade Corridor Enhancement Program (TCEP) and Better Utilizing Investments to Leverage Development (BUILD) grant applications.

The City of Coachella recognizes a shovel ready interchange project with a complete PS&E package will be more competitive and successful in the efforts to secure grants, and is requesting additional regional funding and additional time to complete the PS&E and right-of-way for the new interchange. The City is also requesting that the time trigger for which is requested to be extended to July 1, 2029.

In addition, Coachella is requesting additional funding to extend the bridge improvement by an additional 2100 feet from Cabazon Drive to Oates Lane to complete a gap between the bridge project and a previous improvement of Avenue 50 from Oates Lane to Avenida De Oro constructed approximately 10 years ago. The extended project length would be constructed with the bridge project, or as a separate project, depending whether its schedule will complement the bridge project schedule.

The segment of Avenue 50 between Oates Lane and Cabazon Drive is currently a two-lane road and is classified as a primary arterial with bicycle facilities per the Mobility Element of the City's General Plan. The proposed roadway segment will have two lanes in each direction and include pedestrian and bicycle facilities on the southside of Avenue 50 within City right-of-way. The project is adjacent to the four-lane bridge over the Whitewater River (also known as the Coachella Valley Stormwater Channel) that is scheduled to begin construction in Fiscal Year 2025-26.

The project that includes the Avenue 50 new bridge over the Whitewater River and the new Avenue 50 interchange at State Route has a ranking of 20 in the 2016 Transportation Project Prioritization Study (TPPS). The TPPS segment of Avenue 50 from Van Buren Street to Avenida De Oro ranked 21, and the TPPS segment from Avenida De Oro to Cabazon Drive, which includes the 2100-foot project extension currently requested for pre-construction regional funding, has a ranking of 51.

It is typical to look at the TPPS not only in terms of individual segment ranking, but corridor, sub-corridor or “buildable project” combined segment scores and ranking. The stretch of Avenue 50 from Oates Lane to Cabazon Drive would show a weighted average of a top ten percent project. The project also includes bicycle and pedestrian facilities that are consistent with CVAG policy and included in the Regional Active Transportation Plan (ATP) and CVAG’s ATP Design Guidelines.

CVAG staff is supporting the City of Coachella’s request and is recommending Amendment No. 2 to increase the amount of regional funding, expand the project scope and extend the time trigger. This recommended approval would also authorize the Executive Director and/or Legal Counsel to make clarifying changes prior to execution. Staff would note that the CVAG Executive Committee in December 2024 approved a similar request from the City of Indio for additional regional funding to extend the project limits of the Jefferson Street Widening project to fill a gap between an existing roadway project and a new project.

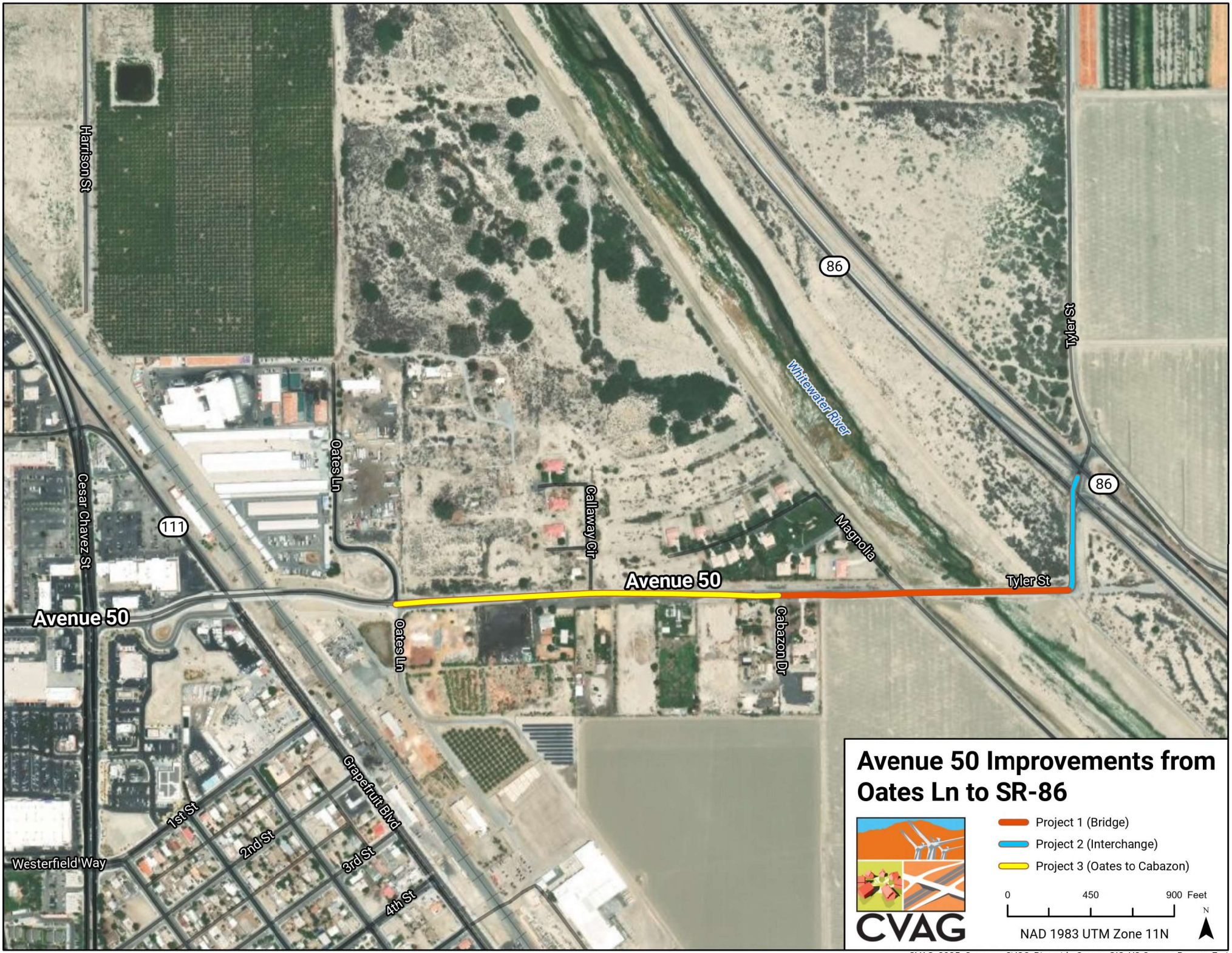
Fiscal Analysis: Amendment No. 2 increases the CVAG regional share from $5,535,626 to $10,910,626 for the expanded Avenue 50 project. This represents an additional $5,375,000 for CVAG.

Funding for the project has been split 75/25 between CVAG and the City of Coachella. The additional funding being requested reflects a continuation of 75/25 split between CVAG and Coachella. The City needs an additional $5,000,000 from CVAG for the original project scope. The City is also requesting that reimbursement to CVAG of the additional $1,250,000 in regional funding be deferred until the project construction phase. Based on the feedback from the Transportation Committee, the amendment has been modified to include a requirement that the City reimburse CVAG for deferred design costs should construction not go forward by the time trigger.

The City estimates a cost of $500,000 to complete PS&E and ROW for the segment of Avenue 50 between Oates Lane and Cabazon Drive. Under the 75/25 cost split, CVAG’s share would be $375,000, and the City’s share would be $125,000.

Attachments:

1. Project Map
2. City of Coachella Request Letter dated March 20, 2025
3. Draft Amendment No. 2 to the Reimbursement Agreement



CVAG, 2025. Sources: CVCC, Riverside County GIS, US Census Bureau, Esri

CITY OF COACHELLA
53-990 ENTERPRISE WAY, COACHELLA, CALIFORNIA 92236
PHONE (760) 398-3502 • WWW.COACHELLA.ORG

March 20, 2025

Jonathan Hoy
Director of Transportation
Coachella Valley Association of Governments
74-199 El Paseo, Suite 100
Palm Desert, CA 92260

Subject: Request for Amendment #2 for a New Interchange at State Route 86 on Avenue 50 Project and Avenue 50 between Oates Lane and Cabazon Drive Project

Dear Mr. Hoy,

The City of Coachella respectfully requests the Coachella Valley Association of Governments (CVAG) approve Amendment No. 2 to the Agency Reimbursement Agreement between the City of Coachella and CVAG for the *New Interchange at State Route 86 on Avenue 50 Project # B-402 and Avenue 50 between Oates Lane and Cabazon Drive Project # B-401* increasing the Regional Arterial Program Funding Contribution from $5,535,626 to $10,910,626, an increase of $5,375,000. It also requests Amendment No. 2 extend the time trigger for construction to July 1, 2029. This amendment would be for phase 2 of the two-project agreement and an additional segment of Avenue 50 between Oates Lane and Cabazon Drive (Project 3) for shovel ready plans, specifications and estimates (PS&E) and right-of-way (R/W).

Avenue 50 is classified as a primary arterial with bicycle facilities per the Mobility Element of the City's General Plan. Avenue 50 between Oates Lane and Cabazon Drive is currently a 2 lane road. The proposed roadway segment will have two lanes in each direction and include pedestrian and bicycle facilities on the southside of Avenue 50 within City right-of-way. The project is adjacent to project B-402 (Phase 1) that includes a new 4-lane bridge over the Whitewater Channel scheduled to begin construction in FY 25/26. With the new alignment on Avenue 50 the City is coordinating construction of this segment to complete the gap between phase 1 of B-401 and B-402 at the same time.

CVAG previously authorized and obligated the following:

Original Reimbursement Agreement, dated 10/28/13 (Phase 1 & 2)	$ 1,108,500
Amendment 1, dated 9/21/20 (Phase 1 only)	$ 4,427,126
Total CVAG Funding Authorization to date:	**$ 5,535,626**

This Proposed Amendment Request would add $5,000,000 to phase 2 and $375,000 to the segment on Avenue 50 between Oates Lane and Cabazon Drive.

The Project's cost estimate per segment is:

Avenue 50	Project 1 - Bridge over WWR	Project 2 -SR-86 Interchange	Project 3 – Oates Lane to Cabazon Drive
Phase	**Estimated Cost**	**Estimated Cost**	**Estimated Cost**
PA/ED	$1,016,000	$1,400,000	-
PS&E	$3,984,000	$3,000,000	$300,000
Right of Way	$5,500,000	$2,000,000	$200,000
Construction	TBD	TBD	*$2,700,000 (estimated FY 25/26)*
Contingency	TBD	TBD	-
Total Costs:	**$10,500,000**	**$6,400,000**	**$3,200,000**

The Project's funding includes:

Funding Source	Funding Amount
Outside Funding (DEMO):	$719,920.75
Outside Funding (HBP):	$3,719,588
City Funding Share:	$2,049,865.25
CVAG Funding Share:	$10,910,626
Total Costs:	**$17,400,000**

The increased project costs for this amendment will provide shovel ready plans, specifications and estimates and right-of-way for phase 2 and project 3 of Avenue 50. The PA&ED phase has been completed for phases 1 & 2, including CEQA and NEPA documents. The City has been awarded HBP funds for the phase 1 portion of the project and has been seeking federal and state funds for phase 2, including Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP), Trade Corridor Enhancement Program (TCEP) and Better Utilizing Investments to Leverage Development (BUILD) grant applications. The City recognizes a shovel ready project with a complete PS&E package will be more competitive and successful in these efforts. The City respectfully requests CVAG provide the full $5,000,000 for phase 2 PS&E and R/W at this time City's 25% match ($1,250,000) for phase 2 will be paid during the construction phase by reducing the CVAG construction match by the corresponding $1,250,000 during that phase. City requests the standard 75%/25% split for the project 3 Oates Lane to Cabazon Drive PS&E and R/W which has a total estimated cost of $500,000 ($375,000-CVAG / $125,000-City).

The City of Coachella appreciates CVAG's consideration of increasing the Regional Arterial Program funding contribution toward the proposed New Interchange at State Route 86 and between Oates Lane and Cabazon Drive on Avenue 50.

Please feel free to contact Andrew Simmons at 760-398-5744 if you have questions.

Sincerely,

Andrew Simmons, P.E.
City Engineer

Enclosures:

1) Project Maps
2) CVAG Amendment Request Checklist

Avenue 50 Improvements from Oates Ln to SR-86



3/17/2025

World Imagery

Low Resolution 15m Imagery

High Resolution 60cm Imagery

High Resolution 30cm Imagery

Citations

2.4m Resolution Metadata

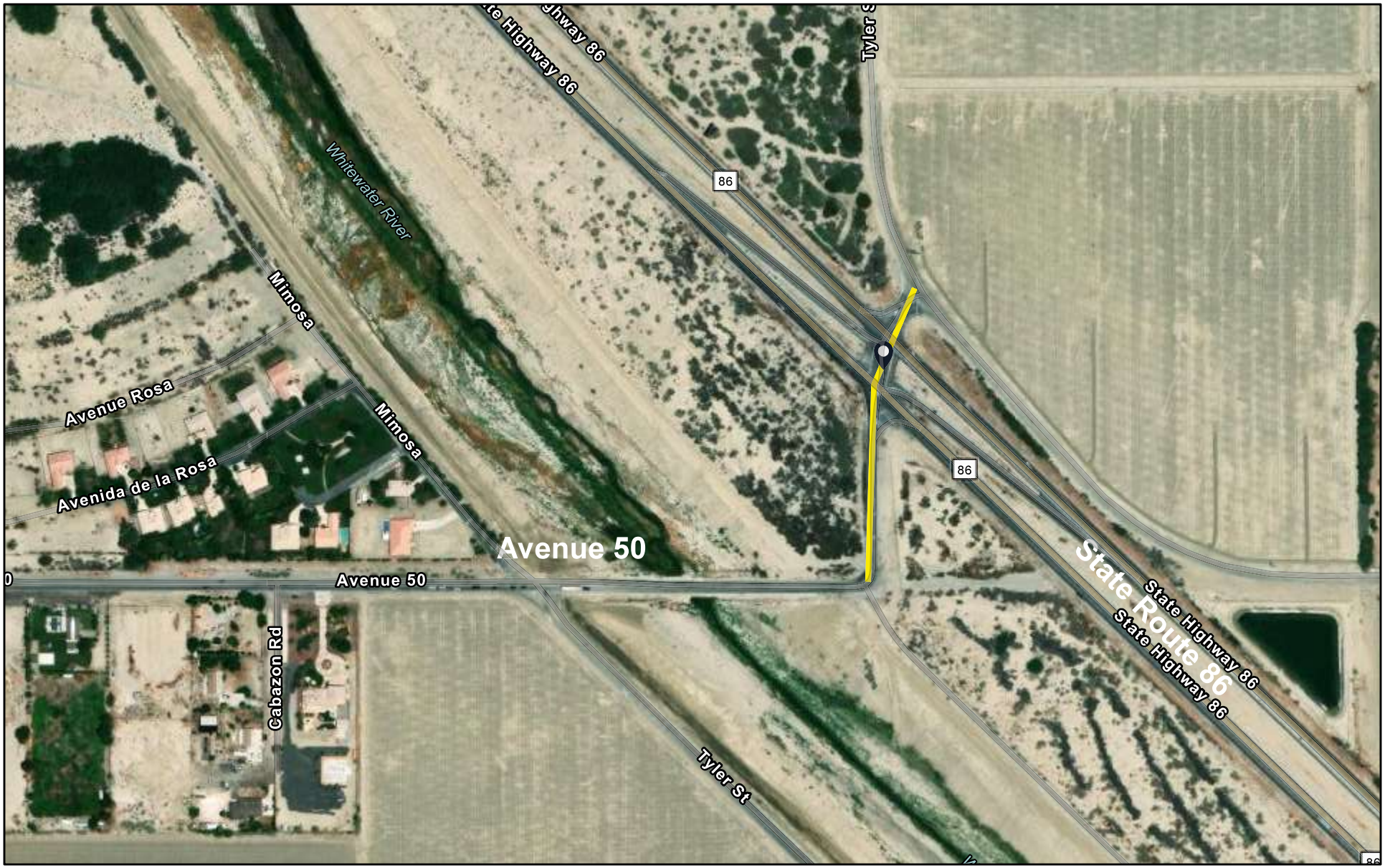
1:10,588

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Maxar

New Interchange at State Route 86 on Avenue 50



3/17/2025

1:5,294

0 0.04 0.07 0.15 mi

0 0.05 0.1 0.2 km

World Imagery

Low Resolution 15m Imagery

High Resolution 60cm Imagery

High Resolution 30cm Imagery

Citations

1.2m Resolution Metadata

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Maxar

Avenue 50 between Oates Lane and Cabazon Drive



3/17/2025

1:10,588

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

World Imagery

Low Resolution 15m Imagery

High Resolution 60cm Imagery

High Resolution 30cm Imagery

Citations

2.4m Resolution Metadata

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Maxar

CVAG

CVAG REIMBURSEMENT AGREEMENT - AMENDMENT REQUEST FORM

☐ Lead Agency: City of Coachella

☐ Project Name: Avenue 50 New Interchange at SR-86 and Oates L

☐ Project Description: New Interchange at State Route 86 on Avenue 50 and widen Avenue 50 from Oates Lane to Cabazon Drive

☐ Agency Project Manager: Andrew Simmons

☐ Agreement Number: CVAG 20-022

☐ Current Project Phase:

- ☐ PSR
- ☐ PS&E
- ☑ PA/ED
- ☐ ROW
- ☐ CON

☐ Current Project Budget:

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29
PA&ED	DEMO	719,920.75					
PS&E / R/W Phase 1	HBP	3,719,588					
City Fund	Local	1,924865.2					

☐ Authorized Regional Funding to date: 5,535,626

☐ Additional Regional Funding Request: 5,375,000

☐ Current Time Trigger: 24 months

☐ Proposed Time Trigger: 7/1/2029

☐ Project Schedule

	Start:	Complete:
PSR:		
PA/ED:		
PS&E:	7/1/25	1/1/28
ROW:	7/1/25	1/1/27
CON:	7/1/29	7/1/31

☐ Moving to Next Phase of Project Development?

- ☑ Yes
- ☐ No

☐ Scope Change?

- ☑ Yes
- ☐ No

☐ Proposed Scope Change: Add project 3 to include the segment on Avenue 50 between Oates Lane and Cabazon Drive

☐ Justification of Amendment Request: Ready to start PS&E phase of phase 2 of this project

Adding project 3 to close the gap between an old project and existing project and complete widening on Avenue 50 between the grade separation and new bridge and interchange.

☐ Requested by (Date) 3/20/25

☐ Project Map Attachment

Contract #: CVAG 20-022B-02

AMENDMENT NUMBER TWO
to the
TWO-PROJECT AGREEMENT WITH THE CITY OF COACHELLA TO PROVIDE REGIONAL FUNDS FOR PLANS, SPECIFICATIONS AND ESTIMATES AND RIGHT-OF-WAY ACTIVITIES FOR A NEW BRIDGE OVER THE COACHELLA VALLEY STORMWATER CHANNEL ONLY ON AVENUE 50

This **AMENDMENT NUMBER TWO** is made and entered into this 28th day of April, 2025, by and between the **Coachella Valley Association of Governments**, a California joint powers agency **(CVAG)**, and **the City of Coachella** (Agency), 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 for a New Bridge Over the Coachella Valley Stormwater Channel and a New Interchange at State Route 86, both on Avenue 50.

The Engineering Design and Environmental Document work is completed for the two projects. Amendment Number One provided additional funding for the Avenue 50 Bridge Over the Coachella Valley Stormwater Channel to complete plans, specifications and estimates (PS&E) and right-of-way (R/W). This Amendment Number Two authorizes CVAG to provide additional funding for the New Interchange at State Route 86 on Avenue 50 and include improvements to an additional segment of Avenue 50 between Oates Lane and Cabazon Drive Project, increasing the Regional Arterial Program Funding Contribution from $5,535,626 to $10,910,626, an increase of $5,375,000 to provide shovel ready plans, specifications and estimates (PS&E) and right-of-way (R/W). This amendment will also extend the time trigger for construction to July 1, 2029.

This amendment provides for the City to reimburse CVAG for deferred design costs should construction not go forward by the time trigger.

This amendment adds $5,000,000 to the Interchange at State Route 86 on Avenue 50. For this project, the City's reimbursement to CVAG of the additional $1,250,000 in regional funding will be deferred until the project construction phase. The regional contribution for the segment on Avenue 50 between Oates Lane and Cabazon Drive is $375,000, and City share is $125,000.

Summary

Original Authorization		$ 1,505,000
Split: CVAG Share (75%): $1,108,500;	*Coachella share (25%): $396,500*	
Amendment Number One		$ 5,902,835
Split: CVAG Share (75%): $4,427,126;	*Coachella share (25%): $1,475,709*	
Amendment Number Two		$ 5,500,000
Split: CVAG Share (75%): $5,375,000;	*Coachella share (25%): $125,000*	

City share deferred to be reimbursed to CVAG during construction: $1,250,000

Total Authorized Allocation **$ 12,907,835**

DRAFT

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

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: _____
Ted Weill, CVAG Chair

ATTEST:

BY: _____
Tom Kirk, CVAG Executive Director

CITY OF COACHELLA

By: _____
Steven Hernandez, Mayor

ATTEST:

By: _____
William Pattison, Interim City Manager

ITEM 8C

Coachella Valley Association of Governments
Transportation Committee
April 28, 2025

Subject: **CV Link Extension to the Salton Sea**

Contact: Julie Mignogna, Transportation Program Manager (jmignogna@cvag.org)

Recommendation: **Authorize the Executive Director to:**

1. **Execute a services contract with Dokken Engineering, not to exceed $1,227,502, to conduct a Project Study Report-Project Development Support (PSR-PDS) Project Initiation Document for the CV Link Mecca/North Shore extension project; and**
2. **Execute a reimbursement agreement with the County of Riverside for a 50-50 cost share, with CVAG's share not to exceed $613,751**

Transportation Committee: Concurred (Meeting of April 7)

Background: The CV Link is in various stages of construction throughout the Coachella Valley, and construction will be completed this summer. The project spans more than 40 miles from Palm Springs to Airport Boulevard near Thermal. From that eastern terminus, CVAG is planning a connection into the community of Thermal that would provide multi-modal access to the administrative offices of the Coachella Valley Unified School District (CVUSD), John Kelley Elementary School, La Familia Continuing Education High School, Thermal and Mecca Sheriff's Stations, Jacqueline Cochran Airport, Desert International Horse Park, and the Thermal Club Race Track.

Beyond Airport Boulevard, the 2016 CV Link Master Plan envisioned a 23-mile extension to the Salton Sea. The route for the extension would pass through rural agricultural areas and the jurisdiction of Tores Martinez Band of Cahuilla Indians to connect to the Salton Sea via two proposed routes. The main route is proposed to Whitewater River to its outfall at the Salton Sea with a second connection branching off at Avenue 66 and following existing roadways through the Mecca and North Shore communities. The CV Link Master Plan proposed the routes as either a two-way, 12-foot-wide concrete path on one side of existing roadways or the channel, or a widening of the roadways to include minimum 7-foot-wide shoulders on both sides.

There is now interest from CVAG's partners in implementing this extension. The County of Riverside is presently conducting preliminary engineering for a segment of the route along Hammond Road and Avenue 70. In addition, Alianza Coachella Valley has studied a Community Connector connecting to the proposed CV Link extension at its terminus in North Shore, which would follow the north side of the Salton Sea from Highway 111 at Bay Drive in North Shore to connect with the North Shore Yacht Club Community Center and the Salton Sea State Park Visitors Center (Attachment 1). Alianza has been actively seeking funding for the design and construction of this Community Connector and has been coordinating with CVAG and the County. CVAG has also met with staff from the Torres Martinez Band of Cahuilla Indians to review project collaboration and grant funding opportunities accessible to tribal jurisdictions. The Tribe will be a key stakeholder in the project.

CVAG staff knows from its experience in leading CV Link from its earliest planning stages to final construction that strategic, early planning is needed for a project of this magnitude. Following Caltrans procedures, CVAG is now looking to conduct a Project Study Report-Project Development Support (PSR-PDS). In January 2025, CVAG advertised a Request for Proposals to conduct a PSR/PDS for the CV Link Mecca/North Shore extension and support the development of grant applications for future project funding. CVAG received six proposals by the February 18, 2025 submittal deadline.

Consultant	Location
Dokken Engineering	San Diego
Albert A. Webb Associates, Inc.	Riverside
GHD	Irvine
Kimley-Horn Associates	Palm Desert
H. W. Lochner	Ontario
TKE Engineering, Inc.	Palm Desert

A committee comprised of CVAG staff and staff from the County of Riverside and Torres Martinez Band of Cahuilla Indians evaluated the proposals. Based on the feedback from the proposal evaluation committee, staff are now recommending the selection of Dokken Engineering. Additionally, staff is recommending the Executive Director be authorized to enter into a reimbursement agreement with the County of Riverside to share half the cost of the contract. This authorization would also allow the Executive Director and/or Legal Counsel to make clarifying changes prior to execution.

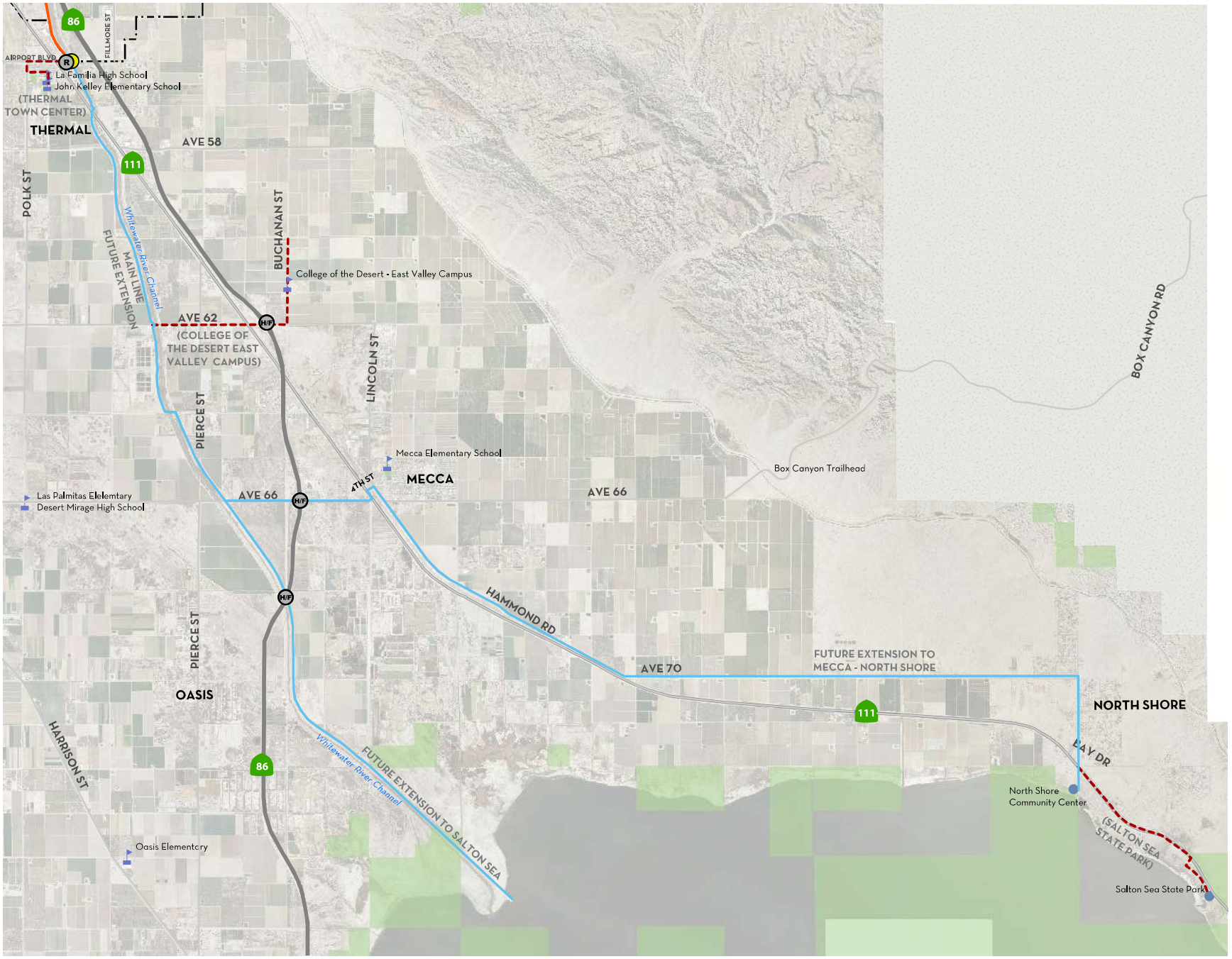
Upon authorization by the Executive Committee, CVAG staff will commence the project in May 2025. The effort to complete the PSR-PDS is expected to be substantially completed by June 2026.

Fiscal Analysis: The proposed fee from Dokken Engineering to conduct the PSR-PDS and provide grant application support is $1,227,502. The cost will be split 50/50 with the County of Riverside. The County's local share will be $613,751 and CVAG's regional share will be $613,751, which was included the Fiscal Year 2024-25 budget for regional transportation funding.

CVAG staff projects the cost of the CV Link Mecca/North Shore Extension Project could be $100 million or more to complete. A project of such magnitude will need state and federal funding to be realized. CVAG staff has already been seeking funding for the CV Link Mecca/North Shore Extension Project, submitting a $5,000,000 federal earmark request in 2024 for pre-construction activities. An earmark of $500,000 was supported by U.S. Rep. Raul Ruiz, and it is awaiting congressional approval.

Attachments:

1. CV Link Master Plan Mecca/North Shore Extension Project Map
2. Dokken Engineering Technical & Fee Proposal
3. Professional services contract for Dokken Engineering
4. Reimbursement Agreement with County of Riverside



Salton Sea Future Extension

Legend

CV Link Route

- Core Alignment
- Alignment with Alternatives
- Community Connectors
- Future Extensions

Destinations

- Commercial
- Public Amenities
- Development Opportunity
- Natural Features
- Schools

Access Points/Rest Areas

- Regional
- Local
- Commercial
- Neighborhood
- Highway/Freeway

Crossings

- At-Grade Crossing
- Undercrossing
- Overcrossing/Bridge

- Parks
- Golf Courses
- City Boundary
- Existing Trails

0 0.25 0.5 Miles

Data obtained from CVAG & Riverside County
Map revised January 13, 2016



PROPOSAL

CVAG

CV LINK MECCA/ NORTH SHORE EXTENSION PROJECT





SUBMITTED TO:
COACHELLA VALLEY ASSOCIATION OFGOVERNMENTS
Attn: Jonathan Hoy, PE
Director of Transportation
procurement@cvag.org

February 18, 2025

SUBMITTED BY: **Michael Greer, PE, TE**
Project Manager
DOKKEN ENGINEERING
1450 Frazee Road, Suite 100
San Diego, CA 92108
(858) 514-8377
mgreer@dokkenengineering.com

DOKKEN ENGINEERING

Transportation Solutions from Concept to Construction

February 18, 2025

Coachella Valley Association of Governments
Attn: Jonathan Hoy, PE
Director of Transportation
74199 El Paseo, Suite 100
Palm Desert, CA 92260

RE: Request for Proposals for Professional Engineering for CV Link Mecca/North Short Extension Project

PRIMARY CONTACT

Michael Greer, PE, TE
Project Manager
Dokken Engineering
1450 Frazee Road, Suite 100
San Diego, CA 92108
Tele: (858) 514-8377
Mobile: (858) 276-9726
E-Mail: mgreer@dokkenengineering.com

Dear Mr. Hoy and Selection Committee,

Dokken Engineering is a multi-disciplinary firm with a well-balanced team of experienced engineers in the fields of roadway, multi-use pathways, structures, drainage, traffic electrical, environmental, and right of way engineering. We understand the complexities involved with coordinating the development of a Project Study Report – Project Development Support (PSR-PDS) document for a 23-mile-long project that traverses several communities, jurisdictional boundaries, and has multiple stakeholders. With improvements proposed along the Whitewater Channel, the Coachella Valley Water District (CVWD) will be a key member of the stakeholders group. Other stakeholders within the County of Riverside to engage include the communities of Thermal and Mecca, as well as the Salton Sea Authority.

Dokken Engineering is a qualified vendor for CVAG, with extensive project experience in this area of the Coachella Valley, including environmental permitting, planning, as well as preliminary engineering and final design. We are familiar with the details and the extents of CV Link that have been designed and constructed to date, with current pathway termination just north of Airport Boulevard. Our team is currently working on key projects in the area, including the Airport Boulevard Bridge Over Whitewater River, Airport Boulevard/Valley View Watermain Project, and the Avenue 66 Watermain Project. Dokken was also the engineering firm of record for the recently constructed Avenue 66 Grade Separation Project where we led coordination of improvements at the railroad crossing with approvals by the CPUC and UPRR.

We have developed a team that has a proven track record and the ability to complete project study reports effectively and on schedule. Michael Greer, our Project Manager, is currently managing the final report preparation of the Varner Road Feasibility Study for CVAG, which analyzed potential improvements to this 21-mile corridor that will allow Varner Road to act as a de facto bypass to I-10 during freeway closure events. Over the past ten years he and his team have delivered over 100 public works improvement projects throughout the state including preliminary engineering, project approvals, and asset management improvements. His total wealth of experience as a registered Professional Engineer (PE), Traffic Engineer (TE), and Construction Inspector, gives Mike the insight needed to deliver a variety of alternative solutions to complex project challenges including intersection connectivity, configuration alternatives, and multi-modal design considerations.

To round out our team and ensure consistency with prior phases of CV Link and CV Sync for the project, we've teamed with traffic engineers at Advantec Consulting, Inc. who are experts in the fields of intelligent transportation systems (ITS) and corridor traffic management. We've also included Guida Surveying, Inc. to provide aerial photogrammetry and lidar surface creation tasks to accurately identify proposed improvements and potential alternatives along existing channels, bridges, and roadways. We understand the needs of our clients and **have the experience, depth of resources, and available sub-consultant bench to deliver this project initiation phase and future phases of the project** for CVAG. The following table summarizes our sub-consultant contact information including previous working relationships.

Subconsultant	Contact Person	Mailing Address	Phone Number	Email Address	Relationship
Advantec Consulting Engineers, Inc.	Carlos A. Ortiz, PE, TE, PTOE	1200 Roosevelt Irvine, CA 92620	(949) 636-0646	cortiz@advantec-usa.com	Traffic/ITS Design and Analysis Sub
Guida Surveying, Inc.	Tim Fettig, PLS	380 State Place Escondido, CA 92029	(949) 777-2023	tfettig@guidainc.com	Aerial/Topo Surveying Sub

Our Proposal details the similar services we have provided for other public agencies across the state, and **we would like to share that knowledge, experience, and dedication with you.** Our team is accustomed to delivering and managing concurrent and varied tasks to coordinate and deliver the components of a comprehensive project study report with project development support. We have a long-standing history of meeting demanding schedules with complex projects, including recently with CVAG on complex corridor scoping documents.

Dokken Engineering has established a strong track record of expertise and success in identifying and securing grant funding opportunities. Through our deep understanding of funding programs and a proactive approach to aligning project goals with available grants, we have consistently demonstrated an ability to secure financial support for a wide range of engineering projects. This capability not only enables our team to deliver innovative solutions but also ensures the continued growth and development of initiatives, benefiting both our clients and the communities they serve.

Dokken Engineering's mission is to provide superior service to our clients. **We pride ourselves on being responsive and flexible, which results in projects being delivered on time and within budget.** Thank you for the opportunity to submit our statement of qualifications which align well to successfully deliver CVAG's project goals. If you have any questions, please contact our Project Manager, Michael Greer, PE, TE at (858) 514-8377 or mgreer@dokkenengineering.com. John A. Klemunes, Jr., PE our company President, is authorized to negotiate with CVAG on behalf of Dokken Engineering.

We acknowledge receipt of the Addendum dated February 3, 2025 and have included the signed addendum in the appendix.

The information and rates provided in this Statement of Qualifications (SOQ) shall remain valid for a period of not less than 180 days from the date of submittal, specifically August 16, 2025.

Dokken Engineering does not have any personal, business, or financial relationship with the Contractors and Subcontractors that will be pursuing the work. The signees below attest that all information submitted with this SOQ is true and correct.

Sincerely,
DOKKEN ENGINEERING

Michael Greer, PE, TE
Project Manager
mgreer@dokkenengineering.com

Mark Tarrall, PE
Principal-in-Charge
mtarrall@dokkenengineering.com

John A. Klemunes, Jr. PE
President
jklemunes@dokkenengineering.com



CVAG

QUALIFICATIONS, RELATED EXPERIENCE AND REFERENCES





2. QUALIFICATIONS, RELATED EXPERIENCE AND REFERENCES

2.1 ABOUT DOKKEN ENGINEERING

Founded in 1986, Dokken Engineering (Dokken) is a multi-discipline, professional services firm specializing in all phases of project development and delivery, including preliminary engineering, environmental documents, feasibility studies, PSR-PDSs, PA&EDs, PS&Es, and design support during bidding and construction. During the past 38 years, we have developed an exceptional depth of experience and expertise having engineered and obtained environmental compliance and project approval on more than 3,000 infrastructure projects, including more than 2,000 federally funded projects. Dokken almost exclusively works with public agencies, including CVAG, CVWD, County of Riverside, City of Indio, City of Palm Springs, City of Palm Desert, and other cities, counties, municipal and joint agencies in Southern California.

Many of our staff have experience working previously for and directly with local agencies or resource agencies. Through this combined experience, we can better understand the circumstances of our clients' projects and meet their needs by developing the best approach and innovative solutions for project delivery. As a result of our collective experience, we save our clients valuable time and money in delivering their projects.

We employ a diverse group of over **150 civil, structural, traffic, hydraulics/ hydrology, and drainage designers, as well as environmental planners, community outreach experts, funding, and right-of-way specialists**, who together provide seamless and cost-effective project delivery. Having worked on many projects that have required s similar scope of work, we understand the complexities and challenges that may occur in the delivery of the CV Link Mecca/North Shore Extension Project. Due to our size, and our in-house service sectors, we can immediately provide a team of professionals to meet your project's schedule needs.

Dokken Engineering's performance is measured by our ability to successfully deliver quality infrastructure projects throughout southern California and serving a variety of public agency clients. The majority of Dokken's clients are repeat clients! This attests to our abilities and history of providing quality services, meeting schedules, and remaining within budgets. Dokken has a long, distinguished history of delivering award-winning projects that have been completed throughout California and the southern California region. No other firm has a greater record of professional civil engineering project success than Dokken Engineering. But don't take our word for it, call our references.

DOKKEN ENGINEERING

HEADQUARTERS:
110 Blue Ravine Road, Suite 200
Folsom, CA 95630
108 Employees

Branch Offices:
1450 Frazee Road, Suite 100
San Diego, CA 92108
41 Employees

2192 Civic Center Drive
Redding, CA 96001
7 Employees

Organization Form: CA Corporation
Employees in San Diego Office: 45
Year of Incorporation: 1986
Total No. of Employees: 156

Firm Capabilities & Expertise:

- Project Management
- Street Improvements
- Roadway/Highway Design
- Structures
- Stormwater
- Water/Sewer
- Street Lighting
- Signing/Striping
- Erosion Control
- Hydrology/Hydraulics
- Active Transportation
- Traffic Control Plans
- Grant Writing
- NEPA/CEQA
- Environmental Permits
- Right of Way Acquisition & Relocation Assistance

www.dokkenengineering.com

2.2 FINANCIAL CONDITION

Dokken is a growing, financially responsible firm with the majority of our business coming from repeat clients. Dokken is financially sound and has no long-term debt. We promptly pay our subconsultants and vendors, evidenced by our Class 1 credit ratings with Dun & Bradstreet (DUNS #15-020-9971). For all our years in business, we have maintained insurance coverage that exceeds industry standards through reputable insurance companies with the highest A.M. Best ratings. As a California Corporation for the past 38 years, there are no planned or anticipated changes in our business organization or operations.

Dokken meets all of Caltrans' A&E Consultant Audit and Review Process requirements and successfully navigates the audit and review process with every one of our projects subject to Caltrans oversight. We have our financial statements and overhead rate voluntarily audited annually by an independent CPA to expedite the Caltrans audit process and to ensure that our financials and indirect cost rate comply with all Federal funding rules. Also, our accounting staff and independent auditors regularly attend Caltrans Audits and Investigations training sessions to ensure that we are up to date with the latest requirements. Sound financial management is a service area of excellence that we provide to CVAG and all our clients.

2.3 EXPERIENCE PERFORMING SIMILAR WORK

The Dokken Team offers outstanding experience and technical competence and has successfully delivered projects similar in nature to the CV Link Mecca/North Shore Extension Project. The following examples highlight our ability to provide services similar in size, scope, and complexity. Together, with the technical specialties of our subconsultants, the Dokken Team assures CVAG that our proven management and quality services will continue to be provided.

SAN PABLO AVENUE CORRIDOR IMPROVEMENTS
Palm Desert, CA

Dokken Engineering completed PS&E for reconfiguration of the San Pablo Avenue Corridor to comply with the goals of the adopted City General Plan. While providing construction support for Phase I, Dokken staff assisted the City with submittal of an ATP Grant Application to fund Phase II improvements with success. Both phases proposed a "road diet" to reduce the existing travel lanes on San Pablo Avenue from four to two between Highway 111 to Magnesia Falls Drive. The Project included roadway improvements, bike lanes, ADA curb ramps, bulb-outs, planter islands, drainage facilities, traffic signal improvements, expansion of street parking, landscaping, and installation of artistic features. The design included widened, multi-level sidewalks with shade trees and street furniture, enhancements to the existing community gardens, parking improvements throughout the corridor, and construction of single-lane roundabouts at three intersections with CV Link traversing Magnesia Falls Drive.



CLIENT:
City of Palm Desert
73510 Fred Waring Drive
Palm Desert, CA 92260

REFERENCE:
Ryan Gayler
(760) 346-0611
rgayler@cityofpalmdesert.org

SCOPE OF SERVICES:
- Draft/Final PS&E
- Grant Application
- Construction Support

KEY PROJECT PERSONNEL:
- Michael Greer, PE, TE
- Justin Thornber, PE
- Chris Aguirre

PENTZ ROAD CORRIDOR
Town of Paradise, CA

Dokken provided preliminary engineering, environmental support, and final PS&E for the widening of Pentz Road in the Town of Paradise. The westerly roadway widening project will accommodate a Class 1 multi-use path for bikes and pedestrians, path lighting, complete drainage system with new mainline, and minimize impacts to adjacent properties using keystone retaining walls. The easterly roadway widening project will accommodate a two-way center turn lane, providing safe access to residents and business along the corridor. The City is the CEQA lead and Caltrans is the NEPA lead agency for this project acting under delegation from the FHWA. The phase projects are being funded through a combination of Federal FEMA relief funds as well as local funds. The total project costs are approximately $32 million.



CLIENT:
Town of Paradise
5555 Skyway
Paradise, CA 95969

REFERENCE:
Jessica Erdahl, PE
(530) 872-6291 x103
jerdahl@townofparadise.com

SCOPE OF SERVICES:
- Preliminary Engineering
- Draft/Final PS&E
- Construction Support

KEY PROJECT PERSONNEL:
- Michael Greer, PE, TE
- Justin Thornber, PE
- Zach Liptak
- Ashely Orsaba-Finders, PE, QSD/P

AIRPORT BOULEVARD BRIDGE REPLACEMENT
Thermal, CA



Dokken is providing preliminary engineering and environmental services for the replacement of the existing two-lane Airport Boulevard Bridge with a new wider two lane bridge within the City of Coachella and Riverside County. The project will reconstruct the connecting approach roadways to meet current Caltrans seismic design codes and will include 6 foot wide sidewalks on both sides of the bridge, 8 foot wide shoulders, a 14 foot wide eastbound and westbound lane, and a 12 foot wide striped median/turn lane.

Dokken prepared the biological, cultural, noise, hazardous waste, air quality, and visual technical studies, as well as prepared and circulated, the project's CEQA IS/MND with the County as the CEQA Lead Agency. Approval of all associated technical documents and NEPA CE has been obtained through Caltrans District 8. Dokken is currently working to secure the regulatory permits (401/404/1602) prior to construction of the bridge replacement in 2026. Due to the future CV Link connection to Airport Blvd, Dokken drafted a Section 4(f) Temporary Occupancy Concurrence letter and coordinated with CVAG to obtain concurrence from Tom Kirk, CVAG's executive director, confirming that the project would accommodate the future CV Link project.

Dokken has continued coordination with CVWD throughout the project due to CVWD's recent CV Stormwater Channel Improvement Project, which concrete lined the entire channel upstream and downstream of the Airport Blvd bridge during PA&ED. Geotechnical investigations were coordinated extensively with CVWD due to the newly constructed reinforced concrete channel lining required to be bored through.

CLIENT:
County of Riverside
3525 14th Street
Riverside, CA 95201

REFERENCE:
Umer Ahmed
(951) 955-1637
uahmed@rivco.org

SCOPE OF SERVICES:
- Preliminary Engineering
- CEQA/NEPA Documentation
- Draft/Final PS&E
- Regulatory Permitting

KEY PROJECT PERSONNEL:
- Zach Liptak
- Kris Kofoed, PE
- Ashley Orsaba-Finders, PE, QSD/P

AVENUE 66 GRADE SEPARATION
Mecca, CA

Dokken provided preliminary engineering, environmental services, final PS&E and construction support for the new grade separation and roadway crossing Union Pacific Railroad, Highway 111 (SR-111) and Hammond Road in the Community of Mecca.



The new bypass in Caltrans District 8 begins approximately 1,500 feet west of Grapefruit Boulevard and SR-111 and extends south, connecting to a realigned Lincoln Street. The road then extends further to the east over the UPRR, existing SR-111, and Hammond Road, connecting to the intersection of Avenue 66 and Dale Kiler Road. The bypass consists of approximately 1.2 miles of two-lane roadway and an 800-ft long bridge with sufficient width to allow an ultimate four-lane roadway cross section in the future. The project also realigned Lincoln Street to a westerly ramp, containing a signalized intersection, and connecting to Grapefruit Boulevard/SR-111. This $38M project completed construction in Spring 2022.

CLIENT:
County of Riverside
4080 Lemon Street
Riverside, CA 925001

REFERENCE:
John Ashlock
(951) 955-1511
jashlock@rivco.org

SCOPE OF SERVICES:
- Feasibility Study with Design Alternative Analysis
- Draft/Final PS&E
- Construction Support

KEY PROJECT PERSONNEL:
- Zach Liptak
- Kris Kofoed, PE
- Ashley Orsaba-Finders, PE, QSD/P

2.4 EXPERIENCE WITH JURISDICTIONAL GOVERNMENT AGENCIES AND PRIVATE ENTITIES

Over the past 38 years, Dokken has provided Feasibility Studies, PSRs, and PRs, Environmental Support, Plan/Calc Reviews, PS&Es, and Construction Support on nearly 70 projects within the Inland Empire, Coachella Valley, & surrounding areas. The following table highlights some of our project experience with the various agencies that may have jurisdiction over the approval of the work specified in the RFP.

AGENCY	PROJECT
RIVERSIDE COUNTY	Avenue 66 Realignment
	I-95/Avenue 66 Interchange
	Grapefruit Blvd/Ave 62 Traffic Signal & Railroad Crossing Improvements
	Grapefruit Blvd/SR-111 & 4th Street Pedestrian and Roadway Improvement Project
	I-215/Scott Road Interchange
	Market Street Bridge Replacement
	Leon Road Bridge at Salt Creek Channel
	Rice Road Bridge at Salt Creek Channel
	Route 91 Widening
	Seminole Drive Extension
	Temescal Canyon Road Realignment
	Temescal Canyon Road Widening
	Thousand Palms Canyon Road Widening
	Van Buren Boulevard Bridge Replacements
	I-10/Portola Avenue Interchange
	Airport Boulevard Bridge Replacement over Whitewater River
	Capella Street Reconstruction
	El Nido Avenue Phase II Sidewalk Project – CEQA Environmental Services
	Skyview Road Pedestrian Bridge – Biological & Cultural Resources
	Thermal & Oasis Communities Active Transportation Improvements
CVAG	Varner Road Feasibility Study
	CV Sync Phase 3

While we understand that submittals will not be specifically reviewed by Caltrans for this PSR-PDS development process, there will be proposed improvements within Caltrans right-of-way that will ultimately gain approvals through the encroachment permit process. Pending funding sources, there will likely be involvement from Caltrans during the preparation of final project approvals and environmental documentation. Ultimately, Caltrans will review and approve the proposed improvements within their right-of-way at such locations including proposed crossings of SR 86 and SR 111.

Our staff works regularly with State and Federal agencies to obtain concurrence with the most innovative concepts and cost-effective solutions. Since approximately 90% of our projects involve Caltrans coordination, we have established relationships with staff in Caltrans Districts 1, 2, 3, 5, 6, 8, 9, 10, 11 and 59. Dokken has delivered **over 70 projects in Caltrans District 8,** including PSR-PDS documents, Project Reports, and other project scoping documents in the PID and PA&ED phases of design. We are actively involved in numerous projects that require Caltrans approval and/or their involvement. Our services on these projects include initial feasibility studies, Project Study Reports (PSR, PSR-PDS), Project Reports (PSR/PR, PR), environmental documents, Encroachment Permits, Modified Access Reports (MAR), Concept Approval Reports (CAR)/Roundabout Non-Conforming Features Reports, Storm Water Data Reports (SWDR) and preparation of final design documents (PS&E) for bid.

We also regularly work with County of Riverside functional groups from planning through construction. We have established strong working relationships with County staff and have an intimate knowledge and understanding of the processes, procedures, and expectations for project delivery. Internally, we have collected and utilized numerous project delivery directives/checklists so our staff can accurately complete every report, obtain approvals and achieve the major milestones without numerous iterations. We are also well-versed in expected review schedules so we can provide deliverables with the proper lead times. As a result of this experience, our team can hit the ground running without the need for extensive training.

Experience with Federal & State Requirements

Every Dokken project requires coordination and compliance with State and Federal regulations. Our team has extensive experience working with Caltrans, Federal Highway Administration, and other Federal and State resource agencies. We will use our knowledge and expertise to successfully deliver a project compliant with each oversight agency's requirements. To use Federal funding, the process to obtain project approval and developing the PSR-PDS must follow standard Caltrans and FHWA requirements, to determine eligibility requirements for federal and state grants.

Dokken's experienced team members provide the creative financial strategies needed to assist our clients in meeting their transportation needs and goals. These strategies range from phasing project delivery and aligning costs with available revenue, to identifying and pursuing new and creative revenue sources. We are experienced in a variety of funding mechanisms, including traditional federal, state and local funding sources, as well as revenue bonds, impact fees and grants. In this challenging and competitive economic environment, Dokken provides the guidance, experience and creativity needed to identify, program, allocate and obligate funds, allowing critical projects to get built.

Dokken has delivered over 800 projects over the past 35 years that involved funding through various grants and funding mechanisms from either Federal, State or Regional Sources. Our involvement includes researching grant opportunities based on the funding required for the project, preparing successful grant applications and the overall grant administration and reporting required.

Various Grant Funding and Financing Programs Experience

Dokken's experienced staff members, many of whom are former public agency employees, provide the creative financial strategies needed to assist our clients in meeting their transportation needs and goals. These strategies range from phasing project delivery and aligning costs with available revenue, to identifying and pursuing new and creative revenue sources. We are experienced in a variety of funding mechanisms, including traditional federal, state and local funding sources, as well as revenue bonds, impact fees and grants.

Our engineers have an impressive history in assisting local agencies with funding acquisition through state and federal programs, such as FHWA Grant Programs, STIP programs, HBP, SB1, and other local funding programs. Dokken's experienced staff members offer the following funding support services:

Research and Grant Narratives – We can illustrate the need for the project. For example, a Class I bike path; an improved interchange; analyze traffic or demographic data, and then organize the data to make a compelling case for the necessity of the project.

Engineering Estimates – Dokken's engineers can produce accurate construction cost estimates so that funders will scrutinize to ensure the project's readiness and deliverability.

Environmental Services – Dokken's environmental staff can consult on the level of environmental documentation necessary, provide a list of potential species, make a case for aesthetics, and/or prepare a preliminary habitat restoration strategy that further enhances the grant narrative.

Design – Our engineers and graphics team can create renderings, illustrative maps, and exhibits that help grant review committees visualize projects.

Right of Way Estimates – Our right of way team can produce estimates on necessary permanent acquisitions or temporary easements that are, at times, grant requirements or necessary figures to acquire the next phase of funding.



Funding Management

Our funding management approach to assist CVAG may include searching all of Caltrans databases to ensure that CVAG's running list of funded approved projects is current, making any updates as necessary. The second subtask is to review the interactive list of projects and develop a program to remove these projects from the list. The third subtask would be to coordinate with all agencies to ensure programming and obligation of funds in the correct FY will take place.

Initially, we would use Excel worksheets to track CVAG's funding programming and obligations. Once the information is collected, the individual worksheets will be imparted into the master worksheet. Critical dates will be assigned alarms for CVAG to track the timely programming and obligation of funds to initiate the project(s).

Once a project is programmed and obligated, the next phase is the timely use of funds. The obligation process requires timelines for the use of funds. This information is provided in a linked spreadsheet that will allow CVAG to track and complete the scope of work for the funded phase.

The last element is the project close-out and Caltrans submittal. Chapter 17 of the LAPM provides information on this process. The funded agency must complete the project close-out within 6 months of accepting the project. This will be tracked using the linked spreadsheet from the funding obligation process with alarms built-in to ensure CVAG is aware of these dates.

Application Assistance

Many of the federal programs have specific timelines based upon available funds. An example is the Highway Safety Improvement Program (HSIP) and the Active Transportation Program (ATP). The application is due for the HSIP program usually in late Spring and the ATP applications are due late Summer of every year. The Call for Project notifications is usually in the Spring of every year. It should also be noted that the ATP projects can be funded either by the State or the Federal program. Other funds such as CMAQ are usually from a County Call for projects program.



We will work with CVAG to determine your needs, type of projects and expected results. This allows us to determine which current program to apply for funds. We have been very successful in obtaining funds for local agencies such as Palm Springs, Palm Desert, Rancho Mirage, San Diego, Vista, Menifee, Modesto, Chico, Elk Grove, El Dorado County, Town of Apple Valley, Norwalk, Downey, Signal Hill, and Seal Beach. Our approach is to determine the fundability of the project using the Application matrix such as the Benefit to Cost ratio. If this ratio is high compared to previous projects approval, then we would recommend moving forward with the application process. If not, then we will search for other funding opportunities.

What sets our Dokken team apart from the others is our ten-key approach. Our ten-key approach to grant writing involves: thorough research on potential funders, clearly defining the problem and need, establishing specific and measurable goals, outlining a detailed methodology, creating a realistic budget, demonstrating community impact, highlighting your organization's expertise, tailoring your proposal to each funder, meticulously proofreading, and actively following up after submission; ensuring your proposal aligns with the funder's priorities while effectively communicating your project's value and feasibility. Since we are engineers and not just Grant Writers, we understand the complexity of merging the project description to the application and developing concept plans. We prepare all the required documents in-house such as accident type and locations maps, labeled concept plans of proposed improvements, develop realistic cost estimate, assess traffic data, and prepare the application. This approach allows input from CVAG without placing a burden on agency resources to prepare the required documentation. Finally, we will contact Caltrans Local Assistance to notify them that we are submitting an application and briefly discuss the merit of the project. Caltrans Local Assistance will commonly provide valuable feedback on the draft application that we will incorporate into the final submittal.

Grant Writing

We have delivered over 800 projects that involved funding through various grants and funding mechanisms from either Federal, State or Regional Sources. Our involvement includes researching grant opportunities based on the funding required for the project, preparing successful grant applications and the overall grant administration and reporting required. Since we provide a suite of services to our clients, we have experience in applying and receiving funding from several types of grant sources. The list below provides a summary of funding sources available to local agencies based on their project needs.

Funding Sources Available

State / Regional Funding Opportunities

- **Clean California Local Grants**
- Smart Growth Incentive Program
- **Highway Safety Improvement Program (HSIP)**
- Congestion Mitigation and Air Quality (CMAQ) Program
- Regional Surface Transportation Program (RSTP)
- State Transportation Improvement Program (STIP)
- Caltrans Sustainable Planning Grants
- **Office of Traffic and Safety – Pedestrian and Bicycle Safety Program**
- Regional and Local Funding Sources
- **Regional Active Transportation Program (ATP)**

California Wildlife Protection Act

- Habitat Conservation Fund (HCF)

National Park Service

- Land and Water Conservation Fund (LWCF)

California Natural Resources Agency

- Water Quality, Supply, and Infrastructure Improvement Act of 2014 - Proposition 1
- The Safe Drinking Water Quality, Flood Control, River and Coastal Protection Bond Act of 2006 - Proposition 84
- California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018 - Proposition 68
- Environmental Enhancement and Mitigation Program (EEMP) <$350k

Strategic Growth Council

- Affordable Housing and Sustainable Communities (AHSC) Grant Program
- Urban Greening Grant Program

Funding sources **bolded and highlighted yellow** that have been identified as potential opportunities for this CV Link Extension project include the Clean California Grant, HSIP, ATP, and Office of Traffic Safety – Ped and Bike Safety Program. As the design alternatives to be analyzed in the PSR-PDS are developed with proposed improvements along each corridor more clearly understood, our team will summarize the available grants by improvement type. Our engineers are adept at breaking down estimate costs by improvement type, enhancing a project's eligibility for various grant opportunities.

Successful Grant Projects

In this challenging and competitive economic environment, Dokken provides the guidance, experience and creativity needed to identify, program, allocate and obligate funds, allowing critical projects to get built. The following list of projects are examples of Dokken's work in strategizing, preparing, and obtaining funding and/or grants for public agency projects:



- **I-805 at Palm Ave, City of San Diego, CA** – Dokken prepared the 2023 Bridge Investment Program grant application from the Infrastructure Investment and Jobs Act (IIJA) for this I-805 at Palm Avenue interchange in San Diego. The City has been awarded a $24M to fund significant upgrades to the bridge structure, including new carpool lanes, expanded left-turn lanes, improved pedestrian and bicycle access, and overall seismic resiliency improvements. *This was the largest grant from this year's cycle awarded to the State of California.*

- **SR99 – 20th Street Pedestrian/Bicycle Overcrossing, City of Chico, CA** - Dokken prepared the 2019 ATP Small Urban and Rural Component Cycle 4 grant application for the City of Chico to request construction funding for this project. The City was awarded funding under this grant in January 2019 worth a total of $12.3M.



- **San Pablo Ave, City of Palm Desert, CA** - Dokken prepared the 2018 Active Transportation Program (ATP) grant application for the City of Palm Desert. The City received $3.2M from the Riverside County Transportation Commission for the construction of Phase 2 of the project.

- **El Dorado Trail Project, El Dorado County, CA** - Dokken prepared the 2017 Congestion Mitigation and Air Quality Program (CMAQ) grant application for the El Dorado Class 1 Trail Project. The City was awarded $1M for construction of these improvements.

- **Ray Lawyer Dr. Park & Ride Lot at US 50, El Dorado County Transit Authority, County of El Dorado, CA** - Dokken prepared the 2017 Congestion Mitigation and Air Quality Program (CMAQ) grant application for the Ray Lawyer Drive Park and Ride Lot. The City was awarded $722K for the construction of these improvements.

- **City of Modesto TIGER Grant Application for SR 132 Phase 1** - In 2017, Dokken prepared a TIGER Grant application for the City of Modesto. This was a national grant program open to all states. The City was awarded $9M under this funding grant, *which was the only project in the State of California that was awarded funding under this grant cycle*.



- **Paseo Santa Fe Streetscape, City of Vista, CA** - Dokken provided grant writing assistance to the City of Vista to secure project funding through the California's Proposition One Water Quality Grant in 2017. The City received $2.8M for the construction of Phase 2 of Paseo Santa Fe.

- **Yucca Loma Road Class I Path Project, Town of Apple Valley, CA** - Dokken prepared the 2014 Safe Routes to School Grant Application via Cycle 1 of the Active Transportation Grant application process. The Town was awarded $2M for the construction of these safe routes to school improvements.

2.5 REFERENCES

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CVAG

PROPOSED STAFFING AND PROJECT ORGANIZATION





3. PROPOSED STAFFING AND PROJECT ORGANIZATION

3.1 PROJECT PERSONNEL

In order to meet the CVAG's needs for this project, we have organized a team that has a proven track record and availability to deliver the project. The team is put together to give the CVAG the maximum flexibility possible in order to meet all of the contract's needs. The following table summarizes the education, experience, and applicable professional credentials of our proposed personnel.

PROJECT PERSONNEL *ROLE*	YEARS EXP.	EDUCATION/LICENSES	EXPERTISE
KEY STAFF			
Michael Greer, PE. TE *Project Manager*	17 yrs	• 2008, BS Civil Engineering, San Diego State University • CA Civil Engineer, #79080	• Project Management • Active Transportation • Complete Streets
Justin Thornber, PE *Roadway*	15 yrs	• 2010, BS Civil Engineering, San Diego State University • CA Civil Engineer, #83368	• Complete Streets • Active Transportation • Construction Support
Zach Liptak *Environmental*	13 yrs	• 2014, BS Environmental Science, CSU Sacramento • FHWA Traffic Noise Model • Institute of Noise Control Engineers	• CEQA/NEPA • Noise & Air • Environmental Construction Support
Ashley Orsaba-Finders, PE, QSD/P *Drainage/Water Quality*	18 yrs	• 2012, MBA, Drexel University • 2007, BS Civil Engineering, CSU Sacramento • CA Civil Engineer, #77894 • CA QSD/P, #21380	• Water Resources • Hydraulics/Hydrology • Drainage Design
Chris Aguirre *Grant Funding*	19 yrs	• 2005, MS Community & Regional Development, UC Davis • 2001, BA Ethnic Studies CSU Sacramento	• Grant Funding • Public Outreach • Active Transportation
SUPPORT STAFF			
Mark Tarrall, PE *Principal-in-Charge*	26 yrs	• 1997, MS Civil Engineering, Georgia Tech • 1996, BS Civil Engineering, Virginia Tech • CA Civil Engineer, #71953	• Project Management • Project Delivery • Quality Control
Andrew Romero, EIT *Roadway*	9 yrs	• 2014, BS Civil & Environmental Engineering, Cal State Fullerton • CA Engineer in Training, #155594	• Roadway Design • Complete Streets • Active Transportation
Charles Tornaci, PE *Structures*	23 yrs	• 1999, BS Mechanical Engineering, Cal Poly San Luis Obispo • CA Civil Engineer, #66058	• Bridge Design • Structure Design • Planning Studies
Scott Salembier *Environmental*	13 yrs	• 2010, BS Environmental Science, CSU Monterey Bay • ISA Certified Arborist • (WE-12418A)	• Biological Surveys • Environmental Permitting • Environmental Compliance Monitoring
Amy Dunay *Environmental*	22 yrs	• 2008, MA Archaeology, UC Los Angeles • 2005, BA Classics, Mount Holyoke College • Professional Archaeologist	• Archaeological Monitoring • Cultural Monitoring • Archaeological Survey Reports
Ken Chen *Environmental*	11 yrs	• 2012, BS Comm. & Regional Development, UC Davis • CA Licensed Real Estate Salesperson, #02093481	• NEPA/CEQA • Technical Studies • Regulatory Permitting
Aliana Hale *Environmental*	6 yrs	• 2019, BS Environmental Geoscience, Texas A&M University • FHWA TNM 2.5 Noise Training	• GIS Mapping & Analysis • NEPA/CEQA • Technical Studies

PROJECT PERSONNEL *ROLE*	YEARS EXP.	EDUCATION/LICENSES	EXPERTISE
Daniel Lierly, PE, QSD *Drainage/Water Quality*	12 yrs	• 2012, BS Civil Engineering, Cal Poly San Luis Obispo • CA Civil Engineer, #C89563 • CA QSD, #89563	• Hydrology • Grading & Drainage • Water Quality
Jena Addenbrooke, PE *Utility Coordination*	17 yrs	• 2008, BS Civil Engineering, San Diego State University • CA Civil Engineer, #82544	• Utility Coordination • Utility Design • Stakeholder Coordination
Matthew Bruno *Utility Coordination*	7 yrs	• 2018, BS Civil Engineering, San Diego State University	• Utility Coordination • Roadway Design • ADA Compliance
Jason Andrews, SR/WA *Right of Way*	17 yrs	• 2003, BS Crimanl Justice, CSU Sacramento • CA Licensed Real Estate Salesperson, #01722818	• Negotiations • Acquisitions • Eminent Domain Law
Taylor Ross *Right of Way*	6 yrs	• MBA Entrepreneurship and Global Business, CSU Sacramento • BS Business Administration, Real Estate & Land Use Affairs, CSU Sacramento • CA Licensed Real Estate Broker Associate, #02162272	• Negotiations • Acquisitions • Relocation Assistance • Eminent Domain Law
Kent Hume *Right of Way*	23 yrs	• 1996, BA History, Oklahoma State University • CA Certified General Real Estate Appraiser, #AG038441	• Subdivision Appraisals • Eminent Domain Appraisals • Estate Valuations
Carlos Ortiz, PE, TE, PTOE *ITS/Traffic/Electrical*	36 yrs	• 1989, BS Civil Engineering, Cal Poly Pomona • CA Civil Engineer, #57535 • CA Traffic Engineer, #2025 • US Professional Traffic Operations Engineer, #426	• ITS Planning & Design • Traffic Engineering • Transportation Planning
Bryan Elenes *ITS/Traffic/Electrical*	10 yrs	N/A	• ITS Planning & Design • Traffic Planning & Design • Construction Support
Tim Fettig, PLS *Surveying*	38 yrs	CA Professional Land Surveyor, #7542	• Design Surveys • Mapping • Right of Way Engineering

3.2 SUMMARIZED KEY STAFF RESUMES

Mike Greer, PE, TE

PROJECT MANAGER



Mr. Michael (Mike) Greer has 17 years of experience in the management and design of roadways, roundabouts, pedestrian / bicycle facilities, and complete streets in accordance with City, County, Caltrans, and AASHTO standards. He also works on traffic signals, lighting design, and other electrical infrastructure giving him the unique ability to foresee various potential issues related to traffic design. He routinely works on active transportation and intersection improvement projects, including time spent in the field as an inspector, providing him the opportunity to gain valuable knowledge about construction equipment, practices, and techniques. Mike and his team have provided alternative analysis on dozens of projects, and they know what it takes to determine the feasibility and constructability of improvements in various settings.

Relevant Project Experience:

- San Pablo Avenue Corridor Improvements, Palm Desert, CA
- Varner Road Feasibility Study (Multiple Stakeholder Corridor), CVAG, CA
- Pentz Road Corridor (West Side Pathway and East Side Widening), Town of Paradise, CA
- Indian Canyon Drive Bridge Over UPRR and Roadway Widening with Sewer Main, Palm Springs, CA

Justin Thornber, PE

ROADWAY



Mr. Justin Thornber has 15 years of demonstrated experience in civil and multi-use pathway design excellence specifically on-site development plans, construction plans, restoration plans, and grading and erosion control plans. Mr. Thornber is proficient using AutoCAD Civil 3D, Microstation Inroads, HydroCAD, ArcMAP, Flowmaster, Bluebeam, and Projectwise.

Relevant Project Experience:

- San Pablo Avenue Corridor Improvements, Palm Desert, CA
- McFadden Avenue Protected Bike Lane and Bicycle Boulevard, Santa Ana, CA
- 4th Street Safety Improvements, Eureka, CA

Zach Liptak

ENVIRONMENTAL



Mr. Zach Liptak is a Senior Environmental Planner with 13 years of experience in the various stages of environmental compliance including securing regulatory permits for projects, preparing and finalizing NEPA/CEQA environmental documents, environmental technical studies, and regulatory permitting. Zach is skilled in scoping, inventory, analysis of environmental resources that may be impacted by CVWD projects, and complex environmental documentation such as EIRs and EISs.

Relevant Project Experience:

- Avenue 66 Grade Separation, Mecca, CA
- Riverside County Environmental Services On-Call, Riverside County, CA
- Airport Boulevard Bridge Replacement, City, CA

Ashley Orsaba-Finders, PE, QSD/P

DRAINAGE/WATER QUALITY



Ms. Ashley Orsaba-Finders has over 18 years of experience in project management, civil engineering, site development, environmental engineering, municipal engineering, planning, and GIS analysis. She is experienced in design, hydraulic modeling, planning, drafting and design of civil engineering projects including roadways, water resources, utility design, site design, and pump stations.

Relevant Project Experience:

- Avenue 66 Grade Separation, Mecca, CA
- Avenue 66 Water Transmission Main, Phase 1A & 1B, Riverside County
- Bear Valley Bridge over the Mojave River, Riverside County, CA

Chris Aguirre

GRANT FUNDING



Mr. Chris Aguirre is a skilled community engagement professional with a record of success managing large, diverse projects in complex environments. Highly experienced and proficient in public engagement and outreach, he has a unique ability to relate and connect with a wide spectrum of populations. Through his 19 years of experience Chris is able to bridge internal and external objectives and align constituencies inside and outside an organization in pursuit of mutual benefit.

Relevant Project Experience:

- Menifee Professional Grant Funding/Writing Services – 2022 RAISE Grant, Menifee, CA
- Dog Bar Road over Bear River Bridge Replacement, Nevada County, CA
- 4th Street Safety Improvements, Eureka, CA

3.3 KEY PERSONNEL AND SUBCONTRACT WORK

The Dokken team is fully capable of handling the workload and has the ability to staff the CV Link Mecca/North Shore Extension Project. We have a stellar performance record and are proud of our reputation of being responsive and proactively solving project challenges.

In order to meet the CVAG's needs for this project, we have organized a team that has a proven track record and availability to deliver the project. The following chart provides the availability of the key staff.

NAME ROLE	YEARS W/FIRM	CURRENT LOCATION	CURRENT ASSIGNMENTS	COMMITMENT TIME	AVAILABILITY
Michael Greer, PE. TE *Project Manager*	17 yrs	San Diego	• Varner Road Feasibility Study (Draft submitted, Preparing Final Document) • Caltrans ITS Upgrade Project Reports • Indian Canyon Drive over UPRR CON Support	15% 15% 10%	**60%**
Justin Thornber, PE *Roadway*	7 yrs	San Diego	• EDCTA Bus Parking Lot Improvements • Circulation Improvement Program, Phase IV • Sierra Highway Bridges over Santa Clara River	25% 15% 10%	**50%**
Zach Liptak *Environmental*	13 yrs	Folsom	• Riverside County Environmental On-Call • Airport Boulevard Bridge Replacement • I-215/McCall Boulevard	25% 15% 20%	**40%**
Ashley Orsaba-Finders, PE, QSD/P *Drainage/Water Quality*	7 yrs	Folsom	• CVWD Valley View Trunk Sewer • Bear Creek Levee Repairs • Other Projects	15% 15% 40%	**30%**
Chris Aguirre *Grant Funding*	6 yrs	Folsom	• Cedar Lane Safe Routes to School • JPA SE Connector Segment D2 – Grant Funding & Public Outreach • Truxel Bridge Concept Feasibility	25% 20% 15%	**40%**

Subcontract Work

To supplement our in-house resources, we use trusted subconsultants that we have established working relationships with and who have experience in the required project technical areas. For the CV Link Mecca/North Shore Extension Project, we have included the following subconsultants with expertise in traffic engineering and surveying:

Advantec Consulting Engineers

Role: **ITS/Traffic Electrical**

Advantec is a professional Certified Minority Business Enterprise (MBE), Disadvantaged Business Enterprise (DBE), and Small Business (SBE) consulting firm specializing in Smart Cities/Region, Intelligent Transportation Systems (ITS), Smart Mobility, Systems, Engineering, Tolling, Integrated Corridor Management (ICM), Traffic Engineering, Traffic Signal Timing, Coordination and Operations, Active Transportation, Complete Streets, Public Works, and Connected and Automated Vehicles (CAV) Technologies. ADVANTEC's mission is to provide quality planning and engineering to the community that would result in perceptible improvements towards the quality of life, safety, and efficiency of transportation.

Guida Surveying, Inc.

Role: **Surveying**

Guida Surveying, Inc. (Guida) is a small, woman-owned land surveying and mapping firm that has provided project-based and on-call services throughout California since 1995. Guida has a long history of providing professional land surveyors, field crews, and office personnel who have significantly contributed to this region's infrastructure growth. The firm offers a depth of staffing resources which can provide flexibility to accommodate working off hours, variable days, and locations, if needed. Guida is a certified Small Business Enterprise (Department of General Services) as well as certified Woman-Owned Business Enterprise (California Public Utilities Commission).

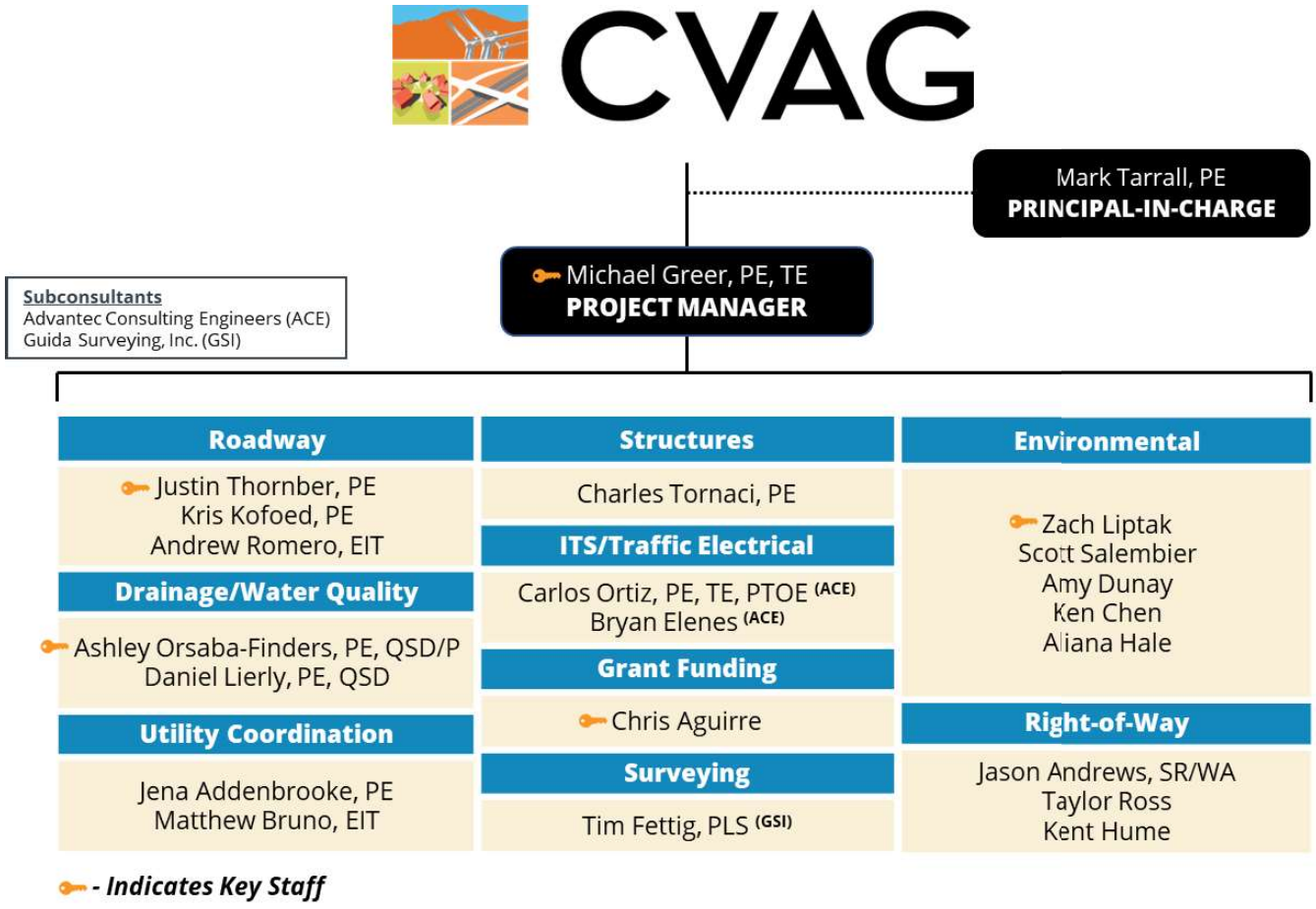
3.4 PROJECT ORGANIZATIONAL CHART

Leading our team and coordinating our team's resources is Project Manager, Michael Greer, PE, TE. Michael brings 17 years of experience in providing civil engineering services for public agency projects. His time-sensitive approach to managing projects has resulted in expedited project completion, the quick restoration of traffic flow, and adherence to project budgets, schedules, and goals. Michael will be directly responsible for project management and the coordination of all technical work to make sure that project issues and action items are addressed.

"Michael and his team have been awesome to work with, both during design development and construction. They have impressed management with Project Report writing and development of PS&E packages for construction. They take initiative, are responsive and tackle all challenges timely and efficiently."

- Caren Coonrod, Design Chief, Caltrans District 1

Dokken has assembled a highly qualified team to deliver the CV Link Mecca/North Shore Extension Project. The following organization chart visually represents the structure of our proposed team and relationship between our Project Manager, key staff, and support staff.



3.5 KEY PERSONNEL STATEMENT

The Dokken team's key personnel shall be available to the extent proposed for the duration of the project. No person designated as "key" to the project shall be removed or replaced without the prior written consent of CVAG.



CVAG

WORK PLAN





4. WORK PLAN

PROJECT UNDERSTANDING

We understand that CVAG is seeking a well-qualified team to provide professional engineering services for the development of a Project Study Report – Project Development Support (PSR-PDS) document for the CV Link Extensions to Salton Sea along two routes as described in the RFP and illustrated on the RFP Attachment A Project Location Map. The first of the two routes begins at Airport Boulevard, parallels the Whitewater River, and can be summarized as the 11.5-mile CV Link Extension to Salton Sea. The second route, which can be summarized as the 12-mile CV Link Extension to Mecca-North Shore, diverges from the first route at Avenue 66 and parallels roadways heading easterly towards Hammond Road, 70th Avenue, and Vander Veer Road.

We understand the CV Link to be a 50-mile alternative transportation corridor for pedestrians, bicyclists, and low-speed (up to 25mph) electric vehicles along the Whitewater River and Tahquitz Creek. Current corridor limits extend from the west end in Palm Springs. Our team understands what is required to obtain stakeholder concurrences and approvals, including the various approvals and permits to be obtained from CVWD, CPUC, UPRR, Caltrans, and other agencies. The primary objective of the PSR-PDS document is to gain approval for the project to move into the detailed planning and environmental analysis phase by outlining the purpose and need, identifying viable project alternatives, and estimating the necessary resources required for further development. The document should accurately plan for resources including environmental studies, design, right of way acquisition, utility coordination, and construction; essentially serving as a project initiation document to program funding for the project's development stages. To achieve project goals, we will collaborate with adjacent projects and plans for future development, as well as evaluate potential CV Link route alternatives considering costs of construction and support. We also acknowledge that a portion of the planned corridors will continue along the top of banks of the Whitewater River, beginning at the existing terminus that is just finishing up construction north of Airport Boulevard. We have researched available planning and construction documents, visited the project site, and collaborated as a preliminary design group to identify three key project challenges in the following table.

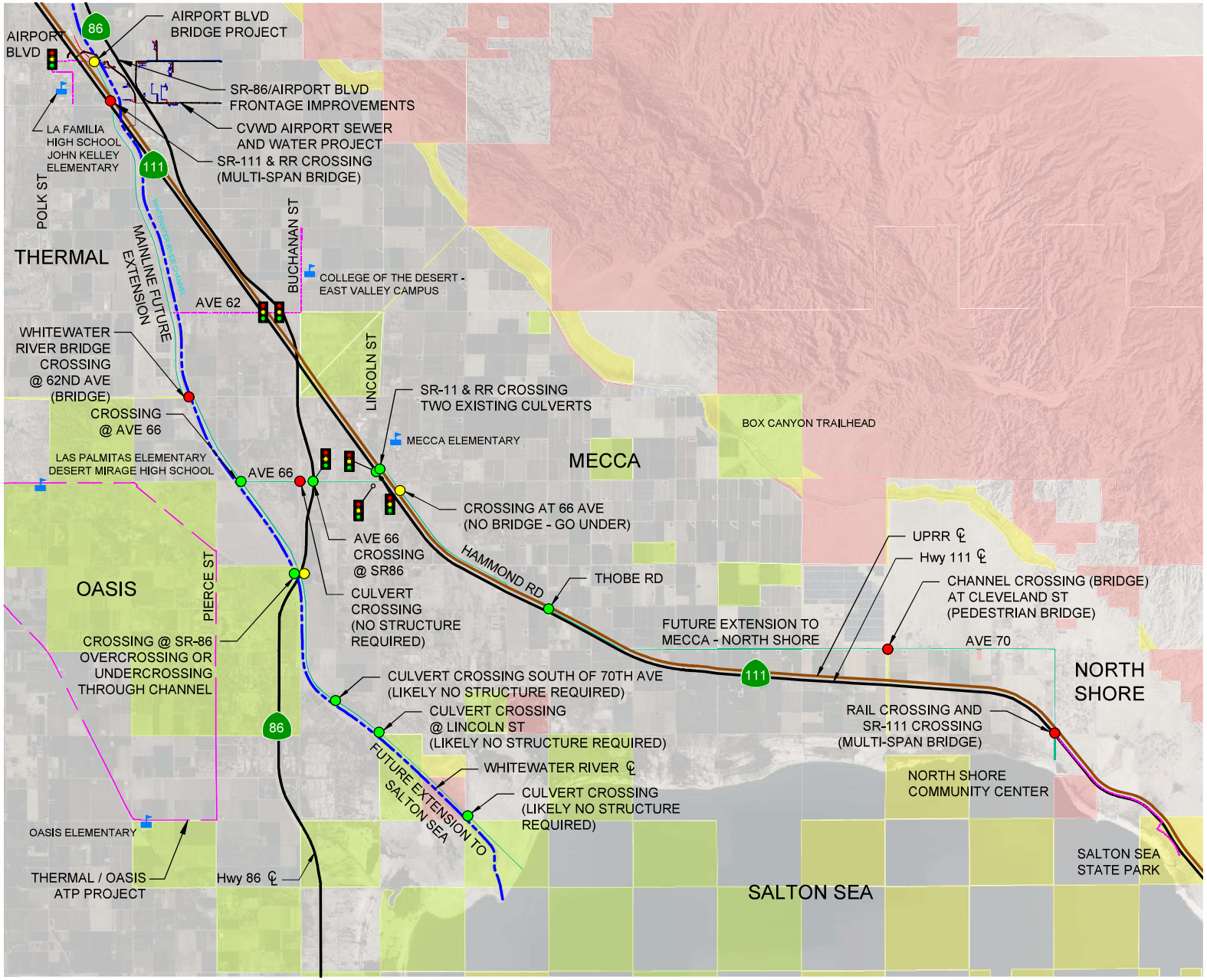


CVAG CHALLENGE	DOKKEN SOLUTIONS	BENEFIT TO THE CITY
Multi-Stakeholder Coordination Efforts		
The alignments of the CV Link Extensions along the Whitewater River and further along various roadways will require engagement with several stakeholders to come to a consensus on how best to cross specific features, including railroad tracks, drainage channels, and intersections. The project team will need to obtain input from various property owners and community groups to ensure all voices are heard in the design process. Understanding the needs of each stakeholder and listening to their concerns will help ensure the finished product is acceptable to all.	We will establish the project coordination list to include all stakeholders with whom CVAG would like to obtain input for, including community groups, area development groups, and adjacent property owners. Establishing open lines of communication early will help to build trust and ensure all parties know where to go to provide input on various project topics and potential issues. We will organize focus meetings with stakeholders as requested to provide input on the latest project developments and alternatives for consideration.	Our **proactive approach to communication** with stakeholders using easy to read large-scale exhibits will enable our team to resolve questions in a timely manner and **minimize any miscommunication** regarding project goals and proposed improvements. We have well established relationships with many of the key project stakeholders, including CVWD, UPRR, Caltrans, and the County of Riverside. Our environmental, right of way, structures, and civil engineers provide services to each of these agencies regularly.

CVAG CHALLENGE	DOKKEN SOLUTIONS	BENEFIT TO THE CITY
Right of way and Utility Coordination		
Both CV Link Extension segments have the potential to create utility conflicts with existing infrastructure. The easterly CV Link Extension to Mecca-North Shore parallels various roadways where right of way will need to be obtained from private property owners. To minimize impacts to existing private property features requires effective communication with utility and property owners to ensure cooperation throughout the planning, design, and construction processes.	Our proactive planning, mapping, and communication relevant to conflict resolution ensures that improvements minimize impacts. Where conflicts are identified, we coordinate relocation options to aid utility owner designs. To expedite project development with private property owners we create exhibits to clearly depict potential impacts. Our designers collaborate regularly to avoid conflicts where possible and design around existing infrastructure where practicable.	Dokken provides utility coordination services consistent with federally approved processes on all projects to ensure there are no delays prior to or in construction. We help facilitate approvals by identifying relocation options for owners. Our team has extensive experience coordinating the development of relocations during design to reduce the number of potential community complaints. We'll coordinate impacts with CVAG and stakeholders early.
Structures, Drainage and Storm Water Quality Management Considerations		
Several potential overcrossing and undercrossing locations will need to be evaluated as part of the preliminary engineering phase of design. Coordinating new at-grade crossings with the railroad is unlikely, therefore we see two potential structure locations where CV Link crosses the railroad tracks at SR 111 in Thermal and near North Shore. The topography of the area can also significantly impact water flow and runoff patterns, potentially leading to increased erosion, sedimentation, and the risk of localized flooding. Effective management of stormwater and coordination with the local flood control is essential to mitigate risks and ensure the long-term stability of the corridor infrastructure.	Our team of structural engineers have developed cost analyses for various types of pedestrian and roadway bridges. We can quickly develop bridge type selection quantities and cost estimates to accurately evaluate best designs for each scenario, including alternate structure crossing and span lengths. At Avenue 64, for example, structures and drainage designers will work closely to identify cost effective solutions that maintain existing drainage patterns while meeting requirements for channel design and water quality treatment. We understand the importance of minimizing impacts to the adjacent channel and flood control levees with proposed structure designs that don't break the bank.	We have a proven track record of developing cost-effective solutions to challenging structures projects. Our engineers work closely with contractors to understand potential construction issues and develop detailed plans that avoid common pitfalls. For project initiation documents we accurately scope the next phase of geotechnical investigations. With clear communication our team excels at identifying structures and drainage design options that meet current design criteria while minimizing impacts to existing infrastructure and gaining agency approvals. We've worked with RIVCO Flood Control on a variety of projects, obtaining approvals prior to construction.

These three key challenges have the potential to delay the project development process by creating bottlenecks where key decisions need to be made unless there is clear communication between project stakeholders and decision makers. Key decisions include what type of potential treatment or traffic calming feature to provide at signalized and non-signalized intersections to allow safe crossings of the CV Link. Another key decision will be the type of structure to utilize for crossing of the Whitewater River at Avenue 64, where the corridor is planned to cross from the west berm to the east berm. The new bridge to be designed at this river crossing will need to account for existing overhead power lines and the existing drainage structure that connects the channel along Avenue 64 to the West with the Whitewater River, pictured left here. We have further developed a Project Overview Exhibit, included on the next page, to illustrate proposed alignments, key project features, including identification of federal lands and potential structure locations at channel, roadway, and railroad crossings.





SALTON SEA FUTURE EXTENSION

LEGEND

- CORE ALIGNMENT
- ALIGNMENT WITH ALTERNATIVES
- COMMUNITY CONNECTORS
- FUTURE EXTENSIONS
- HIGHWAY CENTER LINE
- WHITEWATER RIVER CENTER LINE
- UPRR CENTER LINE
- SCHOOLS
- SIGNALIZED INTERSECTION
- AT GRADE CROSSING
- UNDERCROSSING
- OVERCROSSING / BRIDGE

FEDERAL LANDS

- BUREAU OF INDIAN AFFAIRS
- BUREAU OF LAND MANAGEMENT
- BUREAU OF RECLAMATION

DOKKEN ENGINEERING
www.dokkenengineering.com

CVAG

CV LINK EXTENSION TO SALTON SEA

Preliminary Alignment Analysis – This extension segment totals approximately 11.5 miles in length, beginning at Airport Boulevard, which is currently undergoing a widening design and there is an on-going evaluation of how to traverse this crossing that will be continued in the PSR-PDS phase of this project. Preliminary input from CVWD has led designers to believe that an undercrossing may not be feasible at this location due to potential future channel improvements. There is a potential at-grade crossing at the intersection of Airport Boulevard and Orange Street that can be evaluated, so long as it does not impact the recently constructed Airport Boulevard Bridge Over UPRR directly to the west of the intersection. This portion of the CV Link Extension is anticipated to remain along the westerly berm of the Whitewater River continuing southward until the railroad tracks and adjacent Highway 111 (i.e., Grapefruit Boulevard) cross the river approximately one-half mile south of Airport Boulevard. At this crossing location we will evaluate options for multi-span bridge design takes the CV Link over UPRR and Highway 111 with a single structure. Continuing southerly the corridor extension would remain along the westerly river berm, parallel to Old State Highway (i.e., Filmore Street) with the next existing structure to be traversed at 62nd Avenue. Coordination with CVWD will continue at this existing channel crossing to determine if an undercrossing option is viable or the at-grade intersection crossing option is preferred. The corridor extension would continue south along the westerly river berm until reaching the existing outfall structure at 64th Avenue. To avoid impacts to the existing structure along the westerly berm at this location a bridge would be designed to cross the Whitewater River, bringing the CV Link Extension to the easterly berm. The corridor then continues southerly along the east berm to a junction with CV Link Extension to Mecca – North Shore at Avenue 66 and then southerly to the Salton Sea terminus.



Potential Structure Locations – Where the CV Link Extension to Salton Sea is anticipated to cross existing UPRR tracks, parallel to Highway 111, our team will develop structure design alternatives that meet UPRR requirements. Requirements typically include that structures fully span UPRR right of way and utilize construction methods that do not require cast-in-place construction over tracks. The community connector at Avenue 62 will have structure widening or new structure to design as the existing bridge across the Whitewater River isn't currently wide enough to support a multi-use pathway corridor. South of Avenue 66 the CV Link Extension to Salton Sea would require an over or undercrossing at the intersection with SR 86 to be evaluated during preliminary design. Finally, this extension route must cross a series of existing drainage culverts, that could likely be extended without need for new bridges.

Community Connectors – The first of two community connectors along the CV Link Extension to Salton Sea occurs along Airport Boulevard, to the west of the CV Link corridor. This community connector is proposed to be designed along Airport Boulevard and the newly constructed structure and UPRR tracks, to Polk Street then heading southerly to La Familia High School. The second community connector heads east from the main corridor along Avenue 62, either creating a need to widen the existing structure, or design and build a new bridge for the CV Link Extension. Our team can quickly evaluate existing bridge load ratings and as-builts to develop potential widening alternatives, or if widening is determined not to be feasible, we will develop design alternatives to minimize new structure costs. This community connector would continue east over SR 86 to connect the College of the Desert East Valley Campus at Buchanan Street to the main corridor.



Right of way and Utility Coordination – This CV Link Extension to Salton Sea segment is anticipated to have impacts to approximately thirty-one (31) parcels. These 31 parcels for the Salton Sea extension assume that the alignment will primarily be within the Coachella Valley Water District's Right of Way. At Airport Road, Avenue 62, Avenue 64, Avenue 66, and the SR 86 the CV Link corridor will have potential impacts to existing infrastructure and right of way. Initial research revealed that there will be impacts to tribal lands, the railroad, and Bureau of Indian Affairs. There are also extensive utilities, specifically overhead utilities, with power poles along the various roadways to be traversed by these improvements. One example occurs at Airport Boulevard where the existing

power poles adjacent to the bridge should be protected by proposed designs. Careful consideration of not only the poles themselves, but also pole foundations, guy wires, and overhead utility line locations will need to be made to ensure costly relocations are avoided. Similarly, there are numerous culverts that convey storm water to the Whitewater River along the proposed route and designs should account for each existing culvert and drainage system to minimize impacts and potential modifications.

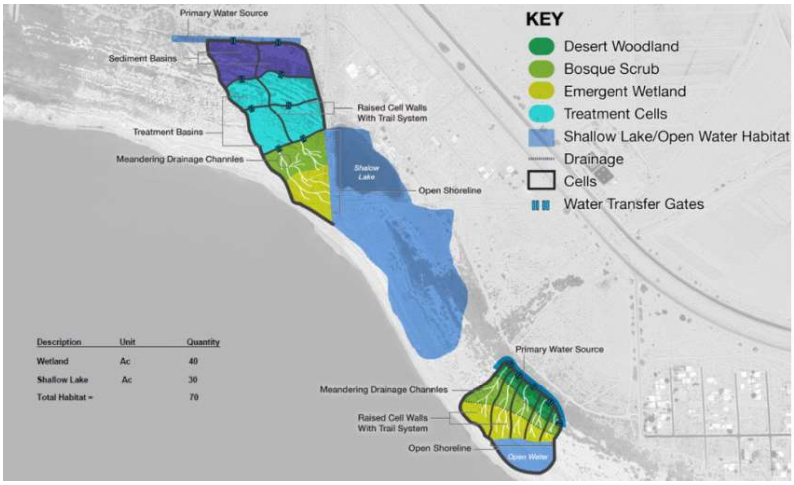
CV LINK EXTENSION TO MECCA – NORTH SHORE

Preliminary Alignment Analysis – This extension segment totals approximately 12 miles in length, beginning at the Avenue 66 junction with the CV Link Extension to Salton Sea. Traversing the North side of the Avenue 66 roadway prism, there will be an existing culvert to cross at Buchanan Street, then a crossing at the SR 86 signalized intersection to be incorporated into the design. To avoid impacts to existing power poles along this North side of Avenue 66 by this alignment, it will be prudent to explore an option to design this CV Link Extension along the South side of the roadway instead. One of the cons with placing this corridor extension along the South side of Avenue 66 would be the added intersections to be traversed at Ave 66/Lincoln St, Lincoln St/Highway 111, Highway 111/4th Street, and the 4th Street Roundabout at Hammond Road. Rather than crossing these four (4) intersections with various treatment options, the CV Link Extension to Mecca – North Shore would circumvent the first two (2) intersections and only be required to design crossings at Highway 111/4th Street and the 4th Street Roundabout at Hammond Road. Eliminating two intersections from design reduces conflict points and creates a safer corridor overall. The corridor will then continue southerly along the west side of Hammond Road, then easterly along the south side of 70th Avenue, and finally a turn southerly along the West side of Vander Veer Road to the North Shore terminus.

Potential Structure Locations – The existing culvert at Buchanan Street is not anticipated to be impacted by designs, however that will need to be evaluated during preliminary engineering to confirm. If widening is not determined to be feasible, the CV Link Extension to Mecca – North Shore project will need to design a separate bridge to cross this storm drain channel. The existing at-grade railroad crossing along 4th Street may be allowed to be upgraded to incorporate this CV Link Extension, however, based on our experience with UPRR and the CPUC new at-grade crossings or modifications to existing at-grade crossings are extremely difficult to obtain approvals for. With the new pathway heading southerly along Hammond Road there will be an undercrossing of Avenue 66 to be accommodated. An existing channel at Cleveland Street will require the design of a new bridge to cross. Finally, there is a potential new structure to be designed at the UPRR and SR 111 crossing to the south along Vander Veer Road, which will need to be coordinated with adjacent development projects.



Community Connectors - A potential community connector extension will be evaluated near the proposed terminus by the future Salton Sea North Lake Pilot Demonstration Project. This fully funded and regionally transformative pilot project will provide much needed information and data, including water quality treatment and recreation features, to potential new developments along the Salton Sea's North Shore and surrounding areas. The project will provide both shallow and deep-water habitat, suppress dust by the creation of the lake, and provide recreational benefits. Connecting CV Link to this new facility enforces regional connectivity.



Right of Way and Utility Coordination – By our initial estimates, this CV Link Extension to Mecca – North Shore project is anticipated to have impacts to approximately eighty-five (85) parcels. The parcel count for the Mecca-North Shore

Extension is based on design that traverses the North side of 66th Avenue, the East side of Route 111, South side of 70th Avenue, and West side of Vander Veer Road. Initial research revealed that there will be impacts to tribal lands, the railroad, and Bureau of Indian Affairs.

PROJECT APPROACH

The following summary describes how we plan to navigate the PSR-PDS process with CVAG and stakeholders from the development of concepts for the new alignments and crossing alternatives to be summarized in the draft document, to the preparation of the final PSR-PDS document incorporating all stakeholder input. Leveraging the 18 years of design and delivery experience of our Project Manager, Michael Greer, PE, TE and his team will efficiently deliver preliminary engineering and technical studies to develop the PSR-PDS. We will coordinate with stakeholders to obtain project input, concurrence, and approvals. We'll also coordinate with CVAG on potential grant opportunities to take the project through the PA&ED and PS&E phases to construction. The following describes our approach to PSR-PDS document development and project scoping.

Development of Final Alignments and Structure Alternatives – As the initial focus of the preliminary design process, Dokken will prepare design details with cost estimates, including design, construction, and construction management costs, for the CV Link Extensions. The alignment analyses will focus on available right of way and minimizing impacts to existing utilities as well as providing safe access at the various points of connection. We will evaluate impacts, understanding that the ideal width of the corridor is between 17-ft and 22-ft wide, providing 4-ft to 6-ft width for pedestrians, 12-ft to 14-ft for bicycles and LSEVs, and 1-ft to 2-ft wide shoulders. Existing segments that have been constructed along roadways and flood channels will be mimicked for spacing of solar charging stations and rest areas, specialty pavement treatment options, in-pavement lights, and way-finding signage. Intersections to be traversed will need to be carefully evaluated, considering any existing control features, design speeds, sight distance, and many other factors to ensure safe crossings are provided for all users.

The analyses for each potential structure need to determine whether the existing structures can withstand modifications. Our team has the understanding and knowledge of structure, railroad, and intersection crossing options to quickly prepare and evaluate options. Assessing whether the existing structures to be traversed can accommodate further widening or modifications for undercrossings will require a complex analysis, considering bridge profiles, abutments/bents, and potential channel improvements to help mitigate scour and erosion. Bridge inspection reports will also be investigated as modifying the existing structures to be traversed may not be feasible. Dokken will prepare a preliminary comparison of structure type alternatives for comparison of costs, again including design, construction, and construction management costs, with potential impacts. Due to the length of spans of any structure crossing the railroad, we anticipate the use of steel girders. The railroad has been seeking clear span of their right of way with recent bridge replacement projects.



Bridge improvements are significant projects for any agency to undertake, and we recognize that they can be particularly challenging when funded through grants with Caltrans coordination and UPRR involvement. Dokken is known for delivering projects on time, often completing development contracts below the allocated budget. We will expedite the evaluation of design alternatives and provide clear, concise responses to feedback, ensuring the best options are identified for future PSR-PDS inclusion. Our approach involves fully understanding project requirements and strategically sequencing our work to ensure you receive the correct information at the right time, enabling you to make well-informed decisions throughout the project.

We will coordinate with project stakeholders including Caltrans District 8, UPRR, CPUC, Riverside County Transportation Department, Sunline Transit, utility owners, and other identified stakeholders throughout the PSR-PDS process and invite them to project delivery team meetings. Treating them as major stakeholders is not only the appropriate thing to do but is an important step in securing support to expedite project delivery. Obtaining public input on potential improvements also goes a long way to ensuring project support. Dokken will work with CVAG and key project stakeholders to identify alternatives that meet the needs of the project and interested parties.

Develop Funding Strategy for Future Phases – as we prepared this proposal and begin the PSR-PDS, we are already developing the project alternatives such that they will score well for funding opportunities. We understand the requirements and limitations of the funding program and how to best recommend specific design features, such as sidewalk and shoulder widths, bike lane standards, and structure types, that will gain project approvals without risking future funding opportunities. We have expert knowledge of the Local Assistance Procedures Guide (LAPG), ATP, and HBP Scope Definition and Information Forms, which communicate the project limits, work description, structure data and other important details. Establishing project limits to properly track participating vs. non-participating costs will be critical to maintaining project budget and transparency as well as funding reimbursement. These forms are used to communicate funding needs and requests to the Local Assistance Area Representative and Chief, Alberto Vergel Del Dios for District 8. Dokken will complete the PSR-PDS using local staff who are familiar with the area and have extensive experience working with UPRR, CPUC, and Caltrans District 8, not only in prior PSR-PDS development but across all phases of project delivery. We can quickly evaluate existing bridge inspection reports to help determine the feasibility of modifying versus replacing existing structures to accommodate the CV Link. Our ability to successfully complete these types of projects is demonstrated by the example projects listed here, including the Indian Canyon Drive OH Over UPRR Replacement, Ave 66 OH Over UPRR Replacement, and two additional HBP projects in Palm Springs that have completed final design. Additionally, we have another project in Santa Clarita that has been submitted to the City and Caltrans for the 90% PS&E milestone.



Environmental Considerations – Dokken has extensive familiarity with the existing project settings along both extension alignments based on our regional experience providing environmental clearances for various public works projects. Recent projects in the area that we've environmentally cleared include the Indio Blvd OH Seismic Retrofit Project, the Indio Blvd Bridges over the Coachella Storm Drain Seismic Retrofit and Scour Project, the Jackson St Bridge Over Indio Blvd and UPRR Seismic Retrofit Project, and the Jackson St over Whitewater River Seismic Retrofit Project, which is adjacent to UPRR. Dokken's Environmental Lead, Zach Liptak, has previously assisted local agencies with securing environmental approval and permitting. He is currently providing environmental support for the Airport Boulevard Bridge Project as well as on-going post-construction monitoring for the Indio Blvd Bridges over Coachella Storm Drain Seismic Retrofit and Scour Project and the Jackson St over Whitewater River Seismic Retrofit Project. To provide support for the development of the PSR-PDS, Dokken will review the findings of the Preliminary Environmental Analysis Report to make a recommendation on the level of environmental documentation needed for these extensions of the CV Link.



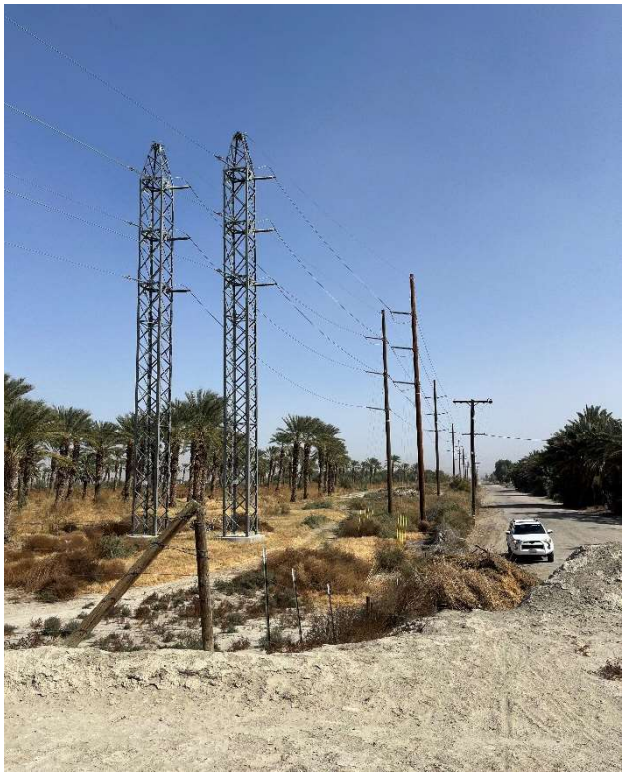
Based on our experience, we recognize that burrowing owls have a low potential to occur within the project footprint; however, we will conduct database research to determine nearby historic sensitive species occurrences and compare this information against habitat types as identified by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). This information will be summarized and used to determine the likelihood of impacts to sensitive species and/or habitats and reported in the PSR-PDS; however, no significant effects to biological resources are anticipated. As with any project, there is potential cultural resource sensitivity, and local agencies have a heightened cultural sensitivity due to the engaged Aguas Caliente tribal community. The UPRR tracks are a potentially historic resource, and additional

research would be conducted during PSR development to determine if the SHPO has previously determined this segment of their tracks as ineligible for the National Register. This information regarding environmental constraints will be thoroughly evaluated in the PSR-PDS to provide CVAG a clear indication of the level of effort needed prior to environmental approval.

UPRR and CPUC Coordination Timelines – Whenever new railroad crossings are being proposed, it's critical to obtain CPUC and Railroad concurrence of the proposed improvements prior to the 30% design submittal. This helps to ensure that the 30% design submittal does not contain surprises that are not likely to be approved. Design and Field Diagnostic Review Meetings should be scheduled with the appropriate personnel quickly to get eyes on the project to better understand and communicate proposed improvements. On the McFadden Ave Bikeway project in Santa Ana, designed by Dokken and currently in construction, **we gained CPUC and UPRR approvals of proposed improvements by use of detailed exhibits prior to submittal of a design package to help them get engaged and reduce the number of design package changes that may be requested in the future**. Focus meetings were held as requested by reviewers to better communicate proposed improvements and project impacts. The Construction and Maintenance Agreement as well as GO88B approvals were expedited through completion due to the early coordination between teams. This hugely benefits the design team for this project because of a greater understanding of typical reviewer concerns and the project approval schedule overall.

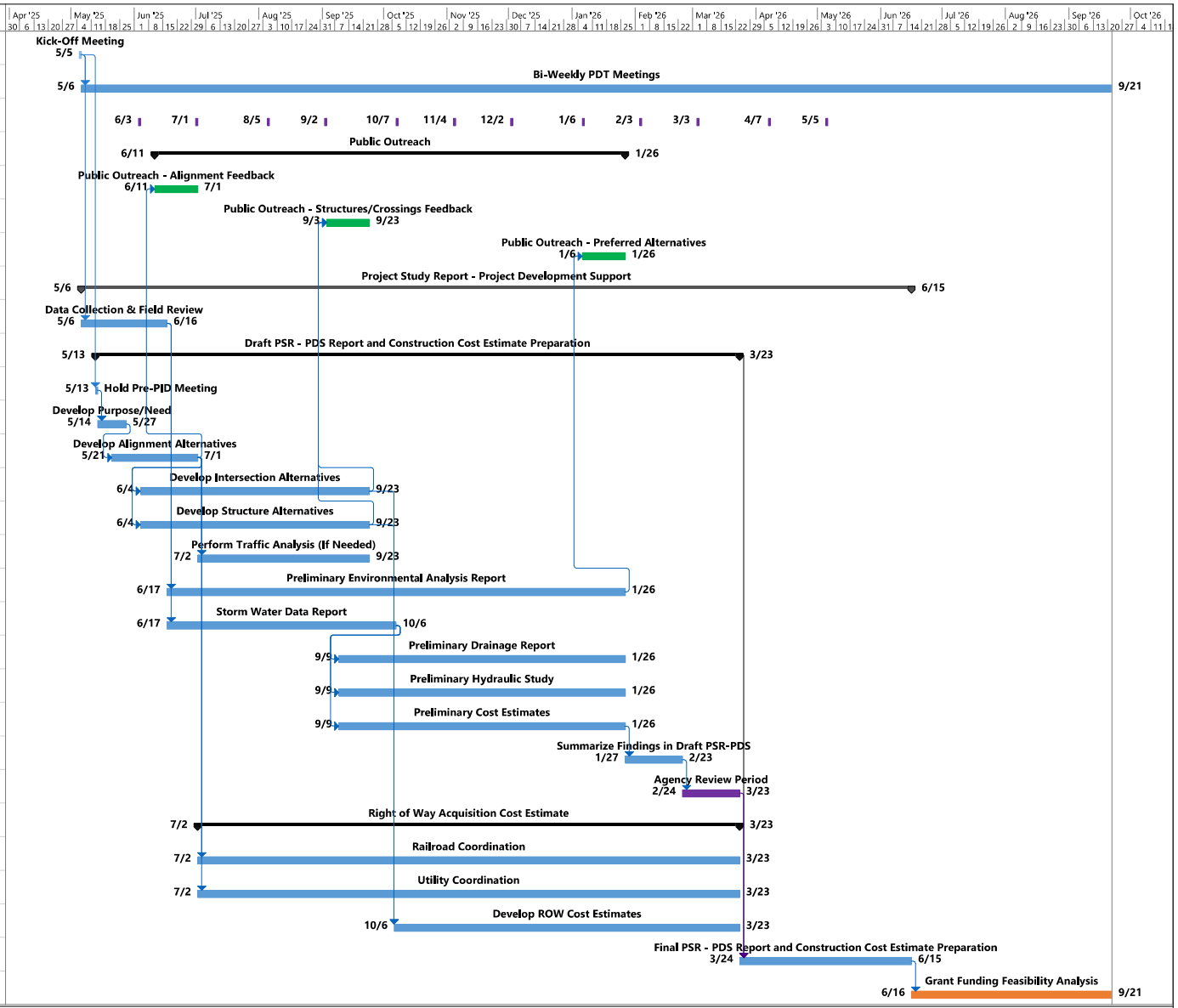
Our team are local experts having extensive experience working with CPUC and UPRR, to obtain Construction and Maintenance (C&M) Agreements. Having worked directly with the CPUC and RR owners on numerous projects, our team fully understands the process for obtaining preliminary approvals that put projects on the right track to later obtaining a C&M Agreement. We will utilize this experience, and our understanding of the Caltrans Local Assistance Procedures Manual requirements to effectively coordinate railroad reviews and make timely submittals to stakeholders, including UPRR, CPUC, and Caltrans. Successfully obtaining concurrence from the CPUC, UPRR, and Caltrans of proposed crossing improvements is critical to maintaining project schedule.

Potential High-Risk Utilities Including SCE and Kinder-Morgan – Dokken has extensive experience with projects that involve High-Risk utilities in a project's footprint, specifically the existing SCE Power Lines and Poles as well as the 20" Kinder Morgan Oil Pipeline and 4" MCI Fiber Optic Line that parallel the UPRR tracks in this area. We understand the timelines to develop relocation plans along with the construction vibration monitoring requirements and we've developed protocols for pole relocation coordination and pile driving adjacent to UPRR facilities that minimize vibrations to keep projects moving. The beginning steps in the projects initial design would be to field verify and prioritize the utilities that would be impacted by the project. Our team has the experience to coordinate with multiple utility companies throughout the project's timeline. We will request facility map's and as-builts, prepare utility basemaps, and pothole the utilities that will be impacted. Companies that are high-risk like Kinder Morgan, may require an extensive timeline to coordinate impacts to their facilities. Our team will prioritize in coordinating this risk from the very beginning of the project without delays to the construction of the project.



Potential CV Sync Coordination – Dokken has coordinated with Advantec on prior phases of CV Sync, interconnecting signals throughout the Coachella Valley and helping CVAG provide fiber optic backbone to underserved communities within its jurisdiction. During prior CV Sync planning phases, there has been limited coordination completed with the communities of Thermal or Mecca within the County of Riverside, as well as the City of Blythe. CVAG may want to investigate and propose ITS solutions, including wireless/cellular communications and ITS elements to improve safety and mobility along these CV Link Extension corridors and impacted intersections. CVAG has continued to seek opportunities to expand broadband communications to disadvantage communities in this area and this project includes potential expansion routes.

ID	Task Name	Duration	Start	Finish
1	**Kick-Off Meeting**	1 day	Mon 5/5/25	Mon 5/5/25
2	**Bi-Weekly PDT Meetings**	360 days	Tue 5/6/25	Mon 9/21/26
3	**Monthly SWG Meeting**	**241 days**	**Tue 6/3/25**	**Tue 5/5/26**
16	**Public Outreach**	**164 days**	**Wed 6/11/25**	**Mon 1/26/26**
17	Public Outreach - Alignment Feedback	15 days	Wed 6/11/25	Tue 7/1/25
18	Public Outreach - Structures/Crossings Feedback	15 days	Wed 9/3/25	Tue 9/23/25
19	Public Outreach - Preferred Alternatives	15 days	Tue 1/6/26	Mon 1/26/26
20	**Project Study Report - Project Development Support**	290 days	Tue 5/6/25	Mon 6/15/26
21	Data Collection & Field Review	30 days	Tue 5/6/25	Mon 6/16/25
22	**Draft PSR - PDS Report and Construction Cost Estimate Preparation**	**225 days**	**Tue 5/13/25**	**Mon 3/23/26**
23	Hold Pre-PID Meeting	1 day	Tue 5/13/25	Tue 5/13/25
24	Develop Purpose/Need	10 days	Wed 5/14/25	Tue 5/27/25
25	Develop Alignment Alternatives	30 days	Wed 5/21/25	Tue 7/1/25
26	Develop Intersection Alternatives	80 days	Wed 6/4/25	Tue 9/23/25
27	Develop Structure Alternatives	80 days	Wed 6/4/25	Tue 9/23/25
28	Perform Traffic Analysis (If Needed)	60 days	Wed 7/2/25	Tue 9/23/25
29	Preliminary Environmental Analysis Report	160 days	Tue 6/17/25	Mon 1/26/26
30	Storm Water Data Report	80 days	Tue 6/17/25	Mon 10/6/25
31	Preliminary Drainage Report	100 days	Tue 9/9/25	Mon 1/26/26
32	Preliminary Hydraulic Study	100 days	Tue 9/9/25	Mon 1/26/26
33	Preliminary Cost Estimates	100 days	Tue 9/9/25	Mon 1/26/26
34	Summarize Findings in Draft PSR-PDS	20 days	Tue 1/27/26	Mon 2/23/26
35	Agency Review Period	20 days	Tue 2/24/26	Mon 3/23/26
36	**Right of Way Acquisition Cost Estimate**	**189 days**	**Wed 7/2/25**	**Mon 3/23/26**
37	Railroad Coordination	189 days	Wed 7/2/25	Mon 3/23/26
38	Utility Coordination	189 days	Wed 7/2/25	Mon 3/23/26
39	Develop ROW Cost Estimates	121 days	Mon 10/6/25	Mon 3/23/26
40	Final PSR - PDS Report and Construction Cost Estimate Preparation	60 days	Tue 3/24/26	Mon 6/15/26
41	**Grant Funding Feasibility Analysis**	70 days	Tue 6/16/26	Mon 9/21/26



SCOPE OF WORK

TASK 1 – PROJECT MANAGEMENT

Subtask 1.1 Meetings and Coordination

Dokken will organize, attend, and facilitate meetings to provide progress updates and coordination between stakeholders, CVAG, and technical disciplines. For each meeting, The Dokken Team will provide meeting notices, agenda, and materials, and prepare meeting minutes. The following meetings are anticipated for this project:

1.1a Kickoff Meeting: Within 15 days of Notice to Proceed (NTP), Dokken will organize a kickoff meeting (in-person or remote as determined by CVAG) with all key personnel, design team members, agency and stakeholder representatives on the project. This meeting will also serve as the pre-PID meeting with Caltrans to review the goals and objectives of the project, discuss purpose and need, discuss design concept and scope, agree on the basic design criteria, identify known deficiencies, and review the PSR-PDS and PID development processes.

Project Development Team Meetings: The Project meetings will serve as the primary forum for reviewing the status of the project, review document submittals, and identifying and resolving project design issues. Attendees are anticipated to include CVAG staff, Caltrans, Dokken Engineering, and consultant task leads. Throughout the anticipated duration of the project, Dokken plans to hold approximately thirty (30) Bi-weekly Project Development Team (PDT) Meetings, two (2) Transportation Committee Meetings, and two (2) Executive Committee Meetings.

1.1b Stakeholder Focus/Coordination Meetings: We'll contact each stakeholder to obtain input on the project as it pertains to their jurisdiction. As coordinated with CVAG project management, each stakeholder meeting will serve as an opportunity to provide a project update, discuss potential concerns, and manage expectations of potential improvements and timelines. Focus/coordination meetings with each stakeholder will be scheduled as the PSR/PDS document is prepared for preliminary, draft, and final submittal reviews. These meetings will be used to create a work plan with communications methods and schedule. Stakeholders are anticipated to include the following:

i. Caltrans District 8 – for input from Local Assistance on funding opportunities and PSR/PDS formatting
   - 2-3 Meetings Anticipated with 1-2 Formal Submittal Reviews of Preliminary Plans/Estimates

ii. Alianza Coachella Valley – for input from local community groups (Mecca, North Shore, Oasis, and Thermal)
   - 2-3 Meetings Anticipated with No Formal Submittal Reviews

iii. Coachella Valley Water District (CVWD) – for input on alignment, allowable structures, and ROW impacts
   - 4-5 Meetings Anticipated with 1-2 Formal Submittal Reviews of Preliminary Plans/Estimates

iv. County of Riverside Transportation Department (RCTC) – for input on potential funding and programming
   - 1-2 Meetings Anticipated with 1-2 Formal Submittal Reviews of Preliminary Plans/Estimates

v. Riverside County Transportation and Land Management Agency (RCTLMA) – for input on regional impacts
   - 1-2 Meetings Anticipated with No Formal Submittal Reviews

vi. Coachella Valley Conservation Commission (CVCC) – for input on potential environmental impacts
   - 1-2 Meetings Anticipated with No Formal Submittal Reviews

vii. Coachella Valley Unified School District (CVUSD) – for input on local connections to area schools
   - 1-2 Meetings Anticipated with No Formal Submittal Reviews

viii. College of the Desert, East Valley Campus – for input on local connection to area campus
   - 1-2 Meetings Anticipated with No Formal Submittal Reviews

ix. Torres Martinez Desert Cahuilla Tribe – for input on potential tribal resource impacts
   - 1-2 Meetings Anticipated with No Formal Submittal Reviews

x. Bureau of Indian Affairs (BIA) – for input on potential Tribal impacts and opportunities
   - 1-2 Meetings Anticipated with No Formal Submittal Reviews

xi. Bureau of Reclamation (BOR) – for input on potential changes at Cleveland Street channel
   - 1-2 Meetings Anticipated with No Formal Submittal Reviews

xii. Salton Sea Authority – for input on alignment alternatives and details along the North Shore
   - 1-2 Meetings Anticipated with No Formal Submittal Reviews

1.1c Stakeholder Working Group Meetings: In addition to meeting with each stakeholder individually, to obtain their agency specific input, we'll also form a Stakeholder Working Group (SWG) for those that would appreciate providing additional input and receipt of regular project updates. SWG Meetings will be coordinated as virtual meetings with the group of interested stakeholders to meet monthly as schedules allow (minimum once per quarter) during PSR/PDS document preparation and as Public Outreach Events and Meetings are coordinated.

Subtask 1.2 Public Outreach Campaign/Events, Website, and Flyover Simulation

Dokken will coordinate with Arellano Associates to coordinate the Public Outreach Campaign materials to be consistent with previously shared public documents related to CV Link. Campaign consistence will be ensured by coordinating with on-going Community Connector design efforts and we will coordinate management and updates of the website as needed. Flyers, mailers, meeting materials, and a flyover simulation will be prepared to be consistent and clearly communicate proposed design information. Arellano Associates will act as the face of the public outreach campaign with Dokken Engineering providing the bulk of the substance of design information as it relates to each specific route and design alternative. Dokken will coordinate updates to the website through those managing and utilizing the existing CV Link website with updates for this Extension project. Once alignment, crossing, and structure alternatives have been refined with a preferred alternative selected, a virtual flyover simulation will be prepared and uploaded to the website.

1.2a Public Outreach Campaign Materials and Event/Meetings Coordination: Dokken will coordinate with Arellano Associates to provide support to CVAG to build awareness about the improvement project, as well as gain input from the community on key decisions to be considered during the design process. Through close coordination with adjacent residents, our goal is to minimize impacts to private properties, the adjacent channel with levees, and surrounding natural resources. Leading our Community Outreach efforts for Dokken will be Chris Aguirre, who has a great appreciation for the public engagement process and brings innovative solutions to our projects. Chris will coordinate closely with Arellano Associates on the work plan and communications schedule for public outreach. We propose that CVAG hold three rounds of public meeting workshops in two communities (Mecca and North Shore) during the PSR/PDS document development phase. Our teams will collaborate with the SWG to determine the best approach to coordinating and administering each public outreach event or meeting.

When planning public outreach for the CV Link Extensions to Mecca-North Shore Project, with potential Community Connector Routes, it's important to offer various formats to accommodate different preferences and needs of the community. Given the list of anticipated stakeholders, alignments/alternatives to be evaluated, and preliminary engineering phase of the project to develop a PSR/PDS document, obtaining input from the public early will help dial in proposed improvements and minimize impacts. Here are the public outreach formats and options we'll provide:

- **An Open House/Workshop Format** will have stations or booths set up with project information, maps, and visuals where attendees can circulate and engage with project team members. Offers flexibility for attendees to arrive at any time, view materials at their own pace, and discuss specific aspects with experts.
- **Eblasts/Meeting Invitations** will be used to engage stakeholders listed in the project database leading up to public workshops and stakeholder meetings.
- **Survey or Comment Card Collections** provide online or physical surveys or comment cards where community members can provide feedback at their convenience. This process ensures feedback from those who cannot attend meetings, allows for anonymous input, and can supplement other formats.
- **Fact Sheet and Workshop Flyers** will lead the design of a project fact sheet and two flyers to provide an overview of the project and promote attendance at public workshops. All materials will be available in English and Spanish.
- **Canvassing** utilizing project branded door hangers, Dokken will coordinate with AA to provide one round of door-to-door canvassing to select residential and/or businesses properties in Mecca, North Shore, and Oasis. To occur before second round of workshops.
- **Mailer Development and Distribution** of postcard mailers to all households in Mecca, North Shore, and Oasis. To occur leading up to the first round of workshops.
- **Park Banners** near Mecca. Installation leading up to first round of workshops.
- **Digital Ads** to promote workshop attendance and any digital activities. Round to be determined.

- **Outreach Toolkit** with project messaging and materials to be shared with key stakeholders to help promote attendance at public events.

- **An Online Information Portal (Existing CV Link Website)** is where we would maintain a project website or dedicated online portal with project updates, FAQs, and contact information. This allows ongoing access to information and resources for those unable to attend meetings or who prefer self-service.

Summary reports for each outreach event will be provided. Summaries will include outreach methods, an overview of information shared and activities facilities, and highlights of outcomes. Appendix will include all raw comments.

1.2b Public Outreach CV Link Website Management/Updates: Dokken will provide coordination for website updates related to the CV Link Extensions project coordination and PSR/PDS development as needed. We will supplement existing CV Link information with new exhibits and information as it becomes available. As public outreach campaign materials (flyers, exhibits, mailers, etc.) are prepared with meetings coordinated the information will be made public and available on the website through regular updates.

1.2c Preferred Alternatives Visual Flyover Simulation: Dokken will coordinate preparation of a visual flyover simulation of each extension route (two routes/videos) as planned with preferred alignment, crossing, and structure alternative. Using the detailed topographic data obtained for preliminary engineering, combined with proposed improvement surfaces and features, we will prepare a simulation of post construction site visualization. We will gather Geographic Information System (GIS) data that contains the coordinates, boundaries, and features of the CV Link extension route, as well as nearby landmarks. Combine with 3D models of the landscape, buildings, roads, and other infrastructural elements as available or created manually where needed.

Using Autodesk CIV-3D we will create 3D models of the terrain and route which involves modeling any nearby urban features, landmarks, and infrastructure. We'll use appropriate software to apply textures to the models to represent realistic surfaces such as roads, vegetation, water bodies, and other terrain features. Set up appropriate lighting conditions to simulate time-of-day variations. Finally, we'll define the flight path, refine camera dynamics along with route speed and timing, and animate the flyover simulation.

Subtask 1.3 Project Administration

Dokken will monitor and control the progress of proposed services as follows: Setup a project accounting system; Prepare Monthly Progress Reports; Prepare a Quality Control Plan; Prepare, monitor, and adjust CPM Schedule monthly. We will create and maintain an online file sharing location (i.e., Sharepoint) with an organized file structure to facilitate document sharing for items such as outreach activities, mapping output files, as well as data collection and analysis tasks. Dokken will develop templates for each deliverable category (i.e., reports, plans, exhibits, etc.) will be created to ensure consistency.

Task 1 Deliverables: *Meeting Notices, Agendas, Minutes, and Presentation Materials (for 30 PDT Meetings + 30 Stakeholder Meetings + 15 SWG Meetings); Technical Memos; Staff Reports and Attachments; Monthly Progress Reports; Project Schedule with Updates; Stakeholder List; Team Coordination and Budget Monitoring; Public Outreach Summary Report(s); Public Outreach Mailers and Meeting Materials; Stakeholder Meeting Coordination*

TASK 2 – PROJECT STUDY REPORT – PROJECT DEVELOPMENT SUPPORT

Subtask 2.1 Data Collection and Field Review

Dokken will coordinate with CVAG staff to collect and review available data for use and reference associated with the project improvements. This information collected will be used to prepare base mapping and prepare alignment alternatives for the CV Link Salton Sea Future extension. Dokken will conduct a thorough field review of existing conditions along the proposed corridor, that consists, but not limited to collecting the following:

- ✓ All roadway features including curb lines, property lines, edges of pavement, edges of paved sidewalks, curb returns, curb ramps, driveways, and bus pads
- ✓ Signing and striping, street lighting, and power poles
- ✓ Traffic signal and associated equipment (e.g. traffic signal controllers, controller cabinets, pole locations, conduit, conduit fill, cables, vehicle detection, service enclosures, pull boxes, vaults, battery backup systems, EVP, etc.)
- ✓ Nearby underground utilities, cabinets, sub-structures, basements, and vaults; and nearby aboveground structures (including bus shelters), aboveground cable and permanent street furniture
- ✓ ADA compliance and constraints
- ✓ Sidewalk and pavement conditions
- ✓ Other field conditions that might affect a design decision

Task 2.2 Draft PSR - PDS Report and Construction Cost Estimate

Following the pre-PID meeting with CVAG and Caltrans, Dokken will begin to prepare a draft Project Study Report - Project Development Support (PSR-PDS) document that following the Caltrans Project Development Procedures Manual. Dokken anticipates one (1) build alternative and one (1) no build alternative to be discussed in the report and will evaluate additional alternates as specific project locations as needed. After reviewing the project limits, Dokken anticipates 4 to 5 proposed structures, 2 railroad crossings, an undercrossing, and a handful of at-grade intersection improvements. In the draft report, Dokken will establish the purpose and need, project deficiencies, describe the study area for investigation during the PA&ED phase, discuss proposed nonstandard design features, and provide a preliminary project construction cost estimate.

The following summarizes the PSR-PDS preparation procedures per the Caltrans Project Development Procedures Manual:

1. Develop Work Programs for PSR-PDS Development
2. Hold Pre-PID Meeting
3. Obtain Authorization for PID Preparation
4. Obtain and Review Existing Reports, Studies, Mapping or Other Information
5. Form the Project Development Team (PDT)
6. Develop Consensus on the Project Purpose and Need
7. Review the Project Site
8. Identify Additional Data Requirements for Project Scoping
9. Perform the Initial Engineering Analysis and Develop Alternatives with the following considerations:
    A. Environmental
    B. Design Standards
    C. Structures
    D. Traffic Engineering Performance Assessment (TEPA)
    E. Stormwater
    F. Right of Way including Utilities and Railroad
    G. Local and Regional Input
10. Develop Cost Estimates including Capital Outlay Construction and Support
11. Develop Schedule with Major Milestones through PA&ED and Construction
12. Identify Risks with Ownership Identified
13. Perform Quality Management
14. Complete PSR-PDS
15. Perform Caltrans District Review and Obtain Approval

Task 2.3 Preliminary Environmental Analysis Report

Dokken will review the findings of the Preliminary Environmental Analysis Report and make a recommendation on the level of environmental documentation needed for this extension of the CV Link. The previous environmental document was an Environmental Impact Report under CEQA due to significant and unavoidable construction noise impacts; however, this segment is very rural and would not have the potential to significantly impact nearby residences during construction. Zach previously coordinated with Aaron Burton and Caltrans District 8 regarding the potential CV Link crossing at Airport Boulevard, and would continue to coordinate with Aaron to determine the level of NEPA documentation needed, likely a supplemental or revalidation of the previously approved NEPA EA. Dokken's extensive experience and exceptionally relevant recent experience with all of the important regional stakeholders will ensure CVAG understands the potential environmental considerations moving forward into the next phase of this CV Link Extension.

Task 2.4 Storm Water Data Report

Compliance with Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit will be documented in the Storm Water Data Report (SWDR). The SWDR will be prepared to ensure that the programmed project includes sufficient right of way and budget for the storm water requirements for the portion of the project within State right of way. Dokken will develop a long-form PID-level SWDR in accordance with the latest Caltrans Project Planning and Design Guide to include:

- ✓ A description of the project and the major engineering features.
- ✓ A preliminary estimate of the Total Disturbed Soil Area (DSA), New Impervious Surface (NIS) Area, and Post Construction Treatment Area (PCTA).
- ✓ A determination of Risk Level and requirement for Treatment BMPs.
- ✓ A discussion of the stormwater quality issues specific to this project.
- ✓ A description of the probable design pollution prevention BMPs.
- ✓ A description of the probable permanent treatment BMPs, if required.

- ✓ A description of the probable maintenance and construction site BMPs.
- ✓ SWDR Summary Spreadsheets

Task 2.5 Preliminary Drainage Report

A Preliminary Drainage Report for the project will be prepared to document the drainage assessment and any hydrologic and hydraulic analysis. The report will provide a detailed discussion of the following: existing conditions and facilities in the project area, the on-site hydrologic analyses, existing and post-project drainage patterns, flood conditions, results of the on-site hydraulic analyses and any issues of special concern or significance. The report will identify compliance requirements and potential measures for the Whitewater River Region NPDES Permit. The draft report will be submitted to the CVAG for review prior circulation of the draft environmental document.

Task 2.6 Preliminary Hydraulic Study

Dokken will evaluate potential hydraulic impacts to the Whitewater River Channel caused by proposed structures, roadway crossings, or any proposed encroachment in the channel. HEC-RAS models for the channel will be obtained from CVWD and will be used to determine freeboard requirements at proposed crossings and determine potential floodplain impacts at proposed encroachments.

Task 2.7 Right of Way Acquisition Cost Estimate

Dokken will provide a right of way cost estimate by analyzing acquisitions on up to eighty-five (85) parcels being impacted by the Mecca North Shore extension and up to thirty-one (31) parcels being impacted by the Salton Sea extension. The thirty-one (31) parcels for the Salton Sea extension are based on the assumption that the alignment will be primarily within the Coachella Valley Water District's (CVWD's) right of way. Initial research revealed that there will be impacts to tribal lands, the railroad, and Bureau of Indian Affairs (BIA). Dokken will review recent sales data and provide an updated estimate of total acquisition costs based upon permanent and temporary impacts areas. This information will be summarized in a table and include a total cost for all acquisitions.

Dokken makes the following assumptions:

- ✓ The right of way cost estimate will include land values of the parcels identified
- ✓ No improvements will be impacted or included as part of the right of way cost estimate
- ✓ The Salton Sea extension will be in the Coachella Valley Water District's right of way
- ✓ The parcel count for the Mecca North Shore extension is based on North of 66th Avenue, East of Route 111, South of 70th Avenue, and West of Vander Veer Road

Task 2.8 Final PSR - PDS Report and Construction Cost Estimate

Prior to starting the Final PSR – PDS, Dokken will review and respond to CVAG and Caltrans comments from the draft report submittal. We will coordinate a meeting to review preliminary responses and incorporate feedback into final responses prior to addressing comments. Dokken will finalize the build alternative alignment and will update all exhibits, typical cross-sections and construction details accordingly. Dokken will finalize all reports and report attachments at this time and will provide a final construction cost estimate and right of way acquisitions estimate. Any major changes to quantities or unit cost from the draft report cost estimates will be identified and shared with CVAG. The construction cost estimate along with the right of way acquisitions estimate will be used for long-term planning including grant funding opportunities.

> ***Task 2 Deliverables:*** *Meeting Agendas, Meeting Minutes, Technical Memos, and Presentation Materials, Data Collection and Field Review, Draft and Final PSR- PDS document, Right of Way Acquisition Cost Estimate, Storm Water Data Report, Preliminary Hydraulic Study, and Preliminary Environmental Analysis Report*

TASK 3 – GRANT FUNDING FEASIBILITY ANALYSIS

Dokken will assist CVAG in determining eligibility for federal, state and local grants and develop up to four grant funding applications in collaboration with CVAG staff. Dokken will prepare a detailed assessment of the preferred alternatives for funding sources including the Active Transportation Program and Clean California grant program, and another source to be determined by CVAG. Dokken will coordinate with stakeholders, including the Torres Martinez Desert Cahuilla Indians, on grant opportunities.

> ***Task 3 Deliverables:*** *Grant Funding Feasibility Analysis Report, Technical Memos, and Presentations*

CVAG

APPENDICES





5. APPENDICES

5.1 RECENT AND RELEVANT PROJECTS

- Varner Road Feasibility Study_Draft 2025-0207.pdf
- Carroll Canyon_Feasibility Study_COMBINED_2023-0815.pdf
- NCTD Final Pavement PSR_2022-0211.pdf

5.2 LITIGATION

Dokken does not have any pending bankruptcies, liens, stop payment notices, judgments, or foreclosures filed in the past five years. Below is a list of litigation, dispute resolutions, or other formal proceedings that occurred in the last five years in which Dokken was involved in some way. No client has terminated a contract with Dokken for breach of contract, nor has Dokken ever filed a claim against a public agency.

- **Papich Construction Co., Inc. v. City of Dinuba**

  Project: Avenue 416/El Monte Way Widening

  Dokken provided engineering and right of way acquisition services to the City from 2009 through the end of construction in 2017. At the end of construction, the City was sued by Papich, the construction contractor, for delay damages. The City tendered the defense to Dokken, citing a duty to defend clause. Dokken denied the tender, citing contract language that did not require an upfront duty to defend when the negligence of others caused the underlying delay damages. The City settled with Papich in 2018 for $3.8M and then sued Dokken and the construction management firm for breach of contract for not accepting the tender of defense. Dokken maintained it had justification for denying the tender as it did not cause delays. The court approved settlement in 2021, with the construction management firm paying 85% of the settlement and Dokken paying the remainder.

- **San Diego Gas & Electric Company (SDG&E) v. Avar Construction, Inc., et al**

  Project: SR-163/Friars Road Interchange

  Dokken Engineering provided engineering design and environmental services for traffic and safety improvements in the area surrounding SR-163 and Friars Road in San Diego, CA. During construction in 2018, Avar Construction, a drilling sub-contractor, struck a 20-inch high-pressure gas line owned by SDG&E. In 2021 SDG&E filed a claim against Avar and others alleging damages of approximately $1.1m. Avar subsequently filed a cross-complaint against all the parties involved, including Dokken Engineering. The claim settled in mediation in 2022 and Dokken Engineering contributed 5% of the settlement amount. 85% of the settlement was paid jointly by the general contractor and drilling sub-contractor, as it was their responsibility to positively locate the gas line during construction.

- **RNR Construction v. Dokken Engineering**

  Project: NVIDIA Phase 2 – STE Bridge

  Dokken Engineering provided engineering design services as a sub-contractor to RNR Construction for a pedestrian bridge in Santa Clara County. In 2022, RNR Construction made numerous allegations against Dokken Engineering regarding the engineering services provided. Dokken Engineering denied the allegations and the matter was settled in early 2024 in mediation.

5.3 PROJECT TEAM RESUMES

DOKKEN ENGINEERING

MICHAEL GREER, PE, TE

PROJECT MANAGER



EDUCATION

2008, BS Civil Engineering
San Diego State University

REGISTRATION

California Professional Civil Engineer, #C79080

California Professional Traffic Engineer, #TR 2845

EXPERIENCE

17 Years (All w/Dokken)

AFFILIATIONS

American Society of Civil Engineers (ASCE)

Institute of Transportation Engineers (ITE)

AREAS OF EXPERTISE

- Project Management
- Roadway/ADA Design
- Pavement Management
- Utility/ROW Coordination
- Traffic Signals & Lighting
- Ramp Metering Systems
- Transit Station Amenities
- Roundabout Design
- Green Streets
- Traffic Monitoring/ Count Stations
- Interconnection and Fiber Optic Networks

Mr. Michael Greer designs roadways, roundabouts, pedestrian/bicycle facilities, and complete streets in accordance with City, County, Caltrans, and AASHTO standards. He is an expert on traffic signals, lighting design, and electrical infrastructure giving him the unique ability to foresee various potential issues related to design. Michael has worked in the field as a Roadway Inspector and Assistant Resident Engineer, allowing him the opportunity to gain valuable knowledge about construction equipment, practices, and techniques. As **Project Manager**, Michael will ensure sufficient resources are available to complete all assigned tasks on schedule, within budget, and to CVAG's satisfaction. He will be available to meet with and present to CVAG leadership/stakeholders, assist with funding and obtain project approvals.

EXPERIENCE

San Pablo Streetscape Improvements, Phase 1 & 2, Palm Desert, CA | Project Engineer responsible for the design and preparation of plans for the roadway (including pedestrian and roundabout), traffic electrical (including lighting and signal modifications), and traffic control (including signing and striping) improvements portions of this road-diet project. Roundabout Validation Reports, City Council Study Session on Roundabouts, and Position Paper on the Use of Roundabouts versus Stop Control at Intersections were specifically prepared.

Pentz Road Corridor (West Side Pathway and East Side Widening), Town of Paradise, CA | Project Manager providing preliminary engineering, environmental support, and final PS&E for the widening of Pentz Road in the Town of Paradise. The westerly roadway widening project will accommodate a multi-use path for bikes and peds, path lighting, complete drainage system with new mainline, and minimize impacts to adjacent properties using keystone retaining walls. The easterly roadway widening project will accommodate a two-way center turn lane, providing safe access to residents and business along the corridor.

Inland Rail Trail, San Diego County, CA | Project Engineer for this 7-mile Class I bikeway project located within North County Transit District (NCTD) Sprinter rail line right-of-way. The overall purpose of the IRT project is to provide a safe bikeway facility separated from motorized vehicles that will traverse the Cities of Vista, San Marcos, and the County of San Diego. The design includes three bridge structures, approximately one mile of retaining walls, landscaping, traffic signal plan modifications, extensive analysis of water quality, off-site drainage, signing and striping, and minor street adjustments at each crossing.

Saugus Phase I: Bouquet Canyon Trail to Central Park, Santa Clarita, CA | Project Manager for the Public Outreach and PS&E development of the Bouquet Canyon Trail through Central Park. Design improvements for this one-mile trail include conversion of an existing maintenance access road to a multi-use pathway, minimal utility relocations/adjustments, specially designed railings and loge pole fencing brackets, as well as privacy screening along existing fencing to remain.

McFadden Avenue Protected Bike Lane & Bicycle Boulevard, Santa Ana, CA | Project Manager for the PS&E of this project which will reconfigure the existing four and five lane roadway segments to a three-lane configuration with protected bike lanes in each direction. Improvements include upgraded signalized intersections with separated bicycle lane detection and leading pedestrian intervals, high visibility crosswalks, and bulb-outs. Coordination with the railroad for improved signalization of train arrivals was necessary because of the high volume of pedestrians and cyclists.

JUSTIN THONBER, PE

ROADWAY



EDUCATION

2010, BS Civil Engineering
San Diego State University

REGISTRATION

California Professional Civil Engineer, #C88901

EXPERIENCE

17 Years (7 w/Dokken)

Mr. Justin Thornber has a demonstrated history of civil and multi-use pathway design excellence specifically on-site development plans, construction plans, restoration plans, and grading and erosion control plans. Mr. Thornber is proficient using AutoCAD Civil 3D, Microstation Inroads, HydroCAD, ArcMAP, Flowmaster, Bluebeam, and Projectwise.

EXPERIENCE

Pentz Road Corridor (West Side Pathway and East Side Widening), Town of Paradise, CA | Project Engineer providing preliminary engineering, environmental support, and final PS&E for the widening of Pentz Road in the Town of Paradise. The westerly roadway widening project will accommodate a multi-use path for bikes and peds, path lighting, complete drainage system with new mainline, and minimize impacts to adjacent properties using keystone retaining walls. The easterly roadway widening project will accommodate a two-way center turn lane, providing safe access to residents and business along the corridor.

San Pablo Corridor Improvements, Phase 1 & 2, Palm Desert, CA | Mr. Thornber was responsible for preparing the ATP cycle 4 grant application for San Pablo Avenue. He designed the driveways and curb ramps along the San Pablo corridor and developed the cost estimate separated by funding source to aid with funding decisions. He reduced construction cost by recommending grind and overlay work, instead of full depth removal, between Royal Palm Drive and Fred Waring Drive.

ZACH LIPTAK

ENVIRONMENTAL



EDUCATION

2014, BS Environmental Science, California State University, Sacramento

LICENSES/CERTIFICATIONS

- 2015, Institute of Noise Control Engineers (INCE)
- 2015, Environmental Applications of GIS for ESRI ArcMap GIS Mapping Software
- 2015 FHWA Traffic Noise Model 2.5 (TNM 2.5)

EXPERIENCE

13 Years (All w/Dokken)

Mr. Zach Liptak is a Senior Environmental Planner with 13 years of experience in the various stages of environmental compliance including securing regulatory permits for projects, preparing and finalizing NEPA/CEQA environmental documents, environmental technical studies, and regulatory permitting. Zach is skilled in scoping, inventory, analysis of environmental resources that may be impacted by CVWD projects, and complex environmental documentation such as EIRs and EISs.

EXPERIENCE

Avenue 66 Grade Separation, Mecca, CA | Lead Environmental Planner. Zach was responsible for overseeing the biological, cultural, noise, air quality, and visual technical studies for this new grade separated crossing of UPRR tracks in Mecca, CA. Zach also worked closely with Caltrans District 8 oversight to prepare and obtain approval on the project's CEQA CE / NEPA CE documents along with all required permits (401/404/1602). Zach also coordinated with CVCC as the project was adjacent to a conservation area.

Environmental Services On-Call, Riverside, CA | Through the County's on-call, Zach has been responsible for the Salt Creek Trail Project, a seven mile long trail, the Thermal Oasis Active Transportation Project, a 14 mile long trail, the Thousand Palms Canyon Road Widening Project, a roadway shoulder improvement projects, Skyview Pedestrian Bridge Project, a new pedestrian bridge over an environmentally sensitive wetland area, North Indian Canyon Roadway Widening, a two mile widening from two to four lanes, and multiple jurisdictional determinations for small culvert replacement projects.

ASHLEY ORSABA-FINDERS, PE

DRAINAGE/WATER QUALITY



EDUCATION

2012, MBA Drexel University

2007, BS Civil Engineering
CSU Sacramento

REGISTRATION

California Professional Civil Engineer, #C77894

CA QSD/QSP, #21380

EXPERIENCE

18 Years (7 w/Dokken)

Ms. Ashley Orsaba-Finders is a Senior Engineer and Project Manager with 18 years of experience in project management, civil engineering, site development, environmental engineering, municipal engineering, planning, GIS analysis, and construction administration. She is experienced in civil design, hydraulic modeling, project management, construction administration, GIS mapping, financial tracking and analysis, project scheduling, planning, drafting, and design of civil engineering projects including drainage, utility design, water tanks, roadways, site design, and pump stations.

EXPERIENCE

Avenue 66 Water Transmission Main, Phase 1A & 1B, Riverside, CA | Design Engineer. During the construction of the Avenue 66 Grade Separation project, utility relocations performed by IID impacted an existing 12" waterline running along Hammond Road. Ashley assisted with the design of the relocation plans for approximately 825' of waterline, including incorporating the upsizing of the existing line from 12" to 18".

Avenue 66 Grade Separation Over SR-111/UPRR, Mecca, CA | Drainage Engineer. Ashley was a drainage engineer for the Avenue 66 Grade Separation over SR-111 and UPRR project for the County of Riverside and Caltrans. This effort included the compilation of two separate Drainage Reports, one County and one Caltrans, and the design and analysis of retention basins, detention basins, ditches, pipelines, inlets, and culverts.

CHRIS AGUIRRE

GRANT FUNDING



EDUCATION

2005, MS Community & Regional Development
UC Davis

2001, BA Ethnic Studies
CSU Sacramento

EXPERIENCE

19 Years (6 w/Dokken)

Mr. Chris Aguirre is a skilled community engagement professional with a record of success managing large, diverse projects in complex environments. Highly experienced and proficient in public engagement and outreach, he has a unique ability to relate and connect with a wide spectrum of populations. Through his 18 years of experience Chris is able to bridge internal and external objectives and align constituencies inside and outside an organization in pursuit of mutual benefit.

EXPERIENCE

Menifee Professional Grant Funding/Writing Services – 2022 RAISE Grant, Menifee, CA | In 2022, the City of Menifee applied for a RAISE grant to acquire funding for the Scott Road/Bundy Canyon Road Project. The RAISE grant program is a competitive grant for the USDOT to invest in road, rail, and transit projects to reach national objectives. Chris was responsible for preparation of grant content, coordination with project engineers, and attended project meetings to move the grant forward and coordinate tasks, action items, and deliverables.

Dog Bar Road over Bear River Bridge Replacement, Nevada County, CA | This project will replace Dog Bar Road bridge with a 2-lane CIP box girder directly upstream from the current bridge. The new bridge will provide sufficient width and include a larger curve radius to accommodate large vehicles. Chris facilitated public meetings, managed agency coordination efforts, and drafted the IS/MND, which was finalized in August of 2021. The NEPA CE was also acquired in August of the same year.

5.4 CHANGES TO PROFESSIONAL SERVICES CONTRACT

Dokken Engineering does not take any exceptions to CVAG's Standard Professional Services Agreement. Dokken Engineering will comply with the contract terms and conditions delineated in the RFP.

5.5 ACKNOWLEDGEMENT OF ADDENDUM

The signed addendum is included in the following pages.

NOTICE INVITING PROPOSALS
FOR
PROFESSIONAL SERVICES

CV LINK MECCA/NORTH SHORE EXTENSION PROJECT

ADDENDUM

Addendum Date: January 31, 2025

Purpose: This addendum supplements, amends, and takes precedence over the original Request for Proposals (RFP) and shall be considered when preparing bid proposals and shall become part of the Contract documents. Offerors shall review the Addendum work and requirements in detail and incorporate any effects the Addendum may have into their scope of services and cost proposal.

Note: All requirements of the RFP documents remain unchanged except as cited herein.

Questions & Requests:

The following are responses to the questions received by the Coachella Valley Association of Governments (CVAG) as of 2:00 p.m. PST, January 29, 2025.

1. **Question:** The proposal says to use the Caltrans PSR process. Does this pertain to only the development of the PSR or does CVAG anticipate this proposal to follow the Caltrans LAMP procedures which require audited rates and DBE requirements?

   Response: *This phase of the project is locally funded, so audit rates and DBE requirements do not apply.*

2. **Question:** If an 11x17 page is included for the org chart or other graphics, would it count as two pages in the overall 25-page limit?

   Response: *Yes.*

3. **Question:** If a table of contents is included, would it count as part of the 25-page limit?

   Response: *No.*

4. **Question:** Is the 25-page limit only referring to the Technical Proposal, or does it include both the Technical and Fee Proposal?

   Response: *The page limit pertains to the Technical Proposal.*

5. **Question:** Is it acceptable to use 11X17 paper for charts? If so, would it be counted as two pages?

   Response: *Yes.*

6. **Question:** Can we list someone from CVAG as a reference?

   Response: *Yes.*

7. **Question:** The project limits are unclear. Please confirm the project limits. Refer to Attachment A – Location Map (page 18 of the RFP). Does the project include both the "Future Extensions" (shown as light blue lines) and "Community Connectors" (shown as red dotted line)? Or just the Mecca/North Shore extension along the along Highway 111 from Bay Drive in North shore to Salton Sea State Park Visitors Center (Paragraph 6)?

   Response: *The project limits are described in Paragraph 5 of Page 3 of the RFP and represented by the blue lines in the Location Map.*

8. **Question:** Is there a specific target schedule that CVAG wants to achieve?

   Response: *CVAG desires to be in a position to have the study sufficiently completed in time for an ATP Cycle 8 grant application in 2026.*

9. **Question:** To what extent the Caltrans PDPM (PSR-PDS Guidelines) will be required to be followed? Will it require all the attachments stated in the Caltrans PDPM Appendix S – Preparation Guidelines for Project Study Report-Project Development Support Project Initiation Document? Will all the sections listed in the Article 3- Outline be required? Some of the sections like the TEPA, Corridor & System Coordination, & LCCA may not be applicable for this type of project. Also, please advise on the Attachments that CVAG is expecting as a part of the PSR-PDS.

   Response: *Some elements of the Caltrans PDPM PSR-PDS Guidelines will not apply to this project. Consultant is to propose a scope conforming to PSR-PDS guidelines that is best fit to the project.*

10. **Question:** Will Caltrans review and approve the PSR-PDS? Or will CVAG be the lead agency reviewing and approving this document?

    Response: *CVAG is the lead agency for the project. Coordination and engagement with Caltrans will be required for this project.*

11. **Question:** Is there a limit on the number of recent and relevant projects to be listed?

    Response: *No.*

12. **Question:** Under C-Content and Format of Fee Proposal, it states that Consultant shall provide two tables: one for the ITS project as if it is a stand-alone project; and the second table for the Varner Road Improvement Project. Please clarify?

    Response: *That was a copy-and-paste error when composing the RFP, so ignore.*

13. **Question:** Please list the segments which have been studied and preliminary engineered (Refer to Para 7 of Page 3 of RFP)? Also, please provide an update on where they are at as of now.

    Response: *Those segments are described in Paragraph 5 of Page 3 of the RFP.*

14. **Question:** The Content and Format of Fee Proposal section on page 8 states "The Consultant shall provide two tables: one for the ITS project as if it is a stand-alone project; and the second table for the Varner Road Improvement project. The Fee Proposal shall also include proposed direct costs and subcontractor mark-up, if any." Please clarify the format of the fee proposal.

    Response: *Refer to the response to Question 13.*

15. **Question:** Would it be okay to use an 11x17 sheet for the organization chart? If so, would it count as one or two pages?

    Response: *Refer to the response to Question 3.*

Acknowledgement: **Offerors must acknowledge** receipt of this Addendum by signing in the space provided below. This signed Addendum shall be included in the appendices section of the Technical Proposal.

Authorized Signature: _____ Date: 2/18/2025

Company: Dokken Engineering

DOKKEN ENGINEERING

TASK DESCRIPTION	DOKKEN ENGINEERING																									
	Mark Tarrall, PE Principal in Charge	Michael Greer, PE, TE* Project Manager	Justin Thornber, PE* Roadway Lead	Ashley Orsaba-Finders, PE, QSD/P* Drainage/Water Quality Lead	QA/QC Manager	Senior Engineer 3	Associate Engineer 2	Associate Engineer 1	Assistant Engineer 2	Assistant Engineer 1	Senior CAD	CAD / Detailer	Chris Aguirre* Grant Funding Lead	Zach Liptak* Environmental Lead	Environmental Manager	Senior Environmental Planner 2	Environmental Technician	Right of Way Manager	Senior Right of Way Agent	Right of Way Agent	Right of Way Technician	Appraiser	TOTAL HOURS	ESCALATION	OTHER DIRECT COST	TOTAL COST
BILLING RATES*	$365	$295	$225	$265	$345	$295	$195	$180	$150	$130	$245	$155	$175	$185	$285	$205	$95	$235	$195	$115	$80	$130				
TASK 1 – PROJECT MANAGEMENT	8	133	154	51		51			114	40			46	48	20			20	36				721	$3,240	$20,000	$185,255
1.1 Meetings and Coordination	5	72	72	36		36			72				28	36	20			20	36				433	$1,984		$101,189
1.1a Kick-Off and Project Development Team Meetings	2	30	30	15		15			30				8	15	10			10	15				180	$831		$42,361
1.1b Stakeholder Focus/Coordination Meetings	2	30	30	15		15			30				8	15	10			10	15				180	$831		$42,361
1.1c Stakeholder Working Group Meetings	1	12	12	6		6			12				12	6					6				73	$323		$16,468
1.2 Public Outreach Campaign/Events, Website, and Flyover Simulation	3	21	42	15		15			42				18	12									168	$736	$20,000	$57,546
1.2a Public Outreach Campaign Materials and Meetings Coordination	1	12	24	6		6			24				12	6									91	$390		$19,865
1.2b Public Outreach CV Link Website Management/Updates	1	6	12	6		6			12				6	6									55	$243	$5,000	$17,398
1.2c Preferred Alternatives Visual Flyover Simulation	1	3	6	3		3			6														22	$104	$15,000	$20,284
1.3 Project Administration		40	40							40													120	$520		$26,520
TASK 2 – PROJECT STUDY REPORT – PROJECT DEVELOPMENT SUPPORT	25	145	290	195	46	115	220	380	500	260	180	260		60	20	160	120	8	20	20	20	20	3064	$11,928		$608,328
2.1 Data Collection and Field Review		20	40	20		20	40	40		80				20			40						320	$1,180		$60,180
2.2 Draft PSR - PDS Report and Construction Cost Estimate	12	60	120	60	24	60	120	120	120	120	120	120											1,056	$4,351		$221,911
2.3 Preliminary Environmental Analysis Report	2	10	20											40	20	160	80						332	$1,234		$62,914
2.4 Storm Water Data Report	1	5	10	20	2			40	80														158	$586		$29,866
2.5 Preliminary Drainage Report	2	10	20	40	4			80	160			40											356	$1,295		$66,055
2.6 Preliminary Hydraulic Study	1	5	10	20	2			40	80			40											198	$710		$36,190
2.7 Right of Way Acquisition Cost Estimate	1	5	10	5	2	5												8	20	20	20	20	116	$397		$20,257
2.8 Final PSR - PDS Report and Construction Cost Estimate	6	30	60	30	12	30	60	60	60	60	60	60											528	$2,176		$110,956
TASK 3 – GRANT FUNDING FEASIBILITY ANALYSIS	4	20	40	5	8	5				80			160										322	$1,206		$61,526
TOTAL HOURS	37	298	484	251	54	171	220	380	614	380	180	260	206	108	40	160	120	28	56	20	20	20	4,107			
TOTAL COST	$13,505	$87,910	$108,900	$66,515	$18,630	$50,445	$42,900	$68,400	$92,100	$49,400	$44,100	$40,300	$36,050	$19,980	$11,400	$32,800	$11,400	$6,580	$10,920	$2,300	$1,600	$2,600		$16,375	$20,000	$855,110

*Billing Rates will be adjusted in January of each Calendar year by 5%, rounded to the nearest multiple of $5.

DOKKEN ENGINEERING

COST PROPOSAL - HOURS BREAKDOWN BY TASK
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
CV LINK MECCA/NORTH SHOURE EXTENSION PROJECT
March 25, 2025

TASK DESCRIPTION	GUIDA SURVEYING, INC.									ARELLANO ASSOCIATES									GRAND TOTAL HOURS	OTHER DIRECT COSTS	GRAND TOTAL COSTS
	Principal	Senrior Project Manager	Project Manager	Senior Project Surveyor	Survey Analyst	Project Coordinator	TOTAL HOURS	OTHER DIRECT COST	TOTAL COST	Project Manager	Senior Project Coordinator	Senior Tribal Coordinator	Creative Lead	Project Coordinator	Assistant Project Coordinator	TOTAL HOURS	OTHER DIRECT COST	TOTAL COST			
BILLING RATES*	$310	$270	$240	$220	$155	$135				$190	$129	$111	$145	$100	$69						
TASK 1 – PROJECT MANAGEMENT										227	406	158	38	342	660	1831	$20,000	$218,317	2552	$40,000	$403,572
1.1 Meetings and Coordination										157	266	66	6	246	440	1,181	$3,800	$131,122	1,614	$3,800	$232,311
1.1a Kick-Off and Project Development Team Meetings										45	30					75	$300	$12,734	255	$300	$55,095
1.1b Stakeholder Focus/Coordination Meetings										40	76	12	6	174	332	640	$2,000	$61,880	820	$2,000	$104,241
1.1c Stakeholder Working Group Meetings										72	160	54		72	108	466	$1,500	$56,507	539	$1,500	$72,975
1.2 Public Outreach Campaign/Events, Website, and Flyover Simulation										70	140	92	32	96	220	650	$16,200	$87,195	818	$36,200	$144,741
1.2a Public Outreach Campaign Materials and Meetings Coordination										70	140	92	32	96	220	650	$16,200	$87,195	741	$16,200	$107,059
1.2b Public Outreach CV Link Website Management/Updates																			55	$5,000	$17,398
1.2c Preferred Alternatives Visual Flyover Simulation																			22	$15,000	$20,284
1.3 Project Administration																			120		$26,520
TASK 2 – PROJECT STUDY REPORT – PROJECT DEVELOPMENT SUPPORT	20	30	60	60	60	40	270	$97,475	$154,075										3334	$97,475	$762,403
2.1 Data Collection and Field Review	20	30	60	60	60	40	270	$97,475	$154,075										590	$97,475	$214,255
2.2 Draft PSR - PDS Report and Construction Cost Estimate																			1,056		$221,911
2.3 Preliminary Environmental Analysis Report																			332		$62,914
2.4 Storm Water Data Report																			158		$29,866
2.5 Preliminary Drainage Report																			356		$66,055
2.6 Preliminary Hydraulic Study																			198		$36,190
2.7 Right of Way Acquisition Cost Estimate																			116		$20,257
2.8 Final PSR - PDS Report and Construction Cost Estimate																			528		$110,956
TASK 3 – GRANT FUNDING FEASIBILITY ANALYSIS																			322		$61,526
TOTAL HOURS	20	30	60	60	60	40	270			227	406	158	38	342	660	1,831			6,208		
TOTAL COST	$6,200	$8,100	$14,400	$13,200	$9,300	$5,400		$97,475	$154,075	$43,148	$52,520	$17,519	$5,518	$34,309	$45,302		$20,000	$218,317		$137,475	$1,227,502

*Billing Rates will be adjusted in January of each Calendar year by 5%, rounded to the nearest multi

SERVICES CONTRACT

between

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)
and
DOKKEN ENGINEERING

THIS AGREEMENT is made and effective as of **April 28, 2025** between the Coachella Valley Association of Governments ("CVAG") and Dokken Engineering ("Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on **April 28, 2025** and shall remain and continue in effect until tasks described herein are completed, but in no event later than **June 30, 2027** unless sooner terminated or extended pursuant to the provisions of this Agreement.

2. SERVICES

Consultant shall perform **PROFESSIONAL ENGINEERING** services consistent with the provisions of the Request for Proposals for the proposed **CV LINK MECCA/NORTH SHORE EXTENSION PROJECT**, released on January 8, 2025, (the "RFP,") and any modification thereto adopted in writing by the parties and identified herein and/or 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 herein or 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/Bid)

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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 $**1,227,502** 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) Consultant shall invoice no less frequently than monthly and submit invoices within 15 days of each month end except for the month end of June when invoices shall be submitted within 7 days. Invoices shall include the time period covered and be itemized for time and materials. Each invoice for payment must be accompanied by a written

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description. The description shall provide detail about the types of activities and specific accomplishments during the period for which the payment is being made. CVAG shall only make payments in the form of Electronic Fund Transfer (EFT).

(f) 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.

(g) 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.

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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 $1,000,000 per occurrence, $2,000,000 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

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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 Drive, Suite 100
Palm Desert, CA 92260

To Consultant:
Michael Greer, Project Manager
Dokken Engineering
1450 Frazee Road, Suite 100
San Diego, CA 92108

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.

This Agreement may be executed in counterparts, with each Party signing a copy of this Signature Page, and the combined signed pages constituting one completely executed document.

Consistent with CVAG Policy 21-02, this amendment shall be executed with the use of electronic or digital signatures in order to be in effect.

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

COACHELLA VALLEY ASSOCIATION OF GOVERMENTS

By:_____
Tom Kirk, Executive Director

DOKKEN ENGINEERING

By: _____
John Klemunes, President

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EXHIBIT "A"

SCOPE OF WORK

See following page.

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Exhibit "B"

PRICE FORMULA

See following page.

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REIMBURSEMENT AGREEMENT
BY AND BETWEEN CVAG AND THE COUNTY OF RIVERSIDE
FOR THE
CVAG CV LINK MECCA/NORTH SHORE EXTENSION PROJECT

THIS AGREEMENT is made and entered into this **28th day of April 2025**, by and between the **County of Riverside**, a municipal corporation, **("County")** and the **Coachella Valley Association of Governments**, a California joint powers authority, **("CVAG")**, and is made with reference to the following background facts and circumstances:

RECITALS

The "Coachella Valley Area Transportation Study", a valley-wide study prepared under the auspices of CVAG, has identified various transportation and highway projects and corridors throughout the Coachella Valley to be of regional importance. This project is included in the 2016 Transportation Project Prioritization Study (TPPS) document; and,

Approval of a highway financing measure by the voters of Riverside County in November of 1988, as well as the approval of an extension of Measure A by the voters in November of 2002, has created a source of funds with which to construct such projects; and,

CVAG by agreement with its member agencies and with the Riverside County Transportation Commission ("RCTC"), has been designated as the agency through which such funds are to be conveyed and disbursed for the purpose of completing said regional transportation projects; and,

CVAG Executive Committee, on July 31, 2006, approved the implementation of the amended Transportation Uniform Mitigation Fee "TUMF" Fee Ordinance to increase the collected TUMF Fee, effective January 1, 2007; and,

The CV Link is forty miles of shared use path aligned along the Whitewater River Channel that serves as a stormwater conveyance facility for the valley, throughout the Coachella Valley. The CV Link is designed for pedestrian mobility, bicycles, and low speed neighborhood electric vehicles such as golf carts, and it extends from Highway 111 and the Chino Wash in North Palm Springs to Airport Boulevard in the County of Coachella; and,

In February 2016, the Executive Committee approved the Master Plan for CV Link; and,

In April 2025, CVAG's Executive Committee authorized the Executive Director to execute an engineering services contract with Dokken Engineering for a total not-to-exceed amount of $1,227,502, to conduct a Project Study Report-Project Development Support (PSR-PDS) Project Initiation Document for the CV Link Mecca/North Shore extension; and to negotiate and execute a reimbursement agreement with the County of Riverside for costs related to the CV Link Mecca/North Shore Extension Project (Project).

Whereas, CVAG will expend Measure A or TUMF funds to front the cost of the CV Link Mecca/North Shore Extension Project with said expended funds to be reimbursed in part CVAG by the County of Riverside.

NOW, THEREFORE, in consideration of the mutual covenants and subject to the conditions contained herein, the parties do agree as follows:

1. The Project is generally described as and consists of the following: **CV Link Mecca/North Shore Extension Project.** These services will hereinafter be referred to as the "Project".

2. The scope of work of the Project is more particularly described in **Exhibit "A"**, entitled "Scope of Services " attached hereto and made a part hereof. The cost estimate for the Project is more particularly described in **Exhibit "B"** - "Estimate of Cost", attached hereto and made a part hereof.

3. The total estimated cost of the Project shall not exceed $1,227,502. CVAG shall coordinate the Project Study Report-Project Development Support (PSR-PDS) Project Initiation Document for the Project. CVAG shall be responsible to pay CVAG's Consultant for the Project. County shall reimburse CVAG its proportional share, 50% of the Project equal to $613,751, as detailed in **Exhibit "B"**.

4. CVAG may decline or delay regional funds to the Project should CVAG determine that such action is necessary to maintain a minimum balance of TUMF or Measure A funds.

5. CVAG shall be responsible for initial payment of all covered Project costs as they are incurred. Following payment of such costs, CVAG shall submit invoices to County requesting reimbursement of the County's Local Share of the Project. Each invoice shall be accompanied by detailed contractor invoices, or other demands for payment addressed to CVAG, and documents evidencing CVAG's payment of the invoices or demands for payment. CVAG shall also submit a Project Completion Report, in a form acceptable to County, with each statement. CVAG shall submit invoices not more often than monthly and not less often than quarterly.

    6.1 Upon receipt of an invoice from CVAG, County may request additional documentation or explanation of the Project costs. Undisputed

reimbursement amounts shall be paid by County to CVAG within thirty (30) days.

6.2 If a post-payment audit or review indicates that County has provided reimbursement to CVAG in an amount in excess of the County's Local Share of eligible costs, CVAG shall reimburse County for the excess payments within thirty (30) days of notification by CVAG.

6. Prior to any final payment to CVAG by County, a final report shall be submitted to County by CVAG containing a record of all payments made for said Project and the source of funds of all such payments, together with a record of all change orders, cost over-runs, and other expenses incurred. Final payment will thereafter be paid by County in accordance with CVAG rules, regulations and policies concerning project cost determination and expense eligibility.

7. The parties agree that should unforeseen circumstances arise which result in new work not covered in Exhibit "A," an increase of any costs over those shown in Exhibit "B," or other changes in the Scope of Work are proposed, CVAG will in good faith consider an amendment to this Agreement to provide for further appropriate reimbursement if the proposed amendment is in accordance with the policies, procedures, and cost determination/expense eligibility criteria adopted by CVAG. Non-substantive changes may be made to this agreement subject to CVAG's General Counsel's approval.

8. CVAG shall maintain an accounting of all funds received from County pursuant to this Agreement in accordance with generally accepted accounting principles. CVAG agrees to keep all Project contracts and records for a period of not less than three years from the date a notice of completion is filed by CVAG on such Project; or, if the Project is not one as to which a notice of completion would normally be recorded, for three years from the date of completion. CVAG shall permit County, at any reasonable time, upon reasonable notice, to inspect any records maintained in connection with the Project. County shall have no duty to make any such inspection and shall not incur any liability or obligation by reason of making or not making any such inspection.

9. The occurrence of any one or more of the following events shall, at CVAG's option, constitute an event of default and County shall provide CVAG with immediate notice thereof.

11.1 Any warranty, representation, statement, report or certificate made or delivered to CVAG by County or any of County's officers, employees or agents now or hereafter which is incorrect, false, untrue or misleading in any material respect;

11.2 County shall fail to pay, perform or comply with, or otherwise shall breach, any obligation, warranty, term or condition in this Agreement or any amendment to this Agreement, or any agreement delivered in connection with the Project; or,

11.3 There shall occur any of the following: dissolution, termination of existence or insolvency of County; the commencement of any proceeding under any bankruptcy or insolvency law by or against County; entry of a court order which enjoins, restrains or in any way prevents County from paying sums owed to creditors.

10. No waiver of any Event of Default or breach by one party hereunder shall be implied from any omission by the other party to take action on account of such default, and no express waiver shall affect any default other than the default specified in the waiver and the waiver shall be operative only for the time and to the extent therein stated. Waivers of any covenant, term, or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition. The consent or approval by one party to or of any act by the other party shall not be deemed to waive or render unnecessary the consent or approval to or of any subsequent or similar act.

11. This Agreement is made and entered into for the sole protection and benefit of CVAG and County and no third person shall have any right of action under this Agreement.

12. This Agreement is for funding purposes only and nothing herein shall be construed so as to constitute CVAG as an owner or a partner or joint venture with County as to the Project. CVAG shall assume the defense of, indemnify and hold harmless the County and their respective officers, directors, agents, employees, servants, attorneys, and volunteers, and each and every one of them, from and against all actions, damages, claims, losses and expenses of every type and description to which they may be subjected or put by reason of or resulting from the actions or inactions of CVAG related to the Project or taken in the performance of this Agreement or any agreement entered into by County with reference to the Project.

13. Any dispute concerning a question of fact arising under this Agreement that is not disposed of by voluntary negotiations between the parties shall first be decided by the CVAG Executive Director or designee, who may consider any written or verbal evidence submitted by County. This decision shall be issued in writing. However, no action in accordance with this Section shall in any way limit any party's rights and remedies through actions in a court of law with appropriate jurisdiction. Neither the pendency of dispute nor its consideration by CVAG will excuse County from full and timely performance in accordance with the terms of this Agreement.

14. Any agency receiving federal funds must have an approved Disadvantaged Business Enterprise program. All recipients of Federal Highway Administration (FHWA) funds must carry out the provisions of Part 26, Title 49 of the Code of Federal Regulations (CFR) which established the Federal Department of Transportation's policy supporting the fullest possible participation of firms owned and controlled by minorities and women in the Department of Transportation programs. Except to the extent that such or other contrary federal regulations may apply, County covenants that, by and for itself and all persons claiming under or through it, there shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin or ancestry in the performance of this Agreement.

15. County and CVAG warrant that all aspects of the Project undertaken by them shall be undertaken in compliance with all applicable local, state and federal rules, regulations and laws. County will execute and deliver to CVAG such further documents and do other acts and things as CVAG may reasonably request in order to comply fully with all applicable requirements and to effect fully the purposes of this Agreement.

16. This Agreement may not be assigned without the express written consent of CVAG first being obtained.

17. County and their successors in interest and assigns shall be bound by all the provisions contained in this Agreement.

18. No officer or employee of CVAG shall be personally liable to County or any successor in interest, in the event of any default or breach by CVAG or for any amount with may become due to County or to its successor, or for breach of any obligation of the terms of this Agreement.

19. No officer or employee of CVAG shall have any personal interest, direct or indirect, in this Agreement; nor shall any such officer or employee participate in any decision relating to this Agreement which effects his or her personal interest or the interest of any corporation, partnership or association in which she or he is, directly or indirectly, interested, in violation of any state, federal or local law.

20. CVAG warrants that the funds received by County pursuant to this Agreement shall only be used in a manner consistent with CVAG's reimbursement policy and all applicable regulations and laws. Any provision required to be included in this type of agreement by federal or state law shall be deemed to be incorporated into this Agreement.

21. All notices or other communications required or permitted hereunder shall be in writing and shall be either personally delivered (which shall include delivery by

means of professional overnight courier service which confirms receipt in writing, such as Federal Express or UPS); sent by telecopier or facsimile machine capable of confirming transmission and receipt; or sent by certified or registered mail, return receipt requested, postage prepaid to the following parties at the following addresses or numbers:

If to **County of Riverside:**

Dennis Acuna
Director of Transportation
County of Riverside
4080 Lemon Street
Riverside, CA 92501
Telephone: (951) 955-6880

If to **CVAG**:

Tom Kirk
Executive Director
Coachella Valley Association of Governments
74-199 El Paseo, Suite 100
Palm Desert, CA 92260
Telephone: (760) 346-1127

Notices sent in accordance with this paragraph shall be deemed delivered upon the next business day following the: (i) date of delivery as indicated on the written confirmation of delivery (if sent by overnight courier service); (ii) the date of actual receipt (if personally delivered by other means); (iii) date of transmission (if sent by telecopier or facsimile machine); or (iv) the date of delivery as indicated on the return receipt if sent by certified or registered mail, return receipt requested. Notice of change of address shall be given by written notice in the manner detailed in this paragraph.

22. This Agreement and the exhibits herein contain the entire agreement between the parties, and is intended by the parties to completely state the agreement in full. Any agreement or representation respecting the matter dealt with herein or the duties of any party in relation thereto, not expressly set forth in this Agreement, is null and void.

23. If any term, provision, condition, or covenant of this Agreement, or the application thereof to any party or circumstance, shall to any extent be held invalid or unenforceable, the remainder of the instrument, or the application of such term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected thereby and each term and provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

24. In the event either party hereto brings an action or proceeding for a declaration of

the rights of the parties, for injunctive relief, for an alleged breach or default, or any other action arising out of this Agreement, or the transactions contemplated hereby, the prevailing party in any such action shall be entitled to an award of reasonable attorneys' fees and costs incurred in such action or proceeding, in addition to any other damages or relief awarded, regardless of whether such action proceeds to final judgment.

25. Time is of the essence in this Agreement, and each and every provision hereof in which time is an element.

26. This Agreement and all documents provided for herein shall be governed by and construed in accordance with the laws of the State of California. Any litigation arising from this Agreement shall be adjudicated in the courts of Riverside County, Desert Judicial District, State of California.

27. County and CVAG warrant that the execution, delivery and performance of this Agreement and any and all related documents are duly authorized and do not require the further consent or approval of any body, board or commission or other authority.

28. This Agreement may be executed in one or more counterparts and when a counterpart shall have been signed by each party hereto, each shall be deemed an original, but all of which constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized representatives on the above referenced date:

ATTEST:

By: _____
Clerk

COUNTY OF RIVERSIDE

By: _____
CHUCK WASHINGTON
Chair, Board of Supervisors

ATTEST:

By: _____
Allen McMillen, Contracts Analyst II

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: _____
Tom Kirk, Executive Director

EXHIBIT "A"

SCOPE OF SERVICES

REIMBURSEMENT AGREEMENT
BY AND BETWEEN CVAG AND THE COUNTY OF RIVERSIDE
FOR THE
CVAG CV LINK MECCA/NORTH SHORE EXTENSION PROJECT

The eastern terminus of the CV Link at Airport Boulevard provides multi-modal access to the administrative offices of the Coachella Valley Unified School District (CVUSD), John Kelley Elementary School, La Familia Continuing Education High School, Thermal and Mecca Sheriff's Stations, Jacqueline Cochran Airport, Desert International Horse Park, and the Thermal Club Race Track.

Beyond Airport Boulevard, a future extension of CV Link to the Salton Sea approximately twenty-three miles in total length was envisioned in the 2016 CV Link Master Plan. The route for the extension would pass through rural agricultural areas and the jurisdiction of Tores Martinez Band of Cahuilla Indians to connect to the Salton Sea via two proposed routes. The main route is proposed to Whitewater River to its outfall at the Salton Sea with a second connection branching off at Avenue 66 and following existing roadways through the Mecca and North Shore communities. The CV Link Master Plan proposes the routes as either a two-way, 12-foot-wide concrete path on one side of existing roadways or the channel, or a widening of the roadways to include minimum 7-foot-wide shoulders on both sides.

Dokken Engineering will conduct a Project Study Report-Project Development Support (PSR-PDS) Project Initiation Document of the CV Link Mecca/North Shore extension. The document will inform CVAG and stakeholders of the alignment options, including early environmental, right-of-way, design, potential costs, constructability challenges, and provide a foundation for CVAG to pursue state and federal funding for subsequent phases of the project.

EXHIBIT "B"

REIMBURSEMENT AGREEMENT
BY AND BETWEEN CVAG AND THE COUNTY OF RIVERSIDE
FOR THE
CVAG CV LINK MECCA/NORTH SHORE EXTENSION PROJECT

Dokken Engineering Total Contract $1,227,502

CVAG Share	County Share
$613,751 (50%)	$613,751 (50%)

ITEM 8D

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Final Stages of CV Link Construction**

Contact: Jonathan Hoy, Director of Transportation (jhoy@cvag.org)

Recommendation: To wrap the final stages of CV Link construction, authorize the Executive Director to:

1. **Execute additional change orders for the CV Link construction contracts with Ames and Granite for a combined, not-to-exceed amount of $15,000,000;**
2. **Execute Amendment No. 15 to the agreement with Alta Planning & Design for an additional not-to-exceed amount of $198,000 and extending the term until December 31, 2025; and**
3. **Execute Amendment No. 3 to the agreement with Anser Advisory for an additional not-to-exceed amount of $2,276,000 for construction management services and extend the term through December 31, 2025**

Transportation Committee: Concurred (Meeting of April 7)

Background: CV Link represents a significant breakthrough in alternative transportation, offering a safe pathway for walking, running, biking, or using low-speed electric vehicles like golf carts. This initiative brings considerable environmental, health, and economic advantages to both current and future residents and visitors. Spanning more than 40 miles across the valley, the project typically features a dual-path structure: a broad concrete lane catering to cyclists and low-speed electric vehicles, alongside a narrower decomposed granite trail designed for pedestrians and runners. The on-street sections, such as the pathway currently available in Palm Desert, adopt a cycle track layout.

The CV Link route is being built in segments that received initial approval from the California Transportation Commission (CTC) back in May 2019. This segmentation approach permits CVAG to complete large portions of the project as soon as they secure right-of-way for these segments, rather than delaying the entire project while waiting to obtain access to remaining parcels. CV Link has been divided into seven segments. This segmentation strategy ensures that the project's advantages can be enjoyed sooner rather than later. Each segment comprises smaller, sub-segments that hold independent value, and CVAG received state support to fast-track their construction whenever feasible. Seven miles have been completed and opened. CVAG is now approaching the final stages of construction for an additional 35 miles, with the work wrapping this summer.

In order to push across the finish line, staff is recommending three separate items to the Executive Committee related to amending the various project contracts and providing additional authority to the Executive Director.

Additional Authorization for Construction Contracts

The first recommended action would increase the contract authorization for CV Link. As per the construction contracts approved by the Executive Committee, the Executive Director has been given authority to approve up to $105,028,266 across the combined contracts with Ames and Granite Construction. In anticipation of the final close-out for these contracts, staff is recommending the Executive Director be authorized to execute change orders for a combined total of $15 million to cover costs associated with field adjustments, redesigns, extended working days, and cost escalations.

The first two segments of the CV Link project cover a total distance of 15 miles, consisting of different sub-segments situated in Palm Springs, stretching from South Palm Canyon to Demuth Park, in Palm Desert from Cook Street westward to Magnesia Falls Dr, linking to the existing CV Link on-street project that goes to the Bump and Grind trail head, in La Quinta from Washington to Jefferson Street, in Indio from Jefferson Street to Golf Center Parkway, and in Coachella from Avenue 50 to Avenue 56. The construction of Segments 1 & 2 has reached substantial completion, yet there are still significant punch list items of construction remaining on the project. These items include cable railings, monument signage, and decorative panels at bridge under crossings.

The remaining work on Segments 3, 4, 5, and 6 is on track to be completed by June 30, 2025. Segments 3 and 4 include the construction of CV Link in North Palm Springs along the Chino Canyon Levy, stretching from Highway 111 to Vista Chino. Segment 5 constructs the pathway along the Coachella Valley Stormwater Channel traversing the native lands of the Cabazon Band of Cahuilla Indians and Twenty-Nine Palms Band of Mission Indians. And Segment 6 is primarily located in Cathedral City, where two distinct pathways alongside the Palm Canyon and the Whitewater Wash connect at a confluence point near Cathedral Canyon Drive before stretching southeast towards Date Palm Drive.

Unfortunately, CV Link's construction has not been immune to unforeseen delays.

From the outset, the project faced a delay of several months due to a necessary Disadvantaged Business Enterprise (DBE) analysis mandated by Caltrans regarding the bidders, which had to be addressed prior to the contract being awarded. After the contractor received the project's award, they experienced another few months of delay because of the encroachment permit requirements from different permitting authorities. While construction was underway, the contractor found several existing utilities that were not marked. Work around these utilities had to pause until the domestic water and communications utilities could either be relocated or adequately protected. As it pertained to the water main, the Coachella Valley Water District (CVWD) insisted that CVAG revise the alignment of the water main to fit the CV Link project. This adjustment took eight months to navigate through the water district, leaving no possibility for any work to progress during that time. Further delays were incurred due to CVWD initiating a new slope protection project that interfered with about two miles of the CV Link alignment, and CVWD prohibited any CV Link construction until their project was finished.

As the project advanced, further delays occurred due to the presence of a protected species of burrowing owls and a colony of 6,000 bats. Regarding the owls, the California Department of Fish and Wildlife imposes restrictions on construction during their breeding period, which lasts from March 1 to September 30 – leading to a seven-month pause in construction efforts in Indio. Concerning the bats, CVAG also needed to postpone work to establish a buffer around the Dillon

Road bridge in Indio to safeguard the colony, an action required to comply with both Fish and Wildlife regulations and the requirements set by the Twenty-Nine Palms Band of Mission Indians. Finally, work in the west valley experienced significant design challenges and modifications, primarily because of unexpected alterations in the existing topography caused by tropical storm Hillary. Additionally, there were significant changes required to address unanticipated irrigation systems located within the wash and within boundaries of the existing golf course.

Amendment for Alta Planning and Design

As CVAG strives to finalize construction by June 30, 2025, it is essential to collaborate with CV Link's primary design team – Alta Planning and Design – to consider the existing field conditions, address contractor inquiries, obtain necessary agency approvals, and conclude the project. Staff is recommending Amendment No. 15, which would include additional funding as well as extend the contract end date to the end of the calendar year in order to cover the anticipated construction completion date and any time related to the construction punch list.

Alta's work with the project dates back to July 18, 2014, when the CVAG Executive Committee approved a contract with for planning, design and engineering services related to CV Link in an amount of $6,217,000, plus a 10 percent contingency. The contract has been amended by the Executive Committee many times over the years as the route was adjusted and CV Link went from a concept to a project under construction. The most recent amendment was in December 2024, when the Executive Committee approved a not-to-exceed amount of $295,000. The scope of the current contract includes various tasks, such as design and construction support.

Alta has played an integral role in the development of CV Link, and their experience with the project cannot be replicated. The team has extensive expertise in the field of active transportation and has been a resource not only to CVAG but to member jurisdictions as the design was being finalized. Alta, along with its subconsultants, is assisting CVAG throughout the construction phase. This involves replying to information requests, participating in construction coordination meetings, and making necessary adjustments to plans as needed for permits. Alta maintains a strong partnership with Anser Advisory Group, the team managing the CV Link construction, to tackle any design modifications required during the construction process. When appropriate, Anser leads the effort by working with the construction contractor to find solutions; subsequently, those contractors collaborate with Alta to finalize the design changes, allowing work to proceed. The outlined tasks also consist of ongoing coordination with Caltrans regarding the section along Highway 111 in Palm Springs, with Union Pacific Railroad concerning the undercrossing in the City of Indio, and completing the project closure.

Amendment for Anser

As the third action, CVAG staff is recommending Amendment No. 3 to the contract with project's construction manager, Anser Advisory Group. This would cover ongoing costs and extend the contract to December 31, 2025, which covers the project completion and the additional six months estimated to close out all aspects of the program.

A construction project of this scale typically necessitates the involvement of a construction manager, and CVAG sought proposals for these services in the latter part of 2019. In January 2020, following the Transportation Committee's recommendation, CVAG's Executive Committee authorized the Executive Director to sign a three-year agreement with Anser Advisory Group for

construction management services. Additionally, they gave authority for the Executive Director to renew the contract yearly thereafter, provided there are no cost increases.

Anser has played a pivotal role in advancing the project to its current point. Their contributions have encompassed preparing different project segments for bidding, overseeing the construction process on-site, and managing the approvals from various stakeholders involved in the project. Anser's contract has seen two amendments, one being a no-cost modification made in November 2022, and another for $6,000,000 that the Transportation and Executive Committees authorized in June 2024.

The amendment made in June 2024 addressed the need for extra efforts to tackle unexpected issues in construction. The most notable problems were tied to the conflicts and requirements of the Coachella Valley Water District (CVWD). Since then, additional setbacks arose because of a protected species of burrowing owls and the colony of 6,000 bats. Alongside the environmental setbacks, the projects in the west valley faced major design issues and adjustments, mainly due to unforeseen changes in the current landscape that resulted after Tropical Storm Hilary hit in August 2023. Furthermore, there were considerable modifications needed to deal with unexpected irrigation systems found within the wash and inside the limits of an existing golf course.

Anser has addressed these issues and setbacks by working together with CVAG, the design engineer, and the contractor to deliver the needed supervision and make sure the project is finished as intended and aligns with the accepted specifications.

Fiscal Analysis: The recommended actions can be taken as one motion or separately. The recommended contract amendments would also allow the Executive Director and/or Legal Counsel to make minor, clarifying contract changes prior to execution. The fiscal impact of each action is detailed below.

The additional funding to account for the increased spending authority of a not-to-exceed amount of $15,000,000 will be paid from regional transportation funding.

CVAG has previously secured funding commitments from an array of sources for CV Link's planning and construction, which is reflective of the broad support the project has. They include:

State Active Transportation Program:	$	21,692,000
State Transportation Improvement Program:	$	18,655,000
South Coast Air Quality Mitigation District:	$	19,125,603
Federal Congestion Mitigation and Air Quality:	$	12,600,000
Desert Healthcare District:	$	10,000,000
California Strategic Growth Council:	$	1,000,000
Riverside County Parks:	$	750,000
Bicycle Transportation Account Grant:	$	748,500
Caltrans Environmental Justice Grant:	$	291,000

Amendment No. 15 with Alta includes a not to exceed amount of $198,000. The cost of services will be paid for with existing funding sources for CV Link. This brings the total cost of the contract to $12.068 million.

Amendment No. 2 with Anser includes an additional, not-to-exceed amount of $2,276,000. Anser was first hired in January 2020 for a not-to-exceed contract of $9,022,988.37. Amendment No. 1 added no additional costs to the contract. Amendment No. 2 added $6,000,000. This amendment will bring the total amount to about $17.3 million.

The cost of the contract amendments will be paid for from existing funding sources for CV Link.

Attachments:

1. Amendment No. 15 to Alta's contract and scope of work
2. Amendment No. 3 to Anser Advisory's professional services agreement
3. Anser Advisory LLC letter dated March 27, 2025

Contract No. CVAG-20-051-15

AMENDMENT NUMBER FIFTEEN
to the
ALTA PLANNING + DESIGN - CVAG
DESIGN AND ENGINEERING SERVICES AGREEMENT
for the
CV LINK PROJECT

This **AMENDMENT NUMBER FIFTEEN** is made and entered into this **28th day of April 2025**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency **(CVAG)**, and **Alta Planning + Design (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 for the CV Link Project.

1. **This Amendment Number Fifteen authorizes CVAG to extend the contract term to December 31, 2025.**
2. **This Amendment Number Fifteen authorizes CVAG funds in the amount not to exceed $198,000.**

Summary

Previously authorized Active Transportation Program federal funds as noted in Revised Executive Committee report 9-29-15	$ 6,217,000
Amendment Number One	$ 239,000
Amendment Number Two	$ 204,238
Amendment Number Three	$ 106,302
Amendment Number Four (Contract Extension Only)	$ 0
Amendment Number Five	$ 1,260,287
Amendment Number Six	$ 1,359,550
Amendment Number Seven (Contract Extension Only)	$ 0
Amendment Number Eight	$ 438,438
Amendment Number Nine	$ 578,211
Amendment Number Ten	$ 551,352
Amendment Number Eleven (Contract Extension Only)	$ 0
Amendment Number Twelve	$ 287,500
Amendment Number Thirteen	$ 334,000
Amendment Number Fourteen	$ 295,000
Amendment Number Fifteen	$ 198,000
Current Cost for CV Link Project	**$12,068,878**

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

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: _____
Tom Kirk, CVAG Executive Director

ALTA PLANNING + DESIGN

By: _____
Mike Rose, Vice President

Exhibit A.
Scope of Work

DRAFT

Introduction and Understanding

This scope of work has been prepared at the request of Coachella Valley Association of Governments (CVAG) to provide services for continued Construction Assistance of CVLink Segment 1, Segments 3-5, Segment 6, Community Connector Projects and other design, engineering and coordination tasks as directed by CVAG to support this and future CVLink segments. Many of these tasks require consultation and approvals by various agencies and the specific needs change as the work progresses. These fees will be billed on a time and materials basis, as directed by CVAG, up to completion of the task.

Alta offers the following scope of work:

1. Complete HWY 111 Permitting

Respond to comments and desired redesign from CalTrans to secure permits, including work by Stantec for traffic and signal design modifications and BKF for Hydrology, if required. This has been ongoing and the amount of support needed is dependent on the requests from CalTrans.

Proposed Fee $10,000

2. Construction Administration

PMT meetings, RFI responses, plan adjustments and other tasks as directed by CVAG. These include work for Segments 1, 3-6 and the Community Connectors This is estimated at 60K per month, until June of 2025. This is inclusive of tasks that arise that require services from Alta and/or our subcontractors on this project and includes expenses for up to 2 site visits. These include design changes, permit drawings and exhibit drawings and general support for Accenture (formerly Anser) and CVAG.

Segment 1 Support Estimate:10,000

Segment 3-5 Support Estimate:25,000

Segment 6 Support Estimate:50,000

Other Tasks Support Estimate:50,000

Total Proposed Fee: $135,000

3. Continued UPRR support for the undercrossing in Indio

Continued work with CVAG, Anser and Jacobs Engineering for CA and approvals, if needed.

Proposed Fee: $10,000

4. Project Close-out

This work will include the assembly and transfer of all project records to CVAG .

Proposed fee: $10,000

DRAFT

5. Contingency of 20%

This contingency is for any new proposed tasks as directed by CVAG. This 20% will be allocated at the discretion of CVAG.

Contingency: $33,000

DRAFT

Exhibit B.
Price Formula

Estimated Fee

	Task	Estimated Fee	
1	Hwy 111 Permitting	$	10,000.00
2	Construction Admin		
2.1	Segment 1	$	10,000.00
2.2	Segment 3-5	$	25,000.00
2.3	Segment 6	$	50,000.00
2.4	Other tasks as assigned (includes CC)	$	50,000.00
3	UPRR Work	$	10,000.00
4	Project Close out	$	10,000.00
	Subtotal	**$**	**165,000.00**
5	20% Contingency	$	33,000.00
	Total	**$**	**198,000.00**

DRAFT

Exhibit C.
Schedule

Estimated Schedule

Project Manager shall commence performance of Services and proceed toward completion of deliverables upon notice to proceed.

Task	Expected Completion Dates
1. Hwy 111 Permitting	Completed upon approval by CalTrans
2. Construction Admin	Ongoing through duration of construction
3. UPRR Work	As needed
4. Project Closeout	As needed
5. Contingency of 20%	As Directed by CVAG

DRAFT

AMENDMENT NUMBER THREE
to the
ANSER ADVISORY LLC
PROFESSIONAL SERVICES AGREEMENT
for the
CV LINK PROJECT

This **AMENDMENT NUMBER THREE** is made and entered into this **28th day of April 2025**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency **(CVAG)**, and **Anser Advisory LLC (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 January 27, 2020 for the CV Link Project.

1. **This Amendment Number Three extends the terms of the contract to December 31, 2025.**

2. **This Amendment Number Three authorizes the additional scope of services as outlined in Exhibit A-1 Anser Advisory Staffing Plan and the attached Anser Advisory LLC letter dated March 24, 2025 for the not-to-exceed amount of $2,276,000.00. The total amount payable shall not exceed $17,298,988.37.**

Original Agreement	January 27, 2020	$9,022,988.37
Amendment Number One	November 1, 2022	No Cost
Amendment Number Two	June 24, 2024	$6,000,000.00
Amendment Number Three	April 28, 2025	$2,276,000.00
Total Agreement not-to-exceed		**$17,298,988.37**

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

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: _____
Tom Kirk, CVAG Executive Director

ANSER ADVISORY LLC

By: _____
Melanie Estes, Chief Delivery Officer

Exhibit A-1

Anser Advisory Staffing Plan and Letter

See following pages.

March 24, 2025

Coachella Valley Association of Governments
Mr. Jonathan Hoy
Director of Transportation
74-199 El Paseo, Suite 100
Palm Desert, CA 92260

RE: CV Link Construction Management Change Order Request
Agreement No. CVAG 2020-007-01

Dear Mr. Hoy,

Anser Advisory (Anser) respectfully requests an increased fee time and materials change order amendment to the subject contract agreement based on the following changes which have occurred since the time of our Amendment No. 01 request in April '24:

Segment 1 Construction

It was anticipated that construction would be completed December '24, with the closeout and punch list period extending through February '25. As of this request, the project has reached substantial completion, however, there still remains significant punch list items construction remaining on the project. These items include cable railing, monument signs, and the under bridge decorative panels. There are also several large scopes of work which has been rejected by Anser because it did not meet the project plans/specifications and this work needs to be removed and replaced. It is currently anticipated that all punch list items will now be completed in May '25.

Additionally, the contractor has seen significant staffing turnover at the Project Management level which has significantly increased the level of effort required by the Anser team to get new staff up to speed, as well as restart any active negotiations on various project closeout issues. It is anticipated that the project closeout will extending through June '25.

Segment 3/4/5 Construction

It was anticipated that construction would be completed January '25. The project has experienced a number of delays, due to both environmental and contractor resource delays. As of this letter, we are anticipating that construction will be completed May '25. Our originally anticipated closeout schedule of June '25 remains unchanged.

In addition to the delay, the project has experienced significant design changes and modifications which have increased the level of effort required to administer the project. The contractor has not been responsive to our requests for change order negotiations which has required us to issue change orders to be completed on a time-and-material basis as well, at times, unilaterally, just to keep the project moving forward. When issuing contracts in such a manner it requires a significantly higher level of effort on the construction management side to ensure that CVAG is properly being charged for the level of effort to complete the scopes of work.

Finally, as previously mentioned, the project experienced an environmental delay due to burrowing owls within the project work zone. The project worked around the owls as much as possible, however there was a significant section in which work could not be completed until after the owl breading season in October. A large environmental mitigation effort was required by Anser's subconsultant ECORP to both monitor the owls, as well as relocate them once the nesting season ended. This scope was unforeseen and added significant unforeseen costs to the project.

Segment 6 Construction

It was anticipated that construction would be completed January '25. The project experienced a delay start and it is now anticipated that the project will be substantially completed in May '25. Our originally anticipated closeout schedule of June '25 remains unchanged. This project has also experienced significant design challenges and changes, due in large part to unforeseen changes in existing topography due to Hurricane Hillary. The project has also come across significant changes due to unforeseen irrigation systems within the wash and within existing golf course limits. The significant re-design of the project has increased the originally estimated level of effort to complete the project on time. The team has to come up with significant workarounds in order to keep the project moving forward.

Highway 111 Construction Delays

It was originally anticipated that this scope of work would be completed concurrently within the Segment 3/4/5 project and be completed January '25. As of this letter, CVAG has not yet received the required Caltrans permit required to start construction of this scope of work. We are now anticipating that construction will start May '25 and will be completed August '25. In an effort to mitigate costs, Anser anticipated being able to utilize staff on a part-time basis for other project close-out during this project, however the level of effort for the inspection cannot be fully mitigated due to this delay.

Anser has prepared an estimated cost to complete of the federally funded portion of the CV Link program based on the most currently known information available. The details of this estimate are shown in the attached Exhibit A. Based on this estimate, Anser respectfully requests an increase to our original contract value of **$2,276,000.00**.

Anser appreciates the opportunity to complete this exciting program. Should you have any questions or would like to discuss further, please do not hesitate to reach out.

Respectfully submitted,

Tyson C. Atwood
Senior Vice President
tyson.atwood@anseradvisory.com

EXHIBIT A

Summary

Row Labels	Sum of Total Cost
Segment 1/2	**$1,037,672.82**
AIX Consulting, Inc.	$3,600.00
Anser	$742,072.82
Burke Rix	$20,000.00
CA Consultants	$24,000.00
Danken	$108,000.00
DESI	$15,000.00
ECORP	$25,000.00
Geocon	$50,000.00
Michael Baker International	$50,000.00
Segment 3/4/5	**$960,443.96**
AIX Consulting, Inc.	$7,200.00
Anser	$674,243.96
Burke Rix	$25,000.00
CA Consultants	$12,000.00
Danken	$60,000.00
DESI	$10,000.00
ECORP	$22,000.00
Geocon	$60,000.00
Michael Baker International	$90,000.00
Segment 6	**$1,409,928.12**
AIX Consulting, Inc.	$10,800.00
Anser	$976,628.12
Burke Rix	$35,000.00
CA Consultants	$15,000.00
Danken	$45,000.00
DESI	$20,000.00
ECORP	$37,500.00
Geocon	$120,000.00
Michael Baker International	$150,000.00
Anser ODC's	**$267,570.00**
Anser ODC	$267,570.00
Grand Total	**$3,675,614.90**

Approx. Remaining Budget	**$1,400,000.00**
Total Requested Add	**$2,276,000.00**

Row Labels	Sum of Total Cost	Sum of Feb '25	Sum of Mar '25	Sum of Apr '25	Sum of May '25	Sum of Jun '25	Sum of Jul '25	Sum of Aug '25	Sum of Sep '25	Sum of Oct '25	Sum of Nov '25	Sum of Dec '25
AIX Consulting, Inc.	$21,600.00	$5,400.00	$5,400.00	$3,600.00	$3,600.00	$1,800.00	$1,800.00					
Anser	$2,392,944.90	$424,024.87	$424,024.87	$390,707.09	$342,606.43	$312,317.53	$233,433.89	$174,008.78	$45,910.72	$45,910.72	$0.00	$0.00
Burke Rix	$80,000.00	$14,000.00	$14,000.00	$13,000.00	$13,000.00	$13,000.00	$8,000.00	$5,000.00				
CA Consultants	$51,000.00	$16,000.00	$16,000.00	$16,000.00	$3,000.00							
Danken	$213,000.00	$35,000.00	$30,000.00	$30,000.00	$30,000.00	$30,000.00	$22,000.00	$12,000.00	$12,000.00	$12,000.00		
DESI	$45,000.00	$6,500.00	$6,500.00	$6,500.00	$6,500.00	$6,500.00	$7,500.00	$5,000.00				
ECORP	$84,500.00	$19,500.00	$19,500.00	$17,500.00	$13,000.00	$10,000.00	$5,000.00					
Geocon	$230,000.00	$60,000.00	$60,000.00	$50,000.00	$20,000.00	$20,000.00	$20,000.00					
Michael Baker International	$290,000.00	$80,000.00	$70,000.00	$60,000.00	$20,000.00	$30,000.00	$30,000.00					
Anser ODC	$267,570.00	$30,610.00	$150,610.00	$29,290.00	$17,430.00	$16,230.00	$13,110.00	$6,870.00	$1,710.00	$1,710.00		
Grand Total	**$3,675,614.90**	**$691,034.87**	**$796,034.87**	**$616,597.09**	**$469,136.43**	**$439,847.53**	**$340,843.89**	**$202,878.78**	**$59,620.72**	**$59,620.72**	**$0.00**	**$0.00**

Segment	Company	Position Role/Title	Feb '25	Mar '25	Apr '25	May '25	Jun '25	Jul '25	Aug '25	Sep '25	Oct '25	Nov '25	Dec '25	Total Cost
														$0.00
Anser ODC's	Anser ODC	Office Costs	$3,000.00	$3,000.00	$3,000.00	$3,000.00	$3,000.00	$3,000.00						$18,000.00
Anser ODC's	Anser ODC	Vehicle Costs	$17,610.00	$17,610.00	$16,290.00	$14,430.00	$13,230.00	$10,110.00	$6,870.00	$1,710.00	$1,710.00			$99,570.00
Anser ODC's	Anser ODC	Misc (Permits, etc)	$10,000.00	$130,000.00	$10,000.00									$150,000.00
														$0.00
Segment 1/2	Anser	Construction Management	$141,721.31	$141,721.31	$141,721.31	$102,365.62	$102,365.62	$70,562.28	$41,615.37	$0.00	$0.00	$0.00	$0.00	$742,072.82
Segment 1/2	Danken	Document Control	$20,000.00	$15,000.00	$15,000.00	$15,000.00	$15,000.00	$7,000.00	$7,000.00	$7,000.00	$7,000.00			$108,000.00
Segment 1/2	CA Consultants	Utility Coordination	$8,000.00	$8,000.00	$8,000.00									$24,000.00
Segment 1/2	DESI	Labor Compliance	$2,000.00	$2,000.00	$2,000.00	$2,000.00	$2,000.00	$5,000.00						$15,000.00
Segment 1/2	Michael Baker International	Survey	$20,000.00	$20,000.00	$10,000.00									$50,000.00
Segment 1/2	Geocon	Material Testing	$20,000.00	$20,000.00	$10,000.00									$50,000.00
Segment 1/2	ECORP	Environmental	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00							$25,000.00
Segment 1/2	Burke Rix	Public Outreach	$4,000.00	$4,000.00	$3,000.00	$3,000.00	$3,000.00	$3,000.00						$20,000.00
Segment 1/2	AIX Consulting, Inc.	Safety	$1,800.00	$1,800.00										$3,600.00
Segment 3/4/5	Anser	Construction Management	$131,809.55	$131,809.55	$115,150.66	$106,405.69	$91,261.24	$56,191.90	$41,615.37	$0.00	$0.00	$0.00	$0.00	$674,243.96
Segment 3/4/5	Danken	Document Control	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00						$60,000.00
Segment 3/4/5	CA Consultants	Utility Coordination	$3,000.00	$3,000.00	$3,000.00	$3,000.00								$12,000.00
Segment 3/4/5	DESI	Labor Compliance	$2,000.00	$2,000.00	$2,000.00	$2,000.00	$2,000.00							$10,000.00
Segment 3/4/5	Michael Baker International	Survey	$30,000.00	$30,000.00	$30,000.00									$90,000.00
Segment 3/4/5	Geocon	Material Testing	$20,000.00	$20,000.00	$20,000.00									$60,000.00
Segment 3/4/5	ECORP	Environmental	$7,000.00	$7,000.00	$5,000.00	$3,000.00								$22,000.00
Segment 3/4/5	Burke Rix	Public Outreach	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00							$25,000.00
Segment 3/4/5	AIX Consulting, Inc.	Safety	$1,800.00	$1,800.00	$1,800.00	$1,800.00								$7,200.00
Segment 6	Anser	Construction Management	$150,494.01	$150,494.01	$133,835.12	$133,835.12	$118,690.67	$106,679.71	$90,778.04	$45,910.72	$45,910.72	$0.00	$0.00	$976,628.12
Segment 6	Danken	Document Control	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00			$45,000.00
Segment 6	CA Consultants	Utility Coordination	$5,000.00	$5,000.00	$5,000.00									$15,000.00
Segment 6	DESI	Labor Compliance	$2,500.00	$2,500.00	$2,500.00	$2,500.00	$2,500.00	$2,500.00	$5,000.00					$20,000.00
Segment 6	Michael Baker International	Survey	$30,000.00	$20,000.00	$20,000.00	$20,000.00	$30,000.00	$30,000.00						$150,000.00
Segment 6	Geocon	Material Testing	$20,000.00	$20,000.00	$20,000.00	$20,000.00	$20,000.00	$20,000.00						$120,000.00
Segment 6	ECORP	Environmental	$7,500.00	$7,500.00	$7,500.00	$5,000.00	$5,000.00	$5,000.00						$37,500.00
Segment 6	Burke Rix	Public Outreach	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00					$35,000.00
Segment 6	AIX Consulting, Inc.	Safety	$1,800.00	$1,800.00	$1,800.00	$1,800.00	$1,800.00	$1,800.00						$10,800.00
														$3,675,614.90

Audit OH Rate: 115.12%
Fee: 10%

Segment	Position Role/Title	Name	Raw Rate	Loaded Rate	Feb '25	Mar '25	Apr '25	May '25	Jun '25	Jul '25	Aug '25	Sep '25	Oct '25	Nov '25	Dec '25	TOTAL Hours	Total Cost
Segment 1/2	Sr. Resident Engineer	Tyson Atwood	$119.52	*$255.00*	60	60	60	60	60	60	60					420	$107,100.00
Segment 1/2	Scheduler Support	Shawn Paroline	$92.39	$218.62	40	40	40									120	$26,234.92
Segment 1/2	Asst. RE	Kenny Casados	$70.00	$165.64	168	168	168	168	168	168	80					1088	$180,218.93
Segment 1/2	Office Engineer	S1 OE	$69.01	$163.30	168	168	168	168	168	168	80					1088	$177,670.12
Segment 1/2	Office Engineer	S1 OE	$77.00	$182.21	168	168	168									504	$91,832.15
Segment 1/2	Lead Inspector (PW)	Ali Hady	$80.00	$189.31	168	168	168	168	168							840	$159,016.70
					$141,721.31	$141,721.31	$141,721.31	$102,365.62	$102,365.62	$70,562.28	$41,615.37	$0.00	$0.00	$0.00	$0.00		$742,072.82
Segment 3/4/5	Sr. Resident Engineer	Tyson Atwood	$119.52	*$255.00*	60	60	60	60	60	60	60					420	$107,100.00
Segment 3/4/5	Scheduler Support	Shawn Paroline	$92.39	$218.62	40	40	40									120	$26,234.92
Segment 3/4/5	Asst. RE	Kirk Streets	$70.00	$165.64	168	168	168	168	168	168	80					1088	$180,218.93
Segment 3/4/5	Office Engineer	S345 OE	$69.01	$163.30	100	100	100	100	100	80	80					660	$107,777.83
Segment 3/4/5	Lead Inspector (PW)	Dakota Mebane	$80.00	$189.31	168	168	168	168	168							840	$159,016.70
Segment 3/4/5	Inspector (PW)	S345 Insp. 2	$80.00	$189.31	168	168	80	80								496	$93,895.58
					$131,809.55	$131,809.55	$115,150.66	$106,405.69	$91,261.24	$56,191.90	$41,615.37	$0.00	$0.00	$0.00	$0.00		$674,243.96
Segment 6	Sr. Resident Engineer	Tyson Atwood	$119.52	*$255.00*	60	60	60	60	60	60	60	60	60			540	$137,700.00
Segment 6	Scheduler Support	Shawn Paroline	$92.39	$218.62	40	40	40	40	40							200	$43,724.86
Segment 6	Office Engineer	S6 OE	$69.01	$163.30	100	100	100	100	100	80	80					660	$107,777.83
Segment 6	Admin	Rachael	$40.00	$94.65	168	168	168	168	168	168						1008	$95,410.02
Segment 6	Asst. RE	Prashanth Javvaji	$77.00	$182.21	168	168	168	168	168	168	168	168	168			1512	$275,496.44
Segment 6	Lead Inspector (PW)	Lorreto Rios	$80.00	$189.31	168	168	168	168	168	168	168					1176	$222,623.39
Segment 6	Inspector (PW)	S6 Insp. 2	$80.00	$189.31	168	168	80	80								496	$93,895.58
					$150,494.01	$150,494.01	$133,835.12	$133,835.12	$118,690.67	$106,679.71	$90,778.04	$45,910.72	$45,910.72	$0.00	$0.00		$838,928.12
				Total Cost:	$424,024.87	$424,024.87	$390,707.09	$342,606.43	$312,317.53	$233,433.89	$174,008.78	$45,910.72	$45,910.72	$0.00	$0.00		$2,392,944.90
				Total Hours:	2,348	2,348	2,172	1,924	1,764	1,348	916	228	228	0	0		
				FTE's	14.7	14.7	13.6	12.0	11.0	8.4	5.7	1.4	1.4	0.0	0.0		

ITEM 8E

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Contract Amendment for CV Sync Phase II Construction Management**

Contact: Mark Lancaster, Assistant Director of Transportation (mlancaster@cvag.org)

Recommendation: Authorize the Executive Director to execute Amendment No. 2 to the agreement with TKE Engineering, Inc. for a total not-to-exceed amount of $2,100,000 through September 2026 for construction management services related to CV Sync Phase II

Transportation Committee: Concurred (Meeting of April 7)

Background: Construction on CV Sync Phase II signal coordination project is entering its final year. Work on CV Sync Phase 1 was completed in June 2024 and is now being operated and managed by CVAG staff. On-going construction of Phase II will bring improvements to approximately 400 intersections in the project's participating jurisdictions.

A construction project of this magnitude often requires a construction manager and CVAG solicited proposals for this work in 2019. In a joint CVAG Executive and Transportation Committee meeting on October 19, 2020, the Executive Director was authorized to execute a contract with TKE Engineering, Inc. for construction management services for the CV Sync Phase 1 project. TKE's services have included providing on-site oversight and inspection of the construction work and navigating the approvals with various project stakeholders. TKE's work was critical to getting the project completed.

When construction of the CV Sync Phase 2 project was ready to begin, there was interest in retaining TKE for construction management services to maintain continuity between the two phases of the CV Sync project. On June 27, 2022, the Executive Committee, on the recommendation of the Transportation Committee, authorized the Executive Director to execute Amendment No. 1 to the agreement with TKE Engineering, Inc. for a total not-to-exceed amount of $7,458,648 for construction management services during Phase II of CV Sync through March 2025.

At the time when the original construction management contract was negotiated with TKE Engineering, Inc., the anticipated schedule for completion was approximately three years. However, there have been numerous construction delays related to unmarked utilities, overlapping agency projects, environmental mitigation measures, and other permitting requirements. The scope of work also expanded, which has included bid alternative for work on Avenue 50, broadband improvements in the City of Indio and the establishment of a Traffic Operations Center at the Empire Polo Grounds to improve traffic management to the music

festivals. As a result, the new anticipated completion date is spring 2026. This extended project duration was not accounted for in the original TKE budget.

The construction delays have also resulted in shifting a significant amount of construction to the final year. TKE is inspecting the work of numerous crews working at multiple locations throughout the Coachella Valley at the same time. TKE has responded by preparing a staffing plan that will provide the necessary oversight to ensure that the project is completed per plan and in accordance with the approved specifications.

In addition to the extended construction period, TKE has had to manage numerous design changes with the engineer of record, coordinate with agencies to receive plan approval, develop updated specifications to account for the latest Caltrans format, and has played an integral role in obtaining the necessary encroachment permits required for construction.

CVAG staff is now recommending Amendment No. 2 to the contract to extend the construction services through the project completion. Staff has reviewed TKE's estimated cost to complete the CV Sync Phase 2 project. It is anticipated that fiber optic cable installation, new equipment installation at intersections and testing and integration of the system across the Coachella Valley will be substantially complete by the end of 2025, and that it will take approximately six months to close out all aspects of the program. The details of this estimate are shown in the attached staffing plan. Amendment No. 2 would extend the terms of the contract to September 30, 2026.

The recommended authorization would also allow the Executive Director and/or Legal Counsel to make minor, clarifying contract changes prior to execution.

Fiscal Analysis: Amendment No. 2 includes a not to exceed amount of $2,100,000. The cost of services will be paid for from CVAG's regional transportation funding.

TKE was first contracted in December 2020 for a not-to-exceed contract of $3,620,200 for the CV Sync Phase 1 project. Amendment No. 1, approved in June 2022, added $7,458,648 for the CV Sync Phase 2 project. This amendment will bring the total contract amount to nearly $13.2 million.

Attachments:

1. Amendment No 2 to TKE's contract and staffing plan
2. TKE letter dated March 26, 2025
3. Estimated Hours Breakdown

AMENDMENT NUMBER TW0
TO THE
TKE ENGINEERING INC.
PROFESSIONAL SERVICES AGREEMENT
FOR
CONSTRUCTION MANAGEMENT
FOR THE
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) PHASE II

This **AMENDMENT NUMBER TWO** is made and entered into this **28th day of April 2025**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency **("CVAG")**, and **TKE ENGINEERING INC ("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 December 1, 2020 for the Regional Traffic Signal Synchronization Project (TSSP), Phase II.

1. **This Amendment Number Two extends the term of the Agreement to September 30, 2026.**
2. **This Amendment Number Two authorizes the additional scope of services in accordance with the attached TKE Engineering Inc. letter dated March 26, 2025 for the not-to-exceed amount of $2,100,000.**
3. **The total amount payable under this Agreement shall not exceed $13,178,848.**

Original Agreement	December 1, 2020	$ 3,148,000
Original Agreement – Contingency	December 1, 2020	$ 472,200
Amendment Number One	June 27, 2022	$ 7,458,648
Amendment Number Two	April 28, 2025	$ 2,100,000
Total Amount Not to Exceed		**$13,178,848**

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

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: _____
Tom Kirk, CVAG Executive Director

TKE ENGINEERING INC.

By: _____
Terry Renner, Senior Vice President

DRAFT

Attachment A-1

TKE Engineering Inc. – Regional TPPS Phase II Construction Management Services
Amendment No. 2
Additional Scope of Services and Compensation

Please refer to the following TKE Engineering Inc. letter dated March 26, 2025.

DRAFT

March 26, 2025

Mr. Mark Lancaster
Coachella Valley Association of Governments

Subject: **Proposal to Provide Additional Services for CV Sync, Phase 2 Project**

Dear Mr. Lancaster:

TKE Engineering, Inc. is pleased to provide a proposal for professional construction management services to the Coachella Valley Association of Governments (CVAG). CVAG desires to retain professional services for the CV Sync Phase 2 Project involving an extension of time anticipated to be needed for completion of the project as well as additional project elements as described below. The project is expected to require a 17 month extension of time necessary to accomplish and construct additional project elements as well as achieve project commissioning, acceptance and closeout. TKE currently serves as the Construction Manager for the CV Sync, Phase 2 project on behalf of CVAG. TKE's services will involve construction management and inspection services consistent with the original project contract through an extended scope and duration as described above and in the Scope of Services and Fee table below. TKE's Scope of Services and Fee Estimate is presented in the following Table:

	SERVICES	
1	**Avenue 50 Bid Alternative** Bid alternative approved by CVAG and under construction involving various activities and work on Avenue 50 across multiple agencies. The project involves improving intersections and communications infrastructure to provide additional functionality and a complete communications network to allow synchronization and coordination of intersections along Avenue 50.	$450,000.00
2	**Indio Broadband Improvements** Additional project elements within the City of Indio necessary to provide broadband infrastructure to support future City needs.	$250,000.00
3	**Goldenvoice and Indio TOC alterations and additions** Design and construction management support as needed to support the alternative location for the Indio TOC as well as the new Goldenvoice TOC. This includes additional work on Monroe Street.	$ 75,000.00
4	**Additional Work as Directed** Provide additional work related to various project extra work and change orders as directed by CVAG management.	$400,000.00

5	**Cyber Security Additional Project Elements and Support** Integration and construction management support as directed to provide additional integration and support of cyber security planning and changes to project elements.	$150,000.00
6	**Operational Support through Construction** Provide project support and construction management for additional elements including warranty replacement and project changes necessitated by operational requirements identified in the project and adjustment to current field conditions not existing during project planning and design phases.	$250,000.00
7	**RTMC Relocation** Support Design and construction management support related to a potential relocation of the Regional Traffic Management Center to various potential locations.	$125,000.00
8	**Additional Time Based Overhead and Contract Management** Additional costs related to extension of project completion date to manage overall project and additional work elements as directed. This includes office engineering, labor interviews, compliance documentation, support in requesting time extensions, review of schedule adjustments etc…	$150,000.00
9	**Unforseen Extra Work** Work necessary due to unforeseen site conditions including inspection, management, change orders, independent cost analysis, engineering and updating as-built plans, process and track change orders and contract compliance. This line item is an estimate through project completion and is related to unforeseen conditions such as underground utility conflict and soil conditions.	$250,000.00
	Total:	$2,100,000.00

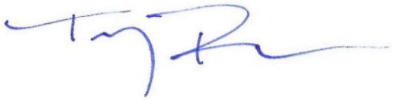
The above listed costs are estimates of additional project costs and are therefore a requested addition to the existing contract amount. These will be invoiced on a time and materials basis per the original contract at the agreed rates. TKE will not invoice over these amounts without prior authorization from the Client. In addition, TKE requests an addition of time to complete the project scope. It is estimated that the current contract end would be June 30, 2026. TKE's scope was developed based on our understanding of the project provided by the plan set forwarded to our office as well as various serial letters and extra work requests submitted by the contractor. TKE will invoice monthly in accordance with our rate schedule as agreed in the original contract. We will provide services as directed by CVAG.

We request that CVAG increase TKE's original budget by $2,100,000.00.

This additional budget will be allocated to existing cost categories at TKE's discretion and in consultation with CVAG's Project Manager.

Again, thank you for the opportunity to submit our proposal to provide construction management services. If you have any questions, please contact me at (951) 680-0440 and/or at trenner@tkeengineering.com

Sincerely,



Terry Renner, P.E., L.S., Q.S.D.
Senior Vice President
TKE ENGINEERING, INC.

Coachella Valley Association of Governements (CVAG)

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) - PHASE II BID ADMINISTRATION, PRE-CONSTRUCTION ASSISTANCE AND CONSTRUCTION MANAGEMENT SERVICES

FEDERAL AID PROJECT NO. CML-6164 (024)

Consulting Fee

	TKE ENGINEERING, INC.																TRIUNITY, INC.			
	Overall Project Manager (Terry Renner, PE, QSD)		Resident Engineer (Justin P Schlaefli, PE, TE, PTOE)		Assistant Resident Engineer (Marvin Lara, EIT)		Assistant Engineer		Lead Field Inspector (Stephen Biscotti)		Electrical Inspector (Tony Tran)		Electrical Inspector (Jeffrey Lynn)		Project Controls (Jennifer Nielson)		Integration Manager (Dean Erickson)	
Task	Rate 251.09 Hours	$	Rate 235.4 Hours	$	Rate 136.01 Hours	$	Rate 86.31 Hours	$	Rate 169.26 Hours	$	Rate 169.26 Hours	$	Rate 169.26 Hours	$	Rate 317.22 Hours	$	Rate 194.71 Hours	$
Bid Administration and Pre-Construction Assistance																		
1.1 Evaluation of Scheduling		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
1.2 Constructability Review / Risk Analysis		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
1.3 Construction Project Advertising, Bid Analysis, and Award		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
Construction Management																		
2.1 Construction Oversight and Inspection [3.]		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
2.2 Contact Administration per FHWA and Caltrans Requirements		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
2.3 Coordination of Agency Inspections and Acceptance		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
2.4 Office Engineering		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
2.5 Project Closeout [4.]		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
2.6 Indio Broadband	64	$ 16,070	80	$ 18,832	180	$ 24,482	80	$ 6,905	80	$ 13,541	100	$ 16,926	100	$ 16,926	40	$ 12,689	80	$ 15,577
2.7 Avenue 50 Bid Alternative	60	$ 15,065	360	$ 84,744	200	$ 27,202	120	$ 10,357	240	$ 40,622	240	$ 40,622	240	$ 40,622	40	$ 12,689	160	$ 31,154
2.8 Goldenvoice and Indio TOC Alterations and Additions	16	$ 4,017	32	$ 7,533	24	$ 3,264	24	$ 2,071	56	$ 9,479	56	$ 9,479	56	$ 9,479	8	$ 2,538	12	$ 2,337
2.9 Additional Work as Directed	100	$ 25,109	300	$ 70,620	240	$ 32,642	160	$ 13,810	200	$ 33,852	180	$ 30,467	180	$ 30,467	24	$ 7,613	120	$ 23,365
2.10 Cyber Security Additional Project Elements and Support	32	$ 8,035	200	$ 47,080	40	$ 5,440	32	$ 2,762	32	$ 5,416		$ -		$ -		$ -	200	$ 38,942
2.11 Operational Support Through Construction	60	$ 15,065	180	$ 42,372	100	$ 13,601	40	$ 3,452	120	$ 20,311	120	$ 20,311	120	$ 20,311	24	$ 7,613	180	$ 35,048
2.12 RTMC Relocation	32	$ 8,035	80	$ 18,832	60	$ 8,161	24	$ 2,071	60	$ 10,156	60	$ 10,156	60	$ 10,156	16	$ 5,076	80	$ 15,577
2.13 Additional Time Based Overhead and Contract	24	$ 6,026	100	$ 23,540	80	$ 10,881	16	$ 1,381	100	$ 16,926	80	$ 13,541	80	$ 13,541	32	$ 10,151	60	$ 11,683
2.14 Unforseen Extra Work	40	$ 10,044	160	$ 37,664	80	$ 10,881	40	$ 3,452	160	$ 27,082	160	$ 27,082	160	$ 27,082	32	$ 10,151	100	$ 19,471
Phase 1 Support																		
3.1 Warranty Claims Support		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -		$ -
Subtotal:	428	$ 107,467	1,492	$ 351,217	1,004	$ 136,554	536	$ 46,262	1,048	$ 177,384	996	$ 168,583	996	$ 168,583	216	$ 68,520	992	$ 193,152

Notes:

1.) Overhead Direct Costs Assume Contractor will Provide Bucket Trucks for Inspection Requirements

2.) Assumes Construction Period of 24 months

3.) Inspection is Time and Materials as Needed. For Budget Purposes Assumes Similar Level of Effort for Phase I Requirements for Tracking Multiple Construction Crews

4.) Assumes No Training Will be Required

Coachella Valley Association of Governements (CVAG)

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) - PHASE II BID ADMINISTRATION, PRE-CONSTRUCTION ASSISTANCE AND CONSTRUCTION MANAGEMENT SERVICES

FEDERAL AID PROJECT NO. CML-6164 (XXX)

Consulting Fee

Accenture, LLC			ADVANCED MOBILITY GROUP (AMG)										ARAGON GEOTECHNICAL				
Assistant Resident Engineer (Rajan Kariya)			Integration Support/Fiber Optic and Wireless Communication (Joy Bhattacharya, P.E.,		Technical Inspection (Leonard Gilliani)		Technical Inspection (Ryan Sabino)		Clerical			Materials Testing (C. Fernando Aragon, P.E., G.E., AASHTO, CT)		Materials Testing (Field Technician)		Total
Rate	169.26		Rate	316.7	Rate	179.24	Rate	179.24	Rate	96.02		Rate	190.46	Rate	136.21	
Hours	$		Hours	$	Hours	$	Hours	$	Hours	$		Hours	$	Hours	$	$
	$	-		$	-		$	-		$	-	$	-		$	-	$	-	$	-
	$	-		$	-		$	-		$	-	$	-		$	-	$	-	$	-
	$	-		$	-		$	-		$	-	$	-		$	-	$	-	$	-
	$	-		$	-		$	-		$	-	$	-		$	-	$	-	$	-
	$	-		$	-		$	-		$	-	$	-		$	-	$	-	$	-
	$	-		$	-		$	-		$	-	$	-		$	-	$	-	$	-
	$	-		$	-		$	-		$	-	$	-		$	-	$	-	$	-
	$	-		$	-		$	-		$	-	$	-		$	-	$	-	$	-
180	$	30,467	40	$	12,668	100	$	17,924	100	$	17,924	8	$	768	40	$	7,618	80	$	15,237	$	244,553
180	$	30,467	60	$	19,002	240	$	43,018	100	$	17,924	16	$	1,536	16	$	3,047	80	$	15,237	$	433,309
24	$	4,062	16	$	5,067	32	$	5,736	24	$	4,302	4	$	384	4	$	762	8	$	1,524	$	72,032
240	$	40,622	40	$	12,668	180	$	32,263	64	$	11,471	24	$	2,304	16	$	3,047	80	$	15,237	$	385,559
40	$	6,770	60	$	19,002	24	$	4,302	16	$	2,868	8	$	768		$	-		$	-	$	141,386
100	$	16,926	60	$	19,002	120	$	21,509	24	$	4,302	8	$	768		$	-		$	-	$	240,592
60	$	10,156	16	$	5,067	60	$	10,754	20	$	3,585	8	$	768	4	$	762	16	$	3,047	$	122,357
80	$	13,541	24	$	7,601	40	$	7,170	24	$	4,302	8	$	768	4	$	762	16	$	3,047	$	144,859
80	$	13,541	40	$	12,668	120	$	21,509	40	$	7,170	8	$	768	8	$	1,524	24	$	4,571	$	234,658
	$	-		$	-		$	-		$	-		$	-		$	-		$	-	$	-
984	$	166,552	356	$	112,745	916	$	164,184	412	$	73,847	92	$	8,834	92	$	17,522	304	$	57,900	$	2,019,306
																	Overhead Direct Costs: [1.]	$	70,676
																	Total: [2.]	$	2,089,981
																	Rounded Total:	**$**	**2,100,000**

Notes:

1.) Overhead Direct Costs Assume Contractor will Provide Bucket Trucks for Inspection Requirements

2.) Assumes Construction Period of 24 months

3.) Inspection is Time and Materials as Needed. For Budget Purposes Assumes Similar Level of Effort for Phase I Requirements for Tracking Multiple Construction Crews

4.) Assumes No Training Will be Required

TKE Engineering, Inc.

ITEM 8F

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Next Steps for the Transportation Project Prioritization Study (TPPS) Update**

Contact: Randy Bowman, Assistant Director of Transportation (rbowman@cvag.org)

Recommendation: Authorize the Executive Director to execute a professional services agreement with HDR Engineering, Inc. in an amount not to exceed $1,482,275 to provide professional engineering services in order to update the 2016 Transportation Project Prioritization Study (TPPS) and companion documents

Transportation Committee: Concurred (Meeting of April 7)

Background: The Transportation Project Prioritization Study (TPPS) ranks the regional arterial projects in the Coachella Valley based on a system of criteria adopted by CVAG's Transportation and Executive Committees. The accompanying Regional Arterial Cost Estimate (RACE) provides a cost estimate, in current dollars, of the segmented improvement projects. Once adopted, the TPPS, RACE and the Regional Active Transportation Plan (ATP) serve as the basis for the Transportation Uniform Mitigation Fee (TUMF) Nexus Study. It also provides a blueprint for regional investments as CVAG and its member jurisdictions generally focus their efforts on the transportation projects ranked in the top 10 percent of the TPPS ranking, although factors such as the availability of state and federal funding also help determine how projects move forward for CVAG Committees' consideration.

CVAG typically updates the TPPS and the RACE every five years. The last update was completed in 2016. Considering the significant disruptions associated with the COVID-19 pandemic, the 2020 TPPS update was postponed.

Now that regional traffic patterns have returned to pre-COVID levels, data can be collected and used to analyze the regional transportation network. CVAG's TPPS should also consider alignment with the 2024 Traffic Relief Plan (TRP) adopted by the Riverside County Transportation Commission (RCTC), which included CV Rail passenger rail service, managed lanes along Interstate 10, and transit priority systems. The updated TPPS also would incorporate a regional pavement management program, which is currently under exploration after the CVAG Transportation and Executive Committees authorized an update to the 2011 Pavement Management Analysis Report. The project results should be presented to CVAG committees as soon as May 2025, with the data analysis and project deliverables from the pavement management study being provided to the TPPS consultant for input into TPPS update.

Once the TPPS and RACE are updated and committed outside funding sources are accounted for, the RACE estimate is adjusted, and then the TUMF nexus study can be prepared to allocate

project costs attributed to new development. The last TUMF nexus study was completed in 2017. The TUMF network is an element of the TPPS.

CVAG staff is also planning to conduct a logistics study at the same time as the Nexus Study, as it will use much of the same data being generated and analyzed for the TPPS. The regional logistics impact study will provide insights into the potential impacts of logistics development planned in the various jurisdictions in the Coachella Valley, including analysis of the implications of recent changes in state law. On September 29, 2024 Governor Newsom signed AB 98 into law, establishing various statewide warehouse design and build standards and requiring local governments to institute truck travel routes that minimize impacts on residential communities. AB 98 declares the movement and storage of freight and the impact of this activity on public health and communities is a matter of statewide concern. In 2024, CVAG received proceeds from a settlement between environmental advocates and a logistics center developer. The terms of the settlement directed the proceeds to be used for studying regional impacts of logistics development in the Coachella Valley. The proceeds were received by the City of Desert Hot Springs and subsequently transferred to CVAG.

Kicking off the TPPS process

The TPPS process kicked off on October 21, 2024, when the Transportation Committee conducted a comparative analysis exercise to prioritize criteria that staff provided for consideration of the 2025 update of the TPPS. The October workshop provided an opportunity to review the four TPPS criteria that have been used for three decades to prioritize investments of regional dollars – Pavement Condition; System Continuity (Gaps); Congestion (Level of Service); and Accident Rates. The Committee also analyzed eight new criteria that staff identified based on members' previous feedback and state and federal funding opportunities: Encourage Infill Development; Improve Climate & Disaster Resiliency; Improve Access In & Out of the Coachella Valley; Add Pedestrian & Bicycle Routes; Improve Aesthetics; Improve Access In & Out of Events; Build Infrastructure in Disadvantaged Communities; and Improve Mobility for Disadvantaged People.

Following the October 2024 Transportation Committee Special Meeting, CVAG distributed the results of the meeting and the ranked criteria to the member jurisdictions' staff for their review and feedback. From October through December, CVAG staff received requests from and met with staff from the Cities of Palm Springs, Palm Desert, Desert Hot Springs, and from the Twenty-Nine Palms Band of Mission Indians. In addition, CVAG received comments from the cities of Coachella, Indio, and La Quinta; Riverside County; Agua Caliente Band of Cahuilla Indians; and Torres Martinez Desert Cahuilla Indians.

For the most part, jurisdiction staff feedback received was supportive and non-specific. The first task for the TPPS consultant will be to review the comparative analysis of the criteria conducted by CVAG committees and jurisdictions' staff feedback. The consultant will then propose a project ranking methodology, which staff will bring to the Transportation and Executive Committees for consideration.

TPPS Update Next Steps

In December 2024, CVAG advertised a Request for Proposals to perform the update to the TPPS and companion documents and conduct the regional logistics study funded through a settlement stemming from the development of a warehouse facility.

CVAG received three proposals by the February 3, 2025 submittal deadline. A committee comprised of CVAG staff and staff from the cities of Indian Wells, Rancho Mirage and Indio evaluated the proposals.

Consultant	**Location**
HDR Engineering, Inc.	Irvine, CA
Kimley-Horn Associates	Palm Desert, CA
Michael Baker International, Inc.	Carlsbad, CA

Based on the feedback from the proposal evaluation committee, staff are recommending the Executive Director be authorized to execute a contract with HDR Engineering, Inc.

The update of the TPPS, RACE, ATP, and the TUMF Nexus Study, along with the regional logistics study will also be supported by a stakeholder group made up of CVAG member jurisdictions. In addition, the project will engage with utility providers, the water district, flood control district and other agencies that have planned infrastructure projects in the region. Their role is to provide data, review prioritization, and contribute to project deliverables. The project includes up to eight meetings with the stakeholder group at key decision points throughout the project duration.

In addition, the TUMF Nexus Study update will be supported by an advisory group comprised of technical experts qualified to review the analysis and findings of the Nexus Study. Meetings will be held bi-monthly or as necessary during the development of the Nexus Study.

In addition to meeting with these groups, the HDR Team will assist CVAG staff in preparing materials and presenting information to the Transportation and the Executive Committees. This will include soliciting feedback and direction on the following key milestones:

- Prioritization Methodology for Projects (TPPS and ATP)
- Regional Arterial Cost Estimate (RACE) and TUMF Nexus Study
- Findings and Recommendations of the Regional Logistics (in conjunction with the TPPS, ATP and RACE presentations)
- Draft TPPS and companion documents presentation
- Final TPPS and companion documents presentation

The update to the TPPS and companion document, including the regional logistics study, will be coordinated with other regional planning efforts planned or already underway. Those include the previously mentioned Pavement Management Study; the Community Connectors and Vehicle Miles Traveled (VMT) studies that are funded by the Regional Early Action Planning (REAP) funding; and analysis of the extensions of CV Link into Desert Hot Springs and to the Salton Sea. CVAG staff is now recommending the selection of HDR Engineering, Inc. This recommended approval would also authorize the Executive Director and/or Legal Counsel to make clarifying changes prior to execution. Upon approval by the Executive Committee, CVAG staff will commence the TPPS and companion documents update, including the regional logistics study in May, 2025. The effort to update TPPS and companion document, including the regional logistics study, is expected to be substantially completed by June 2026. Final publication of deliverables,

final presentations and approval by the Transportation and Executive Committees is expected later in 2026.

Fiscal Analysis: The proposed fee from HDR Engineering, Inc. to conduct the update of the TPPS and companion document, including the regional logistics study, is $1,482,275.

The $200,000 in proceeds from the settlement stemming from the development of a warehouse facility that CVAG received in 2024 will fund the regional logistics impact and mitigation study. The balance of the project cost will be funded through regional transportation funding as summarized below:

Logistics Settlement	$ 200,000
Measure A (65%)	$ 833,479
TUMF (35%)	$ 448,796
Total Funding	**$1,482,275**

Funding for the project was included in the Fiscal Year 2024-25 budget.

Ultimately, the TPPS and accompanying documents will set a blueprint for investments and provide clarity on what's needed in the Coachella Valley. The 2016 RACE identified more than $3.4 billion in transportation projects. Adjusting those costs to 2025 dollars and adding in the new projects that were identified in the TRP would double the 2016 RACE estimate to more than $7 billion. Without additional revenues to offset these expenditures – such as the potential one cent sales tax measure that was considered by Riverside County Transportation Commission (RCTC) in 2024 – cashflow will be a substantial concern. CVAG staff will continue to brief the Transportation and Executive Committees on potential options and opportunities.

Attachments:

1. October 21, 2024 Transportation Committee Special Meeting results (Figures 1 and 2)
2. HDR Engineering, Inc. Technical & Fee Proposal
3. Professional services contract for HDR Engineering, Inc.

CRITERIA	Score	Rank
Build Infrastructure in Disadvantaged Communities	24	1
Improve Climate & Disaster Resiliency	20	2
Fill System Gaps	16	3
Add Pedestrian & Bicycle Routes	16	3
Improve Mobility for Disadvantaged People	14	5
Reduce Congestion	10	6
Reduce Accidents	10	6
Improve Pavement Condition	9	8
Improve Access In & Out of the Coachella Valley	9	8
Improve Access In & Out of Events	3	10
Reduce VMT / Encourage Infill Development	2	11
Improve Aesthetics	0	12

Figure 1-Final Ranked Criteria

CRITERIA	Improve Pavement Condition	Fill System Gaps	Reduce Congestion	Reduce Accidents	Reduce VMT / Encourage Infill Development	Improve Climate & Disaster Resiliency	Improve Access In & Out of the Coachella Valley	Add Pedestrian & Bicycle Routes	Improve Aesthetics	Improve Access In & Out of Events	Build Infrastructure in Disadvantaged Communities	Improve Mobility for Disadvantaged People	SUM	Rank
Improve Pavement Condition		A B 1	A C 2	A 2 D	A 1 E	A 1 F	A G 1	A H 1	A 3 I	A 2 J	A K 3	A L 1	9	8
Fill System Gaps			B 2 C	B 2 D	B 2 E	B F 2	B 2 G	B 2 H	B 3 I	B 2 J	B K 2	B L 1	16	3
Reduce Congestion				C 1 D	C 2 E	C F 2	C G 1	C H 1	C 3 I	C 2 J	C K 1	C L 1	10	6
Reduce Accidents					D 1 E	D F 2	D 2 G	D H 2	D 3 I	D 3 J	D K 2	D 1 L	10	6
Reduce VMT / Encourage Infill Development						E F 2	E G 1	E H 2	E 2 I	E J 1	E K 2	E L 2	2	11
Improve Climate & Disaster Resiliency							F 2 G	F 2 H	F 4 I	F 4 J	F K 2	F L 1	20	2
Improve Access In & Out of the Coachella Valley								G H 3	G 3 I	G 3 J	G K 1	G L 1	9	8
Add Pedestrian & Bicycle Routes									H 4 I	H 3 J	H K 2	H L 1	16	3
Improve Aesthetics										I J 2	I K 4	I L 3	0	12
Improve Access In & Out of Events											J K 4	J L 3	3	10
Build Infrastructure in Disadvantaged Communities												K 1 L	24	1
Improve Mobility for Disadvantaged People													14	5

Figure 2-Criteria Matrix

TECHNICAL PROPOSAL

UPDATE TO TRANSPORTATION PROJECT PRIORITIZATION STUDY AND COMPANION DOCUMENTS

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

February 3, 2025





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February 3, 2025

Tom Kirk, Executive Director
Coachella Valley Association of Governments
74-199 El Paseo, Suite 100
Palm Desert, CA 92260

RE: Update to Transportation Project Prioritization Study (TPPS) and Companion Documents

Dear Tom Kirk and Members of the Evaluation Committee:

The Coachella Valley is a hub of activity with transportation demands that fluctuate throughout the year based on major events, tourism, schools, weather, and other factors. The Coachella Valley Association of Governments (CVAG) member agencies have growing needs for transportation infrastructure improvements to keep pace. To meet the diverse needs of the Valley, a multimodal, well-integrated transportation network is required—one that accommodates not only those who travel by personal auto, but also those who walk, bike, take transit, or use other modes. As the regional agency, CVAG is tasked with working with its member agencies to identify key regional projects that will provide transportation connectivity, safety, equitable access to mobility options, and other regional priorities. These priorities will be used to score and rank projects so that the Transportation Uniform Mitigation Fee (TUMF) can be distributed to member agencies to address their most critical needs.

Holistic Approach with a New Take

Over the past 3 years, the HDR Team has prepared long-range transportation plans or fee programs for similar to Transportation Project Prioritization Study (TPPS) the agencies surrounding the Coachella Valley, including Imperial County Transportation Commission, Western Riverside Council of Governments, and San Bernardino County Transportation Authority. Through this experience, we have seen the changes in travel patterns, growth in commercial and distribution centers, and the increase in heavy vehicle traffic in the Inland Empire. Therefore, we understand the trends outlined in the Regional Logistics Study section of the RFP and the impact that regional distribution centers have had on traffic operations, pavement conditions, and the lifespan of existing infrastructure. Our combined team of economists, traffic engineers, grant specialists, roadway engineers, and planners will take a holistic approach to evaluating potential growth areas, traffic volume impacts associated with the identified growth areas, and the identification of projects and additional costs to improve infrastructure in preparation for growth in the region. This team will work closely with the TUMF team to determine which facility upgrades can be integrated into the regional funding program or whether a separate fee or overlay area should be developed.

Unmatched Local Experience

HDR Engineering, Inc. (HDR) understands the importance of developing a comprehensive list of projects that address all modes, widely distributed across the region; cost estimates that reflect industry trends and escalating costs; a sound, legally defensible TUMF Nexus Study; and a blueprint for moving projects forward. We have assembled a team with experience working with CVAG and its member agencies, who are knowledgeable about the local environment and in touch with the key issues and transportation trends. While HDR has the resources to accomplish this work in-house, we have selected a team of highly qualified partners who bring depth to our expertise.

Response to RFP Requirements

Legal Company Name:
HDR Engineering, Inc.

Corporate Office Location:
1917 South 67th Street
Omaha, NE 68106
402.399.1000 phone | 402.742.2930 fax

Authorized Representative to Bind HDR to Terms of Proposal:
Thomas T. Kim, PE
Senior Vice President
3220 El Camino Real, Suite 200
Irvine, CA 92602
714.504.8860 Office | Tom.Kim@hdrinc.com

Contact Person During Proposal Evaluation:
Dawn Wilson, PE, TE
Project Manager
3220 El Camino Real, Suite 200
Irvine, CA 926021
619.684.3455 Office | Dawn.Wilson@hdrinc.com

Acknowledgments and Statements:

- Addendum 1: 1.22.25
- This proposal is valid for period of not less than 180 days from the date of submittal.
- HDR does not have any personal, business or financial relationship with the Contractors and Subcontractors that will be pursuing the work.
- All the information submitted within the proposal, to the best of our knowledge, is true and correct.

HDR has maintained a steady presence in the Inland Empire since opening our Riverside office in 2000, and in Southern California for over 50 years, offering expertise in engineering, planning, construction and economics/real estate services. A few local projects include the Coachella Valley Rail Project (RCTC), the SunLine Refueled and Before/After Study, and the ongoing rail station feasibility study and access plan for the City of Coachella.

Chen Ryan Associates is a certified DBE and is currently working with CVAG on the CV Community Link Connectors project, which is directly related to the development of the Active Transportation Plan (ATP). An ATP provides CVAG with a seamless continuation across both projects. Additionally, they have in-house modeling staff with experience working with RIVCOM, SCAG, and other regional models. Their independent understanding of the regional model will be critical in the fee study and regional logistics study.

EPS is a nationally recognized team of economists who have worked with CVAG on the 2016 TPPS TUMF Nexus Study and your TUMF program documents. They have also worked on studies focused on the impacts of regional distribution centers and bring that experience to this project.

Ryan Zellers (ZONE Traffic Engineering Consulting), certified DBE/DVBE brings consistency and project history to the team. He has led the last 3 updates to the TPPS and will work closely with our technical team in developing the scoring for the prioritization criteria and the cost estimates.

Steven Latino and the team at GHD will support the team with local staff who have worked closely with CVAG member agencies. His involvement in projects like the Flooding and Blowsand Mitigation - Phase 1 - Indian Canyon project and extensions of staff member agencies brings a keen local perspective and will be instrumental in understanding key design issues when developing the project list and evaluating existing conditions.

Subconsultants

Chen Ryan Associates (DBE/WBE/MBE) (CRA) **Active Transportation Plan Lead & Travel Plan Modeling Support**	Monique Chen, Principal 3900 Fifth Avenue, Suite 310 San Diego, CA 92103 P: 619.318.4664 E: mchen@cramobility.com
Economic and Planning Systems, Inc. (EPS) **TUMF Nexus Study & Support Regional Logistics Study**	Jason Moody, Managing Principal 1330 Broadway, Suite 450 Oakland, CA 94612 P: 510.841.9190 E: jmoody@epsys.com
ZONE Traffic Engineering Consulting LLP (DVBE) **Outreach, TPPS & RACE**	Ryan Zellers, PE, TE, Principal Engineer 4803 34th Street San Diego, CA 92116 P: 619.846.6987 E: ryan@zonetrafficeng.com
GHD Inc. **Outreach & Existing Conditions**	Steven Latino, PE, TE Client Relations Lead 320 Goddard Way Suite 200 Irvine, CA 92618 P: 657.622.4920 E: steven.latino@ghd.com

Leverage Innovation and Technological Resources

Beyond comprehensive analysis and documentation, the information prepared should be attainable and easily digestible by the public. Our team has developed web-based interactive documents and dashboards for projects like the ICTC Long Range Transportation Plan and the SANDAG Comprehensive Multimodal Corridor Program. The HDR Team will leverage our experience to develop a platform that maximizes access for CVAG, your member agencies, local stakeholders, and the public, including developing ArcGIS platforms and webpages that provide a direct link to project information.

Experienced, Detailed Oriented Contract Manager Committed to Your Project

We have selected **Dawn Wilson to lead this project**, a dedicated Project Manager who has completed long-range transportation plans in the region and is experienced working on projects in the Coachella Valley. She joined HDR in October 2024, bringing with her over 30 years of transportation planning experience. She believes in hands-on contract and team management and is dedicated to supporting CVAG throughout the duration of this contract. While she is new to HDR, **she is well established in our industry and has strong, proven relationships with all of our teaming partners having worked together in the past**.

Selecting the HDR Team provides CVAG with a team committed to and enthusiastic about developing the TPPS and companion documents. We look forward to meeting with you in person to further discuss our qualifications. If you have any questions regarding this proposal, please contact Dawn Wilson at the phone number or email address listed above.

Sincerely,

HDR Engineering, Inc.

Thomas T. Kim, PE (CA, No. 57374)
Senior Vice President

Dawn Wilson, PE, TE (CA, No. 62562 | CA, No. 2836)
Project Manager

2. Qualifications, Related Experience and References

Firm Profile

Founded in 1917 in Omaha, Nebraska, HDR is a 100 percent employee-owned corporation and has been part of the Southern California business landscape since 1973. HDR has more than 570 professionals specializing in engineering and planning disciplines, including highway/roadway, structures, traffic, utilities, drainage, environmental, construction management, architecture, and right of way services in our Southern California offices. We are supported by over 13,000 employee-owners in 225+ locations worldwide. Our Riverside office houses 48 HDR staff members who has been working with key Inland Empire agency partners, including Caltrans District 8, RCTC, and Riverside County Transportation and Land Management Agency (RCTLMA), to help deliver their programs to meet the needs of our community.

We have strong a team which has established working relationships with CVAG and the project stakeholders. We possess an invaluable understanding of the concerns and challenges in delivering the needs of this project.

Financial Condition

Since becoming employee-owned in 1996, HDR has not merged with or been acquired by any other companies. We take pride in this strategic plan to remain independent, subsequently bringing consistency and strength to our operational efficiency. We have established strong risk controls and are committed to managing our company with an eye toward long-term financial health and stability. This commitment has enabled us to thrive for over 100 years in every economic environment and allows us to be a reliable partner for our clients. Our financial statements are prepared and audited annually by Ernst & Young LLC and typically received in February or March for the previous year. We are financially sound with gross revenues of $3.5B, a current working capital ratio of 2.16, and stockholders' equity of $0.76B (2023). There is no bankruptcy, pending litigation, planned office closure, or impending merger that would impede our ability to complete this project. HDR has not previously filed for bankruptcy and is not currently engaged in bankruptcy proceedings.

In today's legal environment, claims and litigation are a reality for any large company in the industry, regardless of performance or merit. When claims do occur, we are proactive and cooperative in reaching a resolution that is fair and reasonable to all. We value the confidences of our clients as well as our contractual commitments to confidentiality, and do not discuss with third parties the circumstances involving ongoing projects. We would take the same position with information regarding our work on this project.

If necessary, we would be willing to meet in person with you to discuss the merits or background of past claims. However, there are no claims or litigation that could impede our ability to perform this project, and we have maintained professional liability insurance in force continually since 1958 for the protection of us and our clients.

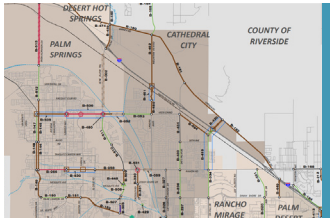
Relevant Experience

HDR has successfully completed more than 225 long-range transportation plans across the country, along with over 200 fee programs. With our extensive local expertise and strong national support, we are well equipped to assist CVAG in transforming the TPPS to incorporate next-generation prioritization criteria. The chart below and the projects on the following pages offer a high-level overview of recently completed projects, as well as those currently in progress, which focus on establishing and applying prioritization criteria in suburban to semi-rural environments.

			COMPETENCE IN WORK OF A SIMILAR NATURE					
PROJECT | CLIENT	Project Budget	Year Completed	Project Priorization	Cost Estimating	Fee Program	Active Transportation	Travel Demand Modeling	Stakeholder Engagement
San Bernardino County Transportation Authority, Long Range Multimodal Transportation Plan,	$600,000	2025 (Est)	■		■	■	■	■
OCTA, South Orange County Multimodal Transportation Study	$766,000	2022		■	■		■	■
Contra Costa Transportation Authority, East County Strategic Infrastructure Investment Study	$400,000	2020	■		■			
McHenry County DOT, McHenry County Moves 2050 LRTP, Illinois	$557,000	2024	■			■	■	■
Rapid City MTP and Travel Demand Model Update, Rapid City MPO, South Dakota	$421,000	2050	■	■		■	■	■
Regional Safety Project Prioritization/Colorado DOT	$200,000	2018	■	■				■
Strategic Transportation Plan: Denver Moves Everyone/City and County of Denver, Colorado	$540,000	2023	■	■		■		■
2050 Long Range Transportation Plan and Travel Demand Model Update, Grand Island MPO, Nebraska	$375,000	2026 (Est)	■	■	■		■	■

Working with Government Agencies and Private Entities

The HDR Team has selected 4 projects that exemplify the qualities you described, showcasing our experience working with government agencies and private entities as outlined in the Request for Proposals. Additionally, we have included a few other projects with brief descriptions, similar in scope, to further demonstrate the depth of expertise within our team.



CVAG, Transportation Project Prioritization Study and Companion Documents

Palm Desert, CA

Jason Moody and Ryan Zellers were key team members of the previous TPPS and companion document project team. Ryan served as the overall Project Manager and Jason led the Nexus Study. Having prepared the past 3 rounds of the TPPS documents, Ryan has been a catalyst in moving forward change, including integrating the ATP into the 2016 documents and consideration of VMT in the analyses of projects during that update cycle.

In 2016, the project included updating the Transportation Project Prioritization Study (TPPS) and Regional Arterial Cost Estimate Projects (RACE), Active Transportation Plan (ATP). This project studies a list of regional arterial projects identified within the Riverside County sub-region and 9 incorporated cities. The project includes a ranking system for evaluating the need for infrastructure improvements and is useful as a monitoring program which will allow CVAG to address changing conditions of your arterial road system over time.

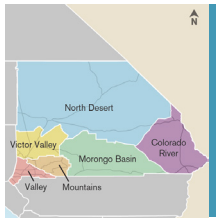
In this last cycle, the ATP influenced the priority of the roadway system, and was folded into the overall transportation system cost and became a proportion of the TUMF funding needed for future development in the region. As part of the ATP development, existing facilities were mapped in GIS and presented to the community to understand the local connection needs. We anticipate that the ATP will be a more robust, comprehensive document in the 2025/2026 TPPS project, including recommendations to the member agencies, in addition to a summary of their planned projects.

The suite of documents prepared and overseen by the project team was used over the past several years to guide CVAG in budgeting decisions for major transportation projects for the entire Coachella Valley.

Specialized Experience/Professional Competence: Ryan's firsthand experience in developing the process and tools for prioritization and cost estimates ensures continuity in the TPPS update, allowing the HDR Team to seamlessly pick up where the last update left off. Jason's expertise in evaluating the fee program and Nexus Study helps identify potential challenges and limitations, guiding the team through the Nexus Study update. We will leverage this experience to transition to an online platform linked to ArcGIS and dashboards. As equity, safety, and other priorities are integrated into the 2025/2026 prioritization process, the HDR Team will enhance CVAG's resources with our Deputy Project Manager Naomi Iwasaki's equity expertise and Chen Ryan Associates' technical knowledge of CVAG and ATP.

Project Cost: $520,000

Key Personnel: **EPS:** Jason Moody , **ZONE Traffic Engineering Consulting:** Ryan Zellers



SBCTA, Long Range Multimodal Transportation Plan (LRMTP)

San Bernardino County, CA

San Bernardino County Transportation Authority (SBCTA) is finalizing development of the San Bernardino County Long-Range Multimodal Transportation Plan (LRMTP), which outlines a comprehensive transportation vision for the county through 2045. As prime contractor, HDR is coordinating input from 25 local jurisdictions, 5 transit operators, Caltrans, Metrolink, the Southern California Association of Governments (SCAG), and various other stakeholders and Community-Based Organizations representing diverse interests such as health, active transportation, and air quality. SBCTA's Countywide Transportation Plan (CTP), initially developed in 2015 and updated in 2021 as an "Interim Update," now requires a major revision to reflect the significant changes in the transportation landscape over that period.

The LRMTP process includes assessing existing conditions; developing goals, objectives and performance measures; compiling relevant planning efforts across the County within the last 5 years; and modeling a series of scenarios to understand potential future outcomes. The plan includes a list of funded and planned projects, as well as an Action Plan outlining SBCTA's priorities over the next 20 years. The LRMTP is consistent with the goals of the California Transportation Plan 2050 (CTP 2050) and the Climate Action Plan for Transportation Infrastructure (CAPTI). The plan included extensive stakeholder outreach, including 2 Stakeholder Working Groups, virtual public meetings, pop-up meetings, and 2 online surveys. The plan is expected to be finalized in February 2025.

Specialized Experience/Professional Competence: San Bernardino County is the largest county in the United States by geographic area. Our team was challenged to compile sizable amounts of information from multiple agencies, and engage a large number of stakeholders across long distances, within a limited budget. Our team brought significant coordination, communication, and organizational abilities to accomplish this important project.

Project Cost: $329,003

Key Personnel: **HDR:** Marie Lewis Adams



ICTC, Long Range Transportation Plan Update

Imperial County, CA

Dawn Wilson with Ryan Zellers led the Imperial County Transportation Commission (ICTC) Long Range Transportation Plan Update. Serving as Project Manager, Dawn managed a multidisciplinary team of planners and engineers who worked closely with ICTC and its member agencies to conduct a detailed review of relevant planning documents, establishing a list of multimodal projects to improve access to goods, services, education, employment, and activity centers throughout the Imperial Valley.

The project team conducted over 2 dozen outreach events, including pop-up events at school functions, chili cook-offs, community parades, celebrations, and the El Centro Air Show. These outreach efforts collectively reached over 1,200 people—residents, snowbirds, military personnel, and youth. Providing bilingual outreach helped engage people from all corners of the community. The team also collaborated with community-based organizations (CBOs), which helped build trust with the project team.

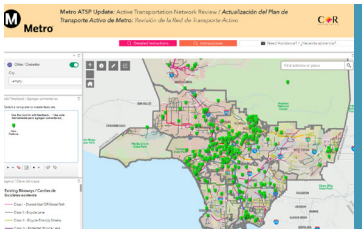
Dawn and her team reviewed the existing list of regional projects and developed an integrated ArcGIS webpage. With this information in hand, they met with jurisdictions one-on-one to review, modified and updated the projects and programs. Once community projects were identified through hands-on coordination with ICTC member agency representatives, a scoring system was developed to prioritize the projects. Prioritization was conducted based on project type, equity, safety, multimodal benefits, potential to reduce VMT, and potential to improve access to transit.

As part of this project, Dawn and her team also worked with ICTC staff, SCAG, SANDAG, and Caltrans to ensure compliance with state and federal transportation planning regulations, ensuring that the identified projects would be potential candidates for both the regional fee program and future grant funding programs.

Specialized Experience/Professional Competence: Imperial County is largely agricultural, coupled with busy ports of entry and critical goods movement corridors. When planning improvements in the Valley, balancing farm needs, resident needs, goods movement needs, and the desire for new bicycle and pedestrian facilities can be challenging. The project team presented the project at numerous CBOs to gather focused input on project needs and regional priorities. This input shaped the prioritization criteria and the balance of projects included in the plan.

Project Cost: $346,000

Key Personnel: Dawn Wilson, **ZONE Traffic Engineering Consulting:** Ryan Zellers



LA Metro Active Transportation Strategic Plan

Los Angeles, CA

Chen Ryan Associates (CR Associates) spearheaded the planning process for LA Metro's 2023 Active Transportation Strategic Plan (ATSP), aimed at enhancing mobility throughout Los Angeles County. This project spanned 89 jurisdictions, and the project required effective project management and seamless communication with a diverse range of stakeholders. CR Associates conducted comprehensive outreach efforts, including 7 briefings, 32 community meetings, and 3 partnerships with CBOs, engaging over 280 stakeholders and gathering approximately 1,850 survey responses.

The ATSP culminated in the creation of a regional active transportation network that included 1,433 miles of bikeways, 81 pedestrian districts, and 602 first/last mile areas around major transit stations, all while prioritizing social equity. Identifying pedestrian districts on a regional scale demanded innovative technical approaches. CR Associates also developed a method to approach accessibility from various county origins to key destinations, and then consolidated the highest-scoring areas into cohesive districts.

The revised plan will further Metro's mission of providing a world-class transportation system, focusing specifically on connecting the regional active transportation network to transit. The document allows Metro to better plan and pursue implementation of the most effective active transportation improvements across Los Angeles County.

Specialized Experience/Professional Competence: Regional active transportation planning with a focus on multi-agency coordination. Effective network planning for California's most populated county was achieved through strong coordination with public agencies across Los Angeles County. A novel destination-based accessibility metric was established to inform the identification of pedestrian facilities relevant to regional networks which consisted of pedestrian districts and first/last mile (FLM) improvement areas. Implementation strategies developed as part of the ATSP entailed prioritizing and phasing of each of the three networks (pedestrian districts, FLM improvement areas, and regional bikeways), costing the networks, and inventorying grant funding sources available to support network construction.

Key Personnel: **CR Associates:** Monique Chen, Andrew Prescott, Sasha Jovanovic, Eric Sindel

Project Cost: $348,000



OCTA, South Orange County Multimodal Transportation Study | Orange County, CA

South Orange County Multimodal Transportation Study (SOCMTS) analyzed how mobility in Orange County was expected to evolve between the base year of 2016 and the planning horizon year of 2045. The purpose of SOCMTS was to recommend a long-range vision for the transportation system in South Orange County by identifying potential multimodal transportation improvements and adopting a new Locally Preferred Strategy (LPS) to provide a framework for future transportation system project development. Findings from the study provided input to OCTA's 2022 Long-Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG) 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The SOCMTS LPS was officially approved by the OCTA Board of Directors in November 2022.

The process included documenting existing and future multimodal transportation system conditions in South Orange County, identifying transportation deficiencies, developing a Purpose and Need statement, and screening a range of conceptual improvement strategies. The study process relied heavily on input from advisory committees, stakeholders, and the public to develop consensus-based recommendations that can be successfully adopted. The first phase input helped to define the study's Purpose and Need statement. The second phase input helped to identify the types of multimodal strategies most suitable for South Orange County. The third phase input helped to define the SOCMTS Locally Preferred Strategy. In total, 7 public events were hosted, engaging nearly 700 members of the community. The outreach process reached more than 400,000 people, which resulted in a total of 2,381 surveys collected.

Key Personnel: **HDR:** Marie Lewis Adams, Joel Lessard-Clouston **Project Cost**: $766,000



City of Lancaster, Vehicles Miles Traveled (VMT) Mitigation Fee Program | Lancaster, CA

Prior to joining HDR, Dawn Wilson worked with the City of Lancaster to develop their vehicle miles traveled (VMT) Mitigation Program and provide support for the associated Environmental Impact Report (EIR). As part of the program's development, Dawn conducted a Peer Agency Review of 4 other jurisdictions in Southern California to identify best practices, which were then incorporated into the Lancaster VMT Fee Mitigation Program. This program included a Mitigation Monitoring and Reporting Program tied to the VMT Impact Fee, which generates revenue for funding active transportation infrastructure projects, constructing VMT-reducing initiatives, and implementing transportation demand management (TDM) strategies to help the city meet its VMT reduction goals.

Dawn worked closely with the team at EPS, who prepared the Nexus Study that supported the fee program's approach. The program was based on citywide VMT growth using the Southern California Association of Governments (SCAG) regional Travel Demand Model, along with the anticipated costs for future improvements to reduce VMT in the region. The Nexus Study provided the technical basis for the city to collect fees.

Key Personnel: Dawn Wilson, **EPS:** Jason Moody **Project Cost**: $80,000

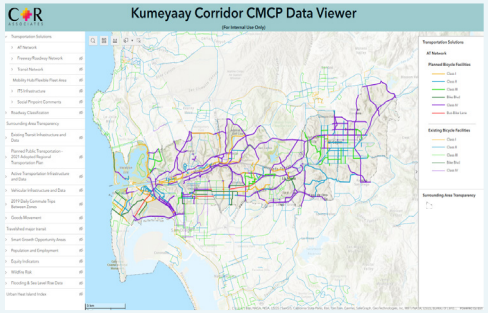


Contra Costa Transportation Authority, East County Strategic Infrastructure Investment Study | Contra Costa County, CA

HDR collaborated with the CCTA and its Technical Advisory Committee (TRANSPLAN) to develop the East County Strategic Infrastructure Investment Study. The study aimed to assess and prioritize multimodal and freight-oriented projects and solutions in the region. HDR identified priority projects in East County, including the northern Waterfront, SR-4, and SR-239, as well as other opportunities along the state/federal freight network. The study also provided input into CCTA's upcoming Strategic Plan and Transportation Expenditure Plan.

HDR developed guiding principles to support the strategic planning process, established goals and objectives that addressed regional priorities and needs, and kept consistency with previous plans and programs. HDR also created a performance-based analysis framework to aid the needs assessment and prioritization processes. This framework identified future multimodal transportation system needs, updated the characteristics of prior multimodal and freight projects, and prioritized projects that best met the identified needs. HDR conducted a benefit-cost analyses for the selected projects and supported CCTA's preparation of state and federal grant applications to secure funding. The team will also developed funding strategies and prepared the Transportation Infrastructure Investment Plan, integrating its findings with CCTA's Strategic Plan and Transportation Expenditure Plan.

Project Cost: $400,000



San Diego Association of Governments (SANDAG), Kumeyaay Corridor (I-8) Comprehensive Multimodal Corridor Plan | San Diego County, CA

CR Associates supported SANDAG and Caltrans in preparing a Comprehensive Multimodal Corridor Plan for a study area of approximately 96 square miles, centered around I-8 and from San Diego Bay to Lakeside. This multi-jurisdictional effort aimed to develop an innovative transportation network that connects communities throughout the central San Diego region. Andrew led the development of a sub-regional active transportation network, featuring an interconnected system of physically separated bicycle facilities (Class I and Class IV) that link neighborhoods with key destinations and transit services.

Key Personnel: **CR Associates:** Andrew Prescott **Project Cost**: $1,646,664



CVAG, CV Link Community Connectors Analysis Phase 1 | Coachella, CA

CR Associates is currently working on the CV Link Community Connectors Phase 1 project. This project will identify priority areas for expanding access to the CV Link. The goal is to create a Valleywide multimodal network that reaches the greatest number of people. This project ties into the neighborhood electric vehicle (NEV) initiatives as well as initiatives focused on micromobility, rail connections, and updates to the regional active transportation plan. Extensive outreach and community involvement are the foundation for this project. Data-driven planning, engaging diverse communities, and maximizing reach are critical to the successful delivery of the project. One of the focal points of the project is targeted outreach to advance equity in participation by engaging Hispanic, Indigenous, and disadvantaged communities. Recognizing these groups may be hesitant to engage, the CR Associates team will reach them through alternative channels such as Safe Routes to School and health initiatives. Visuals and community-friendly information will be distributed to help gather input on the most impactful Community Connectors in the Valley.

Key Personnel: **CR Associates:** Andrew Prescott **Project Cost**: $1,599,574

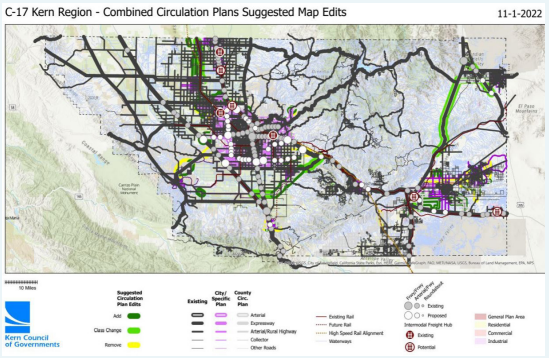


City of Wildomar, RIVCOM Model, General Plan Update | Wildomar, CA

When the City of Wildomar was incorporated in 2008, it adopted Riverside County's existing General Plan. This project marks the first update to the city's General Plan, known as Envision Wildomar 2040. A general plan is a state-required document that guides decision-makers in resource allocation and determining the future development, location, and character of a city. In collaboration with the city's on-call consultant, Placeworks, CR Associates conducted a traffic impact analysis based on the city's preferred Land Use and Circulation (Mobility) Elements to support the Environmental Impact Report (EIR) required for the project.

The process included conducting an alternative analysis by running multiple scenarios using the Riverside County travel demand model (RIVCOM). These scenarios required updates to the network and socioeconomic (land use) inputs. A base year model was used for citywide calibration and validation, while future-year scenarios helped the city identify the preferred land use scenario and prepare the traffic impact analyses. CR Associates also prepared supporting materials for GHG, AQ, and Noise Analyses, including roadway average daily traffic (ADT), segment level of service (LOS) analysis, and VMT analysis using the International Council for Local Environmental Initiatives (ICLEI) method.

Key Personnel: **CR Associates:** Mike Calandra **Project Cost**: $171,844

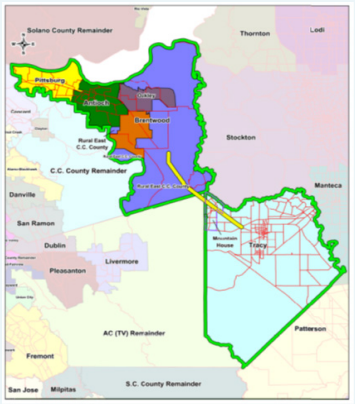


Kern Council of Governments, Kern Area Regional Goods - Movement Operations | Kern County, CA

With its strategic location along Interstate 5 and proximity to the Ports of Long Beach and Los Angeles (the largest cargo seaport complex in the U.S.), Kern County is rapidly becoming a key node in the nation's goods movements and logistics network. Given the prospect of continued growth in logistics-based activity, the Kern Council of Governments (Kern COG) sought to implement strategies to mitigate impacts on its transportation network (e.g., from traffic and pavement damage) as well as to disadvantaged communities (e.g., from heightened diesel emissions). To this end, the COG initiated the so-called Kern Area Regional Goods-Movement Operations (KARGO) study to identify transportation improvements needed to support sustainable growth in the logistics sector as well as the costs and funding tools needed to deliver them.

EPS participated as part of a multi-disciplinary team retained by Kern COG to complete the KARGO study. As a first step, EPS evaluated the economic competitiveness of Kern County for logistics land uses relative to peer jurisdictions to substantiate growth trends, calibrated the amount, type and location of transportation improvement needed to accommodate it, and right-size potential funding options. Next, EPS prepared a Nexus Study with preliminary calculations for a county-wide logistics mitigation fee program. Finally, EPS evaluated the likely economic implications of the mitigation fee on logistics growth and identified complimentary funding tools that COG might pursue. EPS supported the KARGO consulting team in various stakeholder outreach efforts as well as presentations the COG's project steering committee.

Key Personnel: **EPS:** Jason Moody **Project Cost**: $60,000



Contra Costa Transportation Authority, TriLink Economic Development Opportunity Analysis | Contra Costa County, CA

The Contra Costa Transportation Authority (CCTA) engaged EPS as part of a multi-disciplinary team to evaluate the feasibility of a range of potential transportation improvements, collectively referred to as the "TriLink" project, which would have significant impact on regional employment opportunities. TriLink would create a new State Highway SR 239 connecting State Route 4 near the Contra Costa County community of Brentwood, to Interstate 205 around the San Joaquin County community of Tracy. The project would have several effects, including reduction of congestion and travel times, improvement of safety, and enhancement of economic development opportunities.

EPS conducted analyses focused on regional and sub-regional growth projections, development capacity, and the impacts of the TriLink project on household and job growth, especially for manufacturing and logistics industries, in its vicinity and in Contra Costa's Northern Waterfront. The transportation improvements contemplated in the TriLink study would have significant impacts on the locations and types of future growth within the region. As connections are improved, new patterns for commuting, goods movement, and economic synergies are likely, resulting in changes of land use and divergence from historic growth trends in the affected areas.

Key Personnel: **EPS:** Edward Sullivan **Project Cost**: $346,500



WRCOG, Analysis of Development Fees and Economic Impacts | Riverside, CA

EPS was engaged by the Western Riverside Council of Governments (WRCOG), a Joint Powers Authority between 7teen cities, Riverside County, and other public agencies, to conduct a comprehensive evaluation of the regional TUMF (Transportation Uniform Mitigation Fee) program, which was adopted in 2004. While the TUMF has helped fund an extensive of array of transportation improvements throughout Western Riverside County, the Great Recession and ongoing concerns over the feasibility of new private development in the area resulted in a debate over its utility and role, especially as fee increases were being contemplated to account for the increasing costs of infrastructure over time.

EPS's work included a regional fee comparison effort considering development fees in Western Riverside County jurisdictions as well as peer and competitor jurisdictions in San Bernardino County, Orange County, San Diego County, and the Coachella Valley. EPS also evaluated the role of development impact fees in the overall development economics of new residential and industrial projects in Western Riverside County and articulated the economic development implications of investments in regional transportation infrastructure. The study provided the WRCOG Board and its member jurisdictions with a better understanding of the benefits and costs of the program.

Key Personnel: **EPS:** Chinmay Damle **Project Cost**: $68,000

References

A significant majority of our work comes from repeat clients. This is because we partner with our clients to develop the best solutions possible, year after year, project after project. The references listed below can attest to HDR and their subconsultants performance and ability to provide quality deliverables on similar projects.

HDR References

San Bernardino County Transportation Authority (SBCTA), Long Range Multimodal Transportation Plan

Ginger Koblasz | Data and Analytics Program Manager
San Bernardino County Transportation Authority (SBCTA)
1170 West Third Street, Second Floor, San Bernardino, CA 92410
P: 909.884.8276



Imperial County Transportation Commission (ICTC), Long Range Transportation Plan

Virginia Mendoza | Associate Transportation Planner
Caltrans, District 11
4050 Taylor Street, San Diego, CA 92110
P: 619.509.0812
Formerly Project Manger for Imperial County Transportation Commission

EPS Reference



Kern Council of Governments Kern Area Regional Goods - Movement Operations (KARGO)

Rob Ball | Deputy Director - Planning
Kern Council of Governments
1401 19th Street, Suite 300, Bakersfield, CA 93301
P: 661.635.2902

Conflict of Interest, Work Currently Performed with CVAG and Member Agencies

We are incredibly proud to collaborate with CVAG and its member agencies, as we share a common goal of enhancing the region's growth and sustainability. Our partnership allows us to contribute to important projects that directly impact the Coachella Valley and its communities. As we move forward, we are committed to transparency, and part of that commitment includes identifying our ongoing work with CVAG member jurisdictions. Additionally, we are open about any other relationships we have with member agencies to ensure clarity and accountability in all our endeavors. We look forward to continuing our collaborative efforts and making a meaningful difference in the region.

	AGENCIES															PROJECT NAMES
	Caltrans District 8	CVAG	County of Riverside	City of Blythe	City of Cathedral City	City of Coachella	City of Desert Hot Springs	City of Indian Wells	City of Indio	City of La Quinta	City of Palm Desert	City of Palm Springs	City of Rancho Mirage	Aqua Caliente Band of Cahuilla Indians	Cabazon Band of Cahuilla Indians	Torres Martinez Desert Cahuilla Indians	Twenty-Nine Palms Band of Mission Indians	
HDR						■												• Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network
CR Associates		■					■											• CVAG, Arts & Music, Non-infrastructure • CVAG, Arts & Music Line, Infrastructure • CVAG, CV Link Community Connectors • City of Desert Hot Springs Active Transportation Safety and Connectivity Plan
EPS																		• N/A
GHD										■			■					• City of Rancho Mirage, On-Call Engineering Services • City of La Quinta, Highway 111 Specific Plan/Adams Street Corridor Study
ZONE Traffic Engineering Consulting								■										• City of Indian Wells, Safer Streets

3. Proposed Staffing and Project Organization

A well-structured communication plan will be key in completing your project. We have aligned Dawn Wilson as HDR's Project Manager will be your main point-of-contact for the Team. Dawn will be actively involved, making certain resources are committed to the Project and the HDR Team is performing to your satisfaction. Resumes of Key Personnel and are Supporting Team Resumes can be found in the Appendix of this submittal. **Our goal is to be able to provide you with a concise and well-organized form of communication between you and our Team that will support CVAG to make timely and informed decisions**.

Key Personnel Credentials and Summaries



Dawn Wilson, PE, TE
Project Manager | HDR

Education:
MS, Civil Engineering, University of California, Irvine
BS, Civil Engineering, University of California, Irvine

Credentials:
Professional Engineer, Civil, CA, 62562
Professional Engineer, Traffic, CA, 2836

About Dawn:
With over 30 years of experience leading complex transportation planning and traffic engineering projects in Southern California, Dawn brings a wealth of expertise and sound project management experience that will guide the process and engage the Project Advisory Group, local stakeholders and CVAG. Dawn served as the Project Manager for the Imperial County LRTP as Task Order Manager for the City of Lancaster's VMT Mitigation Fee Program, as well as the Project Manager for the Cahuilla Band of Indians LRTP. Her work on these projects highlight her ability to tackle key challenges facing transportation agencies, such as VMT mitigation, integrating active transportation and multimodal facilities into transportation project prioritization, and foster collaboration among multiple agencies. She has worked closely with a diverse range of stakeholders, including community-based organizations, tribes and business districts in developing plans and programs that reflect the vision for the communities or regions for integrated transportation systems. Dawn is also attentive to her client's needs with a keen eye for detail.



Ryan Zellers, PE, TE
Technical Support | ZONE Traffic Engineering Consulting

Education:
BS, Civil Engineering, Purdue University

Credentials:
Professional Engineer, Civil, CA, 69470
Professional Engineer, Traffic, CA,2418

About Ryan:
Ryan has served as Project Manager for the last 3 updates to the TPPS suite of documents. He brings a valuable historical perspective and in-depth knowledge of the process, which will be instrumental as we focus on project prioritization and arterial cost estimating. Ryan and Dawn have collaborated for over 10 years and share a strong, effective working relationship. For this project, Ryan will work with the Team on refining the prioritization criteria and developing metrics and scoring that reflects the direction of the Executive Committee and the Transportation Committee. He will help the Team modify the existing templates and spreadsheets to integrate the new scoring criteria. In addition, he will work with the Team to update the LOIS templates that feed into the RACE update. Ryan has a long history working in the Coachella Valley and we are happy to have him as an integral part of the HDR Team for this project.



Naomi Iwasaki
Deputy Project Manager / Stakeholder Engagement Lead | HDR

Education:
MUP, Urban Planning, New York University
BA, Ethnic Studies, University of California, Berkeley
BA, Social Welfare, University of California, Berkeley

About Naomi:
Naomi has over 20 years of experience. She joined HDR as a Senior Planner/Transportation Equity Lead after serving as Senior Director in the LA Metro's (Metro) Office of Equity and Race, where she led a Team of multidisciplinary professionals responsible for implementing Metro's Equity Platform framework. In this role, she oversaw geographic analysis, the development of online resources, agency-wide equity assessments, and efforts to increase equity fluency among Metro staff.

Naomi will serve as Deputy Project Manager on this contract, assisting Dawn with day-to-day activities. Her experience with a regional agency provides a unique understanding of the challenges CVAG faces, particularly in relation to equity and transportation issues. Naomi will also serve as the Project Stakeholder Engagement Lead, drawing on her transportation equity background and deep experience working with community-based organizations (CBOs) and developing partnerships between public agencies and community stakeholders.



Marie Lewis Adams, AICP
Transportation Project Prioritization Study Lead | HDR

Education:
MCP, City and Regional Planning, University of Pennsylvania
BA, Geography, University of California, Los Angeles

Registration:
American Institute of Certified Planners (AICP), 31944

About Marie:
Marie has more than 19 years of experience in the planning and transportation sector. Her multimodal planning experience across the nation will help guide, inform, and lead the TPPS project development and prioritization, making sure local needs and concerns are addressed. When analyzing and prioritizing transportation options, she specializes in working with stakeholders to establish key goals, evaluation frameworks, and performance measures that facilitate and simplify the decision-making process. She is committed to working with stakeholders to develop shared goals, expectations, and strategies, while helping local governments and citizens make complex transportation decisions through transparent, comprehensive, and easy-to-understand processes. Marie's recent experience includes working with stakeholders to prioritize highway sections for upgrades to interstate standards, developing multi-regional mobility improvement strategies, and planning and prioritizing future corridors for improvement within a county-wide thoroughfare plan.



Mark Hager, PE
Regional Arterial Cost Estimating Lead | HDR

Education:
BS, Civil Engineering, California State Polytechnic University, Pomona
AAS, Electronic Systems Technology, Community College of the Air Force, Maxwell Air Force Base

Credentials:
Professional Engineer, Civil, CA, 67659

About Mark:
Mark has extensive experience in the design and management of freeways, expressways, highway arterials, grade separations, and site civil design for Caltrans, Riverside County, and San Bernardino County. He possesses excellent technical and communication skills, both of which are essential for leading projects. Mark also brings a valuable local perspective, enabling him to address issues critical to property and business owners during public meetings. His broad technical expertise and construction background allow him to lead engineering reports, provide meaningful reviews of technical documents across all disciplines, and effectively supervise project delivery teams. With his practical experience in Project Approval and Environmental Documentation (PA&ED), Mark helps eliminate unnecessary improvements, saving both time and money while offering flexibility for future project phases.



Andrew Prescott, AICP
Active Transportation Plan Task Lead | CR Associates

Education:
MA, City Planning, San Diego State University
BA, International Security and Conflict Resolution, San Diego State University

Credentials:
American Institute of Certified Planners (AICP), 31154

About Andrew:
Andrew specializes in multimodal transportation planning and safety analysis. He manages mobility projects including multimodal corridor plans, safety studies, active transportation plans, circulation/mobility elements, traffic studies, and health-related research. Andrew's expertise includes long-range multimodal planning, street design, collision analysis, countermeasure identification and project prioritization, community engagement, and project management. His communication skills and consensus-building techniques allow him to collaborate with community members and agency staff on a wide range of transportation topics. Andrew provides valuable contributions to all project and has been a key team member on CVAG's CV Link Community Connectors project and the City of Desert Hot Springs, Active Transportation Safety & Connectivity Plan. Andrew will continue to usher a diverse set of projects to successful completion.



Rohit Itadkar, PE, TE
Data Analysis, Operational Analysis / Logistic Study Analysis | HDR

Education:
MS, Civil (Transportation) Engineering, University of Southern California
BS, Civil Engineering, University of Mumbai

Credentials:
Professional Engineer, Civil, CA, 92404
Professional Engineer, Traffic, CA, 2754

About Rohit:
Rohit has over 16 years of comprehensive experience across all facets of the transportation industry. His expertise spans development of traffic impact analysis reports as per CEQA/NEPA, traffic engineering and design, Long Range Transportation Plan (LRTP), Intelligent Transportation Systems (ITS), and traffic operations. He has worked on extensive data collection and ridership forecasts for the newly built Anaheim Regional Transportation Intermodal Center (ARTIC) as part of the ridership analysis project with City of Anaheim. Rohit has an in-depth knowledge developing technical reports which involve Traffic Impact Studies, Parking Studies, City's General Plan Circulation/ Mobility Elements, Environmental Impact Report (EIR) sections, Transportation Management Plan (TMP) and Traffic Engineering Performance Assessments (TEPA).



Jason Moody
Fee Program Nexus Study Lead | EPS

Education:
MPP, University of California, Berkeley
BA, Economics, University of California, Santa Cruz

About Jason:
As an EPS Managing Principal, Jason will lead the EPS Team's contribution to this effort, providing hands-on direction on EPS's technical work, and leading key client and stakeholder meetings and presentations. He also will ensure all EPS deliverables effectively address key study issues with the highest level of technical quality. Jason is a land use economist and public finance expert with over 25 years of consulting experience. His practice has involved the development of numerous regional impact fee programs throughout California and well as other public financing plans that involve consideration of the appropriate sources and tools given the unique circumstances at play. Jason also has developed specialized expertise related to trade, logistics, and industrial land uses, addressing market, financing, planning, and infrastructure challenges behalf of jurisdictions, port agencies, MPOs, developers, and others. Jason was the EPS lead consultant for the previous update of the CVAG TUMF and is highly familiar with the analytical and institutional context associated with the program.



Mike Calandra
Travel Demand Forecasting | CR Associates

Education:
BA, Geography, San Diego State University

About Mike:
Mike is the Lead Transportation Modeler at CR Associates and supports multiple projects by preparing land use and network travel demand model scenario inputs and formulating outputs for analyses, documentation, and publication across California. To showcase CR Associates modeling capabilities, Mike developed a standard Model Sensitivity Report plan and template for documenting travel demand models before applying them to specific projects. During his time at SANDAG, Mike managed model applications for regional plans, transportation studies, and custom subarea modeling for private development and General Plan updates. He also oversaw VMT and Climate Action Plan analyses, developed data visualizations, and supervised staff. Mike's experience in these areas can help other companies optimize transportation modeling processes, improve analysis for development projects, and streamline climate and transportation planning efforts.



Steve Latino, PE, TE
Technical Support, Member Agency Coordination | GHD

Education:
MBA, Business Administration, University of Redlands
BS, Civil Engineering, Purdue University

Credentials:
Professional Engineer, Civil, CA, 73430
Professional Engineer, Traffic, CA, 2902

About Steve:
Steve has focused his career on providing services to local municipalities throughout Riverside and San Bernardino Counties. His experience as a public and private employee provides a unique approach to project delivery. During his career, Steve has taken numerous projects from concept to completion, which provides a keen sense of awareness to the agencies' needs. He believes that spending time in the field and familiarizing his team with the project before design kicks off and during the design process eliminates future challenges. Steve's local expertise will be valuable for updating the existing list and collaborating with the local agencies. His work on roadway and traffic projects in the Coachella Valley will be valuable in understanding the unique costs associated with projects such as drainage, traffic, ITS and other issues.



Edward Sullivan
Regional Logistics Study Lead | EPS

Education:
BS, Biology, Metropolitan State University, Denver
Undergraduate Studies in Geological and Mining Engineering Physical Sciences Emphasis, Colorado School of Mines, Golden

Affiliations:
North American Cartographic Information Society (NACIS)

About Edward
As a Senior Technical Associate, Ed will provide industrial land inventory and employment dataset management and mapping support for the project. Ed joined EPS in 1991 and has 40 years' experience working with integrated land use and socioeconomic data for transportation modeling and growth impact analyses, including recent assignments related to planning and impact assessments for proposed High Speed Rail, and managed lane projects in the SF Bay Area and the SCAG Region. Ed has prior experience involving SCAG, OCTA, SBCTA, MTC, SJCOG, AMBAG, SACOG and ABAG parcel- and TAZ-level land use and socioeconomic datasets. He has also participated in several industrial land and logistics studies in the Bay Area, SCAG, Region and beyond.

Key Personnel Commitment and Workload

NAME | YEARS WITH FIRM | OFFICE LOCATION	ROLE ON PROJECT	ELEMENTS OF INVOLVEMENT: Project Management	Prioritization	Cost Estimates/TUMF	ATP	Logistics Study	Engagement	COMMITMENT	CURRENT WORKLOAD
HDR									
Dawn Wilson, PE, TE | <1 Year with HDR | San Diego	Project Manager	■	■	■	■	■	■	60%	• Quality Control/Project Support for Various Projects • OCTA, Rail Resiliency Project
Naomi Iwasaki | <1 Year with HDR | Los Angeles	Deputy Project Manager / Stakeholder Engagement Lead	■	■		■		■	70%	• Port of Hueneme, Social Equity Action Plan • City of Pico Rivera, Rosemead/Lakewood Complete Corridor Vision Plan • Minnesota DOT, Transportation Equity Framework
Marie Lewis Adams, AICP | 4 Years with HDR | San Diego	Transportation Project Prioritization Study Lead	■	■			■	■	70%	• RCTC, Coachella Rail Station Feasibility Study • SBCTA, Long-Range Multimodal Transportation Plan • San Antonio VIA, Mobility Hub Facilities Planning Study
Mark Hager, PE | 15 Years with HDR | Riverside	Cost Estimating Lead	■		■		■	■	40%	• Riverside County Transportation Commission, I-15 Express Lanes Project Southern Ext. • City of Yucaipa, I-10 Wildwood Canyon Road Interchange Project • City of Lake Elsinore, I-15/SR-74 (Central Avenue)
Rohit Itadkar, PE, TE | 6 Years with HDR | Los Angeles	Data Analysis, Operational Analysis/ Logistic Study Analysis	■		■			■	65%	• Transportation Corridor Agency, AET Conversion and Sign Enhancement • LA Metro, Link Union Station Project
CR ASSOCIATES									
Andrew Prescott, AICP | 12 Years with CR Associates | San Diego	Active Transportation Plan Task Lead				■			35%	• CVAG CV Link Community Connectors • City of Desert Hot Springs, Active Transportation Safety & Connectivity Plan • City of Corona, Active Transportation Plan
Mike Calandra | 2 Years with CR Associates | San Diego	Travel Demand Forecasting	■	■			■		50%	• County of San Diego, Multiple Species Conservation Program • City of Riverside, City of Irvine, and County of San Bernardino, Safe Routes to Schools
EPS									
Jason Moody | 29 Years with EPS | Oakland & Los Angeles	Fee Program Nexus Study Lead			■		■	■	30%	• Solano Transportation Authority, Solano County Regional Fee Program • Chase Center Fiscal Impact Analysis
Edward Sullivan | 33 Years with EPS | Oakland & Los Angeles	Regional Logistics Study Lead			■		■	■	35%	• Metropolitan Transportation Commission (MTC), East Bay Priority Production Area Technical Assistance and Planning Project • LA Metro, Express Lanes On-Call Traffic and Revenue Support
GHD									
Steve Latino, PE, TE | 1 Year with GHD | Riverside	Technical Support, Member Agency Controller		■	■			■	65%	• City of Rancho Mirage, On-Call Engineering Services • City of Temecula, De Portola and Jedediah Smith Roundabout
ZONE TRAFFIC ENGINEERING CONSULTING									
Ryan Zellers, PE, TE | <1 Year with ZONE | San Diego	Technical Advisor	■	■	■	■	■	■	50%	• City of Indian Wells, Safer Streets • City of Del Mar, Traffic Engineering

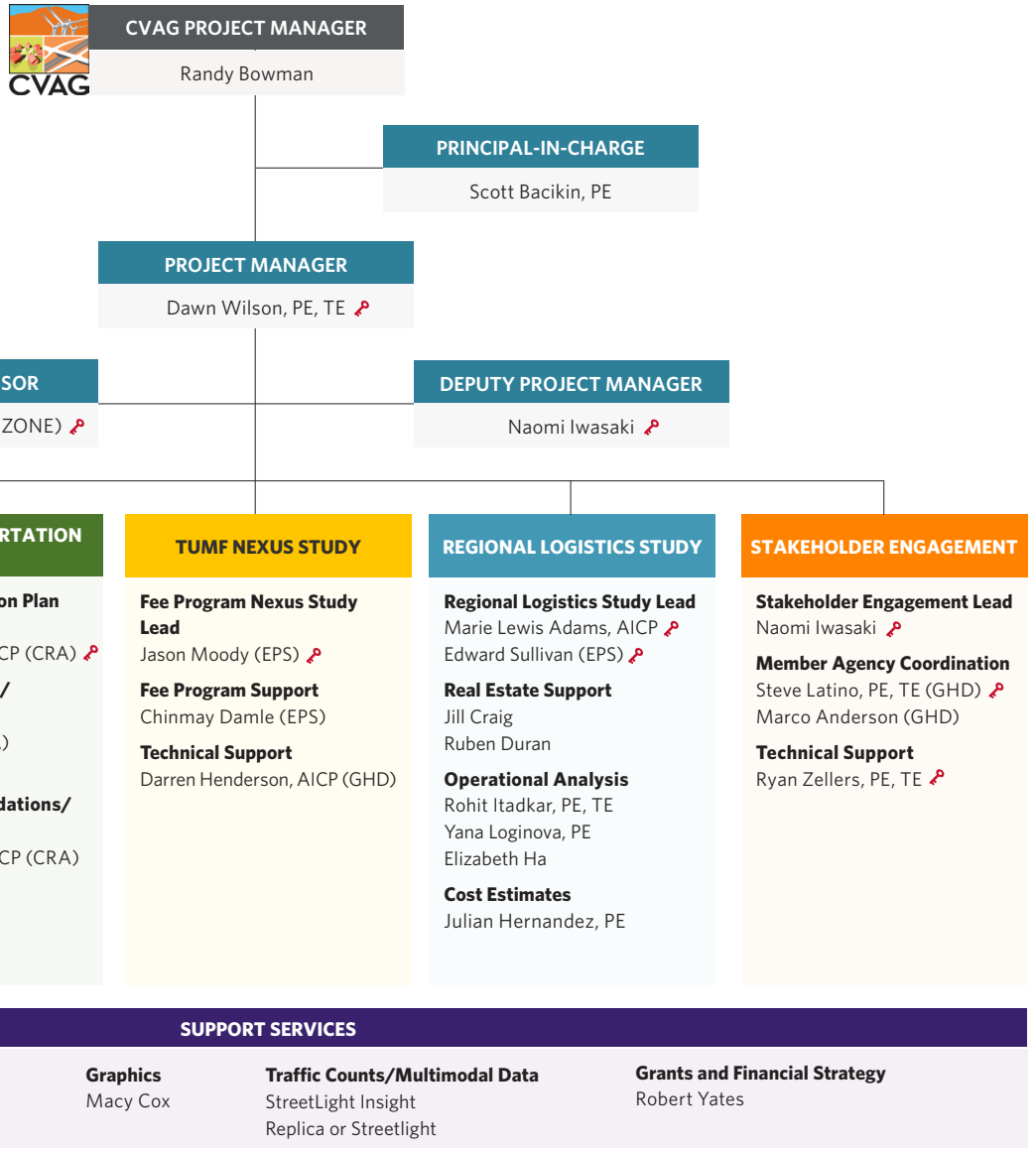
Organization Chart

Our organization chart illustrates our full team and the communication/reporting relationships for the TPPS project. The depth and range of HDR's Team includes industry experts and subconsultant partners to meet the CVAG's objectives and deliver the project efficiently and effectively. To maintain efficiency, our Team leverages key personnel and available staff with focused experience in their respective disciplines. HDR understands and acknowledges that no person designated as "key" to the project will be removed or replaced without the prior written consent of CVAG.

SUBCONSULTANT PARTNERS

CRA	Chen Ryan Associates (DBE/WBE/MBE)
EPS	Economic & Planning Systems, Inc.
GHD	GHD Inc.
ZONE	ZONE Traffic Engineering Consulting (DBE/DVBE)

= Key Personnel



4. Work Plan

Project Understanding

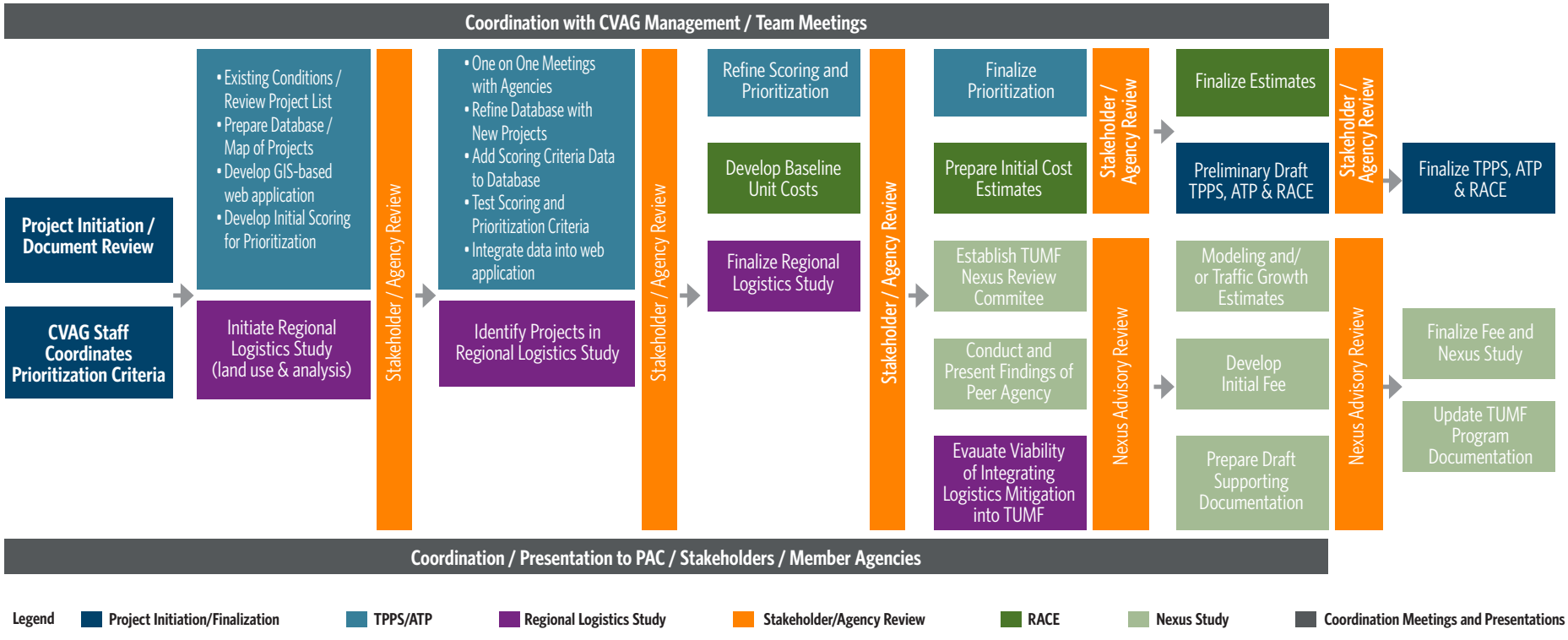
Updates to the TPPS, companion documents and the TUMF program are necessary to maintain a current project list, to keep pace with rising construction costs, and to reflect current policies and programs. The last TPPS and companion documents were updated in 2018, and since then, CVAG has begun to explore a new approach to the prioritization criteria. Historically, the TPPS focused on vehicle-serving facilities (arterials, highways, etc.), with little to no consideration for other modes. The TPPS and ATP attempted to integrate active transportation projects into the prioritization process but ultimately kept the 2 sets of projects independent. Over the period since the last TPPS update, the transportation planning landscape has evolved. SB 743 and the transition to vehicle miles traveled (VMT) as the metric for evaluating transportation impacts have become more mature and defined. We now have a clearer understanding, not only of how to measure VMT, but how to use VMT to evaluate fees and programs. Safety, active transportation, equity, and transportation modes have evolved and are a cornerstone for many projects and programs in the communities. This shift is driven not only by grant programs but also by increased awareness of and actions to address social issues.

This awareness has extended to state laws, such as AB 1550, which defines disadvantaged communities and sets minimum requirements for transportation investments within and that provide benefits to disadvantaged communities. The HDR Team brings a wealth of experience and understanding of these laws and the state funding programs governed by them, helping clients to secure $168M in the past 2 years through state discretionary programs under SB 1 and other sources.

Approach

As we embark on the 2025 TPPS update, the initial steps will involve collectively defining what the TPPS and supporting documents will address, how these issues and priorities will be tackled, and what information will be needed to support decisions surrounding the new prioritization criteria. When processes and metrics change, a learning curve is inevitable. In 2016, one of the key issues the Team addressed was how to integrate active transportation projects into the planning efforts, including establishing scoring criteria unique to bicycle and pedestrian projects.

In 2025, the Team will focus on integrating ATP projects into the larger project list, determining whether VMT or trips will factor into fee assessments, addressing the overlap and potential issues with VMT and mitigation, and updating the prioritization criteria, among other considerations that may arise. The HDR Team anticipates the delivery of a more robust ATP in this update, including recommendations to the member agencies for future improvements for compliance with recent legislation and planned regional transit projects.



The HDR Team, with its experience in preparing transportation plans and fee programs, is well positioned to facilitate discussions and conduct the analyses needed to make sound decisions alongside the CVAG Team. Ultimately, the TPPS will provide CVAG with a blueprint for advancing projects that improve access to transportation and enhance the performance of the existing transportation system. The TPPS will reflect the current priorities in the Valley and ensure a fair and equitable distribution of funds across transportation modes, as well as among member agencies and stakeholders. This process will not occur in a vacuum. It will involve representatives from the member agencies and stakeholders. Technical experts, such as those specializing in real estate, right-of-way, fee programs, and others, will be engaged to discuss the technical approach and merits of the program.

Task 1: Project Management

Key Deliverables	Monthly team meetings with CVAG, monthly PM check-in meetings, style guide, SharePoint/Teams site, meeting materials (agenda, meetings, presentations, etc.)
Staff Responsible	Dawn Wilson and Naomi Iwasaki

HDR understands that the successful delivery of complex projects requires a well-defined Project Management Plan, which includes clear communication protocols, defined expectations, regular coordination, and a detailed project schedule. The following tasks will be managed by HDR's Project Manager, Dawn Wilson, with support from our Deputy Project Manager, Naomi Iwasaki.

Task 1.1: Project Management and Administrative Support

Meeting Responsibilities - For all project meetings, HDR will establish the draft agendas, prepare meeting minutes, and provide the online meeting platform for virtual meetings. Within 2 weeks of each meeting, the HDR Team will deliver the detailed meeting minutes. CVAG will handle scheduling in-person meeting spaces as needed for Team, stakeholder, or Project Advisory Committee (PAC) meetings.

Document Sharing and Management - To facilitate ease of access and review, the HDR Team will use a SharePoint site to organize and maintain meeting materials, including OneNote for preparing and sharing meeting minutes. Our experience shows that this online shared space consolidates all deliverables and project information, making it easily accessible to our clients. All documents will be prepared in Microsoft formats (Word, Excel, Project, PowerPoint, Teams, SharePoint), Adobe formats (PDF, Illustrator, Photoshop), or Esri formats (ArcGIS Pro). No other formats will be used without prior approval from CVAG staff.

Style Guide - To provide consistency across all materials developed for this contract, HDR will create a style guide that will be submitted to CVAG for approval. The style guide will include templates for each category of project deliverables, ensuring uniformity in format, layout, and overall design across deliverable types (e.g., reports, maps, presentations, outreach materials, branding and other documents.) Once approved by CVAG, the style guide will be distributed to key HDR Team members, including our subconsultants.

Task 1.2: Kick-Off Meeting and Scope of Work Refinements

Within 2 weeks of the Notice to Proceed, Dawn Wilson, HDR's Project Manager, will coordinate with CVAG's Project Manager to schedule an in-person meeting to review the project scope of work, schedule, and fee proposal. Key project team members, including subconsultants, will attend. This meeting will serve not only to clarify the scope, fee, and schedule, but as a listening session to gather CVAG's expectations, past lessons from previous projects, and other critical information to help set the tone for the project. HDR will walk the participants through the project scope and provide necessary clarifications on our approach. Additionally, we will review the deliverables and key milestones in relation to the scope of work. If necessary, we will document refinements to the scope, deliverables, or schedule. Within 2 weeks of the kick-off meeting, HDR will submit a refined scope, fee, and schedule. This submittal will include a version of the original scope with track changes, allowing CVAG to quickly and easily identify modifications. Once accepted by CVAG, the scope, schedule, and budget will be used as reference points during project team meetings to track progress. An example of the project schedule and a simplified version are provided at the end of this section of the proposal.

Task 1.3: Project Team Meetings and Project Manager Check-in Meetings

For the duration of the project, HDR will conduct bi-weekly check-in meetings with CVAG staff. Once a month, we will hold a project team meeting, which will include key HDR Team members involved in relevant activities at that time. Additionally, we will hold a monthly Project Manager Check-In meeting, which will include only the HDR's Project Manager and Deputy Project Manager, and the CVAG Contract Manager/Project Manager. This combination of touch points allows us to have focused discussions on scope, fee, and schedule. We have found that this approach, combined with focusing project team meeting attendance to those staff actively involved in the tasks being discussed, enhances the efficiency and cost-effectiveness of these meetings. Unless otherwise agreed, we anticipate all meetings will be conducted remotely via Teams or a similar platform.

Task 1.4: Document Review and Coordination

HDR will conduct a thorough review of materials provided by CVAG for projects and initiatives that are either completed or in progress, which may impact the project deliverables and inform the development of the TPPS update and related work. Based on the information in the RFP, the HDR Team will, at a minimum, review and maintain a database of relevant information from the following documents:

- 2025 Pavement Management Analysis Report Update (Q2 2025)
- Broadband Strategic Plan (Q2 2025)
- CV Link (Construction, Q2 2025)
- Community Connectors Study (Q1 2026)
- VMT Study (Q1 2026)
- CV Link Salton Sea Extension Study (Q1 2026)
- ACCESS Indian Canyon Project (PS&E, Q1 2026)
- Cool Pavements in Affordable Neighborhoods Pilot Program (Q2 2026)
- Varner Road I-10 Bypass Study (PA&ED, Q3 2026)
- Varner Road – Palm Drive to Date Palm Drive (PA&ED, Q3 2025)
- CV Sync (Construction, Q3 2026)

Task 2: Outreach and Engagement

Key Deliverables	Prepare and distribute materials and facilitation or staff assistance for 10 PAC meetings, 8 stakeholder meetings, and 6 Nexus Study Advisory Group meetings, 4 Transportation Committee, and 4 Executive Committee meetings.
Staff Responsible	Dawn Wilson, Naomi Iwasaki, Ryan Zellers (ZONE), Steve Latino (GHD)

Input from CVAG staff, member agencies and local stakeholders will be essential for the successful delivery of this project and the execution of the TUMF program update.

Task 2.1: Project Advisory, Stakeholder and Nexus Advisory Group Meetings

There are 3 key groups that will be engaged throughout the process:

Project Advisory Committee (PAC)

Comprised of CVAG staff members responsible for reviewing progress, processes, and providing technical input.

Meetings will be held bi-monthly, up to 10 meetings (6 in-person and 4 remote).

CVAG requested monthly meetings; however, after reviewing the project schedule, bi-monthly meetings align better with key decision points and deliverables. Additional meetings may be scheduled if needed at key points in the project.

Stakeholder & Member Agency Group

This group, made up of CVAG member agencies, the county and tribes, as well as utility providers, the water district, flood control district and others who have planned infrastructure projects in the region. Their role is to provide data, review prioritization, and contribute to project deliverables.

Meetings will occur at key decision points, but no less than quarterly, totaling up to 8 meetings (4 in-person and 4 remote), HDR will assemble and maintain the project stakeholder list and touch points throughout the project duration.

TUMF Nexus Study Advisory Group

Comprised of technical experts qualified to review the analysis and findings of the Nexus Study.

Meetings will be held bi-monthly or as-needed during the development of the Nexus Study. Two meetings will be conducted in-person and 4 will be remote.

Optional Task

Community Based Organization Input

Projects with strong community engagement are more likely to be planned, designed, and delivered in a way that fits the community context. Early engagement also reduces the risk of higher project costs and the likelihood of the project being canceled or delayed due to community opposition. For many competitive grant criteria, especially in California, preliminary project education and outreach can also improve a project application score.

The HDR Team offers an optional value-add, bringing extensive experience creating and facilitating stakeholder groups for agencies to expand TPPS stakeholder engagement to community members and organizations.

Leveraging this option includes an array of services to choose from, ranging from recruiting leaders from key community organizations to provide feedback on updated TPPS project criteria and prioritization methodology, to developing a "one-pager" or other digital and/or print collateral to inform community stakeholders of intended project benefits and anticipated impacts. All of these options would better position TPPS projects for successful delivery and funding competitiveness.

Task 2.2: Transportation Committee and Executive Committee Meetings

In addition to meeting with these groups, the HDR Team will assist CVAG staff in preparing materials and presenting information to the Transportation Committee and the Executive Committee on 4 occasions each. Key points in the process where the Transportation Committee and/or Executive Committee will need to be updated on the project include:

- Prioritization of Projects (TPPS and ATP)
- Regional Arterial Cost Estimate (RACE) and TUMF Nexus Study
- Findings and Recommendations of the Regional Logistics (in conjunction with the TPPS, ATP and RACE presentations)
- Draft TPPS and companion documents presentation
- Final TPPS and related documents presentation

Dawn Wilson and Naomi Iwasaki, along with necessary key personnel, will attend these meetings in-person.

Task 3: Data Collection

Key Deliverables	Updated Traffic Census Report, database of existing conditions for all existing projects, presentation materials, GIS mapping.
Staff Responsible	Rohit Itadkar, Steve Gaskill, Marco Anderson (GHD), Yana Loginova, Joel Lessard-Clouston, Anders Burvall, Sharon Jacob

The HDR Team will collect relevant information that will be used in identifying and prioritizing projects. This will include, but may not be limited, to the following:

Task 3.1: Crash Data

Using SWITRS and/or TIMS, HDR will obtain, review, and refine the most recent 5 years of available crash data. Once refined, this information will be integrated into the database and analyzed for high-frequency crash locations and the locations of severe and fatal crashes in the region. After completing the crash analysis, the HDR Team will cross-reference the findings with information from CVAG member jurisdictions Local Roadway Safety Plans. Projects within those plans that are currently unfunded will be added to the list of projects, with input from the local jurisdictions.

Task 3.2: Traffic Count Data

The HDR Team will conduct an initial review of available traffic data and request recent traffic count data from the stakeholder group, including data from the CVAG CV Sync program. This data will be used to update the 2015 Traffic Census Report and will be integrated into GIS and the project database.

Task 3.3: Roadway Characteristics

The HDR Team will review the existing list of projects using Google Earth or similar platform to confirm existing conditions. This desktop survey will be used to confirm projects completed as well as the width, number of lanes, multimodal facilities, and other key information. For the existing list of projects, the HDR Team will also confirm the planned improvements and verify the key elements of those projects in the current database. These will be confirmed by field inspection and in coordination with the member agency representatives.

Task 3.4: Additional Analysis Criteria Data Collection

Once the prioritization criteria are established, additional data will need to be collected to develop scoring to support those priorities. Land use data, equity overlays, school sites and activity centers and other information will be integrated into the GIS database for future evaluation of the prioritization criteria. This data will be added to the current project list and the results will be shared with the PAC and stakeholders. This task will be further refined following the selection of those criteria by the Executive Committee.

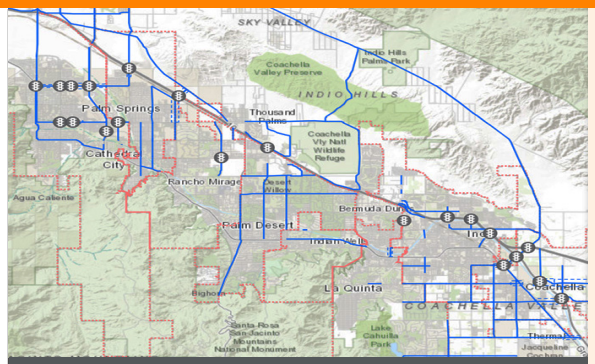
Task 3.5: Integrated GIS Platform and Database

HDR will present the data to CVAG in a digital platform using ArcGIS. This will be an online platform that will be accessible to CVAG staff for the duration of the project. We will work with CVAG in advance of developing this platform to determine the most appropriate location to house and maintain the database for the long-term use of the platform.

DATA COLLECTION, MANAGEMENT, ORGANIZATION AND PRESENTATION WILL BE THE KEY TO SUCCESSFUL PROJECT DELIVERY

The HDR Team will extract data from the following resources for project prioritization. Data will be integrated into a spreadsheet that will be tied to a web-based platform.

- 5-year traffic crash data from TIMS and/or SWITRS
- Field-collected multimodal traffic data during Coachella Valley peak season when schools are in session
- Field-collected ATP data
- CVAG member jurisdiction General Plans, Active Transportation Plans, Capital Improvement Plans and Local Roadway Safety Plans
- Current Regional Transportation Plans and Federal Transportation Improvement Program from Southern California Association of Governments (SCAG) and Riverside County Transportation Commission (RCTC)



CVAG has an existing ArcGIS platform developed in 2021. Using this platform as a starting point would save time and budget in development of the project list and database.

"Big Data" will be used in many capacities in this project including traffic counts, travel patterns, and special events conditions.

The HDR Team will work with CVAG to identify the most cost effective and complete solution for this study. Options include:

- CR Associates has ReplicaHQ data available, which could be used without additional fees.
- SCAG provides access to Streetlight data to all member agencies at no cost. The team can coordinate with SCAG to determine if that resources is available for this project
- HDR has set aside reimbursable budget to purchase up to 2 years of data if other options are not viable.

Task 4: Transportation Project Prioritization Study

Key Deliverables	Updated prioritization categories with new scoring criteria, revised list of projects (including one-on-one meetings with member agencies), prioritized list of projects, and the TPPS document (preliminary draft, final draft, and final) provided in Word, PDF, and web-enabled formats. Project prioritization and other details will be available in a ready-to-launch GIS-based application (StoryMap, Experience Builder, Social PinPoint, etc.). Refer to Project Examples in the appendix for sample web-based options.
Staff Responsible	Marie Lewis Adams, Rohit Itadkar, Steve Gaskill, Anders Burvall, Sharon Jacob, Ryan Zellers (ZONE), Steven Latino (GHD)

Task 4.1: Prioritization Methodology

Using the updated criteria, the HDR Team will propose a scoring system that aligns with the updated prioritization criteria. This will include weighting of the overall categories and the scoring of criteria within each category. Potential scoring criteria, based on the prioritization criteria identified by the Transportation Committee on October 11, 2024, and discussed by the Executive Committee on December 2, 2024 are summarized in the table to the right, along with the potential data sources.

The HDR Team will develop an updated scoring system applying weights that mimic priorities selected by the Executive Committee. This effort would serve as the test to use weighted criteria and its potential effects on the outcome of the study. As this is a new scoring system, we anticipate refinements to the scoring criteria will be necessary. This initial scoring system will be applied to the updated project list, as described in Task 4.3, and refined based on input from CVAG, the PAC and stakeholders.

The iterative approach to refining the methodology and scoring allows for minor refinements to scoring and weighting each of the prioritization categories to reflect the goals and needs of the Valley. For this task, HDR will provide the initial scoring and weighting and provide 2 rounds of refinements based on the results of Task 4.3.

Task 4.2: Updated Project List

Completed Project Review: HDR will provide the member agencies the list of current projects based on the desktop survey conducted in Task 3.3.

Call for Projects: During a regularly scheduled stakeholder meeting, HDR will request member agencies to provide updates to their list of projects. An Excel spreadsheet will be used to track changes and input from the member agencies.

Draft Project List: Using the ArcGIS online tool, HDR will review and update the existing project details such as roadway segment names, segment numbers, segment lengths, segment descriptions, jurisdiction codes, criteria rankings, and a comparison with previous rankings. As instructed by CVAG, HDR will use the same project identification and numbering schemes to ensure continuity between the current and updated TPPS and ATP.

Expertise in Prioritization Project Yields Efficient Development of Scoring Criteria

We understand the new priorities will yield an updated scoring system based on additional data sets. Through our work on recent transportation plans, we are well prepared to work through this process efficiently with CVAG, member agencies and stakeholders. Initial considerations based on Transportation Committee and Executive Committee discussion from 2024 are provided below.

PRIORITIZATION CRITERIA	DATA SOURCE	DATA TO BE EXTRACTED/PURPOSE
Build infrastructure in disadvantaged communities	Cal EnviroScreen 4.0	• Location of project within census tracts identified as disadvantaged
Improve climate and disaster resiliency	Local agency, climate resiliency study	• Improve facilities to lessen potential closures or impacts due to flood, sand, etc. conditions
Fill system gaps (system continuity)	Desktop survey, local agencies	• Existing curb to curb width • Proposed curb to curb width (per adopted standard for planned improvements)
Add pedestrian and bicycle routes	Local agencies Active Transportation Plan or Mobility Element	• ATP results and/or City ATP
Improve mobility for disadvantaged people	American Community Survey (2023)	• ADA access • Increases alternative transportation options • Access to transit within low income areas • Project located within HUD Zone
Reduce congestion (level of service)	Local agencies, VMT study (2024), "Big Data"	• Daily traffic volume and roadway capacity • Volume-to-capacity ratio and level of service • LTS/PEQI conditions for ATP projects • VMT per 2025/2026 study
Accident rate (for a 5-year period)	SWITRS/TIMS	• Total crashes/fatal crashes per year • Length of segment • Daily traffic volume
Improve pavement conditions (roadway surface condition)	Pavement Management Analysis (2025)	• Existing pavement condition • Change in pavement condition (2024 vs 2016)
Improve access in and out of the Coachella Valley	"Big Data"; Regional Travel Demand Model	• Highway/freeway improvements • Rail (high desert line connections) • Emergency routing/dynamic routing
Improve access in and out of events	"Big Data"; Regional Travel Demand Model	• Intersections/roadway /technology improvements near event locations • CMS/ITS related • Interchange/major arterial improvements • Arts and music line for special events
Reduce VMT/encourage infill development	"Big Data"; Regional Travel Demand Model	• Land use and travel patterns • Land use density

One-on-One Meetings: Once the draft list of projects has been compiled and entered into GIS, the HDR Team will conduct one-on-one meetings with the member agencies to verify the accuracy and consistency of the project data with approved documents. Up to 2 meetings will be conducted with each agency.

GIS Mapping of Project Information: After the database has been reviewed by CVAG and given a preliminary review by the PAC, HDR will map the projects into a regional GIS database. Key information, including the project name, extents, status, reference documents, timing, and project champion, will be included in the database.

Evaluation for Inclusion in TUMF: Using CVAG-approved criteria, HDR will identify projects as either buildable and eligible for funding or ineligible. Member agencies will then have an opportunity to review the criteria and provide feedback to the HDR Team. Factors that will be considered are: inclusion in the regional arterial network, crossing 2 or more jurisdictions, included in the I-10 Emergency Response Closure Plan, being included in the city's general plan as a minimum of a four-lane roadway, and being anticipated to carry over 20,000 vehicles per day, or crossing/connect to I-10, SR-86, the Whitewater River Channel, or a major tributary.

Task 4.3: Project Prioritization

As the scoring criteria for this TPPS and ATP will be modified from previous years, we anticipate that the process of scoring projects and refining the criteria will be iterative, as discussed in Task 4.1.

Divide Projects into Buildable Sections: Once the project list is finalized, the projects will be divided into segments, referred to as buildable projects. The criteria for segmenting the projects will be discussed with CVAG but will likely include criteria such as 1-mile segment lengths, projects wholly within a local agency jurisdictional boundary, and others.

Establish Initial Project Prioritization: Scoring criteria developed in Task 4.1 will be applied for each of the prioritization categories and presented as the score by category and a combined score for all categories. Findings of the prioritization will be presented to the PAC and stakeholders for input.

Apply Refined Criteria and Prepare Updated Project Prioritization: Input received on the initial prioritization will be used to refine the scoring criteria. The scoring criteria will then be applied for each of the prioritization categories to determine the score for each category and a combined score for each buildable project. This refined prioritization will be presented to the PAC and stakeholders for input.

Finalize Criteria and Complete Final Prioritization: With input from the PAC and stakeholders, HDR will make final refinements to the scoring and finalize the prioritization.



Preliminary Prioritization Approach

To help understand the impact the new scoring criteria will have on project rankings, the HDR team suggests re-scoring the projects that will remain in the TUMF (existing projects) using the new criteria as a first pass. This will help understand how the remaining projects in the TUMF will rise or fall before the new projects are added. HDR can then use this information to refine the scoring with the CVAG team and PAC before applying it to the comprehensive list of projects.

Task 4.4: Prepare Preliminary Draft TPPS

HDR will summarize the process, prioritization criteria, scoring and results in a preliminary draft TPPS for CVAG to review and comment. The TPPS will describe each prioritization criteria, scoring criteria, tables summarizing results, and a comprehensive list of the final total score and prioritization. The HDR Team will work with CVAG to determine the best way to integrate the ATP projects into the final prioritization. While the scoring will be discussed in the ATP, how the ATP projects are integrated will need to be discussed prior to finalizing the TPPS. The document will be provided in Word (editable) and PDF formats.

Task 4.5: Final Draft and Final TPPS

HDR will respond to up to 2 rounds of comments on the TPPS before finalizing the document. Once finalized, HDR will provide a web-based, interactive document that will be easily integrated into CVAG's webpage and accessible for the public to review. This will be complimented by the ArcGIS webpage, which can easily be integrated into interactive site. The platform ("Story Map", Experience Builder, GIS Dashboard), will be discussed during regular "check-ins" early in the project schedule.

Task 5: Active Transportation Plan

Key Deliverables	Database of existing and planned ATP projects, field investigation of existing conditions and meetings with agency staff (up to 20), recommendations for the ATP and ATP documentation (preliminary draft, final draft and fin) to be provided in Word, PDF and web-enabled formats.
Staff Responsible	Andrew Prescott (CRA), Rohan Oprisko (CRA), Eric Sindel (CRA), Sasha Janovic (CRA)

Task 5.1: Document Review and Data Collection

CR Associates will work with CVAG and member agencies to obtain documents and data with relevance to existing and planned active transportation infrastructure and programs in Coachella Valley. The information will be used to document the current state of active transportation and understand planned improvements. In the absence of formal documentation, CR Associates may develop a questionnaire for jurisdictions to populate and provide additional details. Examples of information to be obtained include existing and planned bicycle facilities and amenities, sidewalks and pedestrian/ADA facilities near major transit hubs, transit routes and stops, posted speed limits, maintenance procedures, active transportation expenditures, and programs

Additional demographic and equity data will be obtained to document population and employment characteristics. The selected "Big Data" source will be used to help understand walking and bicycling activity levels and travel pattern.

All obtained infrastructure and demographic data will be compiled into an online GIS database viewer and shared with member agencies. The viewer will enable agency staff to access, review, and comment on the data, creating a transparent process and improving the overall data quality. Programmatic and maintenance activities will be summarized, for inclusion in the ATP.

Task 5.2: Agency Coordination Meetings

Communication channels with CVAG and member jurisdictions will remain open throughout the project lifecycle. However, scheduled touchpoints will make sure discussions and updates are provided at the most critical phases of the project. CR Associates will engage in up to 20 meetings with CVAG member agencies to provide input and support the development of the Active Transportation Plan (ATP). The initial series of coordination meetings will be focused on reviewing the key existing condition findings and reaching a consensus on the needs and opportunities. The second coordination series will serve as an opportunity for agency staff to discuss the recommendations identified in adopted documents.

Task 5.3: Existing Conditions Analysis

Building on CR Associates ongoing work and knowledge gained from the CV Link Community Connectors project, as well as the document review and obtained data, CR Associates will document and describe the population characteristics, infrastructure, and environment as they relate to active transportation. The existing conditions analysis will document land uses, employment concentrations, travel patterns, and provide a profile of demographics with a focus on disadvantaged communities.

Active transportation will be assessed using metrics related to connectivity, demand, and safety. This will include, but not be limited to, bicycle facilities, bicycle parking facilities (with an emphasis on major transit hubs), and pedestrian infrastructure at major transit hubs. Bicycle and pedestrian collision data will be assessed to determine key factors contributing to collisions across the region and collision hotspots.

Task 5.4: Recommendation Development

Goals and Objectives: Goals and objectives from the currently adopted CVAG ATP will serve as the starting point. Revisions will be made at the direction of the Transportation and/or Executive Committee(s).

Regional Bicycle Network: Regional bicycle network development will entail revisiting the regional bikeway designation criteria provided in the currently adopted CVAG ATP, and updating the criteria, as needed. Once finalized, the regional bikeway criteria will be applied to all planned bicycle facilities identified during the Document Review and Data Collection task.

Pedestrian Facilities at Major Transit Hubs: The Major Transit Hub designation criteria will be reassessed using the current and planned transit networks and discussed with CVAG to determine if additional locations should be included. Planned pedestrian infrastructure improvements within the vicinity of major transit stops will serve as the first-/last-mile improvement recommendations.

All proposed infrastructure recommendations will be displayed in the online GIS data viewer to facilitate agency review and comment, as well as individual jurisdiction maps and tables identifying the facility types and extents.

Task 5.5: Implementation Measures

Potential refinements to the 2016 prioritization criteria will be proposed based on the December 2024 CVAG Executive Committee staff report and discussions with the Transportation and/or Executive Committee(s). The ATP project prioritization criteria will be developed in tandem with the TPPS criteria, while reflecting active transportation specific nuances. The established criteria will then be applied to the individual projects, resulting in an updated list of prioritized projects. A satellite imagery review of the prioritized project locations will be conducted to determine which ATP projects can be categorized as "buildable," using a criteria set by CVAG, the project stakeholder committee and PAC to inform of project cost estimates.

Task 5.6: ATP Development

An outline of the ATP will be provided to CVAG for comment and finalization prior to initiating document drafting. The CR Associates Team will prepare a draft ATP that synthesizes all previously completed tasks into a usable document that is concise, graphically oriented, accessible to the community, and easy to use for CVAG and jurisdiction staff.

A complete draft ATP will be provided for CVAG staff to review. Once the draft plan is accepted by CVAG, it will be made available for review by member agencies. Comments will be reviewed, cataloged, and discussed with CVAG staff. Up to 2 rounds of revisions are anticipated and the final document will developed in a web-enabled format.



Task 6: Regional Arterial Cost Estimate

Key Deliverables	Updated Unit Costs for Construction and ROW, updated LOIS templates for roadway and ATP projects, list of potential funding sources, and RACE documents (preliminary, final draft and final) in Word, Excel, PDF and web-enabled formats.
Staff Responsible	Mark Hager, Jill Craig, Danny Mendoza, Julian Hernandez, Ruben Duran, Alex Kemp, Ross Duenas (CRA), Darren Henderson (GHD), Ryan Zellers (ZONE)

HDR will build upon the cost estimates and methodology established in the 2016 RACE. With the current rates of inflation and rising costs of materials and labor, we anticipate the unit costs will substantially increase. Our construction management and highway engineering team closely monitor construction bids and costs for projects with which we are involved in. With an office in Riverside County, we have our finger on the pulse of current construction costs for the region, including information available from SBCTA, WRCOG, and Caltrans.

Task 6.1: Level of Improvement Standard (LOIS) Template

The initial step in developing costs will be updating the LOIS template. HDR will review the typical improvements within the buildable project list and confirm the 3 key templates will still apply to the projects on that list: roadway widening, interchange improvements and bridge improvements. For each of these templates, our engineers will identify the unit costs for the typical pay items.

Once pay items are identified, they will be consolidated into a single planning-level unit cost per foot. Intersections, ITS, and signals will be assigned to their respective roadway segments. These costs will be supplemented with contingencies and add-ons, as preliminary engineering, environmental studies, design, and construction management. HDR will collaborate closely with CVAG, the PAC, and stakeholders to validate the assumptions on unit costs and add-on costs before applying them to the buildable project list.

Task 6.2: TPPS Construction Cost Estimates

Once the costs are refined, HDR will apply the per-foot costs to the buildable project list using Excel. The construction costs will be presented to the PAC and stakeholders for input. Once comments are received, HDR will refine the estimates for final review and integration into the TPPS and RACE documents.

Task 6.3: ATP Construction Cost Estimates

Construction costs for the installation of active transportation projects will generally follow the same procedures as those for TPPS projects. A set of active transportation LOIS templates will be created to quantify pay items based on the types of projects identified in Task 5.5. Add-on costs, including engineering, environmental, construction management, and contingencies, will be applied in the same manner as for roadway projects. HDR will present the pay items, unit costs, add-on costs, and other assumptions to CVAG, the PAC and stakeholders prior to applying the costs to the projects. Once comments are received on the unit cost and revisions are made, HDR will present refined estimated costs to CVAG, the PAC and stakeholders for final input. After final refinement, the ATP construction estimates will be added to the RACE and integrated into the TPPS.

Task 6.4: Research Right-of-Way (ROW) Unit Cost

HDR will develop an updated per-square-foot unit costs for ROW based on land use types and consultations with local agencies, appraisers, realtors, and other relevant experts. Our Team of dedicated real estate and ROW specialists will engage with 3 contacts who have expertise in current real estate costs, as specified by CVAG in the RFP: one in the west end, one in the central part, and one in the eastern part of the Coachella Valley. A draft recommendation for ROW unit costs will then be submitted to CVAG for review.

Value Added

In-House Real Estate Specialists

HDR's Southern California real estate experts specialize in ROW valuation, with a proven track record of client success and awards. The team offers comprehensive ROW services, including alignment assessment, acquisition, relocation, land title review, appraisal, condemnation, property management, and more. They also handle ROW utility relocation for certification. Their experience includes infrastructure projects requiring environmental and cultural studies and working with the Bureau of Indian Affairs and Bureau of Land Management.

Task 6.5: Calculate TPPS Right-of-Way Cost

Expanding on the buildable roadway project list established in Task 4.3, HDR will identify projects requiring ROW acquisition and apply the ROW unit cost to the necessary ROW width. This will be determined by comparing the existing ROW to the minimum required ROW needed to construct the proposed roadway, based on the roadway classification and cross sections listed in the local agency's General Plan Mobility or Circulation Element.

Task 6.6: ATP Right-of-Way Cost

Building off of the identified ATP projects in Task 5.5, HDR and CR Associates will identify projects that will require ROW to accommodate new pedestrian or bicycle facilities. HDR will estimate the ROW needed to construct the project and the associated cost and present information to the PAC for input. Based on input, the costs may be refined prior to finalization and integration into the RACE document.

Task 6.7: Total Cost

Once the construction costs, add-on costs, and ROW costs are finalized, a total cost for each buildable project will be calculated and summarized in an Excel table. The project lists and total costs will be presented to and reviewed with the PAC and stakeholders. HDR's engineering team will identify projects that may require additional cost factors following that review based on field reviews conducted in Task 3.3. This includes integrating drainage, environmental constraints, and other special improvement considerations for each segment. Following review and input from the PAC and stakeholders, HDR will finalize the total cost.

Task 6.8: State and Federal Funding Sources

HDR's Committee will provide a narrative summary and detailed list of currently available federal and state funding sources for transportation projects. Our Team maintains an active database of grant programs and their applicability to different types of transportation projects. With the new administration, it will be critical that the Team keep a keen eye not only on changes to current funding programs but monitor how funding programs evolve over the next 4 years, which could affect supplemental funding of projects in the region.

Task 6.9: Preliminary Draft RACE

HDR will summarize the process for developing the unit costs, LOIS templates, ROW assumptions and unit costs, as well as the overall estimating process for the RACE. Tables summarizing each cost estimate category will be included in a preliminary draft RACE documents. The document will be provided in Word (editable) and PDF formats.

Task 6.10: Final Draft and Final RACE

HDR will respond to up to 2 rounds of comments on the RACE document before finalizing the document. Once finalized, HDR will provide a web-based, interactive document that will be easily integrated into CVAG's webpage and easy for the public to review and access.

Task 7: TUMF Nexus Study

Key Deliverables	Model runs to establish growth in the region, a list of qualifying projects, recommended and refined TUMF fee, supporting documentation and justification, and the Nexus Study (preliminary draft, final draft, and final) in Word, PDF, and web-enabled formats.
Staff Responsible	Jason Moody (EPS), Chinmay Damle (EPS), Mike Calandra (CRA)

The Transportation Uniform Mitigation Fee (TUMF) is applied to new development throughout the Coachella Valley to mitigate the cumulative regional impacts of trips generated by growth. Since the TUMF program is designed to support the TPPS and incorporates data from the RACE, it will also be updated as part of this study process. The following scope outlines the key tasks required to complete a TUMF Nexus Study in accordance with the Mitigation Fee Act (including recent amendments such as AB 602), culminating in an approved fee schedule and an implementable program.

Task 7.1: Establish TUMF Parameters and Assumptions

EPS will collaborate with CVAG and the TUMF Nexus Study Advisory Group to confirm key TUMF and study parameters related to technical inputs, as well as program development and implementation. These include, but are not limited to:

- **Growth and Travel Demand Model Updates:** CR Associates will identify and support necessary updates or adjustments to the RIVCOM model to ensure its appropriate application to the TUMF scope. The Team will also confirm the feasibility of including the funding in the program and TUMF Nexus Study.
- **Applicable Land Use and Fee Categories:** HDR will assess the relevance of existing land use categories and propose new categories, as needed, based on emerging development trends (e.g., outdoor recreation centers, logistics facilities, etc.), considering any regulatory or policy-based exemptions or credits (e.g., for transit-oriented development, accessory dwelling unit, or reuse).
- **Other Funding Resources and Programs:** CVAG and member agencies will provide EPS with information regarding current funding programs and resources that will supplement the TUMF, such as voter-approved initiatives, local fee programs, and developer dedications. EPS will also identify local, state, and federal funding.
- **Program Development and Implementation Protocol:** EPS will establish a roadmap for milestones, and deadlines to meet the timeline for updating the TUMF program. This will also include identifying potential changes to the TUMF Handbook or other program implementation issues (e.g., TUMF boundary changes, revenue collection, and distribution).

Task: 7.2: Identify Eligible Transportation Projects and Costs

While the TPPS and RACE will form the basis for TUMF calculations, these studies must be reviewed in the context of the AB 1600 Nexus requirement. For instance, transportation operation and maintenance projects, as well as those expected to be covered by other sources (e.g., developer dedications), must be excluded. EPS will conduct a review of the TPPS and ATP project lists for inclusion in the TUMF. This task will result in a detailed inventory of projects eligible for TUMF funding, including associated costs, sponsoring agency, and prioritization.

Task 7.3: Apply Travel Demand Model to Calculate Maximum Allowable Fee

EPS will work with CR Associates to apply the updated RIVCOM model to determine the appropriate Nexus logic and proportionate allocation of costs for eligible TUMF projects identified above. Specifically, the model will allocate facility costs by land use or fee category (e.g., residential, retail, hotel, etc.) and between new and existing development based on estimated VMT. The fee model will calculate the maximum allowable fee levels by land use under the Mitigation Fee Act.

Task 7.4: Evaluate Economic and Funding Implications

This task will assess the maximum allowable fee rates in terms of their potential economic impacts and funding requirements. Regarding funding or financial viability, anticipated fee revenue will be integrated with other identified and potential funding sources and compared to the total cost of the TPPS program. If necessary, the Team will recommend methods to make feasibility-related adjustments and explore other financing options. The potential impact on economic development will be evaluated from 2 perspectives: (1) comparison of fee levels with those in comparable jurisdictions, and (2) as a percentage of development costs (project feasibility). If the fee burden is found to negatively affect regional economic development goals, the Team will propose mitigation strategies or phasing options for CVAG and other stakeholders' consideration.

Task: 7.5: Meetings, Deliverables, and Presentations

The project team will prepare an administrative draft of the TUMF Nexus Study for CVAG staff review. This will include the required Mitigation Fee Act Nexus findings, the fee model, and initial conclusions regarding financial and economic feasibility. Based on feedback, EPS will prepare a draft TUMF Nexus Study for review by the TUMF Nexus Study Advisory Group and stakeholders. After comments are received, EPS will refine the report and produce a final report containing the technical documentation required for fee establishment and adoption. EPS will also assist with necessary updates to the implementation process, including ordinance language, periodic program reviews, and updates (e.g., accounting, inflation adjustments), as well as updates to the TUMF Handbook.



Compliance with Federal Requirements

CVAG TPPS and companion documents will serve as the guiding document for providing input to SCAG for the regional transportation plan and sustainable communities strategies, which is updated every 4 years. Projects must be included in an approved RTP/SCS to be eligible for state and federal funding and project-level approvals. In addition to meeting the requirements for funding, the HDR team will also review projects to ensure they align with state laws and local programs. This includes evaluating policies related to Title IX, SB 743 and roadway widening constraints, AB 98 and other recent legislation. HDR will document and monitor state and federal legislation/regulations/policies that may affect near-term and long-term projects and funding programs for the duration of the contract.

Task 8: Regional Logistics Impact and Mitigation Study

Key Deliverables	Technical reporting on existing conditions and growth opportunities, including RIVCOM, model updates, and scenario outputs such as Average Daily Traffic (ADT) and warehouse select zone assignment volumes. The technical report will detail the impacts to the Regional Arterial System, provide a list of recommended projects, and include 10% conceptual design. Additionally, the report will focus on cost estimates, potential funding sources, funding gaps, and potential supplemental fee programs.
Staff Responsible	Edward Sullivan (EPS), Marie Lewis Adams, Mike Calandra (CRA), Rohit Itadkar, Jill Craig, Yana Loginova, Elizabeth Ha, Julian Hernandez

With the influx of high-cube warehouses, distribution centers, and logistics facilities throughout the Inland Empire, driven by increased consumer demand, the region has experienced a significant rise in freight vehicle traffic and shifts in traffic patterns. This trend has led to greater demand and wear on local arterial roadways, as well as on freeways and interchanges.

As this trend extends from Western Riverside County toward the Coachella Valley, this study will focus on identifying the potential for logistics growth in the Valley, the traffic volumes generated by fulfillment centers, and the resulting impacts on traffic and facilities. The necessary improvements will be compared to and may supplement the list of projects established in Task 4. The following tasks will be completed for the regional logistics impact and mitigation assessment.

Task 8.1: Regional Logistics Assessment

Current Warehousing Inventory: EPS and HDR's real estate team will review existing data sources to identify the quantity and location of existing warehousing facilities in the Coachella Valley. Once identified, HDR will work with CVAG to identify and sort the type of warehousing based on typical definition (ITE or AB 98). We will also review the regional model to determine additional or secondary classifications that will align with the land uses available.

Relying on information from the "TUMF High-Cube Warehouse Trip Generation Study Update" memorandum dated November 13, 2023, there are 11 fulfillment centers and 5 parcel hubs in the Coachella Valley and includes observed building square footage (gross floor area) and the number of employees from data collected circa 2023.

Future Growth Opportunities: HDR's real estate team will work with EPS to identify sites likely to be targeted for future logistics development and overlay those potential sites with constraints and requirements of AB 98 (map of truck routes, location of sensitive receptors, etc.). Trip generation rates will be applied to these sites to determine the potential increase in traffic that may result from development of these sites. Based on the study referenced above, data on existing trip rates for the 11 fulfillment centers is available based on driveway trip generation counts collected at each site. These rates were incorporated into the RIVCOM (version 4.0.1) travel demand model and the StreetLight InSights "Big Data" platform.

TPPS and AB 98 Crosswalk: AB 98 requires that all local agencies include truck routes in their General Plan Circulation or Mobility Element. HDR will cross-reference the regional truck routes with local plans and review the requirements for designation as a truck route as defined in AB 98, which includes focusing on arterials and highways. This review may uncover non-compliant roadways currently identified as truck-routes that may need to be further investigated. This may affect some of the projects identified in the TPPS or additional justification for inclusion in the TPPS may be necessary.

What is AB 98?

Governor Newsom signed Assembly Bill 98 (AB 98) into law in September 2024, which became effective on January 1, 2025. AB 98 defines "logistics use" as "a building in which cargo, goods, or products are moved or stored for later distribution to businesses or retail customers, which does not predominantly serve retail customers for onsite purchases, and where heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products." Projects that fall within this definition will now face development limitations and restrictions that will control where these facilities can be located. Key considerations will include truck routing plans to regional highways, proximity to sensitive receptors, building efficiency, zero-emissions vehicle standards, and other factors.



Travel Demand Model Updates and Volume Projections: Working with CR Associates, EPS and the Team will identify the SCAG Tier 2 Traffic Analysis Zones (TAZs) for the existing fulfillment centers and parcel hubs using the preferred travel demand model for the project. These sites will be examined in the context of floor area ratios (FARs) to determine the maximum number of employees that could potentially be located at each existing site. The FARs calculated from the existing sites will be applied to the parcels of the future potential sites to determine the maximum number of employees at the future sites. These maximum employment figures will be entered as socioeconomic inputs for running model scenarios. Each TAZ will be reviewed to determine if other uses are included within the TAZ (retail, residential, etc.) If this is found to occur, the non-high cube/distribution facility uses will be moved to an adjacent TAZ in order to isolate the high-cube/distribution center uses.

In addition, the team will perform individual select zone assessments of each identified TAZ to understand the impacts to the transportation network, define a proposed dedicated truck route network for CVAG review and comments, and define overlaps with the regional arterial network. The HDR Team will utilize the same set of identified Tier 2 TAZs within the "Big Data"" platform for origin-destination analysis; this data will be used to augment and potentially adjust model output from RIVCOM.

Task 8.2: Logistics Impacts and Mitigation

Impact Assessment: Using the volumes and travel patterns developed from the RIVCOM model, HDR will conduct an operational analysis documenting the increased truck traffic on dedicated truck routes and regional arterials. The effect of the increased truck traffic will be measured against the metrics identified in the current TPPS (volume and level of service, crash rates and safety, pavement condition, connectivity).

Mitigation Project Planning: The review of potential impacts may result in additional improvements not identified in approved plans (General Plan or other). The list of projects and recommended improvements will be presented to CVAG and stakeholders for consideration. Projects approved for consideration will be developed to a 10 percent conceptual design plan identifying the project limits and required components to address any impacts identified in the previous assessment. Information to be included in the conceptual design include project limits, existing and required ROW, lane widening and realignment, roadway excavation, structure installation, and signalization. Conceptual plans shall be approved by CVAG prior to being utilized for cost estimation purposes. Where relevant, projects should be identified as expansion of an existing TPPS segment or improvements to a segment not currently included in the TPPS.

Task 8.3: Cost and Funding Analysis

Project Cost Estimation: Using the LOIS templates developed for the TPPS, construction costs, add-on costs, ROW costs and other special cost considerations will be calculated for project not included in the TPPS.

Funding Analysis: Referencing the funding programs identified for the TPPS and TUMF Nexus Study, HDR will review the list of projects to determine if the available funding sources would apply to projects identified to offset transportation impacts due to the logistics facilities. Additional funding sources may be cited to expand on programs specific to this issue.

TUMF Nexus Study Integration: HDR will work with EPS and CVAG to determine if the additional improvements can be integrated into the TUMF or if a subsequent fee. Opportunities, limitations, and next steps will be clearly outlined in the technical report for this task.

Task 8.4: Technical Study and TUMF Nexus Study Integration

CR Associates will perform a technical study, as well as a Tumf Nexus Study integration performed by Mike Calandra.

Quality Control and Assurance

Our Quality Control and Assurance program results in high-quality documents and solutions our clients need to achieve their goals. Each project has a unique Quality Management Plan (QMP) that follows our corporate Quality Management System (QMS) and is tailored to the project's specific requirements.

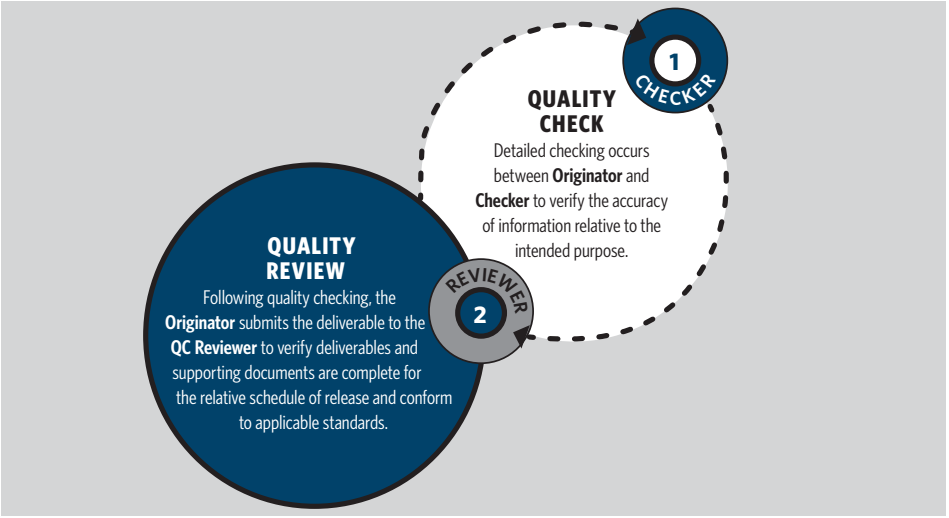
Our Quality Management System (QMS) reflects how we conduct business daily. Through our Business Intelligence QMS module, we track the completion of each deliverable or work product throughout the project. The technical accuracy of our work is ensured through independent review processes, which are standardized across the industry. These include detailed checks to ensure sound, complete deliverables. Any delayed tasks or checks are flagged and addressed weekly by our management team.

The Quality Management Plan (QMP) outlines key features such as checking calculations, drawings, specifications, estimates, and reports; controlling work products from subconsultants; conducting interdisciplinary reviews; and documenting quality records. Tham Nguyen, our dedicated Quality Manager, holds our project team accountable for adhering to the QMP.

A unique feature of our Quality program is TransPARR, where senior professionals review project organization charts to ensure appropriate resource allocation and verify that the scope meets client objectives. This will include conducting an independent review of scoring criteria and prioritization, unit costs and estimates, and the TUMF Nexus Study.

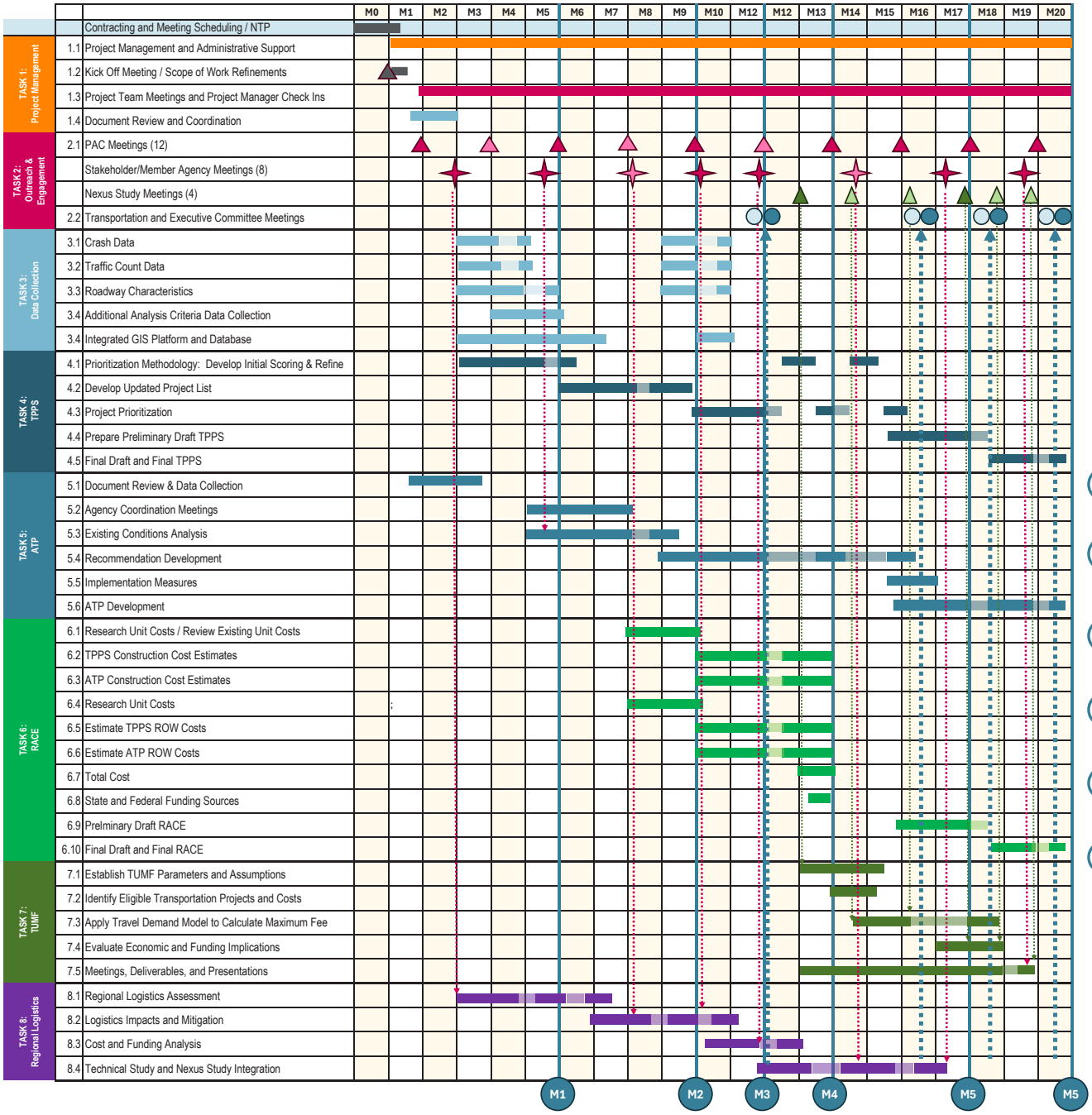
Typically, checking occurs during production, while QC reviews ensure that deliverables meet required standards and are understandable, complete, and meet both CVAG and HDR specifications. The QC review involves an interdisciplinary review, where each discipline lead reviews other disciplines' work to verify accuracy.

We continuously adapt our processes to meet client needs. We have implemented quality reviews of subconsultant work to identify areas for improvement and ensure a unified, cohesive team. This process has led to valuable steps that help subconsultants meet their goals and provide higher-quality products in collaboration with HDR. Our commitment to excellence and quality is embedded in every aspect of our program.



Detailed Project Schedule

The HDR Team has targeted an 18- to 20-month schedule for the delivery of the TPPS and companion documents. As shown on the schedule, meetings with CVAG, PAC, and stakeholders will be distributed throughout the project. Early in the project, stakeholders will provide data to the Team for inclusion in the analysis. As the project progresses, the HDR Team will use these meetings to present findings, receive input, and refine results. The dotted lines on the schedule show the relationships between the meetings and materials that will be presented. In addition, the HDR Team has identified 6 key deliverable points, shown as 'milestones' across the bottom and defined below the legend.



Legend

- PAC In Person Meeting (6)
- PAC Virtual Meeting (4)
- Stakeholder In Person Meeting (4)
- Stakeholder Virtual Meeting (4)
- Nexus Study Meeting In Person (2)
- Nexus Study Meeting Virtual (4)
- Transportation Committee (4)
- Executive Committee (4)
- HDR Team Task
- CVAG / Agency Review
- Presentation Material to Committees
- Feedback from PAC
- Feedback from Nexus Study Group
- Milestones

Project Milestones

M1 **Milestone 1:** Database Updated for Existing Projects, Prioritiziation Methodology Refined Web-enabled platform developed

M2 **Milestone 2:** Database Updated for New Projects; Unit Costs Developed

M3 **Milestone 3:** Intial Prioritization Complete; Initial Costs Developed

M4 **Milestone 4:** Cost Estimates Complete; Nexus Study Initiated for TUMF Fee

M5 **Milestone 5:** Finalize TUMF Fee; Deliver DRAFT TPPS, RACE and ATP for review

M6 **Milestone 6:** Deliver FINAL TPPS, RACE and ATP; Provide web-enabled documents

Appendix

Recent and Relevant Projects
Litigation
Project Team Resumes
Changes to Professional Services Contract
Signed Addenda

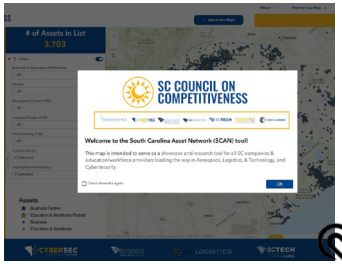
Recent and Relevant Projects

The HDR Team is providing an example of a similar scoped project deliverables completed within the last 3 years, currently in progress, or at least in the final draft stages. Instead of inserting documents into the appendices, HDR has provided links for easy access. While these examples are from across the United States, the staff members who worked on these databases are based in Southern California and bring their expertise to the team.



SBCTA, Long Range Multimodal Transportation Plan

This is an example of work HDR is completing for SBCTA. It demonstrates our ability to identify and prioritize projects that cross over multiple modes. The project is in Final Draft form and will be completed by February 2025. For this project, Dawn served as the Project Manager



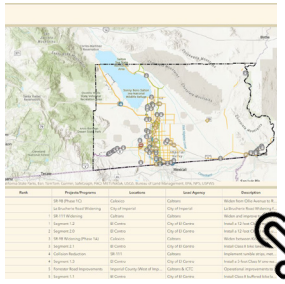
South Carolina Council

HDR has a robust Geospatial and Community Analytics team that will be involved in the development of the ArcGIS and web-enabled document. We recently used ArcGIS to complete an asset management database for South Carolina, which involved several stakeholders and an extensive list of assets.

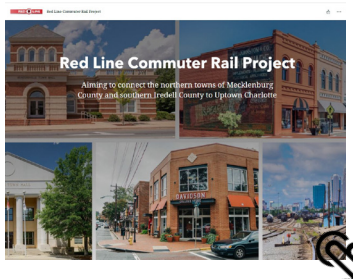


ICTC, Long Range Transportation Plan

Dawn Wilson served as project manager for the ICTC LRTP prior to joining HDR. She was responsible for directing the team development of the ArcGIS dashboard and was a major contributor to the content, formating and final deliverable of the LRTP document. These two links demonstrate the quality of her work as a project manager leading a similar study.



This is a link to the ArcGIS Dashboard.



North Carolina Council

We combine that technology with Experience Builder, StoryMaps and other web-based platforms to make public friendly websites, such as the Red Line Commuter Rail Project we are currently working on in North Carolina.

"Dawn was excellent at leading the complex process of updating the long range transportation plan, she was innovative while keeping the project on schedule and on budget. I would gladly hire Dawn for any future transportation planning projects."

~ Virginia Mendoza, Associate Transportation Planner
Caltrans District 11 (former Project Manager for ICTC LRTP)

Litigation

In today's legal environment, claims and litigation are a reality for any large company in the industry, regardless of performance or merit. When claims do occur, we are proactive and cooperative in reaching a resolution that is fair and reasonable to all. We value the confidences of our clients as well as our contractual commitments to confidentiality, and do not discuss with third parties the circumstances involving ongoing projects. We would take the same position with information regarding our work on this project.

If necessary, we would be willing to meet in person with you to discuss the merits or background of past claims. However, there are no claims or litigation that could impede our ability to perform this project, and we have maintained professional liability insurance in force continually since 1958 for the protection of us and our clients.





Dawn Wilson, PE, TE
Project Manager

FIRM
HDR

FIRM | INDUSTRY TENURE
<1 year | 31 years

EDUCATION
MS, Civil Engineering, University of California, Irvine

BS, Civil Engineering, University of California, Irvine

REGISTRATION/LICENSE
PE - Civil, CA, #62562
PE - Traffic, CA, #2548

AFFILIATIONS
WTS San Diego Chapter, Corporate Sponsorship Chair
- 2024 Member of the Year, San Diego Chapter

BENEFITS TO CVAG
- Experience managing complex regional transportation planning studies
- Detail oriented, hands on Project Manager with proven success delivering regional transportation plans and fee programs
- Experience overseeing regional distribution facility technical studies, including operational analysis and VMT assessments

"Collaborating with regional agencies and their member agencies on large scale projects is challenging and rewarding. I enjoy the process of integrating technology such as dashboards and GIS platforms to help make the highly technical project information digestible to the public and useful to the local agencies. I look forward to working with CVAG and the many stakeholders in developing a plan that will advance not only much needed roadway infrastructure, but also multimodal facilities that will expand transportation options in the Valley."

With over 30 years of experience leading complex transportation planning and traffic engineering projects in Southern California, Dawn brings a wealth of expertise and sound project management experience that will guide the TPPS process and engage the PAC, stakeholders and CVAG. Dawn served as the Project Manager for the Imperial County LRTP, as Task Order Manager for the City of Lancaster's VMT Mitigation Fee Program, and as the Project Manager for the Cahuilla Band of Indians LRTP. Her work on these projects highlights her ability to tackle key challenges facing transportation agencies, such as VMT mitigation, integrating active transportation projects into regional fee programs, and foster positive collaboration among multiple agencies. She has worked closely with a diverse range of stakeholders, including community-based organizations, tribes, and business districts in developing plans and programs that reflect the vision for an integrated transportation system in their communities or regions.

RELEVANT EXPERIENCE

Projects were performed while with another firm

Imperial County Transportation Commission (ICTC), Long Range Transportation Plan (LRTP), Imperial County, CA. Technical Manager. Dawn was responsible for project oversight and client coordination, which included conducting bi-weekly meetings with ICTC staff, facilitating discussions with a technical working group, and overseeing the community engagement team. This project was a comprehensive update of the regional plan, which required close coordination with the local agencies, County, Caltrans and local stakeholders. The project team conducted a deep dive to understand the projects and the policies included in the commission's 2013 LRTP, Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), ICTC regional transit planning efforts, active transportation plans (ATP), corridor plans, and freight plans. A detailed GIS website was used to convey information to the public, which was one element of a robust engagement strategy that reached over 1,200 participants in the Imperial Valley.

Cahuilla Band of Indians Long-Range Transportation Plan, Riverside County, CA. Project Manager. Dawn led overall project management and coordination of a multi-disciplinary team of planners and engineers to address transportation issues on the rural Cahuilla reservation. She oversaw technical analysis, mapping, field assessments, and community engagement. The project involved working with the tribe to assess current transportation conditions, evaluate potential traffic changes from growth areas, and identify improvements. Bi-weekly team meetings ensured the project stayed on track, and the tribe received regular progress updates. The project focused on infrastructure needs to support planned growth, including conceptual layouts of recommended improvements, preliminary cost estimates, and identification of potential funding sources.

Southern California Logistics Centre Site Specific Studies, Victorville, CA. Technical Advisor. The Victorville Airport and the surrounding off-airport commercial facilities are known as the Southern California Logistics Centre or SCLA and encompasses over 3.4M square feet of entitled warehouse and distribution facilities. As the trend toward regional distribution centers, high cube warehouse and other facilities took over, technical studies were required to evaluate compliance with the specific plan and preparation of VMT studies to demonstrate no new impacts. Dawn provided technical guidance in the development of these focused studies and lead the preparation of the first VMT studies for this property.

City of Palm Desert, Pedestrian and Bikeway Study and Design (Palm Desert Walk and Roll), Palm Desert, CA. Task Manager. Dawn led the gap analysis for this two-phase project that aimed to identify needs and develop conceptual designs for pedestrian and bicycle improvements in the City of Palm Desert. The gap analysis phase focused on evaluating the existing infrastructure, identifying physical and safety gaps, analysis of consistency with concurrent active transportation planning programs and projects, and developing recommendations. The project involved a detailed GIS analysis of the existing facilities as well as community engagement to determine the need for improvements and the types of improvements that align with the City of Palm Desert's goals and policies. The team used Bang the Table to gather input from the public on perceived and physical issues such as safety concerns, missing or damaged facilities, desired connections and other information. Ultimately, the team provided the client with a plan that provided an integrated multimodal transportation system that balanced the operation of vehicular circulation with enhanced and complete pedestrian and bicycle facilities

City of Lancaster, Vehicle Miles Traveled (VMT) CA. Task Manager. Dawn was responsible for leading the transportation planning team that evaluated potential VMT mitigation fee programs for the City of Lancaster. The majority of the City of Lancaster is undeveloped or very low-density development, therefore the City of Lancaster found it challenging to mitigate impacts based on their current VMT guidelines. Working with City of Lancaster staff and a team of subconsultants, the project team prepared a series of technical memorandums that outlined options and solutions for VMT fee programs, mitigation options, nexus study and recommendations. The program identified relevant transportation demand management strategies and VMT-reducing projects within the City of Lancaster to be funded by the impact fee. These funds would be used to fund active transportation infrastructure projects in the City of Lancaster to help meet VMT reduction goals. These findings were presented to local stakeholders through a series of focused online workshops. The project and fee program was approved by City Council in 2023.

City of Eastvale, General Plan Update Circulation Element, Eastvale, CA. Task Manager. Dawn was responsible for preparing the Circulation Element and associated technical studies, mapping, client engagement and outreach. She was a key participant in the development and execution of a robust public outreach and engagement campaign to solicit input from the community and prepared the transportation section for the environmental impact report. The project included a comprehensive update to the General Plan for the City, which was branded "Eastvale 2040." The Updated General Plan was the first that the City of Eastvale built from the ground up since the city incorporated in 2010. As part of the comprehensive update, the project team develop goals, objectives, and policies focused on housing, land use, circulation, sustainability, conservation, and public safety.



When on vacation, Dawn enjoys renting bicycles and touring the City to see and experience the local active transportation design and facilities.



Ryan Zellers, PE, TE

Technical Advisor

FIRM
ZONE Traffic Engineering Consulting

FIRM | INDUSTRY TENURE
<1 year | 26 years

EDUCATION
BS, Civil Engineering, Purdue University

AFFILIATION
Institute of Transportation Engineers (ITE) Western District Advertising Manager Chair

REGISTRATION/LICENSE
PE - Civil, CA, #69470
PE - Traffic, CA, #2418

BENEFITS TO CVAG

- Continuity and project history for previous CVAG TPPS studies in 2005, 2010 and 2015
- Flexible and committed technical advisor with strong relationships with the HDR Team
- Civil and Traffic Engineering backgrounds including major transportation planning efforts around Southern California

> ***"The Transportation Project Prioritization Study has been a corner stone of my career and I'm excited to work with a new team to evolve the project to meet the modern values of the Coachella Valley from the roots of this trailblazing project. I understand the diversity within the Valley and the different needs that drive the prioritization process. I want to bring that experience with this hand-picked team of experts."***

Ryan Zellers is a licensed Professional Engineer and Traffic Engineer with a passion for planning and designing truly great public streets. A highly collaborative and hands-on manager with 26 years of experience in the traffic engineering field, Mr. Zellers brings a rare blend of both creativity and professional rigor to the tasks and teams he leads. As a manager, he is known for quickly detailing a project scope, budgeting appropriately, setting achievable deadlines, and managing resources. Mr. Zellers' specialty areas of design include traffic calming, roundabouts, bikeway and pedestrian facilities, street lighting, and wayfinding. Mr. Zellers was formerly President of the Institute of Transportation Engineers (ITE), San Diego Chapter, and remains highly engaged in advancing the profession.

RELEVANT EXPERIENCE

ICTC, Long Range Transportation Plan (LRTP), Imperial County, CA. Technical Support / Cost Estimates. This project was a comprehensive update of the regional plan, which required close coordination with the local agencies, County, Caltrans and local stakeholders. The project team conducted a deep dive to understand the projects and the policies. Ryan worked with the project team to develop the list of projects and prepare the cost estimates. For new or revised projects, Ryan conducted a desktop review of the existing conditions to identify the key cost factors to develop rough order of magnitude costs. This information was used to establish the overall regional cost and fee program for Imperial Valley.

Cahuilla Band of Indians Long-Range Transportation Plan, Riverside County, CA. Traffic Engineer. This project involved working with the tribe to assess current transportation conditions, evaluate potential traffic changes from growth areas, and identify improvements. The project focused on infrastructure needs to support planned growth, including conceptual layouts of recommended improvements, preliminary cost estimates, and identification of potential funding sources. Ryan was responsible for overseeing the develop of conceptual designs for the primary entrance to the reservation including evaluating the feasibility of constructing a roundabout on SR-371 at Tribal Road. He also assisted in developing the conceptual plans for improvements on the reservation and associated costs.

CVAG, TPPS, RACE, Active Transportation Plan and Transportation Uniform Mitigation Fee TUMF, Palm Desert, CA. Project Engineer (2005) and Project Manager (2010 and 2015). Managed the efforts to provide the Coachella Valley Association of Governments (CVAG) with the Transportation Project Prioritization Study (TPPS), Regional Arterial Cost Estimate projects (RACE), Active Transportation Plan (ATP), and the Transportation Uniform Mitigation Fee (TUMF) Nexus Study. This project examines a list of regional arterial projects within the Riverside County sub-region and 9 incorporated cities. It includes a ranking system to evaluate the need for infrastructure improvements and serves as a monitoring tool, allowing CVAG to address changing conditions in their arterial road system over time. The suite of documents helps guide CVAG in making budgeting decisions for major transportation projects throughout the valley region. The team identified potential projects across the entire study area, including pedestrian, bicycle, and transit projects, and determined their regional significance.

Ryan Zellers, PE, TE (Continued)

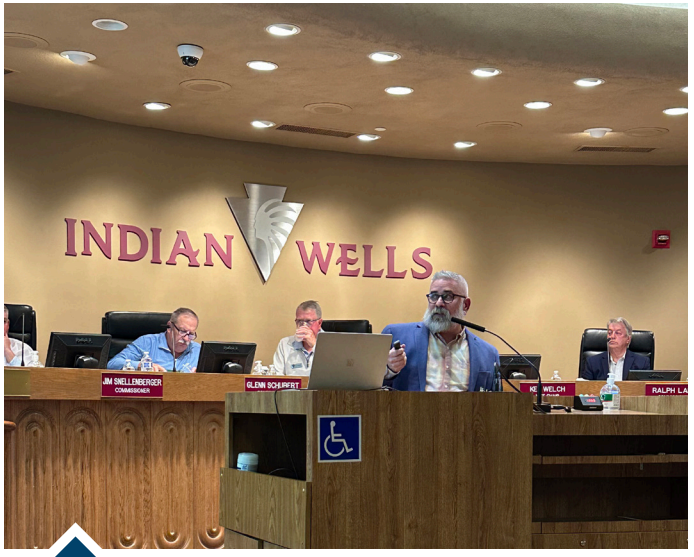
City of Palm Desert, Bicycle and Pedestrian Gap Analysis, Palm Desert, CA. Project Manager. This two-phase project aims to identify systemic gaps and develop conceptual designs for pedestrian and bicycle improvements in the City of Palm Desert. Ryan managed the project through its planning and conceptualization phases. The project included a detailed GIS analysis of existing facilities and community engagement to determine the needs and types of improvements that align with the City's goals and policies. The team developed feasible concepts to implement recommendations from the client's strategic and general plans, aiming to create a more complete network of pedestrian and bicycle improvements. Additionally, the team provided the client with a multimodal transportation system that balanced vehicular circulation with other mobility options.

City of Indian Wells, Safer Streets Program, Indian Wells, CA. Senior Traffic Engineer. Ryan led the program in conjunction with the City's Comprehensive Safety Action Plan, focusing on the concept development for 4 key roadways in Indian Wells: Eldorado Drive, Fairway Drive, Cook Street, and Rancho Palmeras. The project was divided into 2 phases, during which complete street alternatives were developed and presented to the public and Planning Commission through a series of outreach meetings. Based on the feedback received, these alternatives were refined, leading to the identification of a final recommendation for City Council approval. Ryan spearheaded the development of ideas, presented at meetings, and provided technical guidance while addressing questions.

City of Palm Desert, Walk and Roll, Phase 2, Palm Desert, CA. Project Manager. After the planning phase of the Bicycle and Pedestrian Gap Analysis (referred to as "Walk and Roll"), the project was implemented in multiple phases. Phase 2 added Class IV and Class II bicycle facilities over 15 miles of arterial roadways. Led by Ryan, the team developed concepts that are being shared with the public in preparation for the eventual approval of a PS&E package. The project will create dedicated spaces along many of the city's busiest corridors for bicyclists and qualifying neighborhood electric vehicles/golf carts.

North Coast Highway 101 Streetscape, Encinitas, CA. Traffic Engineer. Responsible for reviewing and developing traffic plans, the team provides engineering, traffic, and environmental services. The project includes multimodal improvements, such as road diet measures (including lane restriping for sharrows in both the north- and south-bound lanes), traffic-calming roundabouts, a traffic signal, and street beautification for 2.5 miles of Old Highway 101 in Leucadia. Traffic control required special attention to accommodate deep storm drains while balancing the needs of the bustling seaside neighborhood. The traffic design not only addressed standard traffic control needs but also included phasing to allow for temporary parking, safe roadway crossings with temporary RRFBs, and dedicated bike lanes next to the work areas, protected by k-rail and safety fencing/screens. The overall project goal is to increase walkability along the corridor and improve on-street parking efficiency to eliminate sight-distance issues for side-street traffic and reduce conflicts between vehicles and cyclists.

Valley Center Road Complete Streets Plan, Corridor Study, County of San Diego, CA. Traffic Engineer. As part of the County of San Diego As Needed Planning Contract, Ryan assisted with the concept development for the 2.5 mile corridor. He worked with County staff to identify appropriate traffic improvements that would be acceptable for the local environment. Alternative geometrics were developed, refined, and incorporated as part of the study findings.



Ryan leads the discussion of Safer Streets to the Indian Wells Planning Commission and the public engaged in the project. Ryan described multiple concepts and their technical merits, took valuable stakeholder feedback, and guiding the community to the objective and goals of the Safer Streets Program.



Naomi Iwasaki

Deputy Project Manager / Stakeholder Engagement Lead

FIRM
HDR

FIRM | INDUSTRY TENURE
<1 year | 20 years

EDUCATION
MUP, Urban Planning, New York University

BA, Ethnic Studies, University of California, Berkeley

BA, Social Welfare, University of California, Berkeley

AFFILIATION
Los Angeles County Community Prevention and Population Health Task Force

BENEFITS TO CVAG

- Committed Deputy Project Manger specializing in engagement with diverse audiences
- Multimodal transportation planning and project assessment experience
- Knowledge of statewide and national policies that impact regional transportation opportunities

> ***"As our transportation industry continues to evolve and expand our understanding of mobility options and benefits, the Transportation Project Prioritization Study is a timely opportunity to advance equitable access, sustainable environments, and resilient communities in the Coachella Valley. I am honored to join a team of deeply experienced experts with a comprehensive skill set to this project and bring stakeholders and community members together to position Valley transportation projects that have positive impacts and are funding competitively."***

Naomi has over 20 years of experience and joined HDR as a Senior Director in the Metro Office of Equity and Race, where she led a team of multidisciplinary professionals responsible for implementing Metro's Equity Platform framework. In this role, she oversaw geographic analysis, the development of online resources, agency-wide equity assessments, and efforts to increase equity fluency among Metro staff. Since joining HDR, Naomi has served in the Deputy Project Manager Role on 2 projects, supporting project organization and communications.

Naomi will serve as Deputy Project Manager on this contract, assisting Dawn with day-to-day activities. Balancing a broad range of priorities and objectives to plan for transportation systems and mobility options that serve every traveler. Naomi will also serve as the Project Stakeholder Engagement Lead, drawing on her transportation equity background and deep experience working with CBOs and developing partnerships between public agencies and community organizations. She will be our liaison to the various CBOs in the region and will help gather and compile input from key community members throughout the life of the project.

RELEVANT EXPERIENCE

City of San Diego, Solid Waste Fee Study Community-Based Organization (CBO) Working Group. Engagement Advisor. Supported development of scope of work and CBO working group structure on behalf of the City of San Diego. Provided recommendations for CBO compensation practices, researched local grassroots CBO organizations, and supported CBO outreach, recruitment, and working group meeting facilitation.

County of Los Angeles County of Public Works, Prop. 218 Outreach Support, Los Angeles, CA. Technical Lead. Naomi's role on this project for the Los Angeles County Consolidated Sewer Maintenance District (CSMD) who is proposing a rate increase in the annual sewer service charge. The proposed increase's authorization depends on voter approval through the Proposition 218 process. HDR and Del Richardson and Associates (DRA) will support SMD with community outreach aimed at raising public awareness of the needs and benefits associated with the proposed increase in the annual sewer service charge.

LA Metro, Community-Based Organization (CBO) Partnering Strategy, Los Angeles, CA. Project Advisor. Supervised project team managing implementation of partnership practices with Metro and CBOs, including compensation research, database development, contracting and vendor trainings, and technical assistance trainings for Metro CBO staff.

City of Culver City Department of Transportation, Funding and Grants Strategy On-Call Staff Augmentation, Culver City, CA. Consultant Task Lead. Naomi led the development and submission of 2 FY2024 Federal Transportation Authority grant applications for low-emission fleet and bus facility projects. She led development of an elected officials dossier for City of Culver City state and federal legislative visits. Naomi provides ongoing research and strategic recommendations to City staff for funding and project implementation opportunities.



Marie Lewis Adams, AICP

Transportation Project Prioritization Study Lead

FIRM
HDR

FIRM | INDUSTRY TENURE
4 years | 20 years

EDUCATION
MCP, City and Regional Planning, University of Pennsylvania

BA, Geography, University of California Los Angeles

REGISTRATION/LICENSE
American Institute of Certified Planners (AICP), # 31944

BENEFITS TO CVAG

- Local experience
- Multimodal transportation background
- Gaining experinece from multiple project prioritization processes

> ***"I excel at working with clients and stakeholders to develop rigorous, data-driven, yet easily-understandable methods for project identification and prioritization. I bring recent experience working in the Coachella Valley with clients including RCTC, the City of Coachella, and SunLine, and I am excited to continue contributing to the development of this dynamic region. I look forward to bringing a fresh perspective to the broad variety of multimodal projects that CVAG oversees."***

Marie Lewis Adams brings both deep technical understanding of transportation systems and the ability to communicate complex information in straightforward, understandable ways. When analyzing and prioritizing transportation options, she specializes in working with stakeholders to establish key goals, evaluation frameworks, and performance measures that facilitate and simplify the decision-making process. She has recently managed projects which include enhanced bus/BRT planning, rail system and station planning, transportation demand forecasting, origin-destination analysis, and feasibility evaluation. She has also led multiple stakeholder and public engagement efforts and enjoys working collaboratively with people of diverse perspectives to achieve common goals.

RELEVANT EXPERIENCE

SBCTA, Long Range Multimodal Transportation Plan (LRMTP), San Bernardino County, CA. Project Manager. Marie is in the final stages of leading the LRMTP which will provide a comprehensive, multimodal transportation vision for San Bernardino County through 2045. HDR coordinates participation with 25 local jurisdictions, 5 transit operators, California Department of Transportation (Caltrans), Metrolink, SCAG, and representatives of other diverse interests (health, active transportation, air quality, etc.). Key elements of the planning process include stakeholder and public engagement, visioning, performance measures, scenario planning, multimodal integration, and funding recommendations. Marie is responsible for overall project direction, team coordination, and facilitating stakeholder meetings.

OCTA, South Orange County Multimodal Transportation Study (SOCMTA), Orange County, CA. Planner. Marie led the compilation of visioning, planning, modeling, and cost estimating process into a Locally-Preferred Strategy for the South Orange County region. She also managed the development of the project's Final Report and Executive Summary. The project defines a vision for transportation system in South Orange County that moves beyond highway expansion to an integrated multimodal network.

SunLine, Transit Agency (SunLine), Refueled Before/After Study, Thousand Palms, CA, Deputy Project Manager. Marie led technical transit analysis for SunLine's bus services and development of reports and presentations. Through this study, SunLine sought to understand the impacts of a service redesign implemented during the COVID-19 pandemic and gather information on changes in customer needs and travel patterns. Key initiatives included implementation of new mobility hubs, expanded microtransit service, and bus stop improvements.

***Texas Department of Transportation (TxDOT), Texas Freight Mobility Plan Update and Implementation, Statewide, TX, Subject Matter Expert.** Marie was responsible for leading and supporting multiple components of the Texas Freight Mobility Plan implementation process, including a leading freight and land use analysis for the Permian Basin Regional Freight Plan, developing a series of freight-specific design standards for TxDOT, and a truck parking analysis.

Marie Lewis Adams, AICP (Continued)

Dallas Area Rapid Transit (DART), Mobility Hub Guidelines, Dallas, TX. Project Manager. Marie worked with DART to develop a framework for implementing upgraded mobility hub features throughout the DART service area. Key tasks included a comprehensive facility inventory; developing a hub location evaluation and prioritization system based on multivariate criteria analysis; establishing mobility hub typologies and proposed features; and preparation of maps and public-facing documents. HDR is helped to initiate the Mobility Hubs Program as outlined in DART's 2045 Transit System Plan. Phase 1 of this program entails a comprehensive study of the existing transit system and development of Mobility Hub Guidelines, including a location analysis and typologies for transit nodes in the DART service area.

RCTC, Coachella Valley - San Gorgonio Pass Rail Corridor Servcie Development Plan (SDP), Riverside, San Bernardino, Orange, and Los Angeles Counties, CA. Planner. Marie was responsible for coordinating technical analysis, financial analysis, phasing, and community outreach for environmental clearance. HDR was selected to prepare the SDP for the Coachella Valley-San Gorgonio Pass Rail Corridor, a 140-mile-long rail corridor between Los Angeles Union Station (LAUS) and the City of Indio. The SDP was developed in two-phases: the first phase involved conducting an AA for the corridor, and the second phase includes development of the SDP following Federal Railroad Administration (FRA) guidelines as well as a Tier I/Program Environmental Impact Statement/ Environmental Impact Report (EIS/ EIR) for the proposed service.

***El Paso County, Master Thoroughfare Plan, El Paso, TX. Project Manager.** Marie was responsible for the overall development of a thoroughfare plan to guide El Paso County's future multimodal transportation network. She managed the technical analysis, stakeholder outreach, and development of the proposed roadway network, including bicycle and pedestrian facilities, and the project evaluation and prioritization process.

***SCAG/SBCTA, Integrated Transit and Land Use Planning for Foothill Boulevard/5th Street Bus Rapid Transit, San Bernardino, CA. Project Manger.** Marie was responsible for technical direction, management of staff and subcontractors, and management of the schedule and budget. She also led operations analysis, stop placement analysis, service planning, and developed recommendations for BRT attributes. The project involved assessing feasibility for BRT-type service along a key east-west corridor in the San Bernardino area, including associated land use and transit demand forecasting.

*Project performed while with another firm



Andrew Prescott, AICP

Active Transportation Plan Task Lead

FIRM
CR Associates

FIRM | INDUSTRY TENURE
12 years | 12 years

EDUCATION
MA, City Planning, San Diego State University

BA, International Security and Conflict Resolution, San Diego State University

REGISTRATION/LICENSE
American Institute of Certified Planners (AICP), #31154

BENEFITS TO CVAG

- Experience leading active transportation plans and projects in a variety of communities
- Managing the City of Desert Hot Springs active transportation plan
- Leading existing conditions assessments for CVAG's CV link community connectors project

> ***"I am excited to work with the Coachella Valley Association of Governments, member agencies, and community members to continue improving active transportation options for people of all ages and abilities. My priority is to deliver a feasible plan that is reflective of community needs."***

Andrew specializes in multimodal transportation planning and safety analysis. He manages a wide range of mobility projects, including multimodal corridor plans, safety studies, active transportation plans, circulation/mobility elements, traffic studies, and health-related research. Andrew's expertise spans long-range multimodal planning, street design, collision analysis, countermeasure identification, project prioritization, community engagement, and project management. His strong communication skills and consensus-building techniques enable him to collaborate effectively with community members and agency staff on various transportation issues. Andrew makes valuable contributions at every project phase and is adept at driving a diverse range of projects to successful completion.

RELEVANT EXPERIENCE

SANDAG, Kumeyaay Corridor (I-8) Comprehensive Multimodal Corridor Plan, San Diego County, CA. Deputy Project Manager. CRA supported SANDAG and Caltrans in preparing a Comprehensive Multimodal Corridor Plan for a study area of approximately 96 square miles, centered around I-8 and from San Diego Bay to Lakeside. This multi-jurisdictional effort aimed to develop an innovative transportation network that connects communities throughout the central San Diego region. Andrew led the development of a sub-regional active transportation network, featuring an interconnected system of physically separated bicycle facilities (Class I and Class IV) that link neighborhoods with key destinations and transit services.

City of Desert Hot Springs, Active Transportation Plan, Desert Hot Springs, CA. Project Manager. Andrew and his team recently kicked off this effort to improve pedestrian and bicycle mobility across the City of Desert Hot Springs. An extensive existing conditions analysis is underway, documenting the needs and opportunities related to active transportation. Findings from the initial analysis combined with input from community members will be used to develop programmatic and infrastructure recommendations.

City of El Cajon, Active Transportation Plan, El Cajon, CA. Project Manager. Andrew served as project manager for the City of El Cajon's inaugural Active Transportation Plan, which seeks to improve mobility for people walking, riding bikes, and accessing transit services. The community engagement approach was nimble, consisting of online surveys, a diverse project working group, one-on-one stakeholder interviews, and online and pop-up workshops. Project recommendations included a sidewalk infill program, intersection crossing enhancements, a comprehensive bicycle network, and programmatic recommendations. Recommendations were prioritized using safety and demand inputs, while also considering benefits to social equity focus communities.

City of Wildomar Mobility Plan, Wildomar, CA. Active Transportation Lead. Andrew assisted with the development of Wildomar's Mobility Plan, which was comprised of 2 connected deliverables, an Active Transportation Plan and a Mobility Element. The Active Transportation Plan identifies a prioritized bicycle and pedestrian network for the city, while the Mobility Element provided a complete streets-driven blueprint for the city's roadway network. Andrew was involved with both Mobility Plan components and led the active transportation network development.

City of Santee Active Transportation Plan, Santee, CA. Project Manager. Andrew and his team assisted the City of Santee to deliver an Active Transportation Plan comprised of goals, strategies, and implementation measures intended to improve pedestrian and bicycle mobility. Infrastructure recommendations consisted of a bicycle network with inter- and intra-community connections that accommodates cyclists of all skill levels and abilities, and a sidewalk infill program that prioritized missing links and guides the City to a complete and accessible sidewalk network. A series of at-grade crossing enhancements were also proposed to improve safety and access to the regional San Diego River Trail.

City of Chula Vista Active Transportation Plan, Chula Vista, CA. Deputy Project Manager. Andrew worked with local community members and project stakeholders to identify existing issues related to pedestrian and bicycle mobility. The Plan prioritizes recommendations from previous planning efforts and those that were identified in support of this current Plan. Andrew was the main author for the existing conditions report and the final Active Transportation Plan, he also led the outreach and data collection efforts.

City of Indio, General Plan Update - Mobility Element and TIS, Indio, CA. Mobility Planner. Andrew supported the City of Indio's Mobility Element Update. This update took a holistic approach to transportation, addressing the user needs of all ages, abilities, and transportation modes. A large emphasis was placed on improving bicycle and pedestrian mobility through the provision of protected bicycle facilities and multi-use paths, largely focused on schools, parks, and connections to the city's downtown area. Multimodal planning was greatly facilitated by the existing wide roadways, which will enable the planned improvements to be implemented through minimal modifications, like diets, greatly reducing construction costs and having minimal effects on vehicular operations. The community placed particular emphasis on creating quality connections to the planned CV Link, a regional multi-use pathway spanning the Coachella Valley. A series of "spurs" are planned to ease active transportation connections to this future community asset.

SANDAG, Clairemont Complete Corridors, San Diego, CA. Project Manager. This effort served to identify improvements and prepare conceptual design plans that enhance multimodal mobility and access along 2 key corridors which include recently opened Mid-Coast Trolley stations and connect the community to Mission Bay Regional Park. Recommendations include separated bicycle facilities along both corridors, pedestrian and bicycle intersection crossing enhancements, operational improvements, and a roundabout. CRA served as the prime consultant, leading the mobility analysis, conceptual design, cost estimates, stakeholder coordination (including SANDAG, Caltrans, City of San Diego, and MTS), community engagement, and the preparation of the final report.



Andrew discussing the Chula Vista Active Transportation Plan with community members, gathering valuable input to shape the future of the city's transportation network.

CVAG, CV Link Community Connectors Analysis, Phase 1. The project aims to identify priority areas for expanding access to the CV Link and create a Valleywide multimodal network, focusing on disadvantaged communities. It will integrate CV Link with Community Connectors and includes initiatives for Neighborhood Electric Vehicles (NEVs), microtransit, rail connections, and updates to the regional Active Transportation network. Progress includes establishing CV Link connections in Coachella and Cathedral City, conducting studies for the Indian Canyon connection, and building the Arts and Music Line. There will be a sustained education program to encourage walking, biking, and rolling across the Valley. A policy framework supports the project, including the 2016 Active Transportation Plan and the 2017 Transit Project Prioritization Study. Successful delivery requires a skilled team focused on outreach, data-driven planning, and collaboration with diverse community groups to prioritize routes and ensure equity for disadvantaged populations.



Mark Hager, PE

Regional Arterial Cost Estimating Lead

FIRM
HDR

FIRM | INDUSTRY TENURE
15 years | 28 years

EDUCATION
BS, Civil Engineering, California State Polytechnic University, Pomona

AS, Technology, Community College of the Air Force

REGISTRATION/LICENSE
PE - Civil, CA, #67659

BENEFITS TO CVAG

- Through careful planning, monitoring and resource allocation, will keep the project managed to stay on schedule and within budget
- Streamlines improvements, reducing costs and time, while providing flexibility for future project phases.
- A career in the design and management of freeways, highways, streets, grade separations and site civil design in the Inland Empire

> ***"I am ready and eager to lead the HDR Team in continuing our partnership with the cities and key stakeholders from the planning phase through final design to enhance access to the Coachella Valley Association of Governments. Attention to detail and a full commitment to CVAG's needs will be my highest priorities in delivering this project."***

Mark has extensive experience in the design and management of freeways, expressways, highway arterials, grade separations, and site civil design for Caltrans, Riverside County, and San Bernardino County. He possesses excellent technical and communication skills, both of which are essential for leading projects. Mark also brings a valuable local perspective, enabling him to address issues critical to property and business owners during public meetings. His broad technical expertise and construction background allow him to lead engineering reports, provide meaningful reviews of technical documents across all disciplines, and effectively supervise project delivery teams. With his practical experience in Project Approval and Environmental Documentation (PA&ED), Mark helps eliminate unnecessary improvements, saving both time and money while offering flexibility for future project phases.

RELEVANT EXPERIENCE

City of Lake Elsinore, I-15 & SR-74 (Central Avenue) Interchange PA&ED, Lake Elsinore, CA. Project Manager. Mark led the HDR Team in managing all highway and roadway design concepts related to roadway realignments, local access, and service roads impacted by the interchange reconfiguration to establish the environmental footprint for survey. The team addressed drainage and utility issues, and tie-back wall modifications to resolve local and regional circulation elements while being able to minimize business district impacts and sensitive environmental impacts in the PA&ED. The City, in cooperation with Caltrans District 8, is proposing to improve the I-15/SR-74 interchange. Caltrans District 8 is the lead agency under CEQA and NEPA, as assigned by FHWA. HDR worked with the City and Caltrans District 8 to screen multiple alternatives and focus on key alternatives that delivered a viable project while minimizing R/W impacts. Immediately following public circulation, Mark led the Project Delivery Team to a Preferred Alternative selection within 3 weeks and submittal of the Final Environmental Document 5 weeks later.

SBCTA, I-10 Eastbound Truck Climbing Lane (TCL) PA&ED and PS&E, Yucaipa, CA. Project Engineer. Mark leveraged his corridor knowledge to lead a team in recommending a single-build alternative. This decision alone saved time, effort, and over $50M of construction capital by avoiding outside widening through Yucaipa and the Wildwood Roadside Safety Rest Area. The project will extend the Eastbound TCL from the 16th Street Overcrossing to the County Line Road Interchange, for a distance of nearly 3 miles through the City of Yucaipa up to the San Bernardino and Riverside County Line.

City of Lake Elsinore, I-15 Nichols Road IC Improvement PSR-PDS, Lake Elsinore, CA. Principal-in-Charge. Mark developed a concept screening matrix to provide the PID Team with a tool to quantitatively evaluate/score the most viable interchange solutions while considering overall impacts to objectively demonstrate which early concepts were the most viable for warranting further study. The City, in cooperation with Caltrans, is initiating the PSR-PDS phase of the I-15 Nichols Road Interchange Improvement Project. The purpose of the project is to relieve congestion by improving traffic operation and reduce congestion in the vicinity of I-15 Nichols Road on- and off-ramps, local road segments, and intersections. The improvements would also have to accommodate the projected 2050 traffic flow at ramp intersections and the regional transportation system.

Mark Hager, PE (Continued)

City of Yucaipa, I-10/Wildwood Canyon Road Interchange Project PID, and PA&ED Yucaipa, CA. Project Manager. Mark led the team in providing the city viable interchange alternatives while avoiding impacts to a high-volume rest area and surrounding residential community. He also developed a phasing plan for major improvements to align with the City Freeway Corridor Specific Plan. The City of Yucaipa, in cooperation with Caltrans, proposes to improve access to the local area and city with the planning of a new interchange on I-10 at Wildwood Canyon Road. The project includes analyzing how to accommodate or relocate the California Highway Patrol and Wildwood SRRA facilities, and how to integrate the I-10 Eastbound Truck Climbing Lane Project. Mark led the PID Team that prepared alternatives for consideration, provided operational analysis of viable alternatives, and produced a Preliminary Environmental Assessment Report, Project Study Report, Traffic Operations Analysis Report, and a New Connection Report with required FHWA approval.

City of Pomona, Mission Boulevard/SR-71 Interchange, Pomona, CA. Project Manager/Roadway Lead. Mark developed geometrics for the proposed ramp configurations and median paving to accommodate future improvements and coordinated utility relocations with various agencies. He also developed fact sheets for non-standard design features and completed the roadway PS&E package. The project's objective was to eliminate congestion at various tightly-spaced ramps and signalized intersections. Other design considerations included improved safety and improved local/regional traffic and goods movement.

SBCTA, I-215/University Parkway Interchange PA&ED and PS&E, San Bernardino, CA. Project Manager. Mark and his team were able to eliminate build options to a single-build alternative, carrying forward a diverging diamond interchange (DDI) as the first DDI in District 8. This interchange reconfiguration concept was carried through PA&ED as a single-build alternative and immediately into PS&E. SBCTA, in cooperation with Caltrans District 8 and the City of San Bernardino, is proposing to improve the I-215/University Parkway Interchange in the City of San Bernardino. The project will reconfigure the existing diamond interchange to a diverging diamond interchange to improve the traffic flows. The project also addresses active transportation elements consistent with the General Plan to serve bicyclists and pedestrians frequenting CSU San Bernardino.

RCTC, I-15 Express Lanes Project - Southern Extension (ELPSE) PA&ED, Riverside County, CA. Project Manager. Mark was responsible for the overall delivery of the PA&ED efforts from public scoping to alternative development including: traffic analysis, design exceptions, cost estimates, and toll facility layouts, as well as environmental technical studies to support the EIR/EA. The project proposes to increase capacity by adding 2 tolled express lanes in both directions within the I-15 median for an additional 15 miles extending from SR-74 (Central Avenue) in Lake Elsinore to Cajalco Road in Corona.



Mark is comfortable in the office and in the field working collaboratively with you to deliver successful projects with clear budget transparency.



Rohit Itadkar, PE, TE

Data Analysis, Operational Analysis / Logistic Study Analysis, Existing Conditions, Prioritization

FIRM
HDR

FIRM | INDUSTRY TENURE
6 years | 16 years

EDUCATION
MS, Civil (Transportation) Engineering, University of Southern California

BS, Civil Engineering, University of Mumbai

REGISTRATION/LICENSE
Professional Engineer, Civil, CA, No. 92404

Professional Engineer, Traffic, CA, No. 2754

BENEFITS TO CVAG

- Traffic analysis and corridor-wide traffic flow improvement expertise
- Proven experience in active transportation improvement projects across Southern California
- Project management of transportation improvement projects for numerous local agencies in the State of California

> ***"I am bringing a fresh perspective and innovative solutions to the CVAG project, enhancing the way we connect and support community initiatives across the Coachella Valley."***

Rohit has over 16 years of comprehensive experience across all facets of the transportation industry. His expertise spans development of traffic impact analysis reports as per CEQA/NEPA, traffic engineering and design, Long Range Transportation Plan (LRTP), Intelligent Transportation Systems (ITS), and traffic operations. He has worked on extensive data collection and ridership forecasts for the newly built Anaheim Transportation Intermodal Center (ARTIC) as part of the ridership analysis project with City of Anaheim. Rohit has an in-depth knowledge developing technical reports which involve Traffic Impact Studies, Parking Studies, City's General Plan Circulation/Mobility Elements, Environmental Impact Report (EIR) sections, Transportation Management Plan (TMP) and Traffic Engineering Performance Assessments (TEPA).

RELEVANT EXPERIENCE

City of Laguna Beach, SR-133 (Laguna Canyon Road) Project Study Report - Project Development Support (PSR-PDS), Laguna Beach, CA. Project Engineer. Rohit was responsible for performing the traffic impact analysis of the project and addressed Caltrans comments on the report. The City of Laguna Beach, in cooperation with Caltrans District 12, is proposing to construct improvements along the SR-133 corridor, extending approximately 2.5 miles from Canyon Acres Drive (PM 0.96) to El Toro Road (PM 3.41) in Orange County. HDR is preparing a PSR/PDS for the proposed project. This portion of SR-133, also known as Laguna Canyon Road (LCR), consists of a two-lane highway with a center turn lane and limited shoulders.

City of Newport Beach, Ebb Tide Residential Traffic Study, Newport Beach, CA. Project Manager. Rohit served as Project Manager for the traffic study of a residential use project in the City of Newport Beach. He interacted with clients, city staff and Caltrans for quality control, addressing comments and concerns. Rohit also Conducted the LOS analysis for 13 intersections using TrafFix as part of the study. He prepared final report for the review of the City and Caltrans.

Los Angeles County Department of Public Works (LACDPW), Smart Streetlights/Smart City Technologies, Los Angeles County, CA. Engineer. Rohit developed an industry RFI, a technology evaluation, and a final report with recommendations for implementation. HDR assisted the County of Los Angeles Department of Public Works with services required to assess the conversion of these streetlights to Light Emitting Diode (LED) technology, including the evaluation of the potential to integrate smart controls onto the lighting network to increase energy and maintenance efficiencies, as well as an opportunity to use the smart street lighting network as a platform for other smart city applications. HDR evaluated the feasibility of implementing advanced technology streetlights that will extend the smart capabilities of the County ATMS.

City of Troutdale Piper Project at Troutdale Reynolds Industrial Plan (TRIP), Traffic Impact Study, Troutdale, OR. Project Engineer. Rohit served as a Project Engineer analyzing the traffic impacts of the proposed industrial development. He prepared traffic study report which involved LOS analysis, queuing analysis, review of existing infrastructure and on-site circulation. Coordinated with City staff, ODOT and client to address comments. He conducted sensitivity analysis of the worst case trip generation on ODOT's intersections to determine the delay each intersection could handle due to growth in traffic before triggering a significant impact.



Jason Moody

Fee Program Nexus Study Lead

> *"I am excited to build on my previous work on the CVAG TUMF and help the agency address the region's evolving transportation needs, such as the role of logistics, as well as changes in the regulatory landscape."*

FIRM
Economic & Planning Systems, Inc. (EPS)

FIRM | INDUSTRY TENURE
29 years | 32 years

EDUCATION
MPP, UC Berkeley

BA, Economics, UC Santa Cruz

PUBLICATIONS / PRESENTATIONS
The Evolving Role of Small City Downtowns in the Post-Pandemic Era" Californian APA, 2024

"Creative Economy in Post Pandemic Economy," presentation at CALED annual conference. June 21st, 2023

"Preparing for Infill Housing in Retail & Office Developments," Urban Land Institute TAP Report for Orange County Council of Governments (OCCOG)

"Revitalizing the Commercial Strip with Housing," California Economic Snapshot Quarterly Report. CALED, December 2022

"Bay Area Downtowns, Post-Pandemic Prospects," Bay Area Planning Directors Association (BAPDA), Winter 2022 Meeting

As an EPS Managing Principal Jason has worked for the firm for over 25 years and has extensive professional experience in the areas of public finance, real estate market and financial analysis, redevelopment, and regional economics. During this period, he has gained an extensive portfolio of work developing comprehensive financing and implementation plans for public facilities and infrastructure. The work often involves managing multi-disciplinary teams that include civil and transportation engineers and keeping abreast of changing legal landscape affecting fee programs. In addition, Jason also regularly supports agencies seeking state and federal transportation funding and where the quantification of economic impacts is critical to the application process.

RELEVANT EXPERIENCE

Jason has managed numerous successful development impact fee studies that have been approved by local and regional jurisdictions, examples include:

Regional or County Wide Fee Programs

- Solano County Impact Fee Program (approved 2009, 2012 and 2019)
- Santa Cruz County Transportation Impact Fee Analysis
- CVAG Regional Transportation Fee (approved 2018)
- San Joaquin Regional Transportation Impact Fee Study (approved 2002)
- Ventura County Regional Transportation Fee Update (on-going)
- Kern Area Regional Goods Movement Impact Fee Analysis
- SCAG SB 743 VMT Mitigation Assistance Program

Area Fee Programs

- Santa Clara Tasman East Area Impact Fee (approved 2020)
- Santa Clara Patrick Henry Dr. Area Impact Fee (approved 2021)
- San Bruno Bayhill Business Park Area Fee (approved 2019)
- Mountain View North Bayshore Impact Fee Program (approved in 2016)
- Ventura-Cahuenga Boulevard Corridor Transportation
- Hollywood Community Plan Transportation Fee Analysis
- West L.A. Mobility Plan Impact Fee Analysis

City Fee Programs

- San Bruno City Wide and Area Development Impact Fees (approved 2019)
- Pleasanton Impact Fee Program (approved 2024)
- Cupertino Transportation Impact Fee (approved 2018)
- Lancaster VMT Fee Nexus Study (approved 2022)
- Burbank Development Impact Fee Program (approved 2019)
- City of Orange Transportation System Fee Program (approved 2019)
- Westminster Development Impact Fee Nexus Study (approved 2018)
- Foster City Comprehensive Development Impact Fee (approved 2020)
- Merced Comprehensive Development Impact Fee Program (approved 2019)

Selected Logistics Related Studies.

Jason has analyzed the evolving geographic concentration and locational requirements of various industry sectors, including trade and logistics. Recent project examples include:

Oakland General Plan Industrial Lands Study.
EPS evaluated the economic trends and conditions affecting long-term growth prospects for Oakland's so-called "industrial lands," an area stretching along the city's waterfront, south of the Bay Bridge to and including the Oakland International Airport. Covering roughly 20 percent of Oakland's land area, 75 percent of its waterfront, the industrial lands were identified as critical to the city's economic health.

Jason Moody (Continued)

Kern Area Regional Goods Movement Operations (KARGO)
EPS served as the lead economist as part of a multidisciplinary team retained by Caltrans and the Kern County Council of Governments to study and identify infrastructure improvements and funding strategies to address impacts of continued growth in logistics sectors (large warehouse and e-commerce facilities) in the north Bakersfield Metro area.

SR 198 Strategic Plan
As part of a multidisciplinary team, EPS developed and quantified a series of performance metrics to assess the economic impacts of various investment alternatives for State Route 198 in the central valley of California. The analysis focused on industrial/warehouse land uses and related sectors (e.g., goods movement, agricultural processing, manufacturing).

MTC Northern California Megaregion Goods Movement Economic Analysis
EPS was retained as part of a multidisciplinary team to evaluate the important economic role and emerging challenges facing goods movement-related sectors in northern California. The project was jointly sponsored by 4 Metropolitan Planning Organizations representing the San Francisco Bay Area, and the Sacramento, Monterey, and San Joaquin regions.

Ohio DOT Goods Movement Analysis
EPS assisted the Ohio DOT develop a set of economic metrics to assess the impacts of various highway improvements designed to improve goods movement and logistics.

Tucson Inland Port Feasibility and Implementation Plan
As part of a multidisciplinary team working for the City of Tucson and Pima Association of Governments, EPS developed a feasibility study and implementation plan for an inland port to provide freight and transportation logistics services for southern Arizona.

Goods Movement Analysis for El Toro Base Reuse Plan
As part of the base reuse plan for the 4,700-acre El Toro Marine Corps Air Station, EPS conducted a detailed market and financial analysis for a variety of cargo and aviation related uses.



Edward Sullivan

Regional Logistics Study Lead

FIRM
Economic & Planning Systems, Inc. (EPS)

FIRM | INDUSTRY TENURE
33 years | 40 years

EDUCATION
BS, Biology, Summa Cum Laude, Metropolitan State University, Denver

Undergraduate Studies, Geological and Mining Engineering, Physical Sciences Emphasis, Colorado School of Mines, Golden

AFFILIATIONS
North American Cartographic Information Society (NACIS)

RELEVANT PUBLICATIONS
Past Editor:

The Fish and Wildlife Reference Service (FWRS) Thesaurus

The Fish and Wildlife Reference Service (FWRS) Newsletter

> ***"I'm looking forward to continuing EPS previous work in supporting integrated land use and traffic modeling for SCAG Region that incorporates anticipated growth and changes in warehouse and distribution activity and trends in employment demands and trip generation profiles of those uses."***

Edward is an information specialist and database manager with expertise in land and geographic information systems (LIS/GIS). Edward consults with transportation and civil engineers to develop transportation and utility demand models and manages the spatial analysis and processing of information keyed to traffic analysis zones and service districts. He develops computer models to analyze and project growth in retail sales; employment, income, and population growth; demand for residential and nonresidential land; and the fiscal and financial impacts of development policies and scenarios. Edward has been an EPS Associate since 1991.

RELEVANT EXPERIENCE

MTC Northern California Megaregion Goods Movement Economic Analysis. EPS was retained as part of a multidisciplinary team to evaluate the important economic role and emerging challenges facing goods movement-related sectors in northern California. The project was jointly sponsored by 4 Metropolitan Planning Organizations representing the San Francisco Bay Area, and the Sacramento, Monterey, and San Joaquin regions.

I-10, I-105 and I-405 ExpressLanes: Investment-Grade Traffic and Revenue Studies, Los Angeles County and SCAG Region, CA. EPS prepared draft and final socioeconomic datasets (SEDs) representing existing and projected future conditions for Los Angeles County and the SCAG region, as required inputs for modeling traffic and revenue potential for the I-10, I-105 and I-405 ExpressLanes projects. EPS provided independent evaluation of economic conditions and recommended adjusted growth projections to account for recent historical growth trends, for Census 2020 and American Community Survey (ACS) housing and population estimates, and for the economic contraction during the COVID19 Pandemic and its still-developing long-term impacts on regional population growth potentials.

EPS prepared revised regional and county-level projections to incorporate recent project approvals and modifications near the studied Interstate highway segments, and analyses of actual growth trends in comparison to growth as projected in prior cycles of SCAG region transportation plans. EPS prepared alternate baseline projections at the traffic analysis zone (TAZ) level for investment grade traffic and revenue modeling of the I-10, I-105 and I-405 ExpressLanes projects.

SVEL Investment-Grade Traffic and Revenue Modeling, Northern CA. EPS provided analysis and evaluation of socioeconomic data and growth forecasts for the SR 237 Silicon Valley Express Lanes (SVEL) Extension Phase 2 and SR 85 / US 101 Phase 3 projects. The results of that analysis and evaluation informed EPS preparation of socioeconomic datasets (SEDs) for the Silicon Valley Transportation Authority's (VTA) Travel Demand Model (TDM), which in turn was used to generate projections of traffic and revenue potentials for the proposed SR 237 and SR 85/US 101 Express Lanes.

EPS extrapolated and adjusted the original VTA Year 2040 projections for the 13-County VTA Travel Analysis Region to 2050, with particular focus on Santa Clara and San Mateo Counties and the SVEL corridors. Adopted and available draft Regional Growth forecasts from ABAG, AMBAG and SJCOG were obtained and allocated to VTA TDM TAZs and input data types. Alternative projections of growth for the entire VTA Travel Analysis Region and for its ABAG, AMBAG and SJCOG sub-regions were examined and used by EPS to recommend more conservative growth projections based on observable market-based trends, local land use regulations and constraints, a less optimistic view of overall growth, and anticipation of periodic economic lulls and reversals.

Edward Sullivan (Continued)

MTC East Bay Priority Production Area Project, Alameda and Contra Costa Counties. In a recently awarded assignment getting underway in 2025, EPS will provide technical assistance and planning services for Priority Production Areas (PPAs) in 10 local jurisdictions located along Contra Costa County's Northern Waterfront and Alameda County's Industrial Districts. The project's purposes are to improve and safeguard designated industrial areas, identify industrial land and establishment preservation and improvement needs and strategies, and develop industrial development policies for adoption and implementation.

I-10 & I-15 Express Lanes Traffic & Revenue Study, California. EPS prepared the study draft and preferred final socioeconomic datasets (SEDs) representing existing and projected future conditions in San Bernardino County and the adjacent Southern California Association of Governments (SCAG) region, as required inputs for modeling estimates of traffic and revenue potential for proposed I-10 and I-15 express lanes. EPS provided an independent evaluation of economic conditions and recommended adjusted growth projections to account for historical growth trends, for Census 2010 housing and population counts, and for the economic contraction of the Great Recession and its long-term effects on growth potentials.

In its 2015/2016 and 2017/2018 updates of that study, EPS prepared revised projections to incorporate recent project approvals and modifications, and an analysis of actual growth trends in comparison to growth as projected in prior cycles of SCAG region transportation plans. EPS prepared alternate baseline projections for investment-grade traffic and revenue modeling for I-10 and I-15 express lanes and suggested high- and low-growth alternative projections (in addition to the baseline forecasts) for sensitivity tests of the travel demand model.

Contra Costa County Travel Demand Model Updates, California. EPS led teams to reallocate Association of Bay Area Governments (ABAG)'s Projections 2000, 2002, 2003, 2005, 2013, and 2017 regional growth forecasts, local government inputs, and Census 2000 and 2010 data to successive updates of the Contra Costa Transportation Authority (CCTA) transportation analysis zone (TAZ) systems and transportation modeling platforms. This effort has been refined in recent years to address the complexities of Priority Development Area and Sustainable Community Strategy planning under California Senate Bill 375.

The CCTA and the Alameda County Transportation Commission (Alameda CTC) are currently implementing transition to a Bi-County Activity Base Model (ABM). EPS assisted the review and preparation of digital map layers for the ABM's 10-county study region and new transportation analysis zone (TAZ) system. EPS allocated draft Plan Bay Area 2050 base year estimates and future year growth projections to the Bi-County Model TAZs and input types. EPS also facilitated the incorporation and allocation of San Joaquin County growth projections into the Bi-County Model and assisted in the development and adjustment of synthetic population and synthetic household control variables at the regional, county and TAZ levels for application in the new Bi-County ABM.



Mike Calandra

Travel Demand Forecasting

FIRM
CR Associates

FIRM | INDUSTRY TENURE
2 years | 33 years

EDUCATION
BA, Geography, San Diego State University

BENEFITS TO CVAG

- Geographic Information Systems (GIS)
- Travel Demand Model application, analysis, product development, and data visualization
- Experience with multiple "Big Data" platforms, including data extraction, processing and visualization

> ***"I am a dedicated travel demand modeler with experience with multiple forms of models and data; I will ensure that CVAG applies the most appropriate type of model for the task at hand."***

Mike has more than 33 years of Travel Demand Modeling experience in the public and private sectors. Serving primarily in a Project Management role, he focused on subarea model application and product development. Mike is well versed in transportation infrastructure, planning projects and studies. Mike developed a methodology to format vehicle miles of travel (VMT) from travel demand models into the International Council for Local environmental Initiatives (ICLEI) standards for climate action planning. Mike serves as the current Chair of the City of La Mesa's Mobility Commission. Prior to joining CR Associates, Mike was a Senior Transportation Modeler for SANDAG for over 20 years.

RELEVANT EXPERIENCE

City of Wildomar, General Plan Update 2023, Riverside County, CA. Lead Modeler and Data Analyst. Mike acquired the RIVCOM model dataset from the Western Riverside Council of Governments and customized it for the City of Wildomar. Mike led the calibration and validation of the citywide base-year model, as well as the Adopted and Proposed future-year scenarios. He updated the network and socio-economic inputs, ran the model scenarios, and extracted Average Daily Traffic (ADT), VMT, and Mode Choice data for analysis and visualizations.

LA Metro and Southern California Association of Governments (SCAG) Model Networks 2023, Los Angeles, CA. Mike led the effort to document and reconcile the differences between the Highway and Transit networks in SCAG's 2045 Planned TransCAD networks and Metro's 2045 Build networks. The deliverables included validated Highway and Transit TransCAD networks, ready for skimming and assignment.

Safe Route of Schools 2024, City of Riverside and City of Irvine, County of San Bernardino. Mike is the lead GIS inventory data collector and "Big Data" analyst, responsible for extracting and visualizing Origin-Destination data from providers StreetLight and Replica. This data supports the planning and design of active transportation infrastructure projects aimed at enhancing safety and promoting a mode shift for commuting to and from school.

City of Wildomar Mobility Plan, Wildomar, CA. Active Transportation Lead. Andrew assisted with the development of Wildomar's Mobility Plan, which was comprised of 2 connected deliverables, an Active Transportation Plan and a Mobility Element. The Active Transportation Plan identifies a prioritized bicycle and pedestrian network for the city, while the Mobility Element provided a complete streets-driven blueprint for the city's roadway network. Andrew was involved with both Mobility Plan components and led the active transportation network development.



Steven Latino, PE, TE

Technical Support/Member Agency Coordination

FIRM
GHD

FIRM | INDUSTRY TENURE
1 year | 20 years

EDUCATION
MBA, Business Administration, University of Redlands

BS, Civil Engineering, Purdue University

REGISTRATION/LICENSE
Professional Engineer, Civil, CA, No. 73430

Professional Engineer, Traffic, CA, No. 2902

BENEFITS TO CVAG

- Local team member with connections and relationships throughout Coachella Valley.
- Committed lead with a career built on delivering quality work within the Coachella Valley.
- Diverse mix of public and private work experience.

"In my 20 years of experience, I've learned that the key to successful project delivery lies in understanding the unique needs of each community and fostering strong collaboration among the project stakeholders. By spending time in the field and engaging with stakeholders, we can anticipate challenges and create solutions that not only meet but exceed expectations."

Steven has focused his career on providing services to local municipalities throughout Riverside and San Bernardino Counties. His experience as both a public and private employee provides a unique approach to project delivery. During his career, Steven has taken numerous projects from concept to completion, which provides a keen sense of awareness to the agencies' needs. He believes that spending time in the field and familiarizing his team with the project before design kicks off and during the design process eliminates future challenges. This experience allows Steven to visualize the construction during the design phase eliminating constructibility challenges and alleviating potential for unnecessary change orders approach that fosters a positive attitude across all of his project teams.

RELEVANT EXPERIENCE

CVAG, Desert Hot Springs Access Feasibility Study, Lake Elsinore, CA. Project Manager. Due to the impacts of Tropical Storm Hillary, tasked by the Coachella Valley Association of Governments to perform an analysis of the infrastructure in the community of Desert Hot Springs to provide an "all-weather" access from the community to the surrounding freeways and communities. During the tropical storm, the City of Desert Hot Springs was cut off due to flooding and roadway damage making getting out of the community impossible. He also led the multidisciplinary team, including environmental planning, roadway design, and stormwater management, to assess key corridors and identify potential projects and mitigations that could be programmed in future budget cycles to strengthen local infrastructure.

CVAG, Flooding and Blowsand Mitigation - Phase 1 - Indian Canyon, Palm Springs, CA. Project Manager. Led the team that was tasked with taking forward the Indian Canyon Flooding and Blowsand project along Indian Canyon south of the I-10 Freeway. The project, which had been analyzed previously, was determined to ultimately need a bridge structure in order to mitigate future closures and impacts to the region. Indian Canyon provides direct access to the City of Desert Hot Springs to the nearest regional hospital, and during storm events this route became impassable. In charge of a multi-disciplinary team performing environmental clearance, drainage and scour analysis, structures design and roadway design. In addition, regularly coordinated with the nearby local municipalities, as well as Bureau of Land Management and Coachella Valley Water District (who has jurisdiction over the White Water River Channel).

The project is still in the preliminary design stages; however, Steven worked with CVAG to obtain a $50M Local Transportation Climate Adaptation Program. The project, which originally focused on the key areas of concern, expanded to include ultimate design of a structure from Palm Springs Station Road to Sunrise Parkway (approximately 1.5 miles), that will be constructed in phases as funding becomes available.

City of Indio, Jackson Street Complete Streets, Indio, CA, Project Manager. The City of Indio successfully received roughly $5 million through the Clean California Grant program to beautify Jackson Street from Kenner Avenue to Avenue 45 (approximately 0.75 miles). The intent of the project is to visually transform Jackson Street to encourage pedestrians and bicyclists to use the corridor. Through an existing on-call agreement, provided PS&E for the proposed improvements. The work includes upgrading sidewalk, ADA ramps and driveways, installation of an artistic shade structure, Big Belly trash cans and upgrading landscaping and irrigation throughout the

Steven Latino, PE, TE (Continued)

project. As part of the project, the City is installing a decorative shade structure that was designed by an artist. Responsible to coordinate the design of the structure with the artist and worked with a structural engineering team to assist the artist with the design of the steel used for the work, as well as foundation design for the proposed structures. The artist has created a dedicated website for "Shadowalk" and can be seen here: https://civic.space/shadowalk. Led the team to perform a site visit with the City and Artists to determine the best locations to install the structure, as well as identified deficiencies in sidewalk and ADA improvements along the corridor. As part of the curb ramp revisions, several crosswalks and intersections required upgrading and modifications to bring them into compliance with ADA. Additionally, the City worked with the team to perform the necessary public outreach as required through the grant funding opportunities. The PS&E has been completed, and the City closed bids in December of 2023. The project is under construction and is anticipated to be complete around the end of 2024.

City of Rancho Mirage, On-Call Traffic Engineering Services, Rancho Mirage, CA. Contract Manager. Acted as the City of Rancho Mirage Traffic Engineer, as well as provided traffic/transportation services from 2021-2024. Worked with the City and provided an extension of staff to fill the gaps where necessary. Assisted the City with various assignments including: Frank Sinatra Low Flow Crossing Alternatives Analysis; Frank Sinatra Hiking Trail; Button Drive Parking Lot; and Traffic Controls Analysis/Design.

City of Palm Desert, On-Call Engineering Services, Palm Desert, CA. Contract Manager/Acting City Engineer. Provided on-call city engineer services over both the Public Works/CIP Divisions and Land Development Division of the Engineering Department. Work included the review of Engineering Plans for developments within the City, as well as oversight and administration of the City's Capital Improvement Projects such as the CVAG's CVLink Project. Regularly interacted and represented the city with the public at large and attended meetings with the city's various committees and City Council. Oversaw a group of staff that provided On-Call Entitlement Review and Plan Checking support for new development in the City. Regularly met with the Engineering and Planning Departments to coordinate and review new developments and assists staff as necessary in meetings with the Development Community. Plan reviews included both on-site and offsite improvements, as well as National Pollutant Discharge Elimination System (NPDES). In addition, provided the review and approval of the City's various capital projects.

City of San Bernardino, State Street Gap Closure, San Bernardino, CA. Project Manager. The City intends to construct the missing gap of State Street to general plan ultimate, which is a four-lane roadway with center median and bike lanes connecting Baseline Street to State Route 210. Designed the new roadway in a portion of the project where no transportation infrastructure exists, and rehabilitated existing portions of the roadway to an updated standard. Identified the necessary right of way acquisition and provided legal and plats to support the City in the acquisition process.



Steven believes in order to successfully deliver a project, the team needs to see the work first hand. This allows for a solid understanding of the project, its context in the community and potential challenges. Pictured above is Steven at the Sunburst sculpture that he assisted the City of Palm Desert with during his tenure as their acting City Engineer.

Supporting Team Resumes



Scott Bacsikin, PE
Principal-in-Charge

> ***"HDR is a strong supporter of the local community and participates many events that benefit the residents in Riverside County. We have several staff and their families who reside in Riverside County and have a vested interest in its continued growth, safety, and sustainability. Providing well planned infrastructure that meets these needs of our fellow residents is of high importance to us. As a soon to be Riverside County resident, I have a personal vested interest and look forward to being a part of the County's continued success."***

FIRM
HDR

FIRM | INDUSTRY TENURE
17 years | 39 years

EDUCATION
BS, Civil Engineering, Michigan Technical University

REGISTRATION/LICENSE
Professional Engineering, Civil, CA, #48774

AFFILIATIONS
American Society of Civil Engineers (ASCE)

Institute of Transportation Engineers (ITE)

BENEFITS TO CVAG
- 39 years experience working with local and regional government agencies to plan and deliver local and regional transportation improvement projects
- Ability to see the "big picture" when developing long range transportation programs
- Balancing the cost, risk and impacts a propsed project and program may have to local communities

Scott brings 39 years of experience and the skills necessary for successfully managing multiple small- and large-scale projects. His professional expertise includes program management, municipal public work programs, roadway/highway planning and design, linear and complex interchange and intersection planning and design, transportation planning and design, and a strong emphasis on traffic engineering planning, operations and design. He brings extensive knowledge of local, regional, state, and federal environmental regulations, permit requirements and acceptable mitigation measures. Having managed multiple programs throughout his career, Scott understands the importance of quick response on specific tasks and stands ready to respond to meet the particular needs of his clients. His task-oriented approach allows him the opportunity to effectively manage programs, resources, budget and schedule for each task. He embraces HDR's commitment to quality through our comprehensive quality program.

RELEVANT EXPERIENCE

City of Highland, 3rd and 5th Street Improvements Plans, Specifications, and Estimates (PS&E), Highland, CA. Principal-in-Charge. Scott oversaw the final design effort to complete the project by providing professional expertise and identifying resources to successfully complete the project. HDR performed environmental, Right-of-Way and final design services for the City of Highland's street improvement program. The work included roadway and drainage improvements along 3rd Street and 5th Street to improve safety and local roadway circulation.

City of Riverside, Magnolia Avenue Grade Separation Project Approval and Environmental Document (PA&ED) and Plans, Specifications & Estimate (PS&E), Riverside, CA. QA/QC Reviewer. Scott was responsible for QA/QC review. The City of Riverside selected HDR to perform PA&ED and final design services, including track, roadway, structure and site civil engineering services to grade-separate the existing Union Pacific Railroad (UP) tracks from Magnolia Avenue. HDR's tasks included the preparation of a feasibility study, alternative analysis, preliminary engineering, value analysis, support environmental document preparation, final PS&E design, coordination for shoofly, drainage, utilities, roadway, signalization, channelization/signing, street lighting (by City), bridge, and landscaping.

RCTC, SR-91 Corridor Improvement Project, Project Management/ Construction Management (PM/CM), Riverside County, CA. Project Manager. Scott was responsible for managing all work, resources, budgeting, and scheduling for the project. HDR was a key subconsultant providing PMCM services on the SR-91 CIP to increase capacity and reduce congestion for a 14-mile segment of SR-91 and a 3-mile segment along I-15. The project was delivered through a design-build contract that included improvements to accommodate the conversion to/addition of tolled express lanes.

SBCTA, I-10 Corridor Express Lanes Contract One Project Management/ Construction Management (PM/CM) Services, San Bernardino County, CA. Project/Design Manager. Scott was responsible for managing the DB contractor's team; responding to RFIs; providing construction oversight, permitting, environmental compliance, outreach, right-of-way acquisition, and utility coordination; and coordination with Caltrans, local cities, and private property owners. The HDR Team played a significant role In SBCTA's first express lane project as part of the Program Management Construction Management (PMCM) team. This $929.2M 10-mile project is located primarily in San Bernardino County and traverses through the Cities of Upland, Montclair, and Ontario, with minor improvements in Los Angeles County. The project utilizes D-B delivery method, and includes the design and construction to implement 2 express lanes in each direction of I-10 from the Los Angeles/San Bernardino County line to the I-10/I-15 interchange.



Ross Duenas, PE

Cost Estimating - Active Transportation

FIRM
CR Associates

FIRM | INDUSTRY TENURE
7 years | 18 years

EDUCATION
BS, Civil Engineering, Florida State University

REGISTRATION/LICENSE
Professional Engineering, Civil, CA, #84324

BENEFITS TO CVAG

- 18 years of experience managing transportation and public works projects for public agencies
- Designed tens of millions of dollars of construction documents
- Bring unique insights into the constraints and opportunities required for the appropriate use of local and regional engineering standards

> ***"I am excited and prepared to contribute to this project and assist with cost estimation. I take pleasure in identifying value opportunities, ensuring the project stays within budget, and enhancing any aspect where I can add value. I look forward to collaborating with CVAG to bring this project to life."***

Ross has 18 years of experience designing and managing transportation and public works projects for public agencies. He has managed multi-disciplinary projects involving multimodal Complete Streets, traffic control, traffic calming, and large outdoor pedestrian spaces. Ross' responsibilities have included managing traffic-related improvement projects, designing, and preparing traffic control plans, as well as signing and striping plans, roadway design, and site design.

RELEVANT EXPERIENCE

University Bikeway, San Diego Region, CA. Project Manager. Ross served as the Project Manager for the NEPA and PS&E phases of this regional bikeway project. The 2.9-mile bikeway runs through San Diego's mid-city and eastern neighborhoods, ultimately connecting to the City of La Mesa at its eastern terminus. Proposed improvements include protected bikeways (Class IV), bus platforms to reduce bus/bike conflicts, a protected intersection, fully protected bike movements at signalized intersections, two-stage left-turn queue boxes, enhanced mid-block pedestrian crossings, bike signals, traffic signal modifications, traffic calming measures, and repurposing of travel lanes.

Murrieta Creek Multi-Use Trail, Lake Elsinore. Project Manager. Ross led the planning, environmental, and design phases of this Class I multi-use trail, connecting residential areas, daily destinations, and regional recreation areas with downtown Lake Elsinore and cities to the southeast. CRA partnered with the city to evaluate alternatives that balanced environmental impacts, constructability, and cost. The project faced challenges such as schedule, budget, hilly terrain, and sensitive areas. The CRA team's open communication and experience facilitated swift and effective design updates.

Imperial Avenue Bikeway, San Diego, CA. Project Manager. Ross worked with SANDAG, the City of San Diego Transportation and Stormwater Department, the City of San Diego Parks and Recreation Department, and Community Housing Works to prepare an Affordable Housing and Sustainable Communities (AHSC) grant for designing enhanced Class IV protected bikeway median separations along a half mile of the overall Imperial Avenue bikeway. This design required close coordination with SANDAG and city stakeholders.

City of Ontario, Euclid Avenue (SR-83) Systemic Safety Analysis Report Program, City of Ontario. Senior Civil Engineer. For the Euclid Avenue SSARP project, an analysis was conducted on more than 400 records along the nearly 5-mile-long corridor in the City of Ontario. Multimodal counts were performed to aid in calculating collision rates at intersections and segments, as well as to better understand exposure. Safety improvements or countermeasures will be proposed to address high-collision locations or features throughout the corridor that contribute to accidents. The data collection effort, analysis approach, findings, and resulting recommendations will be compiled into a comprehensive Caltrans-compliant report, providing the City of Ontario with planned projects that will contribute to improved safety along the Euclid Avenue corridor.



Steve Gaskill

Existing Conditions, Prioritization

FIRM
HDR

FIRM | INDUSTRY TENURE
<1 years | 20 years

EDUCATION
MS, Transportation Planning and Engineering, New York University Tandon School of Engineering

REGISTRATION/LICENSE
Professional Transportation Planner (PTP), Transportation Professional Certification Board

BENEFITS TO CVAG

- Traffic analysis and corridor-wide traffic flow improvement expertise
- Proven experience in active transportation improvement projects across Southern California
- Project management of transportation improvement projects for numerous local agencies in the State of California

> ***"I will introduce creative solutions to the CVAG project, improve our ability to connect with and support community initiatives throughout the Coachella Valley."***

Steve looks for innovative ways to provide accessible transportation options to communities by developing planning strategies that incorporate equity considerations and by developing transit operations strategies that optimize travel time and convenient transfers. Steve's focus is on providing competitive transportation choices to communities and optimizing multimodal operations. Prior to joining HDR, Steve worked on a variety of transportation, land use and development projects, with a focus on multimodal transportation and service planning.

RELEVANT EXPERIENCE

Link Union Station (Link US) Project (formerly known as Southern California Regional Interconnector Project - SCRIP), Los Angeles, CA. Steve is representing HDR in providing preliminary engineering, environmental documentation, final design, and construction support for Metro's Link US (formerly known as SCRIP). The purpose of Link US is to increase the overall capacity of Los Angeles Union Station and prepare Southern California for the expected future growth of both Regional Rail (commuter rail and intercity rail) and the California High-Speed Rail Blended System. Link US has been identified as the No. 1 needed regional rail project in Southern California. The project includes raising the rail yard, inclusion of a new elevated concourse, new run-through tracks over US-101, and active transportation connections. The $2.5B project is being designed to keep the existing light rail, heavy rail and subway fully operational during construction.

LA Metro, I-405 from Wilmington Avenue to Main Street Improvement Project Approval & Environmental Document (PA&ED), Los Angeles, CA. In cooperation with Caltrans, the City of Carson, and the South Bay Cities Council of Governments (SBCCOG), is proposing to add 4 auxiliary lanes on I-405 between Wilmington Avenue to Main Street. The purpose of the project is to improve freeway operations and safety through the construction of auxiliary lanes between on- and off-ramps.

LA Metro, Southeast Gateway Line (SGL) Transit Corridor Advanced Engineering, Los Angeles, CA. Steve is providing advanced engineering and design services for the Initial Operating Segment (IOS) of the Southeast Gateway Line (SGL), a 14.8-mile alignment that proposes to connect a new station in the City of Artesia (Pioneer Station) to a new station platform adjacent to the existing A-Line Slauson Station in the unincorporated community of Florence in Los Angeles County. As part of this IOS, HDR is performing advanced engineering and design for freight relocation, utility adjustments, geotechnical investigations, grade crossings, and light rail transit (LRT) design, among another elements.

LA Metro, Van Nuys Station Pedestrian Flow Analysis, Los Angeles, CA. Lead Modeler. Steve was the lead modeler for the Van Nuys Station Pedestrian Flow study, which evaluated future passenger flows for a proposed new major intermodal interchange Metro station. Steve led the pedestrian modeling effort using MassMotion, an agent-based micro-modeling software. Steve built the model and ran the evaluation and analysis of results, including a review of key constraints at vertical circulation points between the light rail and bus rapid transit platforms, as well as an assessment of passenger level of service in waiting areas on platforms.



Chinmay Damle

Fee Program Support

FIRM
Economic & Planning Systems, Inc. (EPS)

FIRM | INDUSTRY TENURE
3.5 years | 7 years

EDUCATION
BS, Earth System Sciences, UC Irvine

MUP, University of Southern California

AFFILIATIONS
American Planning Association

BENEFITS TO CVAG

- 7 years of project management experience for consulting projects involving land use planning, public finance, economic development and CEQA
- Participated in numerous development impact fee programs
- Strong understanding of Riverside County economic conditions and trends

> ***"I am eager to contribute to EPS's ongoing efforts in addressing the challenges of balancing economic development, transportation efficiency, and environmental resilience."***

Chinmay joined EPS as an Associate in 2021, bringing academic and professional experience in land use, economic development, real estate economics, and California environmental review. His portfolio at EPS includes public finance, affordable housing, development feasibility and policy analysis, and socioeconomic data analytics. Before joining EPS, Chinmay was an Analyst at FirstCarbon Solutions, responsible for developing environmental documents and analyzing potential impacts, as required by the California Environmental Quality Act (CEQA).

RELEVANT EXPERIENCE

City of Paramount Development Impact Fee Update, Technical Analyst. Chinmay is performing research, creating models and drafting deliverables EPS has been engaged with the City of Paramount to update existing development fee categories and to explore the feasibility of potential new fees. EPS's work has included a review of existing and adopted service standards; development of an impact fee CIP to reflect future facility needs and associated costs; and completion of a public draft Nexus analysis that is compliant with the requirements of AB 1600 and AB 602. Additionally, EPS is conducting a linkage fee study to calculate allowable fees associated with commercial development. Chinmay is serving as a technical analyst, performing research, creating models and drafting deliverables.

City of Carlsbad Multimodal Transportation Impact Fee Program. Technical Analyst. Chinmay is performing the necessary research and drafting deliverables. Part of a team led by Fehr & Peers that is engaged to update the City of Carlsbad's transportation impact fee program. The city is looking to transition its existing fee program to one that is focused on funding multimodal transportation improvements. EPS is responsible for establishing the nexus between identified improvements and new development; calculating the maximum allowable fee on new development by land use type; and writing a Nexus Study compliant with the requirements of AB 1600 and AB 602. EPS is also conducting a comparison of peer city fee programs to inform the adopted fee level. Chinmay is serving as a technical analyst, performing necessary research and drafting deliverables.

WRCOG Fee Comparison Analysis. Technical Analyst. Chinmay is updating and calculating fee estimates for various land use prototypes across 30 different jurisdictions, including both WRCOG member agencies and surrounding communities. Assisted Western Riverside Council of Governments (WRCOG) complete several fee comparison analyses as part of its regular efforts to update and provide transparent fee information to member jurisdictions. Chinmay served as a technical analyst, updating and calculating fee estimates for various land use prototypes across 30 different jurisdictions, including both WRCOG member agencies and surrounding communities.

Palm Springs Inclusionary Housing and Commercial Linkage Fee Nexus Study. Project Manager and Primary Analyst. Chinmay served as the Project Manager and primary analyst for the study. On behalf of the City of Palm Springs, analyzed the possibility of developing a local inclusionary housing ordinance and a commercial linkage fee. EPS tasks included conducting an economic feasibility study to understand the impacts of an inclusionary policy on new development and to calculate allowable linkage fees associated with commercial development.



Alex Kemp, PE
Cost Estimator

FIRM
HDR

FIRM | INDUSTRY TENURE
8 years | 11 years

EDUCATION
MS, Civil and Environmental Engineering, University of Michigan, Ann Arbor (U-M)

REGISTRATION/LICENSE
Professional Engineering, Civil, CA, #93296

PROFESSIONAL MEMBERSHIPS
Member, International Right of Way Association (IRWA)

BENEFITS TO CVAG
- Experience with roadway and freeway design
- Proven experience in active transportation improvement projects across Southern California

> *"I am eager to assist the HDR Team in continuing our partnership with the cities and key stakeholders from the planning phase through final design to enhance access to the Coachella Valley Association of Governments."*

Alex is a highway engineer with over 11 years of experience in transportation engineering. His experience includes roadway design, bikeway design, freeway sign planning and design, and traffic analysis for freeway schematics. He has also worked on drainage layout and design, ADA compliant sidewalk design, and detailed cost estimating.

RELEVANT EXPERIENCE

OCPW, Construction Management Support for Santa Ana Gardens Channel Bikeway, Orange County, CA. Assisted with Design Services During Construction (DSDC) for the Santa Ana Gardens Channel Bikeway. The proposed project will construct an AC Class I bikeway between 10 to 13-foot-wide on the north side of West Monta Vista Avenue along the channel, from South Townsend Street to South Center Street and on the west side of the channel from West Monta Vista Avenue to West First Street. A small portion of the proposed bikeway will be a Class III bike route (sharrows) along West Myrtle Street. Also included is the reconstruction of 5 driveways and portions of sidewalk, for compliance with Americans with Disabilities Act (ADA) Standards.

OCPW, Santa Ana Gardens Bikeway, Santa Ana, CA. Roadway Engineer. Alex was responsible for the complete design of a 0.7-mile Class I and Class III bikeway along the Santa Ana Gardens Channel from Monta Vista Avenue to First Street. He designed, modeled, created civil details, and produced 49 plan sheets for the entire project. The project is phases 2, 3, and 4 of the Santa Ana Gardens Bikeway. The project includes pedestrian crossing signals, ADA compliant sidewalk ramps, driveway approaches, pavement markings, landscaping, and overhead lighting. Challenges solved on this project include keeping existing access for maintenance of the bikeway and channel and avoiding impacts to adjacent properties as well as the channel.

City of Los Angeles, Bureau of Engineering, Safe Sidewalk Repair Program (SRP) Civil Design and Construction Management, Los Angeles, CA. Civil Engineer. Alex has been responsible for 10 sidewalk and curb ramp sites since joining the team in July 2021. As part of our on-call contract with the City, HDR has been working on a task order to provide program management and engineering services for the Safe Sidewalks LA Program. The program identifies and corrects existing non-American with Disabilities Act (ADA) accessible sidewalks and curb ramps as well as provides new ADA accessible sidewalks, curb ramps and cross walks.

OCPW, OC Loop Segment H Bikeway, Anaheim and Yorba Linda, CA. Roadway Engineer. Alex was responsible for the design of a 0.5-mile Class I and Class IV bikeway along Esperanza Road. He modeled, created civil details, and produced 7 plan sheets for this segment of the project. The project connects the El Cajon Trail to the Santa Ana River Trail Bikeway in Yorba Linda, Anaheim, and unincorporated Orange County right-of-way. The bikeway consists of Class I, II, III, and IV bikeway segments. The project also includes traffic signal reconfiguration, overhead lighting, ADA compliant sidewalk ramps, updated pavement markings, slurry-sealing affected pavement areas, and re-grading the existing equestrian trail adjacent to the bikeway. The project improvements will address the bikeway connectivity for the OC Loop. Challenges solved on this project included steep grading and coordination with multiple stakeholders.



Jill Craig

Real Estate Support (RACE & Logistics Study)

FIRM
HDR

FIRM | INDUSTRY TENURE
5 years | 26 years

EDUCATION
BS, City and Regional Planning, California Polytechnic State University, San Luis Obispo

REGISTRATION/LICENSE
Real Estate Broker License, CA, #1255902

BENEFITS TO CVAG

- Brings experience in acquisition and relocations
- Has played a key role in the ROW phase of a wide number of highway widening, freeway intersection

> *"I am proud to be part of HDR's local in-house real estate team and eager to bring this expertise to you, our client."*

Jill has 20 years of experience in the right-of-way industry and understands all phases of acquisition process. Her project experience includes SR-55 and I-405 (OCTA), RPRP Final Design & I-215 Barton Road (SBCTA), Link Union Station (Metro), and SR-91 CIP (RCTC), among other agencies. She has successfully negotiated complex partial takes, full takes and TCE's of residential and commercial properties. She has thorough knowledge of Caltrans Guidelines and agency acquisition processes. She holds the ability to combine property owner requests with project needs to deliver properties on-time and within budget. She has strong business relocation background brings added value to parcels and projects requiring relocation. Jill's broad experience has proven useful in negotiating property rights necessary for project completion.

RELEVANT EXPERIENCE

SCRRA, E747R-20 SCORE Project Management Consultant (PMC) Services, CA. Project Manager. Provided various program management functions in support of the SCORE Program for SCRRA. Provided right of way services and coordination in support of Metrolink SCORE's Chatsworth Station and Signal Project, El Monte Siding Extension Project, Marengo Siding Extension Project, Rancho Cucamonga Siding Extension Project and Simi Valley Double Track and Platform Project.

OCTA, ROW Services for SR-55 Improvement Project (Northbound Only), Orange County, CA. Senior Real Estate Services Agent. Responsible for relocation and acquisition of impacted parcels. She utilized the Incentive Payment Program. She is also providing project management and project oversight. HDR is providing ROW delivery services required for OCTA to purchase ROW required to construct the SR-55 Improvement project. The project will widen SR-55 between I-405 and I-5 and proposes to reduce traffic congestion and improve mobility and traffic operations of an existing 4-mile stretch of SR-55.

Link Union Station (Link US) Project (formerly known as Southern California Regional Interconnector Project - SCRIP). Los Angeles, CA. Right-of-Way Support. Jill prepared the Right of Way Data Sheet for impacted parcels for submittal to Metro/Caltrans. She also reviewed Right-of-Way Maps and updated Right-of-Way Cost Estimate Matrix. HDR is providing preliminary engineering, environmental documentation, final design, and construction support for Metro's Link US (formerly known as SCRIP). The purpose of Link US is to increase the overall capacity of Los Angeles Union Station and prepare Southern California for the expected future growth of both Regional Rail (commuter rail and intercity rail) and the California High-Speed Rail Blended System. Link US has been identified as the No. 1 needed regional rail project in Southern California. The project includes raising the rail yard, inclusion of a new elevated concourse, new run-through tracks over US-101, and active transportation connections. The $2.5B project is being designed to keep the existing light rail, heavy rail and subway fully operational during construction.

City of Laguna Beach, Laguna Canyon Road (SR-133) Project Study Report-Project Development Support (PSR-PDS). The City of Laguna Beach, in cooperation with Caltrans District 12, is proposing to construct improvements along the SR-133 corridor, extending approximately 2.5 miles from Canyon Acres Drive (PM 0.96) to El Toro Road (PM 3.41) in Orange County. HDR is preparing a PSR-PDS for the proposed project. This portion of SR-133, also known as LCR, consists of a two-lane highway with a center turn lane and limited shoulders.



Darren Henderson, AICP

Technical Advisor, Cost Estimator, Nexus Study Review

> ***"As a Technical Advisor with extensive experience in transportation planning, I understand the critical role that Mitigation Fee Analysis plays in ensuring sustainable infrastructure development. By accurately assessing the impact of new developments and implementing appropriate mitigation fees, I can effectively manage growth, enhance transportation networks, and support community needs. My goal is to provide data-driven solutions that balance economic development with the preservation of our transportation systems' integrity."***

FIRM
GHD

FIRM | INDUSTRY TENURE
3 years | 33 years

EDUCATION
Postgraduate Diploma, Urban and Regional Planning, Curtin University

BA, Urban and Regional Planning, Curtin University

REGISTRATION/LICENSE
American Institute of Certified Planners (AICP), #15861

BENEFITS TO CVAG

- Experienced leader in Mitigation Fee Programs and Nexus Studies throughout California
- Leader in high profile and complex projects as a Transportation Planner
- Through strategic approach to transportation planning, can achieve goals of sustainable and efficient transportation infrastructure

Darren has over 30 years of experience with a proven ability to lead major highway projects from initial concept development through design, project approvals and construction to operations and performance monitoring, as typified by his role in the implementation, evaluation, and program management of Express Lanes for Los Angeles County. Darren has provided leadership and guidance to multiple clients as a program manager specializing in resolving the most complex freeway operational challenges with innovative, advanced traffic management solutions. He is recognized internationally for his expertise on managed lanes, congestion pricing and smart freeways, and has demonstrated his value as a subject matter expert by advising many clients and presenting at over 75 professional conferences and other industry events. Darren currently serves as a Member of the Transportation Research Board Freeway Operations Committee (ACP20).

RELEVANT EXPERIENCE

CVAG, TUMF Nexus Update, Palm Desert, CA. Project Manager. Worked on the study to evaluate future freeway system infrastructure and financial needs in Riverside County, and the potential for introducing impact fees to mitigate the impact of new development of the freeway system. Key activities included the analysis of future freeway demand and capacity limitations, development of preliminary improvement options and associated costs, and collaboration with the 18 affected jurisdictions (including Caltrans and RCTC) leading to the development of a comprehensive freeway system implementation plan and funding program to address future freeway needs in one of the fastest growing metropolitan areas in the nation.

WRCOG, TUMF Nexus Study Update, Riverside County, CA. Project Manager. Provided technical support and staff facilitation for the update of the nexus study for a multijurisdictional transportation impact fee program. Directed the preparation of travel demand forecasts, engineering cost estimates and other inputs to generate an updated fee and document the study findings. Also provided staff support for the ongoing implementation of the TUMF program, including advising on interpretation of statutory requirements and policy, facilitating interagency coordination, and providing on-site staff support.

RCTC, Truck Study and Development and Implementation of Regional Logistics Mitigation Fee. Project Manager. Worked on the study to assess truck traffic impacts in Riverside County as the basis for determining the nexus for a regional logistics mitigation fee. The study tasks included the quantification of truck traffic impacts associated with warehousing and logistics related development activity within Riverside County, estimation of the cost associated with mitigating these impacts, calculation of a fee to cover these costs, and coordination with various regional stakeholders throughout the study process.

RCTC, Planning, Design, and Implementation of Smart Freeway Pilot Project, Riverside County, CA. Strategic Advisor. Worked to complete project approvals, design, and implementation of a managed freeways pilot project for segment of I-15 in Riverside County. The initial focus of the multi-year project was the completion of PA/ED, the preparation of PS&E for both civil and ITS improvements, as well as the preparation of a Concept of Operations (ConOps) to address systems integration, testing, operations, maintenance, and performance monitoring requirements, and defining partner agency roles and responsibilities. Current work includes oversight and support during construction, device installation, systems integration and testing.



Ruben Duran

Real Estate Support (RACE & Logistics Study)

FIRM
HDR

FIRM | INDUSTRY TENURE
1 year | 39 years

EDUCATION
BS, Business Administration and Management, University of Phoenix

REGISTRATION/LICENSE
Department of Real Estate Salesperson License, CA, #1950331

BENEFITS TO CVAG

- Brings experience in acquisition and relocations
- Experience in real estate services and right-of-way project delivery
- Provides the full spectrum of real estate needs for a diverse group of clients in both the public and private sectors

> ***"As part of HDR's local in-house real estate team, located in Riverside I look forward to working with CVAG in bringing you the expertise our team is known for."***

Ruben has 31 years of experience in real estate services and right-of-way project delivery, providing the full spectrum of real estate needs for a diverse group of clients in both the public and private sectors. He has managed, supervised, and had direct experience in the functions of acquisition and disposition of real property interests, land title review and assessment, escrow coordination, condemnation, property management, relocation, utility relocation coordination, and right-of-way certification. Ruben has also worked closely with state and federal regulatory agencies, including FHWA, FTA, FRA, USACE, BLM, BIA, and with Caltrans District Offices on federally funded projects that have involved local assistance, encroachment permits, and full Caltrans oversight.

RELEVANT EXPERIENCE

SCRRA/Metrolink, El Monte Siding Extension Project, El Monte, CA. Real Estate Services Project Manager. Ruben is providing project management regarding the acquisition services on temporary construction/permanent easement acquisitions. SCRRA is proposing the El Monte Siding Extension Project to upgrade Metrolink's current regional passenger rail services along its existing San Bernardino Line. The project includes new rail infrastructure that would be constructed almost entirely within SCRRA's right-of-way, grade crossing improvements and a siding extension. The project would extend the existing track siding, which starts west of El Monte Station, by 3,170 feet in the City of El Monte.

SCRRA/Metrolink, Marengo Siding Extension Project, Los Angeles, CA. Real Estate Services Project Manager. Ruben is providing project management regarding the negotiations for acquisitions with a combination of temporary construction easements for siding rail extension improvements and permanent acquisitions. The project is designed to upgrade Metrolink's current regional passenger rail services along its existing San Bernardino Line in the City of Los Angeles.

SGVCOG, Maple Avenue Overhead Project, Montebello, CA. Real Estate Services Manager. Assisting the HDR Team in providing right of way delivery services to SGVCOG for the Maple Avenue Pedestrian Overhead Structure Project. SGVCOG is planning to construct a new pedestrian bridge over the Union Pacific Railroad. As a part of this project, HDR needed to acquire rights ranging from full acquisitions to temporary construction easements.

SGVCOG, Montebello Boulevard Grade Separation, Montebello, CA. Project Role. Real Estate Services Manager. Duties includes assisting the local HDR Team in providing right of way services for the Montebello Boulevard Grade Separation. The project will eliminate the existing at-grade crossing of Montebello Boulevard at the UP mainline with construction of a roadway underpass between Mines Avenue to the south and Los Angeles Avenue to the north.



Danny Mendoza

Real Estate Support (RACE & Logistics Study)

FIRM
HDR

FIRM | INDUSTRY TENURE
6 years | 23 years

EDUCATION
College Coursework, Santa Ana College and Orange Coast College

REGISTRATION/LICENSE
Department of Real Estate Salesperson License, CA, #1950331

BENEFITS TO CVAG

- Instrumental in the development of key ROW programs
- Proven experience in active transportation t projects across Southern California

> ***"I enjoy working with this dynamic group and will bring the same energy to the Coachella Valley Association of Governments, member agencies, and community members to continue improving active transportation options."***

Danny has extensive experience delivering ROW services for highway and road projects, passenger and freight rail projects, and power, water, and communication utility projects. His experience has allowed him to work on projects in multiple phases of ROW delivery. Danny has worked on projects related to acquisition, relocation, project management, property management, and project estimating/budgeting. He has been instrumental in the development of key ROW programs, baseline program/project schedules, and preliminary cost estimate budgets for large, multi-million dollar projects. Danny believes in full team collaboration, working directly with clients, other project managers, and key staff to provide professional services, resulting in successful project completion.

RELEVANT EXPERIENCE

City of Manhattan Beach, SR-1/Sepulveda Bridge Widening Project Approval and Environmental Document (PA&ED) and Plans, Specifications & Estimate (PS&E), Manhattan Beach, CA. ROW Support. Danny coordinated with the project design team, City of Manhattan Beach, Caltrans, and various utility companies to execute utility agreements and finalize the Caltrans Certification Package. The SR-1/Sepulveda Bridge Widening Project consists of widening Sepulveda Boulevard between 33rd Street and Rosecrans Avenue, within the City of Manhattan Beach. Built in 1930, the existing bridge is a five-span, 165-foot-long and 106-foot-wide structure. The project also includes upgrading the existing bridge sidewalks to comply with new Americans with Disabilities Act (ADA) requirements, upgrading the bridge barriers per the latest Caltrans standards, and aesthetic treatments for the bridge and retaining walls.

LA Metro, Link Union Station (Link US) Project, Los Angeles, CA. ROW Project Manager. Danny was responsible for establishing parcel impacts, project costs, and right-of-way guidelines for the project. He worked directly with the design team to establish plans based on impacts and costs. HDR is performing preliminary engineering, environmental document, final design, and construction support for Metro's Link US. The purpose of Link US is to increase the overall capacity of Los Angeles Union Station and prepare Southern California for the future growth of both Regional Rail (commuter rail and intercity rail) and the California High-Speed Rail Blended System. Link US has been identified as the No. 1 needed regional rail project in Southern California. The project includes raising the rail yard, inclusion of a new elevated concourse, new run-through tracks over US-101, and active transportation connections. The $2.5B project is being designed to keep the existing light rail, heavy rail and subway fully operational during construction.

Alameda Corridor - East Const. Authority, SGVCOG Turnbull Canyon Road Grade Separation Project. Project Manager. Part of the HDR Team providing ROW delivery services for SGVCOG to purchase ROW required to construct the Turnbull Canyon Road Grade Separation Project. The project consists of a grade separation of Turnbull Canyon Road and the UP between Marwood Street and Don Julian Road, which will require the raising of Turnbull Canyon Road over the existing UP tracks.

***City of Santa Ana, Santa Ana Bristol Widening, Santa Ana, CA. Project Controls/Relocation Agent.** Danny worked directly with client and project managers to assist with relocating over 40 residential units and 30 businesses. He conducted occupant interviews and reviewed income data. The project included both residential and business acquisitions and relocations for the future development and widening of Bristol Street between Washington Avenue and 17th Street in the City of Santa Ana.

**Project performed while with another firm*



Julian Hernandez, PE

Cost Estimator

FIRM
HDR

FIRM | INDUSTRY TENURE
8 years | 17 years

EDUCATION
MS, Business Administration, California State Polytechnic University, Pomona

BS, Civil Engineering, California State Polytechnic University, Pomona

REGISTRATION/LICENSE
Professional Engineering, Civil, CA, #79062

BENEFITS TO CVAG
- Committed to every project where I'm involved
- Bilingual and localing, working out of the Riverside office

> ***"I am accustomed to working on many PS&E project and will be happy working with the Coachella Valley Association of Governments, member agencies, and community members. This will be a great opportunity to deliver a project that is reflective of the community's needs."***

Julian has more than 17 years of experience in all aspects working with California Department of Transportation (Caltrans) District 8 on Inland Empire projects. He is an expert in identifying geometric design solutions based on site constraints while balancing Caltrans standards. He experience includes preliminary, final design and cost estimating on projects for agencies such as Caltrans District 8, Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), the County of Riverside Transportation Department, and the Cities of Lake Elsinore, Chino Hills, Highland, Industry, San Bernardino, Los Angeles, and Yucaipa.

RELEVANT EXPERIENCE

City of Highland, 3rd and 5th Street Improvements Plans, Specification and Estimates (PS&E), Highland, CA. Roadway Engineering and Cost Estimating Support. Julian worked on updating the signing and striping plans for Phases 2 and 3 of the project. HDR performed environmental, right-of-way, and final design services for the City of Highland's Street Improvement Program. The work included roadway and drainage improvements along 3rd Street and 5th Street to improve safety and local roadway circulation.

City of Lake Elsinore, Interstate 15 (I-15) Nichols Road Interchange Improvement Project Study Report-Project Development Support (PSR-PDS), Lake Elsinore, CA. Roadway Engineer and Cost Estimating. Julian created the preliminary design concepts for different interchange configurations that the PDT reviewed and screened to study further in the PID phase. The City, in cooperation with Caltrans, is initiating the PID phase of the I-15 Nichols Road Interchange Improvement Project. The City of Lake Elsinore, in cooperation with the California Department of Transportation (Caltrans), is initiating the PSR-PDS phase of the I-15 Nichols Road Interchange Improvement Project. The purpose of the project is to relieve congestion by improving traffic operation and reduce congestion in the vicinity of I-15 Nichols Road on- and off-ramps, local road segments, and intersections. The improvements would also have to accommodate the projected 2050 traffic flow at ramp intersections and the regional transportation system.

City of Yucaipa, I-10/Wildwood Canyon Road Interchange Project Initiation Document (PID) and Project Approval and Environmental Document (PA&ED), Yucaipa, CA. Engineering Lead. During the PID and PA&ED phases, Julian completed the conceptual and preliminary geometric design for different interchange alternatives, including a diverging diamond interchange, utility coordination, cost estimates, utility coordination, and has supported or worked on the development of technical studies and reports, including the New Connection Report (NCR) for FHWA, the PSR, and the DPR for Caltrans District 8. The project would construct a new interchange on I-10 at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange and the County Line Road Interchange in Yucaipa. Associated improvements include new connecting roadways and/or realignment of existing roadways, overcrossing bridge structures, signage, and expanded utility systems.

RCTC, I-15 Express Lanes Project - Southern Extension (ELPSE) Project Approval and Environmental Document (PA&ED), Riverside County, CA. Roadway Engineer. Julian has assisted with the preliminary design, attended public scoping meetings, performed the Highway Safety Manual (HSM) Safety Performance Function analysis for a segment of the project, initiated the Draft Project Report as well as the Design Standard Decision Document (DSDD), and the Managed Lanes Engineering Study Report. The project proposes to increase capacity by adding 2 tolled express lanes in both directions within the I-15 median for an additional 15 miles extending from SR-74 (Central Avenue) in the City to Cajalco Road in Corona.



Yana Loginova, PE

Project Research, Data Analysis

FIRM
HDR

FIRM | INDUSTRY TENURE
8 years | 17 years

EDUCATION
BS, Civil Engineering, University of California, Irvine

REGISTRATION/LICENSE
Professional Engineering, Civil, CA, #95863

PROFESSIONAL MEMBERSHIP
Member of Institute of Transportation Engineers (ITE) and ITS California

> ***"I am eager to establish a strong working relationship with CVAG and its member agencies. I'm excited about this project and ready to get started."***

Yana's professional experience includes traffic and electrical design, planning and designing the construction of traffic engineering projects, Intelligent Transportation Systems (ITS), traffic signal design, traffic signal communication systems, highway lighting, signing and striping, bikeway design, and traffic control plans. Yana is familiar with AutoCAD, MicroStation, AutoTurn, GuideSIGN, AGI21-Lighting Analysis, Revu Bluebeam, MS Office, Adobe Suite, Synchro, Sidra, Aimsun, PTV Vissim, PTV Vistro, Tru Traffic, PC Travel, TransCAD, and Traffix. She is also experienced with daily operations and communicating with developers, contractors, and representatives from clients and other agencies. She is a regular practitioner of the California Manual on Uniform Traffic Control Devices (CAMUTCD), Standards Plans for Public Works Construction, Caltrans Specifications and Standard Plans, Work Area Traffic Control Handbook (WATCH Manual), and standards and specifications for numerous cities and counties in Southern California.

RELEVANT EXPERIENCE

LA Metro, Sepulveda Transit Corridor Project, Los Angeles County, CA. Traffic Engineer. Yana was responsible for performing the traffic analysis for this project. HDR, as part of the LA SkyRail Express (LASRE) Public–Private Partnership (P3) Team, is serving as the Design Lead for the conceptual design and preliminary engineering phases to develop a transit solution for the corridor consisting of a modern, high-capacity elevated Monorail technology along the median and adjacent to the I-405. The transit design also integrates with a parallel Express Lanes project being advanced along the same corridor.

LA Metro, I-605 Corridor Improvement Project (CIP) Project Approval and Environmental Document (PA&ED), Los Angeles County, CA. Traffic Engineer. Yana was responsible for performing a QC review of the traffic analysis. Caltrans, Metro, Gateway Cities Council of Governments (GCCOG), and San Gabriel Valley Council of Governments (SGVCOG) are proposing highway improvements along this 28-mile corridor. The I-605 CIP PA&ED Project will facilitate improvements in freeway operations, safety, mobility, throughput, and travel times through the addition of managed lanes, a freeway mainline widening and improvements to interchanges and confluence areas at I-105, I-5, SR-60, and I-10.

City of Long Beach, Shoemaker Bridge Replacement Project Approval and Environmental Documentation (PA&ED) and Plans, Specifications and Estimates (PS&E), Long Beach, CA. Traffic Engineer. Yana was responsible for assisting with traffic design on this project. The City of Long Beach, in cooperation with Caltrans, selected HDR to prepare the PA&ED and the PS&E for the replacement of the Shoemaker Bridge. The project will provide improvements to associated roadway connectors to downtown Long Beach and along West Shoreline Drive from State Route 710. The EIR/EA was approved by the City of Long Beach and Caltrans in April 2020. In June 2021, HDR was authorized to proceed with final PS&E. We are currently working on preliminary design and bridge type selection.

LACMTA, Link Union Station (Link US) Project (formerly known as Southern California Regional Interconnector Project - SCRIP). Yana assisted the HDR Team in providing preliminary engineering, environmental documentation, final design, and construction support for Metro's Link US (formerly known as SCRIP). The purpose of Link US is to increase the overall capacity of Los Angeles Union Station and prepare Southern California for the expected future growth of both Regional Rail (commuter rail and intercity rail) and the California High-Speed Rail Blended System. Link US has been identified as the No. 1 needed regional rail project in Southern California. The project includes raising the rail yard, inclusion of a new elevated concourse, new run-through tracks over US-101, and active transportation connections. The $2.5B project is being designed to keep the existing light rail, heavy rail and subway fully operational during construction.



Marco Anderson

Agency Coordination, Field Reviews, Existing Conditions/Prioritization

FIRM
GHD

FIRM | INDUSTRY TENURE
1 year | 17 years

EDUCATION
MS, Urban and Regional Planning, University of California, Irvine

BENEFITS TO CVAG

- Extensive relationships throughout Southern California through work with SCAG.
- Strong leadership and program management skills.
- Innovative approach to emerging transportation technologies

"Working at SCAG and leading the Sustainable Communities Program allowed me to directly contribute to the integration of land use and transportation planning, fostering more sustainable and livable communities. The opportunity to manage significant projects and collaborate with diverse stakeholders has been instrumental in shaping a more sustainable future for Southern California."

Marco worked for 15 years at SCAG. As the Manager of the Office of Planning Administration, he implemented program delivery and management initiatives and developed the division's $200 million budget for 5 years. Marco wrote the 2016 and 2020 SCAG RTP/SCS Emerging Technology appendices. He also wrote the 2016 RTP/SCS land use strategies and served as the Program Manager for Alternative Fuels work, as well as the Project Manager for SCAG's Plug-In Electric Vehicle (PEV) Readiness studies and PEV atlas. From 2012 to 2019, Marco was the Program Manager for the Sustainable Communities Program (SCP) delivering 6 calls for projects and over $22 million in local land use and transportation planning grants. Before that he was a Project Manager and oversaw over 40 SCP grant projects.

RELEVANT EXPERIENCE

SCAG, 2016 RTP/SCS Neighborhood Mobility Areas Methodology, Los Angeles, CA. Senior Regional Planner. Designed and led development of the Neighborhood Mobility Areas methodology to identify sustainable transportation strategies for areas in the SCAG region that lack high quality transit but are conducive to replacement of short trips with slow speed modes, such as walking, biking, e-bikes and micromobility. The methodology revised active transportation level of traffic stress analysis to accommodate low-speed vehicle modes, such as scooters and e-bikes, and applied it in areas with high intersection density, high number of diverse neighborhood-serving retail and low observed vehicle speeds in the SCAG model network.

SCAG, RTP/SCS 2016 and 2020, Los Angeles, CA. Senior Planner and Program Manager. Led the Emerging Technology Program at SCAG. Researched emerging transportation technologies including vehicle electrification, micro-mobility, smart cities, and connected and automated vehicles to determine impacts on long range planning. Wrote the subject matter technical appendices for both plans, including the first draft Emerging Technology Guiding Principles. Convened the Emerging Technology Working Group from 2017 to 2020. Presented to stakeholders and elected officials throughout the state on the emerging technology trends and scenarios.

SCAG, Plug-in EV Readiness Planning, Los Angeles, CA. Regional Planning Program Manager. Served on two grant-funded studies using the SCAG transportation model to envision home, work and third place charging site demand for existing and projected electric vehicles in the region. Identified barriers and solutions to EV charging at public sites and in multi-family housing and published the Southern California PEV Atlas. Both phases included extensive stakeholder engagement and public sector leader education.

SCAG, Sustainable Communities Program, Los Angeles, CA. Project and Program Manager. Designed and managed 3 calls for projects comprising 6 categories that delivered over $22 million in contract values between 2016 and 2020. Served as Project Manager for over 40 grants ranging in size from $75,000 to $500,000. The SCP and its precursor programs were technical assistance grants for local jurisdictions that served as models for implementing sustainable land use and transportation integration planning. SCAG procured and managed the consultant administration freeing the jurisdiction to focus on the content. These grants ranged from Transit Oriented Development Specific Plans to active transportation plans to analyzing the potential for Multi-Modal Level of Service models for LADOT.



Eric Sindel

ATP Existing Conditions/Field Review

FIRM
CR Associates

FIRM | INDUSTRY TENURE
6 years | 6 years

EDUCATION
BS, City & Regional Planning, California Polytechnic State University, San Luis Obispo

BENEFITS TO CVAG

- Dedicated GIS Analyst
- Superior mapping and graphic design
- Creating conceptual mobility drawings and cross-sections

> ***"I am ready and eager to lead the HDR Team in continuing our partnership with the City and key stakeholders for the PA&E phase to enhance access to the Coachella Valley Association of Governments. My top priorities in delivering this project will be ensuring every detail is addressed and fully meeting the City's needs."***

Eric's experience as a transportation planner and geographic information systems (GIS) specialist encompasses working for both the public and private sector. He has worked on a diverse collection of projects relating to transportation planning, traffic impact analysis, and GIS analysis. He has contributed to several bicycle and pedestrian plans for the Southern California region and has assisted in several traffic studies. Eric is experienced in mapping and analytic software (including ArcGIS's Network and Spatial Analyst extensions) as well as graphic software (including Adobe InDesign, Illustrator, and Photoshop). Eric's skill set, along with his involvement in APA and APBP, and his passion for bicycle commuting, provides first-hand knowledge of multi-modal trends.

RELEVANT EXPERIENCE

LA Metro, 2023 Active Transportation Strategic Plan Update, Los Angeles County, CA. Eric assisted with the development of the Los Angeles countywide 2023 Active Transportation Strategic Plan for Metro. This plan has 3 key phases including updating Goals & Objectives based on a thorough review of the current local, regional, and state policy context; updating the Active Transportation Networks including refining proposed bikeways and first last mile improvements, and adding proposed regional pedestrian districts; and finally, developing an Implementation Strategy to guide short-term success in building out proposed networks to help shift travel from drive alone to walking, cycling and transit. Extensive community engagement was conducted with a 100+ member Technical Working Group as well as multiple subregional meetings and public workshops. A key aspiration for this plan is to lead the LA region toward more equitable and higher-quality walking and cycling environments.

Wildomar Mobility Plan, Wildomar, California. Eric assisted with the Wildomar Mobility Plan. The Plan was comprised of 2 connected deliverables, an Active Transportation Plan and a Mobility Element. The Active Transportation Plan identified a prioritized bicycle and pedestrian network for the City, while the Mobility Element sets forth a complete streets-focused planned roadway network, including locations where signalization or upgrading is required.

City of Ontario, Euclid Avenue (SR-83) Systemic Safety Analysis Report Program, Ontario, California. Eric assisted with the Euclid Avenue SSARP project which provided an analysis of over 400 records along the nearly 5-mile-long corridor in the City of Ontario. Multimodal counts were conducted to aid in the calculation of collision rates at intersections. Safety improvements or countermeasures were proposed to address high collision locations or features throughout the corridor found to contribute to collisions. The data collection effort, analysis approach and findings, and resulting recommendations will be compiled into a comprehensive Caltrans compliant report, that provides the City of Ontario with planned projects that will contribute to improved safety along the Euclid Avenue corridor.



Rohan Oprisko

ATP Existing Conditions, Field Review

FIRM
CR Associates

FIRM | INDUSTRY TENURE
< 1 year | 5 years

EDUCATION
M.I.A, International Development and Economics

BA, Political Science, University of California, San Diego

BENEFITS TO CVAG

- Extensive expertise in Python programming, machine learning, and statistical modeling
- Passionate about fostering collaboration between planners, engineers, and data scientists
- Developing innovative solutions to evaluate transportation safety and optimize urban planning strategies

> ***"I look forward to collaborating with the HDR Team in the continuation of our partnership with the City and key stakeholders in the PA&ED phase, enhancing access to the Coachella Valley Association of Governments. "***

Rohan is an Associate Planner with over 5 years of experience specializing in Geographic Information Systems (GIS) and "Big Data" analysis. Leveraging advanced technical skills, Rohan has extensive expertise in Python programming, machine learning, and statistical modeling to extract, analyze, and visualize large datasets effectively. He has extensive experience utilizing "Big Data" platforms such as Streetlight and Replica, enabling the integration and processing of diverse data sources to drive impactful insights. By combining traditional GIS techniques with modern programming techniques to take advantage of machine learning models, Rohan has developed innovative solutions to evaluate transportation safety and optimize urban planning strategies.

RELEVANT EXPERIENCE

Huntington Park Residential Parking Study (2024), Huntington Park, CA. Rohan is assisting with the City of Huntington Park to design an equitable residential parking permit program tailored to the community's unique needs. The study integrates travel and population density data from Replica with CRA's advanced cloud-based Automatic License Plate Recognition (ALPR) system, powered by fuzzy logic algorithms. This innovative approach enables precise identification of parking demand patterns and areas where there are high competition for parking spaces. By analyzing these insights, CRA is developing an optimized configuration for residential parking districts that balances community access, equitable allocation of parking resources, and effective management of parking demand.

City of Riverside, Safe Routes to Schools, Riverside, CA. Rohan is assisting with the Safe Routes to School study for the City of Riverside, encompassing 50 schools citywide. The study leverages Origin-Destination (O-D) data from StreetLight and Replica to analyze student travel patterns, modal splits, and key corridors. These insights will guide the planning and design of active transportation infrastructure, including protected bike lanes, pedestrian crossings, and traffic calming measures. The project aims to enhance safety, improve accessibility, and promote walking, biking, and other active modes of transportation for students commuting to and from school.

Carson Active Transportation and Community Connectivity Plan, Carson, CA (prior to joining CR Associates). Rohan played a key leadership role in the Carson Active Transportation and Community Connectivity Plan, focusing on analyzing collision data and active transportation demand using Replica. His work identified critical areas within the city with elevated safety risks, such as high collision rates involving pedestrians and cyclists, as well as neighborhoods with significant untapped potential for increased active transportation use.

Step by Step Los Angeles County Pedestrian Plans for Unincorporated Communities, Los Angeles County, CA (prior to joining CR Associates). Rohan contributed significantly to the Step by Step Los Angeles County Pedestrian Plans for Unincorporated Communities by conducting a detailed Collision Concentration Corridor analysis. This effort involved identifying high-risk locations where collisions involving pedestrians and bicycles were most frequent. Through in-depth analysis, Rohan pinpointed specific contributing factors, such as excessive vehicle speeds, insufficient pedestrian infrastructure, and poor visibility. Recommendations included targeted infrastructure improvements like enhanced crosswalks, protected bike lanes, improved street lighting, and traffic calming measures. By helping jurisdictions focus their resources on the most critical areas, Rohan's work supported the broader goal of reducing collisions, enhancing pedestrian and cyclist safety, and fostering a safer, more walkable environment in underserved communities



Sasha Jovanovic, AICP

ATP Project Recommendations and Prioritization

FIRM
CR Associates

FIRM | INDUSTRY TENURE
11 years | 16 years

EDUCATION
MA, City Planning, San Diego State University

BA, Sociology and Metropolitan-Urban Studies, Augsburg University

REGISTRATION/LICENSE
American Institute of Certified Planners (AICP), #31753

BENEFITS TO CVAG

- Developing the proprietary Accessibility Improvement Measure (AIM) to analyze modal shifts based on improved network connectivity and access to destinations
- Developing innovative, data-driven GIS solutions
- Developing innovative and insightful metrics and performance measures

> ***"I'm excited to join this talented team and contribute to the development of ATP project recommendations and priorities. With my extensive experience, I'm well-prepared to support the team's efforts."***

Sasha has worked on numerous transportation master plans and elements, active transportation master plans, traffic studies and parking studies in the Southern California area. Sasha's contributions on parking studies have included report writing, data analysis (determining supply, utilization, and turnover), future analysis (data extrapolation, calculation of future land use parking generation), in-the-field data collection, public outreach involvement, client interaction and mapping. His experience working on parking studies has given him insight on effective ways to structure data collection, design survey questions, and has enabled a deep understanding of effectively utilized parking management practices around North America.

RELEVANT EXPERIENCE

LA Metro, 2023 Active Transportation Strategic Plan Update, Los Angeles County, CA. Sasha led the development of the countywide 2023 Active Transportation Strategic Plan for Metro. This plan has 3 key phases including updating Goals & Objectives based on a thorough review of the current local, regional, and state policy context; updating the AT Networks including refining proposed bikeways and first last mile improvements, and adding proposed regional pedestrian districts; and finally, developing an Implementation Strategy to guide short-term success in building out proposed networks to help shift travel from drive alone to walking, cycling and transit. Extensive community engagement was conducted with a 100+ member Technical Working Group as well as multiple subregional meetings and public workshops. A key aspiration for this plan is to lead the LA region toward more equitable and higher-quality walking and cycling environments.

SCAG, Active Transportation Regional Database, SCAG Region, CA. Sasha assisted with the development of a regional active transportation database and mobile application framework for the SCAG region. The effort served to integrate pedestrian data and automated counters, improve the user interface, support mobile application integration, provide local agencies with a tool to complete ATP grant applications, and support regional bicycle and pedestrian modeling efforts, including the L.A. Metro Bicycle Model.

Lake Elsinore Active Transportation Plan, Lake Elsinore, CA. Sasha led this Caltrans funded effort to deliver Lake Elsinore's inaugural Active Transportation Plan. The ATP sought to provide a comprehensive bicycle network, create a plan for sidewalk infill in rural areas and around schools, and help secure funding to implement connections to an existing riverwalk path. Development involved extensive coordination with regional agencies and neighboring jurisdictions to build consensus on cross-jurisdictional projects. Community engagement also greatly shaped the plan through a series of surveys, walk audits, and workshops.

City of San Diego, Pedestrian Safety Study and Crosswalk Guidelines, San Diego, California. Sasha assisted with the preparation of the City of San Diego Pedestrian Crosswalk Guidelines, which entailed the analysis of 14 years of pedestrian collision data and the creation of a pedestrian risk model. The risk model informed the development of an uncontrolled crossing location warrant system, crossing treatment thresholds and crossing treatment option tables. The project resulted in an update to Council Policy 200-07, previously adopted in 1990, which provides a warrant system for the installation of marked crosswalks and supporting improvements at uncontrolled locations. Chen Ryan Associates and subconsultant SafeTREC received the Excellence in Safety Research for Active Living at the 2015 Active Living Research Robert Wood Johnson Foundation national conference for their work.

Requested Changes to Professional Services Contract

HDR has reviewed the CVAG's Standard Contract and respectfully requests further discussions on the following modifications.

REQUEST	SECTION	PAGE	SUBSECTION/ PARAGRAPH	RECOMMENDATIONS	RATIONALE
1	5. Payment	1	5(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.	
2	5. Payment	1	5(f)	(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 **pay the undisputed portion and** give written notice to Consultant within thirty (30) days of receipt of the invoice.	Does client pay the undisputed portion or pay back the entire invoice when a portion is under dispute?
3	7. Scope of Work Changes	2		The scope of work shall be subject to change by additions, deletions or revisions **agreed upon** by CVAG **and consultant**. ~~**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**~~ **provide CVAG prompt written notice and the parties will negotiate an equitable adjustment to Agreement price and/or time for performance**.	The original language suggests the client can dictate the change and, if we think we should get an adjustment, the matter will be treated like a dispute. The alternate language shown here would create a much more collaborative approach to changes.
4	8. Suspension or Termination of Agreement without Cause	2	8(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, **provided that DVAG will not terminate for cause without providing Consultant written notice of the breach and a reasonable opportunity to cure**. 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.	

REQUEST	SECTION	PAGE	SUBSECTION/ PARAGRAPH	RECOMMENDATIONS	RATIONALE
5	9. Default of Consultant	2	9(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.	
6	9. Default of Consultant	2	9(b)	**Prior to termination for default, ~~As an alternative to notice of immediate termination~~**, the CVAG Executive Director or his/her delegate will 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.	
7	10. Ownership of Documents	3	10(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. **However, any modification or reuse of such materials for purposes other than those intended by this Agreement shall be at CVAG's sole risk and without liability to 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.	

REQUEST	SECTION	PAGE	SUBSECTION/ PARAGRAPH	RECOMMENDATIONS	RATIONALE
8	11. Indemnification for Professional Liability	3		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 reasonable attorney's fees and costs, **to the extent** which arise out of, pertain to, or relate to Consultant's **negligence, recklessness, or willful misconduct alleged act(s) or failure(s) to act**.	HDR will be responsible for the portion of the claim/damages that are caused by are firm alone.
9	12. Insurance	3	12(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 4 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.	If the client needs additional parties included as additional insureds, they should be identified within contract.
10	12. Insurance	4	10(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 **materially changed** ~~**in limits**~~ except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to CVAG.	

REQUEST	SECTION	PAGE	SUBSECTION/ PARAGRAPH	RECOMMENDATIONS	RATIONALE
12	17. Release of Information/Conflicts of Interest	5	17(b)	Consultant shall promptly notify CVAG should Consultant, its officers, employees, agents, or subconsultants 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.	CVAG may be involved, but would not represent HDR
13	28. Waiver	7	Additional Number Added	**28. Waiver Added: Notwithstanding anything to the contrary in this Agreement and to the fullest extent permitted by law, neither party to this Agreement shall be liable to the other party for any special, incidental, indirect, or consequential damages (including but not limited to loss of use or opportunity; loss of good will; cost of substitute facilities, goods, or services; cost of capital; and/or fines or penalties), loss of profits or revenue arising out of, resulting from, or in any way related to Consultant's services or this Agreement from any cause or causes, including but not limited to any such damages caused by negligence, errors or omissions, strict liability or breach of contract.**	HDR would like CVAG to consider additional wording.
14	29. Allocation of Risk	7	Additional Number Added	**29. Allocation of Risk Added: CVAG and consultant have evaluated the risks and rewards associated with this project, including consultant's fee relative to the risks assumed, and agree to allocate certain of the risks, so, to the fullest extent permitted by law, the total aggregate liability of consultant (and its related corporations, subconsultants and employees) to CVAG and third parties granted reliance is limited to the lesser of $1,000,000 or its fee, or any and all injuries, damages, claims, losses, or expenses (including attorney and expert fees) arising out of consultant's services or this agreement regardless of cause(s) or the theory of liability, including negligence, indemnity, or other recovery. Nothing in this agreement is intended to confer any power, right, privilege or remedy on any person, association or entity who is not a signatory to this agreement. Consultant and CVAG agree that no other party is an intended or unintended third-party beneficiary of this agreement, and that consultant's duties run solely to CVAG.**	HDR would like CVAG to consider additional wording

Signed Addenda

NOTICE INVITING PROPOSALS
FOR
PROFESSIONAL SERVICES

UPDATE TO TRANSPORTATION PROJECT PRIORITIZATION STUDY AND COMPANION DOCUMENTS

ADDENDUM

Addendum Date: January 22, 2025

Purpose: This addendum supplements, amends, and takes precedence over the original Request for Proposals (RFP) and shall be considered when preparing bid proposals and shall become part of the Contract documents. Offerors shall review the Addendum work and requirements in detail and incorporate any effects the Addendum may have into their scope of services and cost proposal.

Note: All requirements of the RFP documents remain unchanged except as cited herein.

Questions & Requests:

The following are responses to the questions received by the Coachella Valley Association of Governments (CVAG) as of 2:00 p.m. PST, January 15, 2025.

1. **Question:** To better illustrate some of our narratives, we would like to include a couple illustrations on 11x17 pages within the proposal. Are 11x17 pages acceptable, and if so, would they count as one page or two, given the 25-page limitation this clarification is important. We are submitting this question early in case the answers are posted prior to January 22.

   Response: *11 x 17 pages are allowed and should be included in the appendices. While CVAG advises concise and efficient proposal attachments, there is no page limit for appendices.*

2. **Question:** The paragraph reads that "The Consultant shall provide two tables: one for the ITS project as if it is a stand-alone project; and the second table for the Varner Road Improvement project. The Fee Proposal shall also include proposed direct costs and subcontractor mark-up, if any." Please clarify the format of the fee proposal in Section C. Content and Format of Fee Proposal.

   Response: *Ignore the first sentence of the paragraph – that was a holdover from another RFP, which should not have been included in this RFP.*

3. **Question:** Can CVAG provide clarity on what they envision to be the composition of stakeholder meetings, apart from member agencies and other public agencies (Task 2)?

   Response: *In addition to meetings with CVAG member jurisdictions, which includes cities, the County, and tribes, The Consultant will hold meetings with stakeholders such as utility providers, Coachella Valley Water District, Riverside County Flood Control District, and others who may have input into or have planned that otherwise impact TPPS project locations, scopes, and priority.*

4. **Question:** Does CVAG anticipate post-kickoff project meetings to be on a monthly basis (Task 1) or biweekly (C. Project Management, p. 14)?

   Response: *Typically, monthly meetings, but there may be a need for bi-weekly meetings at critical points in the project schedule for issues such as draft deliverable review and preparations for key meetings, which should be reflected in the Technical and Fee Proposals.*

5. **Question:** Can CVAG clarify whether monthly project advisory committee meetings (Task 2) would be completely separate from monthly project meetings (Task 1)?

   Response: *Monthly advisory committee meetings will be held separately from the monthly project team meetings between CVAG and the Consultant.*

6. **Question:** As CVAG contracted with Kimley Horn to prepare the VMT study in December 2024, it is anticipated that significant modifications to the RIVCOM will be made for the area as part of that study. When will the updated model be available?

   Response: *The VMT study is expected to be completed by December 2025.*

7. **Question:** Given that the siting of industrial/logistics uses and changes to designated truck routes will influence future traffic volumes as well as other modeling assumptions, and recognizing that CVAG may not have the authority to modify truck route designations (which is the responsibility of local jurisdictions), should Task 8 evaluate multiple scenarios for logistics? This evaluation would consider both growth opportunities and the implications of Assembly Bill 98, including potential restrictions on industrial development and the need for alternative land uses. Should the evaluation also include multiple land use alternatives within the buffer areas established by Assembly Bill 98? Additionally, where truck route designations change, will approval from the affected member agencies be required prior to traffic modeling?

   Response: *CVAG is agnostic as to the number of scenarios evaluated; any scenarios assessed should be reasonably foreseeable given industry trends in logistics growth and market saturation. At a minimum, CVAG anticipates an evaluation of possible logistics growth predicated on current development patterns and approved land use plans with consultations with the cities for pending updates, and accounting for any constraints imposed by AB 98. CVAG is not expecting any recommendations regarding novel truck routes, and is, for the purposes of this task, seeking only to identify where current truck routes will conflict with the requirements of AB 98. No land use alternatives need to be proposed.*

8. **Question:** In relation to Task 8, is it the expectation that the consultant will review existing general plans to identify where logistics uses are currently programmed? Additionally, is it the expectation that the consultant will meet with member agencies to review these land uses and determine whether any changes need to be identified? Furthermore, is it expected that the consultant will evaluate this information and explore additional future growth opportunities? Will the member agencies need to review and approve this information prior to conducting any traffic modeling?

   Response: *See response to Question 7.*

9. **Question:** Task 8 has the potential for extensive outreach coordination with member agencies and other stakeholders. Is it expected that the outreach efforts for the Regional Logistics Impact Study being included within the scope of Task 8, separate from Task 2?

   Response: *Yes.*

Acknowledgement: **Offerors must acknowledge** receipt of this Addendum by signing in the space provided below. This signed Addendum shall be included in the appendices section of the Technical Proposal.

Authorized Signature: Dawn L. Wilson Date: January 23, 2025

Company: HDR Engineering, Inc.

2280 Market Street
Suite 100
Riverside, CA, 92501

hdrinc.com

We practice increased use of sustainable materials and reduction of material use.

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Client: Coachella Valley Association of Governments
Project: TPPS and Companion Documents

CVAG TPPS / RACE / TUMF and ATP - Hours and Fees

Hours Estimate by Task	HDR											Chen Ryan Associates									Economic & Planning Systems						GHD						ZONE				
	Principal	Contract Manager / QA-QC	Task Manager	Sr. Planner / Sr. Engineer & Sr. Real Estate Specialist	Project Engineer	Project Planer / Economist/Sr. GIS	Assist.. Engineer, Real Estate Agent, Graphics	GIS Analyst / Intern	Project Control / Technical Editor	HDR Reimb.	HDR Fee	Principal	Sr. Planner/ Modeler	Project Manager / Sr. Planner	Project Engineer / Sr. Planner	Project Planner	Intern	Project Account.	CRA Reimb.	CRA Fee	Principal	Project Manager	Project Manager	Production Staff	EPS Reimb.	EPS Fee	Technical Director	Project Manager	Planner / Engineer	Assist. Planner/ Engineer	GHD Reimb.	GHD Fee	Principal	Assistant Engineer	Zone Reimb.	Zone Fee	Total Cost
	S. Bacskin M. Hager D. Smith	D. Wilson T. Nguyen	N. Iwasaki R. Itadkar	M. Lewis-Adams J. Hernandez J. Craig	Y. Loginova A. Kemp J. Brown M. Murillo R. Duran	S. Wu S. Gaskill J. Lessard-Clouston R. Lopez A. Burvalt	E. Ha M. Corna M. Cox K. Auer J. Villegas	Varies	V. Wilderson A. Martinez K. Turner			M. Chen	M. Calandra R. Duenas	A. Prescott S. Jovanovic	H. Tyson C. Callaghan	R. Oprisko E. Sindel A. Grealish	Varies	C. Joaquin			J. Moody	E. Sullivan	C. Damle	Varies			D. Henderson	S. Latino T. Tregenza	M. Anderson/ B. Zambrano	Varies			R. Zellers	Varies			
	$ 390	$ 350	$ 275	$ 250	$ 195	$ 165	$ 125	$ 100	$ 145			$ 340	$ 255	$ 210	$ 190	$ 150	$ 90	$ 170			$ 345	$ 275	$ 250	$ 125			$ 380	$ 310	$ 250	$ 150			$ 250	$ 125			
TASK 1 - Project Management	**44**	**112**	**98**	**8**	**0**	**0**	**78**	**0**	**88**	**$400**	**$108,220**	**0**	**0**	**44**	**20**	**0**	**0**	**24**	**$0**	**$17,120**	**18**	**16**	**16**	**0**	**$0**	**$14,610**	**4**	**36**	**0**	**0**	**$0**	**$12,680**	**48**	**0**	**$200**	**$12,200**	**$164,830**
1.1 **Project Management and Administrative Support**	**4**	**24**	**44**	**0**	**0**	**0**	**48**	**0**	**84**	**$0**	**$40,240**	**0**	**0**	**24**	**0**	**0**	**0**	**24**	**$0**	**$9,120**	**8**	**8**	**8**	**0**	**$0**	**$6,960**	**0**	**16**	**0**	**0**	**$0**	**$4,960**	**0**	**0**	**$0**	**$0**	**$61,280**
Meeting Responsibilities / Document Sharing & Management	4	20	20				48																														
Style Guide		4	4						24																												
Project Control Specialist Billing, Contracting, Management Support			20						60					24				24			8	8	8					16								
1.2 **Kick Off Meeting / Scope of Work Refinements**	**0**	**8**	**8**	**8**	**0**	**0**	**0**	**0**	**4**	**$400**	**$7,980**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**0**	**$200**	**$2,200**	**$10,180**
Project Kick Off Meeting / Scope of Work Refinements		8	8	8					4	$400																							8		$200		
1.3 **Project Team Meetings and Project Manager Check Ins**	**0**	**40**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$25,000**	**0**	**0**	**20**	**20**	**0**	**0**	**0**	**$0**	**$8,000**	**10**	**8**	**8**	**0**	**$0**	**$7,650**	**4**	**20**	**0**	**0**	**$0**	**$7,720**	**20**	**0**	**$0**	**$5,000**	**$53,370**
Project Team Meetings (CVAG Management / HDR Task Managers) (20 virtual)		20	20											20	20						10	8	8				4	20					20				
Project Check In Meetings (CVAG PM / HDR CM/DPM) (20 virtual)		20	20																																		
1.4 **Document Review and Coordination**	**0**	**0**	**6**	**0**	**0**	**0**	**30**	**0**	**0**	**$0**	**$5,400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$5,400**
Collect & Prepare Database of Information / Review Projects & Key Information			6				30																														
QA/QC and Project Oversight	**40**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$29,600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**20**	**0**	**$0**	**$5,000**	**$34,600**
QA-QC & Project Administrative Review (PARR)	40	40																															20				
TASK 2 - Outreach and Engagement	**0**	**96**	**74**	**8**	**0**	**0**	**16**	**0**	**0**	**$3,200**	**$61,150**	**4**	**0**	**56**	**24**	**0**	**0**	**0**	**$0**	**$17,680**	**8**	**0**	**0**	**0**	**$0**	**$2,760**	**32**	**28**	**16**	**0**	**$0**	**$24,840**	**72**	**0**	**$2,400**	**$20,400**	**$126,830**
2.1 **Project Advisory, Stakeholder and Nexus Advisory Group Meetings**	**0**	**62**	**54**	**8**	**0**	**0**	**0**	**0**	**0**	**$2,400**	**$40,950**	**4**	**0**	**24**	**24**	**0**	**0**	**0**	**$0**	**$10,960**	**8**	**0**	**0**	**0**	**$0**	**$2,760**	**32**	**28**	**16**	**0**	**$0**	**$24,840**	**56**	**0**	**$1,200**	**$15,200**	**$94,710**
Project Advisory Committee Meetings (6 in person / 4 virtual)		30	30							$1,200																	24	24	12				24				
Stakeholder and Member Agency (4 in person / 4 virtual)		24	24							$800		4		24	24																	24		$1,000		
TUMF Nexus Study Advisory Group (2 in person / 4 virtual)		8		8						$400											8						8	4	4				8		$200		
2.2 **Transportation Committee and Executive Committee Meetings**	**0**	**34**	**20**	**0**	**0**	**0**	**16**	**0**	**0**	**$800**	**$20,200**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**$0**	**$6,720**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**16**	**0**	**$1,200**	**$5,200**	**$32,120**
Support with Material Preparation		2	4				16																														
Meeting Attendance / Assist with Presentations (8 in person)		32	16							$800				32																			16		$1,200		
TASK 3 - Data Collection	**0**	**4**	**50**	**40**	**48**	**56**	**176**	**166**	**0**	**$40,000**	**$122,350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**12**	**32**	**80**	**$1,400**	**$25,120**	**44**	**14**	**$0**	**$12,750**	**$160,220**
3.1 **Crash Data**	**0**	**0**	**8**	**0**	**0**	**2**	**56**	**24**	**0**	**$0**	**$11,930**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$11,930**
Collect / Process Data & Integrate into Database			4				40																														
Review / Coordinate with LRSP & Identify Projects			4			2	16	24																													
3.2 **Traffic Count Data**	**0**	**0**	**8**	**0**	**32**	**2**	**40**	**24**	**0**	**$40,000**	**$56,170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$56,170**
Research Data from Available Sources (incl. Streetlight Subscription if required)			4		8					$40,000																											
Integrate Data into Database			4		24	2	40	24																													
3.3 **Roadway Characteristics**	**0**	**0**	**4**	**0**	**16**	**4**	**0**	**30**	**0**	**$0**	**$7,880**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**12**	**32**	**80**	**$1,400**	**$25,120**	**28**	**14**	**$0**	**$8,750**	**$41,750**
Desktop Review of Current Project List / Update Database with Existing Conditions			2		8	2		20																				8	16	60	$700		16	8			
Update Database with New Project Existing Conditions			2		8	2		10																				4	16	20	$700		12	6			
3.4 **Additional Analysis Criteria Data Collection**	**0**	**4**	**24**	**40**	**0**	**28**	**80**	**16**	**0**	**$0**	**$34,220**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**16**	**0**	**$0**	**$4,000**	**$38,220**
Coordinate with CVAG Staff on Additional Prioritization Criteria and Data Needs		2	16	16		8																											16				
Research and Integrate Available Data Sources		2	8	24		16	80																														
Integrate Data into Database						4		16																													
3.4 **Integrated GIS Platform and Database**	**0**	**0**	**6**	**0**	**0**	**20**	**0**	**72**	**0**	**$0**	**$12,150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$12,150**
Develop Web-based ArcGIS Mapping			2			8		40																													
Review / Update per input from CVAG Staff			2			4		12																													
Maintenance / Updates to ArcGIS Web Data			2			8		20																													
TASK 4 - Transportation Project Prioritization Study	**0**	**81**	**198**	**62**	**0**	**480**	**0**	**224**	**44**	**$0**	**$206,280**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**40**	**16**	**0**	**$2,500**	**$18,900**	**92**	**12**	**$1,000**	**$25,500**	**$250,680**
4.1 **Prioritization Methodology**	**0**	**12**	**24**	**54**	**0**	**110**	**0**	**30**	**0**	**$0**	**$45,450**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**20**	**0**	**$0**	**$5,000**	**$50,450**
Develop Initial Scoring Criteria for Prioritization Categories		8	16	42		80		20																									16				
Review / Refine Scoring Criteria		4	8	12		30		10																									4				
4.2 **Develop Updated Project List**	**0**	**15**	**72**	**8**	**0**	**102**	**0**	**150**	**0**	**$0**	**$58,880**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**40**	**16**	**0**	**$2,500**	**$18,900**	**32**	**12**	**$1,000**	**$10,500**	**$88,280**
Complete Existing Project Review / Call for Projects		2	12			42		90																									6				
One on One Meetings		8	16																									40	16		$2,500		20		$1,000		
Draft Project List / GIS Mapping with New Project Information		2	4	8		20		60																													
Evaluation for Inclusion in the TPPS / TUMF		2	24			16																											4	12			
Refinement of Project List and Database Updates		1	16			24																											2				
4.3 **Project Prioritization**	**0**	**6**	**20**	**0**	**0**	**108**	**0**	**24**	**0**	**$0**	**$27,820**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**40**	**0**	**$0**	**$10,000**	**$37,820**
Divide Projects into Buildable Segments			4			28		24																									16				
Establish Initial Project Prioritization		2	8			40																											8				
Apply Refined Criteria and Prepare Updated Project Prioritization		2	4			24																											8				
Finalized Criteria and Complete Final Prioritization		2	4			16																											8				
4.4 **Prepare Preliminary Draft TPPS**	**0**	**24**	**32**	**0**	**0**	**60**	**0**	**0**	**16**	**$0**	**$29,420**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$29,420**
Develop Outline for Draft Report		8	8																																		
Prepare Preliminary Draft TPPS		16	24			60			16																												
4.5 **Final Draft and Final TPPS**	**0**	**24**	**50**	**0**	**0**	**100**	**0**	**20**	**28**	**$0**	**$44,710**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$44,710**
Review / Respond to CVAG Comments		8	16			24																															
Prepare Final Draft Report		8	16			40			16																												
Prepare Final Report / Develop Web-based Document & StoryMap Site		8	18			36		20	12																												
TASK 5 - Active Transportation Plan (ATP) - Chen Ryan	**0**	**20**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$12,500**	**70**	**0**	**372**	**380**	**800**	**150**	**0**	**$1,400**	**$309,020**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**0**	**$0**	**$2,000**	**$323,520**
5.1 **Document Review & Data Collection**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$2,500**	**4**	**0**	**28**	**28**	**210**	**120**	**0**	**$700**	**$55,560**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$58,060**
Document Review		4	4									2		8	24	90	20																				
Data Collection & Online GIS Database Viewer												2		20	4	120	100		$700																		
5.2 **Agency Coordination Meetings**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**0**	**60**	**60**	**0**	**0**	**0**	**$0**	**$26,720**					**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$26,720**
Agency Coordination Meetings (20)												8		60	60																						
5.3 **Existing Conditions Analysis**		**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$2,500**	**8**	**0**	**60**	**80**	**200**	**0**	**0**	**$0**	**$60,520**					**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$63,020**
Existing Conditions Analysis		4	4									8		60	80	200																					
5.4 **Recommendation Development**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**22**	**0**	**128**	**80**	**160**	**0**	**0**	**$0**	**$73,560**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$73,560**
Goals and Objectives												2		8	10	20																					

CVAG TPPS / RACE / TUMF and ATP - Hours and Fees	HDR												Chen Ryan Associates									Economic & Planning Systems						GHD						ZONE				
Hours Estimate by Task	Principal S. Bacskin M. Hager D. Smith	Contract Manager / QA-QC D. Wilson T. Nguyen	Task Manager N. Iwasaki R. Itadkar	Sr. Planner / Sr. Engineer & Sr. Real Estate Specialist M. Lewis-Adams J. Hernandez J. Craig	Project Engineer Y. Loginova A. Kemp J. Brown M. Murillo R. Duran	Project Planer / Economist/Sr. GIS S. Wu S. Gaskill J. Lessard-Clouston R. Lopez A. Burvall	Assist. Engineer, Real Estate Agent, Graphics E. Ha M. Coma M. Cox K. Auer J. Villegas	GIS Analyst / Intern Varies	Project Control / Technical Editor V. Wilderson A. Martinez K. Turner	HDR Reimb.	HDR Fee	Principal M. Chen	Sr. Planner/ Modeler M. Calandra R. Duenas	Project Manager / Sr. Planner A. Prescott S. Jovanovic	Project Engineer / Sr. Planner H. Tyson C. Callaghan	Project Planner R. Oprisko E. Sindel A. Grealish	Intern Varies	Project Account. C. Joaquin	CRA Reimb.	CRA Fee	Principal J. Moody	Project Manager E. Sullivan	Project Manager C. Damle	Production Staff Varies	EPS Reimb.	EPS Fee	Technical Director D. Henderson	Project Manager S. Latino T. Tregenza	Planner / Engineer M. Anderson/ B. Zambrano	Assist. Planner/ Engineer Varies	GHD Reimb.	GHD Fee	Principal R. Zellers	Assistant Engineer Varies	Zone Reimb.	Zone Fee	Total Cost
	$ 390	$ 350	$ 275	$ 250	$ 195	$ 165	$ 125	$ 100	$ 145				$ 340	$ 255	$ 210	$ 190	$ 150	$ 90	$ 170			$ 345	$ 275	$ 250	$ 125			$ 380	$ 310	$ 250	$ 150			$ 250	$ 125			
Regional Bicycle Network & Parking Facilities												10		70	40	80																					
Pedestrian Facilities at Major Transit Hubs												10		50	30	60																					
5.5 Implementation Measures		4	4	0	0	0	0	0	0	$0	$2,500	8	0	30	40	40	30	0	$700	$26,020	0	0	0	0	$0	$0	0	0	0	0	$0	$0	8	0	$0	$2,000	$30,520
Prioritization & Buildable Segments Review and List		4	4									8		30	40	40	30		$700														8				
5.6 ATP Development		8	8	0	0	0	0	0	0	$0	$5,000	20	0	66	92	190	0	0	$0	$66,640	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	$0	$0	$71,640
Draft ATP		4	4									12		50	60	100																					
Final ATP		4	4									8		16	32	90																					
TASK 6 - Regional Arterial Cost Estimate (RACE) - HDR	13	24	60	182	256	220	174	0	32	$0	$188,080	0	8	0	0	12	0	0	$0	$3,840	0	0	0	0	$0	$0	0	0	0	0	$0	$0	70	32	$0	$21,500	$213,420
6.1 Research Unit Costs	4	0	16	16	58	0	0	0	0	$0	$21,270	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	12	12	$0	$4,500	$25,770
Review Existing Unit Costs			2	2	8																												4				
Develop Templates for Project Type (up to 3)	2		8	8	40																												4	12			
Present Unit Costs to PAC & Stakeholders / Refine Unit Costs	2		6	6	10																												4				
6.2 TPPS Construction Cost Estimates	2	0	0	12	54	0	0	0	0	$0	$14,310	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	$0	$0	$14,310
Develop Coding for Linking Costs to Projects	2			4	32																																
Apply Costs to Projects				2	12																																
Present Construction Costs to PAC & Stakeholders / Refine Construction Costs				6	10																																
6.3 ATP Construction Cost Estimates*	2	0	0	16	58	0	0	0	0	$0	$16,090	0	8	0	0	12	0	0	$0	$3,840	0	0	0	0	$0	$0	0	0	0	0	$0	$0	16	12	$0	$5,500	$25,430
Develop Template for Project Types (up to 3)	2			8	30								4																				8	12			
Develop Unit Costs				2	8								4																				4				
Apply Costs to Projects				4	12												12																2				
Present Construction Costs to PAC & Stakeholders / Refine Construction Cost for ATP				2	8																												2				
6.4 Research Unit Costs	0	0	0	14	20	20	16	0	0	$0	$12,700	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	$0	$0	$12,700
Establish Outside Experts (3); Conduct Meetings for Unit Costs				10	16	16	10																														
Present Unit Costs to Project Advisory Committee / Refine ROW Unit Costs				4	4	4	6																														
6.5 Estimate TPPS ROW Costs	0	0	0	24	32	20	26	0	0	$0	$18,790	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	$0	$0	$18,790
Initial TPPS ROW Cost Estimates				12	20	12	10																														
Refinements to TPPS ROW Costs				8	8	4	8																														
Finalize TPPS ROW Costs				4	4	4	8																														
6.6 Estimate ATP ROW Costs	0	0	0	32	34	24	24	0	0	$0	$21,590	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	$0	$0	$21,590
Initial ATP ROW Cost Estimates				16	20	16	8																														
Refinements to ATP ROW Costs				8	10	4	8																														
Finalize ATP ROW Costs				8	4	4	8																														
6.7 Total Cost	5	0	14	0	0	72	0	0	0	$0	$17,680	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	14	0	$0	$3,500	$21,180
Draft Total Cost	2		4			24																											8				
Evaluate and Integrate Additional Costs	2		8			40																											4				
Finalize Total Cost	1		2			8																											2				
6.8 State and Federal Funding Sources	0	8	2	0	0	20	0	0	0	$0	$6,650	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	$0	$0	$6,650
Identify and Prepare Table of Potential Funding Sources		8	2			20																															
6.9 Preliminary Draft RACE	0	8	16	48	0	0	60	0	12	$0	$28,440	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	12	8	$0	$4,000	$32,440
Develop Outline for Draft Report		4	8	8																													8				
Prepare Preliminary Draft RACE		4	8	40			60		12																								4	8			
6.10 Final Draft and Final RACE	0	8	12	20	0	64	48	0	20	$0	$30,560	0	0	0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	0	0	0	0	$0	$0	16	0	$0	$4,000	$34,560
Review / Respond to CVAG Comments		2	2	4		24																											4				
Prepare Final Draft Report		4	4	8		32	40		12																								8				
Prepare Final Report / Develop Web-based Document		2	6	8		8	8		8																								4				
TASK 7 - TUMF Nexus Study (EPS / CR Associates)	0	36	0	0	0	0	0	0	0	$200	$12,800	0	56	0	0	76	0	0	$0	$25,680	112	0	182	6	$0	$84,890	0	0	0	0	$0	$0	4	0	$0	$1,000	$124,370
7.1 Establish TUMF Parameters and Assumptions	0	4	0	0	0	0	0	0	0	$0	$1,400	0	24	0	0	32	0	0	$0	$10,920	14	0	18	0	$0	$9,330	0	0	0	0	$0	$0	0	0	$0	$0	$21,650
Travel Demand Model Updates													16			16					2		4														
Review of Land Use and Fee Categories													8			16					2		2														
Review other Funding Resources and Programs																					4		4														
Program Development and Implementation		4																			6		8														
7.2 Identify Eligible Transportation Projects and Costs	0	8	0	0	0	0	0	0	0	$0	$2,800	0	0	0	0	0	0	0	$0	$0	4	0	8	0	$0	$3,380	0	0	0	0	$0	$0	4	0	$0	$1,000	$7,180
Refine Project List to Adhere to Nexus Requirements		4																			2		4										2				
Finalize Project List		4																			2		4										2				
7.3 Apply Travel Demand Model to Calculate Maximum Fee	0	8	0	0	0	0	0	0	0	$0	$2,800	0	16	0	0	20	0	0	$0	$7,080	26	0	42	0	$0	$19,470	0	0	0	0	$0	$0	0	0	$0	$0	$29,350
Travel Demand Modeling													8			8					10		20														
Integration of Model Results with Fee Estimates		4											4			8					8		12														
Develop List of Projects Eligible to be Funded		4											4			4					8		10														
7.4 Evaluate Economic and Funding Implications	0	4	0	0	0	0	0	0	0	$0	$1,400	0	16	0	0	24	0	0	$0	$7,680	16	0	42	0	$0	$16,020	0	0	0	0	$0	$0	0	0	$0	$0	$25,100
Peer Review of Fee Programs																					6		20														
Calculate TPPS Based Fee		2											8			16					4		12														
Refinements to Fee / Justification													8			8					2		4														
Identification of Additional Funding Programs		2																			4		6														
7.5 Meetings, Deliverables, and Presentations	0	12	0	0	0	0	0	0	0	$200	$4,400	0	0	0	0	0	0	0	$0	$0	52	0	72	6	$0	$36,890	0	0	0	0	$0	$0	0	0	$0	$0	$41,090
Draft TUMF Nexus Study		2																			24		36														
Final Draft / Final Nexus Study		2																			12		18	4													
CVAG Focused Group Meetings / Presentation Materials		8								$200											8		8	2													
Identification of Additional Funding Programs																					4		6														
Implementation Support																					4		4														

CVAG TPPS / RACE / TUMF and ATP - Hours and Fees

Hours Estimate by Task	HDR											Chen Ryan Associates									Economic & Planning Systems						GHD						ZONE				
	Principal	Contract Manager / QA-QC	Task Manager	Sr. Planner / Sr. Engineer & Sr. Real Estate Specialist	Project Engineer	Project Planer / Economist/Sr. GIS	Assist.. Engineer, Real Estate Agent, Graphics	GIS Analyst / Intern	Project Control / Technical Editor	HDR Reimb.	HDR Fee	Principal	Sr. Planner/ Modeler	Project Manager / Sr. Planner	Project Engineer / Sr. Planner	Project Planner	Intern	Project Account.	CRA Reimb.	CRA Fee	Principal	Project Manager	Project Manager	Production Staff	EPS Reimb.	EPS Fee	Technical Director	Project Manager	Planner / Engineer	Assist. Planner/ Engineer	GHD Reimb.	GHD Fee	Principal	Assistant Engineer	Zone Reimb.	Zone Fee	Total Cost
	S. Bacskin M. Hager D. Smith	D. Wilson T. Nguyen	N. Iwasaski R. Itadkar	M. Lewis-Adams J. Hernandez J. Craig	Y. Loginova A. Kemp J. Brown M. Murillo R. Duran	S. Wu S. Gaskill J. Lessard-Clouston R. Lopez A. Burvall	E. Ha M. Corna M. Cox K. Auer J. Villegas	Varies	V. Wilderson A. Martinez K. Turner			M. Chen	M. Calandra R. Duenas	A. Prescott S. Jovanovic	H. Tyson C. Callaghan	R. Oprisko E. Sindel A. Grealish	Varies	C. Joaquin			J. Moody	E. Sullivan	C. Damle	Varies			D. Henderson	S. Latino T. Tregenza	M. Anderson/ B. Zambrano	Varies			R. Zellers	Varies			
	$ 390	$ 350	$ 275	$ 250	$ 195	$ 165	$ 125	$ 100	$ 145			$ 340	$ 255	$ 210	$ 190	$ 150	$ 90	$ 170			$ 345	$ 275	$ 250	$ 125			$ 380	$ 310	$ 250	$ 150			$ 250	$ 125			
TASK 8 - Regional Logistics Impact and Mitigation Study (HDR, EPS, CR Associates)	**0**	**14**	**26**	**36**	**52**	**156**	**140**	**0**	**16**	**$0**	**$76,750**	**0**	**56**	**0**	**0**	**16**	**0**	**0**	**$0**	**$16,680**	**30**	**95**	**0**	**4**	**$0**	**$36,975**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$130,405**
8.1 Regional Logistics Assessment	**0**	**8**	**0**	**18**	**0**	**44**	**0**	**0**	**8**	**$0**	**$15,720**	**0**	**56**	**0**	**0**	**16**	**0**	**0**	**$0**	**$16,680**	**12**	**34**	**0**	**2**	**$0**	**$13,740**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$46,140**
Inventory Existing Land Use		2		4		12							8			16					4	10															
Identify / Integrate Growth Areas into Forecast Model				4									16								2	2															
Identify Existing and Future Truck Routes				2		8							8								2	2															
Identification of Additional Funding Programs		2											8								4	12															
Technical Report		4		8		24			8				16									8		2													
8.2 Logistics Impacts and Mitigation	**0**	**0**	**10**	**2**	**28**	**88**	**116**	**0**	**8**	**$0**	**$38,890**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**21**	**0**	**0**	**$0**	**$5,775**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$44,665**
Existing Baseline Conditions				2	12	24	8															8															
Transportation Analysis with Growth			4		4	20	48															1															
Identification of Project Needs / Improvements			4		4	20	60															4															
Technical Report			2		8	24			8													8															
8.3 Cost and Funding Analysis	**0**	**4**	**0**	**16**	**24**	**0**	**24**	**0**	**0**	**$0**	**$13,080**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**10**	**18**	**0**	**0**	**$0**	**$8,400**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$21,480**
Project Cost Estimation		2		8	24		24															2															
Funding Analysis		2		8																	10	16															
8.4 Technical Study and Nexus Study Integration	**0**	**2**	**16**	**0**	**0**	**24**	**0**	**0**	**0**	**$0**	**$9,060**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**22**	**0**	**2**	**$0**	**$9,060**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$18,120**
Gap Report		2	16			24															4	10		2													
Integration into TUMF program																					4	12															
TOTAL	**57**	**387**	**526**	**336**	**356**	**912**	**584**	**390**	**180**	**$43,800**	**$788,130**	**74**	**120**	**472**	**424**	**904**	**150**	**24**	**$1,400**	**$390,020**	**168**	**111**	**198**	**10**	**$0**	**$139,235**	**36**	**116**	**64**	**80**	**$3,900**	**$81,540**	**338**	**58**	**$3,600**	**$95,350**	**$1,494,275**

PROFESSIONAL SERVICES CONTRACT CVAG-25-007

between

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)
and
HDR ENGINEERING, INC.

THIS AGREEMENT is made and effective as of April 28, 2025 between the Coachella Valley Association of Governments ("CVAG") and HDR Engineering, 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 April 28, 2025 and shall remain and continue in effect until tasks described herein are completed, but in no event later than December 31, 2026 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 **UPDATE TO TRANSPORTATION PROJECT PRIORITIZATION STUDY AND COMPANION DOCUMENTS**, released on December 18, 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 (Consultant's Fee 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 **$1,482,275** without a written amendment.

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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 bi-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.

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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 $1,000,000 per occurrence, $2,000,000 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

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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:
Thomas T. Kim, PE, Senior Vice President
HDR Engineering, Inc.
3220 El Camino Real, Suite 200
Irvine, CA 92602

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

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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.

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

COACHELLA VALLEY ASSOCIATION OF GOVERMENTS

By:_____
Tom Kirk, Executive Director

HDR ENGINEERING, INC.

By: _____
Thomas T. Kim, PE, Senior Vice President

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EXHIBIT “A”

SCOPE OF WORK

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Task 1: Project Management

Task 1.1: Project Management and Administrative Support

Meeting Responsibilities - For all project meetings, HDR will establish the draft agendas, prepare meeting minutes, and provide the online meeting platform for virtual meetings. Within 2 weeks of each meeting, the HDR Team will deliver the detailed meeting minutes. CVAG will handle scheduling in-person meeting spaces as needed for Team, stakeholder, or Project Advisory Committee (PAC) meetings.

Document Sharing and Management - To facilitate ease of access and review, the HDR Team will use a SharePoint site to organize and maintain meeting materials, including OneNote for preparing and sharing meeting minutes. Our experience shows that this online shared space consolidates all deliverables and project information, making it easily accessible to our clients. All documents will be prepared in Microsoft formats (Word, Excel, Project, PowerPoint, Teams, SharePoint), Adobe formats (PDF, Illustrator, Photoshop), or Esri formats (ArcGIS Pro). No other formats will be used without prior approval from CVAG staff.

Style Guide - To provide consistency across all materials developed for this contract, HDR will create a style guide that will be submitted to CVAG for approval. The style guide will include templates for each category of project deliverables, ensuring uniformity in format, layout, and overall design across deliverable types (e.g., reports, maps, presentations, outreach materials, branding and other documents.) Once approved by CVAG, the style guide will be distributed to key HDR Team members, including our subconsultants.

Task 1.2: Kick-Off Meeting and Scope of Work Refinements

Within 2 weeks of the Notice to Proceed, Dawn Wilson, HDR's Project Manager, will coordinate with CVAG's Project Manager to schedule an in-person meeting to review the project scope of work, schedule, and fee proposal. Key project team members, including subconsultants, will attend. This meeting will serve not only to clarify the scope, fee, and schedule, but as a listening session to gather CVAG's expectations, past lessons from previous projects, and other critical information to help set the tone for the project. HDR will walk the participants through the project scope and provide necessary clarifications on our approach. Additionally, we will review the deliverables and key milestones in relation to the scope of work. If necessary, we will document refinements to the scope, deliverables, or schedule. Within 2 weeks of the kick-off meeting, HDR will submit a refined scope, fee, and schedule. This submittal will include a version of the original scope with track changes, allowing CVAG to quickly and easily identify modifications. Once accepted by CVAG, the

scope, schedule, and budget will be used as reference points during project team meetings to track progress. An example of the project schedule and a simplified version are provided at the end of this section of the proposal.

Task 1.3: Project Team Meetings and Project Manager Check-in Meetings

For the duration of the project, HDR will conduct bi-weekly check-in meetings with CVAG staff. Once a month, we will hold a project team meeting, which will include key HDR Team members involved in relevant activities at that time. Additionally, we will hold a monthly Project Manager Check-In meeting, which will include only the HDR's Project Manager and Deputy Project Manager, and the CVAG Contract Manager/Project Manager. This combination of touch points allows us to have focused discussions on scope, fee, and schedule. We have found that this approach, combined with focusing project team meeting attendance to those staff actively involved in the tasks being discussed, enhances the efficiency and cost-effectiveness of these meetings. Unless otherwise agreed, we anticipate all meetings will be conducted remotely via Teams or a similar platform.

Task 1.4: Document Review and Coordination

HDR will conduct a thorough review of materials provided by CVAG for projects and initiatives that are either completed or in progress, which may impact the project deliverables and inform the development of the TPPS update and related work. Based on the information in the RFP, the HDR Team will, at a minimum, review and maintain a database of relevant information from the following documents:

- 2025 Pavement Management Analysis Report Update (Q2 2025)
- Broadband Strategic Plan (Q2 2025)
- CV Link (Construction, Q2 2025)
- Community Connectors Study (Q1 2026)
- VMT Study (Q1 2026)
- CV Link Salton Sea Extension Study (Q1 2026)
- ACCESS Indian Canyon Project (PS&E, Q1 2026)
- Cool Pavements in Affordable Neighborhoods Pilot Program (Q2 2026)
- Varner Road I-10 Bypass Study (PA&ED, Q3 2026)
- Varner Road – Palm Drive to Date Palm Drive (PA&ED, Q3 2025)
- CV Sync (Construction, Q3 2026)

Deliverables:

- Prepare and distribute materials and facilitation or staff assistance for 10 PAC meetings, 8 stakeholder meetings, and 6 Nexus Study Advisory Group meetings, 4 Transportation Committee, and 4 Executive Committee meetings.

Task 2: Outreach and Engagement

Input from CVAG staff, member agencies and local stakeholders will be essential for the successful delivery of this project and the execution of the TUMF program update.

Task 2.1: Project Advisory, Stakeholder and Nexus Advisory Group Meetings

There are 3 key groups that will be engaged throughout the process:

Project Advisory Group: Comprised of CVAG staff members responsible for reviewing progress, processes, and providing technical input. Meetings will be held bi-monthly, up to 10 meetings (6 in-person and 4 remote). CVAG requested monthly meetings; however, after reviewing the project schedule, bi-monthly meetings align better with key decision points and deliverables. Additional meetings may be scheduled if needed at key points in the project.

Stakeholder and Member Agency Group: This group, made up of CVAG member agencies, the county and tribes, as well as utility providers, the water district, flood control district and others who have planned infrastructure projects in the region. Their role is to provide data, review prioritization, and contribute to project deliverables.

Meetings will occur at key decision points, but no less than quarterly, totaling up to 8 meetings (4 in-person and 4 remote), HDR will assemble and maintain the project stakeholder list and touch points throughout the project duration.

TUMF Nexus Study Advisory Group: Comprised of technical experts qualified to review the analysis and findings of the Nexus Study. Meetings will be held bi-monthly or as-needed during the development of the Nexus Study. Two meetings will be conducted in-person and 4 will be remote.

Task 2.2: Transportation Committee and Executive Committee Meetings

In addition to meeting with these groups, the HDR Team will assist CVAG staff in preparing materials and presenting information to the Transportation Committee and the Executive Committee on 4 occasions each. Key points in the process where the Transportation Committee and/or Executive Committee will need to be updated on the project include:

- Prioritization of Projects (TPPS and ATP)
- Regional Arterial Cost Estimate (RACE) and TUMF Nexus Study
- Findings and Recommendations of the Regional Logistics (in conjunction with the TPPS, ATP and RACE presentations)
- Draft TPPS and companion documents presentation
- Final TPPS and related documents presentation

Deliverables:

- Monthly team meetings with CVAG
- Monthly PM check-in meetings, style guide
- SharePoint/Teams site
- Meeting materials (agenda, meetings, presentations, etc'

Task 3: Data Collection

The HDR Team will collect relevant information that will be used in identifying and prioritizing projects. This will include, but may not be limited, to the following:

Task 3.1: Crash Data

Using SWITRS and/or TIMS, HDR will obtain, review, and refine the most recent 5 years of available crash data. Once refined, this information will be integrated into the database and analyzed for high-frequency crash locations and the locations of severe and fatal crashes in the region. After completing the crash analysis, the HDR Team will cross-reference the findings with information from CVAG member jurisdictions Local Roadway Safety Plans. Projects within those plans that are currently unfunded will be added to the list of projects, with input from the local jurisdictions.

Task 3.2: Traffic Count Data

The HDR Team will conduct an initial review of available traffic data and request recent traffic count data from the stakeholder group, including data from the CVAG CV Sync program. This data will be used to update the 2015 Traffic Census Report and will be integrated into GIS and the project database.

Task 3.3: Roadway Characteristics

The HDR Team will review the existing list of projects using Google Earth or similar platform to confirm existing conditions. This desktop survey will be used to confirm projects completed as well as the width, number of lanes, multimodal facilities, and other key information. For the existing list of projects, the HDR Team will also confirm the planned improvements and verify the key elements of those projects in the current database. These will be confirmed by field inspection and in coordination with the member agency representatives.

Task 3.4: Additional Analysis Criteria Data Collection

Once the prioritization criteria are established, additional data will need to be collected to develop scoring to support those priorities. Land use data, equity overlays, school sites and activity centers and other information will be integrated into the GIS database for

future evaluation of the prioritization criteria. This data will be added to the current project list and the results will be shared with the PAC and stakeholders. This task will be further refined following the selection of those criteria by the Executive Committee.

Task 3.5: Integrated GIS Platform and Database

HDR will present the data to CVAG in a digital platform using ArcGIS. This will be an online platform that will be accessible to CVAG staff for the duration of the project. We will work with CVAG in advance of developing this platform to determine the most appropriate location to house and maintain the database for the long-term use of the platform.

Task 4: Transportation Project Prioritization Study

Task 4.1: Prioritization Methodology

Using the updated criteria, the HDR Team will propose a scoring system that aligns with the updated prioritization criteria. This will include weighting of the overall categories and the scoring of criteria within each category. The HDR Team will develop an updated scoring system applying weights that mimic priorities selected by the Executive Committee. This effort would serve as the test to use weighted criteria and its potential effects on the outcome of the study. As this is a new scoring system, we anticipate refinements to the scoring criteria will be necessary. This initial scoring system will be applied to the updated project list, as described in Task 4.3, and refined based on input from CVAG, the PAC and stakeholders.

The iterative approach to refining the methodology and scoring allows for minor refinements to scoring and weighting each of the prioritization categories to reflect the goals and needs of the Valley. For this task, HDR will provide the initial scoring and weighting and provide 2 rounds of refinements based on the results of Task 4.3.

Task 4.2: Updated Project List

Completed Project Review: HDR will provide the member agencies the list of current projects based on the desktop survey conducted in Task 3.3.

Call for Projects: During a regularly scheduled stakeholder meeting, HDR will request member agencies to provide updates to their list of projects. An Excel spreadsheet will be used to track changes and input from the member agencies.

Draft Project List: Using the ArcGIS online tool, HDR will review and update the existing project details such as roadway segment names, segment numbers, segment lengths, segment descriptions, jurisdiction codes, criteria rankings, and a comparison with previous

rankings. As instructed by CVAG, HDR will use the same project identification and numbering schemes to ensure continuity between the current and updated TPPS and ATP.

One-on-One Meetings: Once the draft list of projects has been compiled and entered into GIS, the HDR Team will conduct one-on-one meetings with the member agencies to verify the accuracy and consistency of the project data with approved documents. Up to 2 meetings will be conducted with each agency.

GIS Mapping of Project Information: After the database has been reviewed by CVAG and given a preliminary review by the PAC, HDR will map the projects into a regional GIS database. Key information, including the project name, extents, status, reference documents, timing, and project champion, will be included in the database.

Evaluation for Inclusion in TUMF: Using CVAG-approved criteria, HDR will identify projects as either buildable and eligible for funding or ineligible. Member agencies will then have an opportunity to review the criteria and **provide** feedback to the HDR Team. Factors that will be considered are: inclusion in the regional arterial network, crossing 2 or more jurisdictions, included in the I-10 Emergency Response Closure Plan, being included in the city's general plan as a minimum of a four-lane roadway, and being anticipated to carry over 20,000 vehicles per day, or crossing/connect to I-10, SR-86, the Whitewater River Channel, or a major tributary.

Task 4.3: Project Prioritization

As the scoring criteria for this TPPS and ATP will be modified from previous years, we anticipate that the process of scoring projects and refining the criteria will be iterative, as discussed in Task 4.1.

Divide Projects into Buildable Sections: Once the project list is finalized, the projects will be divided into segments, referred to as buildable projects. The criteria for segmenting the projects will be discussed with CVAG but will likely include criteria such as 1-mile segment lengths, projects wholly within a local agency jurisdictional boundary, and others.

Establish Initial Project Prioritization: Scoring criteria developed in Task 4.1 will be applied for each of the prioritization categories and presented as the score by category and a combined score for all categories. Findings of the prioritization will be presented to the PAC and stakeholders for input.

Apply Refined Criteria and Prepare Updated Project Prioritization: Input received on the initial prioritization will be used to refine the scoring criteria. The scoring criteria will then be applied for each of the prioritization categories to determine the score for each category

and a combined score for each buildable project. This refined prioritization will be presented to the PAC and stakeholders for input.

Finalize Criteria and Complete Final Prioritization: With input from the PAC and stakeholders, HDR will make final refinements to the scoring and finalize the prioritization.

Task 4.4: Prepare Preliminary Draft TPPS

HDR will summarize the process, prioritization criteria, scoring and results in a preliminary draft TPPS for CVAG to review and comment. The TPPS will describe each prioritization criteria, scoring criteria, tables summarizing results, and a comprehensive list of the final total score and prioritization. The HDR Team will work with CVAG to determine the best way to integrate the ATP projects into the final prioritization. While the scoring will be discussed in the ATP, how the ATP projects are integrated will need to be discussed prior to finalizing the TPPS. The document will be provided in Word (editable) and PDF formats.

Task 4.5: Final Draft and Final TPPS

HDR will respond to up to 2 rounds of comments on the TPPS before finalizing the document. Once finalized, HDR will provide a web-based, interactive document that will be easily integrated into CVAG's webpage and accessible for the public to review. This will be complimented by the ArcGIS webpage, which can easily be integrated into interactive site. The platform ("Story Map", Experience Builder, GIS Dashboard), will be discussed during regular "check-ins" early in the project schedule.

Deliverables:

- Updated prioritization categories with new scoring criteria
- Revised list of projects (including one-on-one meetings with member agencies)
- Prioritized list of projects
- TPPS document (preliminary draft, final draft, and final) provided in Word, PDF, and web-enabled formats.
- Project prioritization and other details will be available in a ready-to-launch GIS-based application (StoryMap, Experience Builder, Social PinPoint, etc.)

Task 5: Active Transportation Plan

Task 5.1: Document Review and Data Collection

CR Associates will work with CVAG and member agencies to obtain documents and data with relevance to existing and planned active transportation infrastructure and programs in Coachella Valley. The information will be used to document the current state of active transportation and understand planned improvements. In the absence of formal

documentation, CR Associates may develop a questionnaire for jurisdictions to populate and provide additional details. Examples of information to be obtained include existing and planned bicycle facilities and amenities, sidewalks and pedestrian/ADA facilities near major transit hubs, transit routes and stops, posted speed limits, maintenance procedures, active transportation expenditures, and programs.

Additional demographic and equity data will be obtained to document population and employment characteristics. The selected "Big Data" source (Replica) will be used to help understand walking and bicycling activity levels and travel pattern.

All obtained infrastructure and demographic data will be into the project online GIS database. Programmatic and maintenance activities will be summarized, for inclusion in the ATP.

Task 5.2: Agency Coordination Meetings

Communication channels with CVAG and member jurisdictions will remain open throughout the project lifecycle. However, scheduled touchpoints will make sure discussions and updates are provided at the most critical phases of the project. CR Associates will engage in up to 20 meetings with CVAG member agencies to provide input and support the development of the ATP. The initial series of coordination meetings will be focused on reviewing the key existing condition findings and reaching a consensus on the needs and opportunities. The second coordination series will serve as an opportunity for agency staff to discuss the recommendations identified in adopted documents.

Task 5.3: Existing Conditions Analysis

Building on CR Associates ongoing work and knowledge gained from the CV Link Community Connectors project, as well as the document review and obtained data, CR Associates will document and describe the population characteristics, infrastructure, and environment as they relate to active transportation. The existing conditions analysis will document land uses, employment concentrations, travel patterns, and provide a profile of demographics with a focus on disadvantaged communities.

Active transportation will be assessed using metrics related to connectivity, demand, and safety. This will include, but not be limited to, bicycle facilities, bicycle parking facilities (with an emphasis on major transit hubs), and pedestrian infrastructure at major transit hubs. Bicycle and pedestrian collision data will be assessed to determine key factors contributing to collisions across the region and collision hotspots.

Task 5.4: Recommendation Development

Goals and Objectives: Goals and objectives from the currently adopted CVAG ATP will serve as the starting point. Revisions will be made at the direction of the Transportation and/or Executive Committee(s).

Regional Bicycle Network: Regional bicycle network development will entail revisiting the regional bikeway designation criteria provided in the currently adopted CVAG ATP, and updating the criteria, as needed. Once finalized, the regional bikeway criteria will be applied to all planned bicycle facilities identified during the Document Review and Data Collection task.

Pedestrian Facilities at Major Transit Hubs: The Major Transit Hub designation criteria will be reassessed using the current and planned transit networks and discussed with CVAG to determine if additional locations should be included. Planned pedestrian infrastructure improvements within the vicinity of major transit stops will serve as the first-/last-mile improvement recommendations.

All proposed infrastructure recommendations will be displayed in the online GIS database to facilitate agency review and comment. Individual jurisdiction maps and tables identifying the facility types and extents will also be provided.

Task 5.5: Implementation Measures

Potential refinements to the 2016 prioritization criteria will be proposed based on the December 2024 CVAG Executive Committee staff report and discussions with the Transportation and/or Executive Committee(s). The ATP project prioritization criteria will be developed in tandem with the TPPS criteria, while reflecting active transportation specific nuances. The established criteria will then be applied to the individual projects, resulting in an updated list of prioritized projects. A satellite imagery review of the prioritized project locations will be conducted to determine which ATP projects can be categorized as "buildable," using a criteria set by CVAG, the project stakeholder committee and PAC to inform of project cost estimates.

Task 5.6: ATP Development

An outline of the ATP will be provided to CVAG for comment and finalization prior to initiating document drafting. The CR Associates Team will prepare a draft ATP that synthesizes all previously completed tasks into a usable document that is concise, graphically oriented, accessible to the community, and easy to use for CVAG and jurisdiction staff.

A complete draft ATP will be provided for CVAG staff to review. Once the draft plan is accepted by CVAG, it will be made available for review by member agencies. Comments will be reviewed, cataloged, and discussed with CVAG staff. Up to 2 rounds of revisions are anticipated and the final document will provided in a web-enabled format.

Deliverables:

- Database of existing and planned ATP projects
- Field investigation of existing conditions
- Meetings with agency staff (up to 20)
- Recommendations for the ATP
- ATP documentation (preliminary draft, final draft and fin) to be provided in Word, PDF and web-enabled formats).

Task 6: Regional Arterial Cost Estimate

Task 6.1: Level of Improvement Standard (LOIS) Template

The initial step in developing costs will be updating the LOIS template. HDR will review the typical improvements within the buildable project list and confirm the 3 key templates will still apply to the projects on that list: roadway widening, interchange improvements and bridge improvements. For each of these templates, our engineers will identify the unit costs for the typical pay items.

Once pay items are identified, they will be consolidated into a single planning-level unit cost per foot. Intersections, ITS, and signals will be assigned to their respective roadway segments. These costs will be supplemented with contingencies and add-ons, as preliminary engineering, environmental studies, design, and construction management. HDR will collaborate closely with CVAG, the PAC, and stakeholders to validate the assumptions on unit costs and add-on costs before applying them to the buildable project list.

Task 6.2: TPPS Construction Cost Estimates

Once the costs are refined, HDR will apply the per-foot costs to the buildable project list using Excel. The construction costs will be presented to the PAC and stakeholders for input. Once comments are received, HDR will refine the estimates for final review and integration into the TPPS and RACE documents.

Task 6.3: ATP Construction Cost Estimates

Construction costs for the installation of active transportation projects will generally follow the same procedures as those for TPPS projects. A set of active transportation LOIS

templates will be created to quantify pay items based on the types of projects identified in Task 5.5. Add-on costs, including engineering, environmental, construction management, and contingencies, will be applied in the same manner as for roadway projects. HDR will present the pay items, unit costs, add-on costs, and other assumptions to CVAG, the PAC and stakeholders prior to applying the costs to the projects. Once comments are received on the unit cost and revisions are made, HDR will present refined estimated costs to CVAG, the PAC and stakeholders for final input. After final refinement, the ATP construction estimates will be added to the RACE and integrated into the TPPS.

Task 6.4: Research Right-of-Way (ROW) Unit Cost

HDR will develop an updated per-square-foot unit costs for ROW based on land use types and consultations with local agencies, appraisers, realtors, and other relevant experts. Our Team of dedicated real estate and ROW specialists will engage with 3 contacts who have expertise in current real estate costs, as specified by CVAG in the RFP: one in the west end, one in the central part, and one in the eastern part of the Coachella Valley. A draft recommendation for ROW unit costs will then be submitted to CVAG for review.

Task 6.5: Calculate TPPS Right-of-Way Cost

Expanding on the buildable roadway project list established in Task 4.3, HDR will identify projects requiring ROW acquisition and apply the ROW unit cost to the necessary ROW width. This will be determined by comparing the existing ROW to the minimum required ROW needed to construct the proposed roadway, based on the roadway classification and cross sections listed in the local agency's General Plan Mobility or Circulation Element.

Task 6.6: ATP Right-of-Way Cost

Building off of the identified ATP projects in Task 5.5, HDR and CR Associates will identify projects that will require ROW to accommodate new pedestrian or bicycle facilities. HDR will estimate the ROW needed to construct the project and the associated cost and present information to the PAC for input. Based on input, the costs may be refined prior to finalization and integration into the RACE document.

Task 6.7: Total Cost

Once the construction costs, add-on costs, and ROW costs are finalized, a total cost for each buildable project will be calculated and summarized in an Excel table. The project lists and total costs will be presented to and reviewed with the PAC and stakeholders. HDR's engineering team will identify projects that may require additional cost factors following that review based on field reviews conducted in Task 3.3. This includes integrating drainage, environmental constraints, and other special improvement considerations for

each segment. Following review and input from the PAC and stakeholders, HDR will finalize the total cost.

Task 6.8: State and Federal Funding Sources

HDR's Committee will provide a narrative summary and detailed list of currently available federal and state funding sources for transportation projects. Our Team maintains an active database of grant programs and their applicability to different types of transportation projects. With the new administration, it will be critical that the Team keep a keen eye not only on changes to current funding programs but monitor how funding programs evolve over the next 4 years, which could affect supplemental funding of projects in the region.

Task 6.9: Preliminary Draft RACE

HDR will summarize the process for developing the unit costs, LOIS templates, ROW assumptions and unit costs, as well as the overall estimating process for the RACE. Tables summarizing each cost estimate category will be included in a preliminary draft RACE documents. The document will be provided in Word (editable) and PDF formats.

Task 6.10: Final Draft and Final RACE

HDR will respond to up to 2 rounds of comments on the RACE document before finalizing the document. Once finalized, HDR will provide a web-based, interactive document that will be easily integrated into CVAG's webpage and easy for the public to review and access.

Deliverables:

- Updated Unit Costs for Construction and ROW
- Updated LOIS templates for roadway and ATP projects
- List of potential funding sources
- RACE documents (preliminary, final draft and final) in Word, Excel, PDF and web-enabled formats

Task 7: TUMF Nexus Study

Task 7.1: Establish TUMF Parameters and Assumptions

EPS will collaborate with CVAG and the TUMF Nexus Study Advisory Group to confirm key TUMF and study parameters related to technical inputs, as well as program development and implementation. These include, but are not limited to:

Growth and Travel Demand Model Updates: CR Associates will identify and support necessary updates or adjustments to the RIVCOM model to ensure its appropriate

application to the TUMF scope. The Team will also confirm the feasibility of including the funding in the program and TUMF Nexus Study.

Applicable Land Use and Fee Categories: HDR will assess the relevance of existing land use categories and propose new categories, as needed, based on emerging development trends (e.g., outdoor recreation centers, logistics facilities, etc.), considering any regulatory or policy-based exemptions or credits (e.g., for transit-oriented development, accessory dwelling unit, or reuse).

Other Funding Resources and Programs: CVAG and member agencies will provide EPS with information regarding current funding programs and resources that will supplement the TUMF, such as voter-approved initiatives, local fee programs, and developer dedications. EPS will also identify local, state, and federal funding.

Program Development and Implementation Protocol: EPS will establish a roadmap for milestones, and deadlines to meet the timeline for updating the TUMF program. This will also include identifying potential changes to the TUMF Handbook or other program implementation issues (e.g., TUMF boundary changes, revenue collection, and distribution).

Task: 7.2: Identify Eligible Transportation Projects and Costs

While the TPPS and RACE will form the basis for TUMF calculations, these studies must be reviewed in the context of the AB 1600 Nexus requirement. For instance, transportation operation and maintenance projects, as well as those expected to be covered by other sources (e.g., developer dedications), must be excluded. EPS will conduct a review of the TPPS and ATP project lists for inclusion in the TUMF. This task will result in a detailed inventory of projects eligible for TUMF funding, including associated costs, sponsoring agency, and prioritization.

Task 7.3: Apply Travel Demand Model to Calculate Maximum Allowable Fee

EPS will work with CR Associates to apply the updated RIVCOM model to determine the appropriate Nexus logic and proportionate allocation of costs for eligible TUMF projects identified above. Specifically, the model will allocate facility costs by land use or fee category (e.g., residential, retail, hotel, etc.) and between new and existing development based on estimated VMT. The fee model will calculate the maximum allowable fee levels by land use under the Mitigation Fee Act.

Task 7.4: Evaluate Economic and Funding Implications

This task will assess the maximum allowable fee rates in terms of their potential economic impacts and funding requirements. Regarding funding or financial viability, anticipated fee

revenue will be integrated with other identified and potential funding sources and compared to the total cost of the TPPS program. If necessary, the Team will recommend methods to make feasibility-related adjustments and explore other financing options. The potential impact on economic development will be evaluated from 2 perspectives: (1) comparison of fee levels with those in comparable jurisdictions, and (2) as a percentage of development costs (project feasibility). If the fee burden is found to negatively affect regional economic development goals, the Team will propose mitigation strategies or phasing options for CVAG and other stakeholders' consideration.

Task: 7.5: Meetings, Deliverables, and Presentations

The project team will prepare an administrative draft of the TUMF Nexus Study for CVAG staff review. This will include the required Mitigation Fee Act Nexus find.ings, the fee model, and initial conclusions regarding financial and economic feasibility. Based on feedback, EPS will prepare a draft TUMF Nexus Study for review by the TUMF Nexus Study Advisory Group and stakeholders. After comments are received, EPS will refine the report and produce a final report containing the technical documentation required for fee establishment and adoption. EPS will also assist with necessary updates to the implementation process, including ordinance language, periodic program reviews, and updates (e.g., accounting, inflation adjustments), as well as updates to the TUMF Hanook.

Deliverables:

- Model runs to establish growth in the region
- List of qualifying projects
- Recommended and refined TUMF fee
- Supporting documentation and justification
- Nexus Study (preliminary draft, final draft, and final) in Word, PDF, and web-enabled formats

Task 8: Regional Logistics Impact and Mitigation Study

Task 8.1: Regional Logistics Assessment

Current Warehousing Inventory: EPS and HDR's real estate team will review existing data sources to identify the quantity and location of existing warehousing facilities in the Coachella Valley. Once identified, HDR will work with CVAG to identify and sort the type of warehousing based on typical definition (ITE or AB 98). We will also review the regional model to determine additional or secondary classifications that will align with the land uses available.

Relying on information from the “TUMF High-Cube Warehouse Trip Generation Study Update” memorandum dated November 13, 2023, there are 11 fulfillment centers and 5 parcel hubs in the Coachella Valley and includes observed building square footage (gross floor area) and the number of employees from data collected circa 2023.

Future Growth Opportunities: HDR’s real estate team will work with EPS to identify sites likely to be targeted for future logistics development and overlay those potential sites with constraints and requirements of AB 98 (map of truck routes, location of sensitive receptors, etc.). Trip generation rates will be applied to these sites to determine the potential increase in traffic that may result from development of these sites. Based on the study referenced above, data on existing trip rates for the 11 fulfillment centers is available based on driveway trip generation counts collected at each site. These rates were incorporated into the RIVCOM (version 4.0.1) travel demand model and the StreetLight InSights "Big Data" platform.

TPPS and AB 98 Crosswalk: AB 98 requires that all local agencies include truck routes in their General Plan Circulation or Mobility Element. HDR will cross-reference the regional truck routes with local plans and review the requirements for designation as a truck route as defined in AB 98, which includes focusing on arterials and highways. This review may uncover non-compliant roadways currently identified as truck-routes that may need to be further investigated. This may affect some of the projects identified in the TPPS or additional justification for inclusion in the TPPS may be necessary.

Travel Demand Model Updates and Volume Projections: Working with CR Associates, EPS and the Team will identify the SCAG Tier 2 Traffic Analysis Zones (TAZs) for the existing fulfillment centers and parcel hubs using the preferred travel demand model for the project. These sites will be examined in the context of floor area ratios (FARs) to determine the maximum number of employees that could potentially be located at each existing site. The FARs calculated from the existing sites will be applied to the parcels of the future potential sites to determine the maximum number of employees at the future sites. These maximum employment figures will be entered as socioeconomic inputs for running model scenarios. Each TAZ will be reviewed to determine if other uses are included within the TAZ (retail, residential, etc.) If this is found to occur, the non-high cube/distribution facility uses will be moved to an adjacent TAZ in order to isolate the high-cube/distribution center uses.

In addition, the team will perform individual select zone assessments of each identified TAZ to understand the impacts to the transportation network, define a proposed dedicated truck route network for CVAG review and comments, and define overlaps with the regional arterial network. The HDR Team will utilize the same set of identified Tier 2 TAZs within the

"Big Data"" platform for origin-destination analysis; this data will be used to augment and potentially adjust model output from RIVCOM.

Task 8.2: Logistics Impacts and Mitigation

Impact Assessment: Using the volumes and travel patterns developed from the RIVCOM model, HDR will conduct an operational analysis documenting the increased truck traffic on dedicated truck routes and regional arterials. The effect of the increased truck traffic will be measured against the metrics identified in the current TPPS (volume and level of service, crash rates and safety, pavement condition, connectivity).

Mitigation Project Planning: The review of potential impacts may result in additional improvements not identified in approved plans (General Plan or other). The list of projects and recommended improvements will be presented to CVAG and stakeholders for consideration. Projects approved for consideration will be developed to a 10 percent conceptual design plan identifying the project limits and required components to address any impacts identified in the previous assessment. Information to be included in the conceptual design include project limits, existing and required ROW, lane widening and realignment, roadway excavation, structure installation, and signalization. Conceptual plans shall be approved by CVAG prior to being utilized for cost estimation purposes. Where relevant, projects should be identified as expansion of an existing TPPS segment or improvements to a segment not currently included in the TPPS.

Task 8.3: Cost and Funding Analysis

Project Cost Estimation: Using the LOIS templates developed for the TPPS, construction costs, add-on costs, ROW costs and other special cost considerations will be calculated for project not included in the TPPS.

Funding Analysis: Referencing the funding programs identified for the TPPS and TUMF Nexus Study, HDR will review the list of projects to determine if the available funding sources would apply to projects identified to offset transportation impacts due to the logistics facilities. Additional funding sources may be cited to expand on programs specific to this issue.

TUMF Nexus Study Integration: HDR will work with EPS and CVAG to determine if the additional improvements can be integrated into the TUMF or if a subsequent fee. Opportunities, limitations, and next steps will be clearly outlined in the technical report for this task.

Task 8.4: Technical Study and TUMF Nexus Study Integration

CR Associates will perform a technical study, as well as a TUMF Nexus Study integration performed by Mike Calandra.

Deliverables:

- Technical reporting on existing conditions and growth opportunities, including RIVCOM, model updates, and scenario outputs such as Average Daily Traffic (ADT) and warehouse select zone assignment volumes.
- Technical report will detail the impacts to the Regional Arterial System
- List of recommended projects
- 10% conceptual design.
- Additionally, the report will focus on cost estimates, potential funding sources, funding gaps, and potential supplemental fee programs.

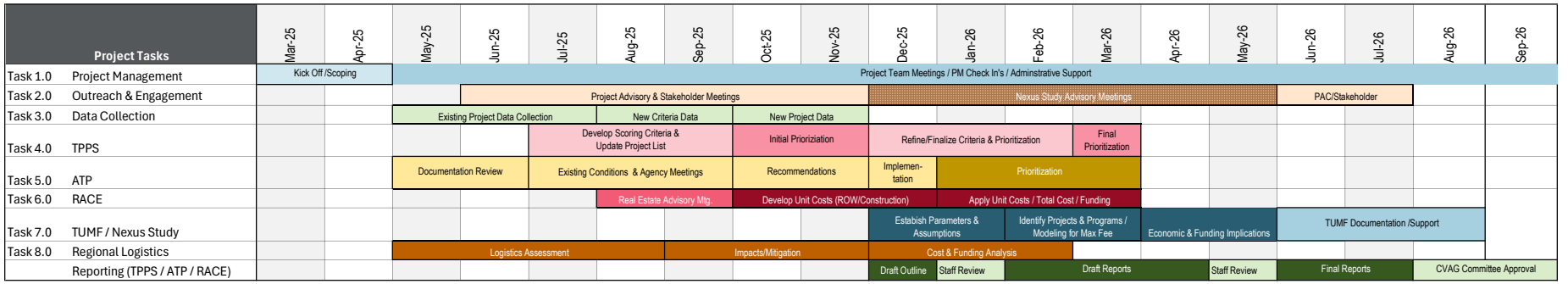

Project Tasks
Mar-25
Apr-25
May-25
Jun-25
Jul-25
Aug-25
Sep-25
Oct-25
Nov-25
Dec-25
Jan-26
Feb-26
Mar-26
Apr-26
May-26
Jun-26
Jul-26
Aug-26
Sep-26
Task 1.0 Project Management
Kick Off /Scoping
Project Team Meetings / PM Check In's / Adminstrative Support
Task 2.0 Outreach & Engagement
Project Advisory & Stakeholder Meetings
Nexus Study Advisory Meetings
PAC/Stakeholder
Task 3.0 Data Collection
Existing Project Data Collection
New Criteria Data
New Project Data
Task 4.0 TPPS
Develop Scoring Criteria & Update Project List
Initial Priorization
Refine/Finalize Criteria & Prioritization
Final Prioritization
Task 5.0 ATP
Documentation Review
Existing Conditions & Agency Meetings
Recommendations
Implemen-tation
Prioritization
Task 6.0 RACE
Real Estate Advisory Mtg.
Develop Unit Costs (ROW/Construction)
Apply Unit Costs / Total Cost / Funding
Task 7.0 TUMF / Nexus Study
Estabish Parameters & Assumptions
Identify Projects & Programs / Modeling for Max Fee
Economic & Funding Implications
TUMF Documentation /Support
Task 8.0 Regional Logistics
Logistics Assessment
Impacts/Mitigation
Cost & Funding Analysis
Reporting (TPPS / ATP / RACE)
Draft Outline
Staff Review
Draft Reports
Staff Review
Final Reports
CVAG Committee Approval

EXHIBIT “B”

PRICE FORMULA

DRAFT

Client: Coachella Valley Association of Governments
Project: TPPS and Companion Documents

CVAG TPPS / RACE / TUMF and ATP - Hours and Fees

Hours Estimate by Task	HDR										HDR Reimb.	HDR Fee	Chen Ryan Associates							CRA Reimb.	CRA Fee	Economic & Planning Systems				EPS Reimb.	EPS Fee	GHD				GHD Reimb.	GHD Fee	ZONE		Zone Reimb.	Zone Fee	Total Cost
	Principal	Contract Manager / QA-QC	Task Manager	Sr. Planner / Sr. Engineer & Sr. Real Estate Specialist	Project Engineer	Project Planer / Economist/Sr. GIS	Assist. Engineer, Real Estate Agent, Graphics	GIS Analyst / Intern	Project Control / Technical Editor				Principal	Sr. Planner/ Modeler	Project Manager / Sr. Planner	Project Engineer / Sr. Planner	Project Planner	Intern	Project Account.			Principal	Project Manager	Project Manager	Production Staff			Technical Director	Project Manager	Planner / Engineer	Assist. Planner/ Engineer			Principal	Assistant Engineer			
	S. Bacskin M. Hager D. Smith	D. Wilson T. Nguyen	N. Iwasaki R. Itadkar	M. Lewis-Adams J. Hernandez J. Craig	Y. Loginova A. Kemp J. Brown M. Murillo R. Duran	S. Wu S. Gaskill J. Lessard-Clouston R. Lopez A. Burvall	E. Ha M. Cerna M. Cox K. Auer J. Villegas	Varies	V. Wilderson A. Martinez K. Turner				M. Chen	M. Calandra R. Duenas	A. Prescott S. Jovanovic	H. Tyson C. Callaghan	R. Oprisko E. Sindel A. Grealish	Varies	C. Joaquin			J. Moody	E. Sullivan	C. Damle	Varies			D. Henderson	S. Latino T. Tregenza	M. Anderson/ B. Zambrano	Varies			R. Zellers	Varies			
	$ 390	$ 350	$ 275	$ 250	$ 195	$ 165	$ 125	$ 100	$ 145				$ 340	$ 255	$ 210	$ 190	$ 150	$ 90	$ 170			$ 345	$ 275	$ 250	$ 125			$ 380	$ 310	$ 250	$ 150			$ 250	$ 125			
TASK 1 - Project Management	**44**	**112**	**98**	**8**	**0**	**0**	**78**	**0**	**88**	**$400**	**$108,220**	**0**	**0**	**44**	**20**	**0**	**0**	**24**	**$0**	**$17,120**	**18**	**16**	**16**	**0**	**$0**	**$14,610**	**4**	**36**	**0**	**0**	**$0**	**$12,680**	**48**	**0**	**$200**	**$12,200**	**$164,830**
1.1 Project Management and Administrative Support	4	24	44	0	0	0	48	0	84	$0	$40,240	0	0	24	0	0	0	24	$0	$9,120	8	8	8	0	$0	$6,960	0	16	0	0	$0	$4,960	0	0	$0	$0	$61,280
Meeting Responsibilities / Document Sharing & Management	4	20	20				48																														
Style Guide		4	4						24																												
Project Control Specialist Billing, Contracting, Management Support			20						60						24				24			8	8	8				16									
1.2 Kick Off Meeting / Scope of Work Refinements	**0**	**8**	**8**	**8**	**0**	**0**	**0**	**0**	**4**	**$400**	**$7,980**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**0**	**$200**	**$2,200**	**$10,180**
Project Kick Off Meeting / Scope of Work Refinements		8	8	8					4	$400																							8		$200		
1.3 Project Team Meetings and Project Manager Check Ins	**0**	**40**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$25,000**	**0**	**0**	**20**	**20**	**0**	**0**	**0**	**$0**	**$8,000**	**10**	**8**	**8**	**0**	**$0**	**$7,650**	**4**	**20**	**0**	**0**	**$0**	**$7,720**	**20**	**0**	**$0**	**$5,000**	**$53,370**
Project Team Meetings (CVAG Management / HDR Task Managers) (20 virtual)		20	20											20	20						10	8	8				4	20					20				
Project Check In Meetings (CVAG PM / HDR CM/DPM) (20 virtual)		20	20																																		
1.4 Document Review and Coordination	**0**	**0**	**6**	**0**	**0**	**0**	**30**	**0**	**0**	**$0**	**$5,400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$5,400**
Collect & Prepare Database of Information / Review Projects & Key Information			6				30																														
QA/QC and Project Oversight	**40**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$29,600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**20**	**0**	**$0**	**$5,000**	**$34,600**
QA-QC & Project Administrative Review (PARR)	40	40																															20				
TASK 2 - Outreach and Engagement	**0**	**96**	**74**	**8**	**0**	**0**	**16**	**0**	**0**	**$3,200**	**$61,150**	**4**	**0**	**56**	**24**	**0**	**0**	**0**	**$0**	**$17,680**	**8**	**0**	**0**	**0**	**$0**	**$2,760**	**32**	**28**	**16**	**0**	**$0**	**$24,840**	**72**	**0**	**$2,400**	**$20,400**	**$126,830**
2.1 Project Advisory, Stakeholder and Nexus Advisory Group Meetings	**0**	**62**	**54**	**8**	**0**	**0**	**0**	**0**	**0**	**$2,400**	**$40,950**	**4**	**0**	**24**	**24**	**0**	**0**	**0**	**$0**	**$10,960**	**8**	**0**	**0**	**0**	**$0**	**$2,760**	**32**	**28**	**16**	**0**	**$0**	**$24,840**	**56**	**0**	**$1,200**	**$15,200**	**$94,710**
Project Advisory Committee Meetings (6 in person / 4 virtual)		30	30							$1,200																	24	24	12				24				
Stakeholder and Member Agency (4 in person / 4 virtual)		24	24							$800			4		24	24																	24		$1,000		
TUMF Nexus Study Advisory Group (2 in person / 4 virtual)		8		8						$400												8					8	4	4				8		$200		
2.2 Transportation Committee and Executive Committee Meetings	**0**	**34**	**20**	**0**	**0**	**0**	**16**	**0**	**0**	**$800**	**$20,200**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**$0**	**$6,720**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**16**	**0**	**$1,200**	**$5,200**	**$32,120**
Support with Material Preparation		2	4				16																														
Meeting Attendance / Assist with Presentations (8 in person)		32	16							$800					32																		16		$1,200		
TASK 3 - Data Collection	**0**	**4**	**50**	**40**	**48**	**56**	**176**	**166**	**0**	**$40,000**	**$122,350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**12**	**32**	**80**	**$1,400**	**$25,120**	**44**	**14**	**$0**	**$12,750**	**$160,220**
3.1 Crash Data	**0**	**0**	**8**	**0**	**0**	**2**	**56**	**24**	**0**	**$0**	**$11,930**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**		**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$11,930**
Collect / Process Data & Integrate into Database			4				40																														
Review / Coordinate with LRSP & Identify Projects			4			2	16	24																													
3.2 Traffic Count Data	**0**	**0**	**8**	**0**	**32**	**2**	**40**	**24**	**0**	**$40,000**	**$56,170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**		**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$56,170**
Research Data from Available Sources (incl. Streetlight Subscription if required)			4		8					$40,000																											
Integrate Data into Database			4		24	2	40	24																													
3.3 Roadway Characteristics	**0**	**0**	**4**	**0**	**16**	**4**	**0**	**30**	**0**	**$0**	**$7,880**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**		**$0**	**0**	**12**	**32**	**80**	**$1,400**	**$25,120**	**28**	**14**	**$0**	**$8,750**	**$41,750**
Desktop Review of Current Project List / Update Database with Existing Conditions			2		8	2		20																				8	16	60	$700			16	8			
Update Database with New Project Existing Conditions			2		8	2		10																				4	16	20	$700			12	6			
3.4 Additional Analysis Criteria Data Collection	**0**	**4**	**24**	**40**	**0**	**28**	**80**	**16**	**0**	**$0**	**$34,220**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**		**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**16**	**0**	**$0**	**$4,000**	**$38,220**
Coordinate with CVAG Staff on Additional Prioritization Criteria and Data Needs		2	16	16		8																											16				
Research and Integrate Available Data Sources		2	8	24		16	80																														
Integrate Data into Database						4		16																													
3.4 Integrated GIS Platform and Database	**0**	**0**	**6**	**0**	**0**	**20**	**0**	**72**	**0**	**$0**	**$12,150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**		**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$12,150**
Develop Web-based ArcGIS Mapping			2			8		40																													
Review / Update per input from CVAG Staff			2			4		12																													
Maintenance / Updates to ArcGIS Web Data			2			8		20																													
TASK 4 - Transportation Project Prioritization Study	**0**	**81**	**198**	**62**	**0**	**480**	**0**	**224**	**44**	**$0**	**$206,280**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**40**	**16**	**0**	**$2,500**	**$18,900**	**92**	**12**	**$1,000**	**$25,500**	**$250,680**
4.1 Prioritization Methodology	**0**	**12**	**24**	**54**	**0**	**110**	**0**	**30**	**0**	**$0**	**$45,450**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**20**	**0**	**$0**	**$5,000**	**$50,450**
Develop Initial Scoring Criteria for Prioritization Categories		8	16	42		80		20																									16				
Review / Refine Scoring Criteria		4	8	12		30		10																									4				
4.2 Develop Updated Project List	**0**	**15**	**72**	**8**	**0**	**102**	**0**	**150**	**0**	**$0**	**$58,680**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**40**	**16**	**0**	**$2,500**	**$18,900**	**32**	**12**	**$1,000**	**$10,500**	**$88,280**
Complete Existing Project Review / Call for Projects		2	12			42		90																									6				
One on One Meetings		8	16																									40	16		$2,500		20		$1,000		
Draft Project List / GIS Mapping with New Project Information		2	4	8		20		60																													
Evaluation for Inclusion in the TPPS / TUMF		2	24			16																											4	12			
Refinement of Project List and Database Updates		1	16			24																											2				
4.3 Project Prioritization	**0**	**6**	**20**	**0**	**0**	**108**	**0**	**24**	**0**	**$0**	**$27,820**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**40**	**0**	**$0**	**$10,000**	**$37,820**
Divide Projects into Buildable Segments			4			28		24																									16				
Establish Initial Project Prioritization		2	8			40																											8				
Apply Refined Criteria and Prepare Updated Project Prioritization		2	4			24																											8				
Finalized Criteria and Complete Final Prioritization		2	4			16																											8				
4.4 Prepare Preliminary Draft TPPS	**0**	**24**	**32**	**0**	**0**	**60**	**0**	**0**	**16**	**$0**	**$29,420**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$29,420**
Develop Outline for Draft Report		8	8																																		
Prepare Preliminary Draft TPPS		16	24			60			16																												
4.5 Final Draft and Final TPPS	**0**	**24**	**50**	**0**	**0**	**100**	**0**	**20**	**28**	**$0**	**$44,710**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$44,710**
Review / Respond to CVAG Comments		8	16			24																															
Prepare Final Draft Report		8	16			40			16																												
Prepare Final Report / Develop Web-based Document & StoryMap Site		8	18			36		20	12																												
TASK 5 - Active Transportation Plan (ATP) - Chen Ryan	**0**	**20**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$12,500**	**70**	**0**	**372**	**380**	**720**	**150**	**0**	**$1,400**	**$297,020**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**0**	**$0**	**$2,000**	**$311,520**
5.1 Document Review & Data Collection	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$2,500**	**4**	**0**	**28**	**28**	**170**	**120**	**0**	**$700**	**$49,560**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$52,060**
Document Review		4	4									2		8	24	90	20																				
Data Collection & Online GIS Database Viewer												2		20	4	80	100		$700																		
5.2 Agency Coordination Meetings		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**0**	**60**	**60**	**0**	**0**	**0**	**$0**	**$26,720**					**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$26,720**
Agency Coordination Meetings (20)												8		60	60																						
5.3 Existing Conditions Analysis		**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$2,500**	**8**	**0**	**60**	**80**	**160**	**0**	**0**	**$0**	**$54,520**					**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$57,020**
Existing Conditions Analysis		4	4									8		60	80	160																					
5.4 Recommendation Development		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**22**	**0**	**128**	**80**	**160**	**0**	**0**	**$0**	**$73,560**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$73,560**
Goals and Objectives												2		8	10	20																					
Regional Bicycle Network & Parking Facilities												10		70	40	80																					
Pedestrian Facilities at Major Transit Hubs												10		50	30	60																					
5.5 Implementation Measures		**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$2,500**	**8**	**0**	**30**	**40**	**40**	**30**	**0**	**$700**	**$26,020**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**0**	**$0**	**$2,000**	**$30,520**
Prioritization & Buildable Segments Review and List		4	4									8		30	40	40	30		$700														8				
5.6 ATP Development		**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$5,000**	**20**	**0**	**66**	**92**	**190**	**0**	**0**	**$0**	**$66,640**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$71,640**

CVAG TPPS / RACE / TUMF and ATP - Hours and Fees	HDR												Chen Ryan Associates									Economic & Planning Systems						GHD						ZONE				
Hours Estimate by Task	Principal	Contract Manager / QA-QC	Task Manager	Sr. Planner / Sr. Engineer & Sr. Real Estate Specialist	Project Engineer	Project Planer / Economist/Sr. GIS	Assist. Engineer, Real Estate Agent, Graphics	GIS Analyst / Intern	Project Control / Technical Editor	HDR Reimb.	HDR Fee	Principal	Sr. Planner/ Modeler	Project Manager / Sr. Planner	Project Engineer / Sr. Planner	Project Planner	Intern	Project Account.	CRA Reimb.	CRA Fee	Principal	Project Manager	Project Manager	Production Staff	EPS Reimb.	EPS Fee	Technical Director	Project Manager	Planner / Engineer	Assist. Planner/ Engineer	GHD Reimb.	GHD Fee	Principal	Assistant Engineer	Zone Reimb.	Zone Fee	Total Cost
	S. Bacskin M. Hager D. Smith	D. Wilson T. Nguyen	N. Iwasaki R. Itadkar	M. Lewis-Adams J. Hernandez J. Craig	Y. Loginova A. Kemp J. Brown M. Murillo R. Duran	S. Wu S. Gaskill J. Lessard-Clouston R. Lopez A. Burvall	E. Ha M. Cerna M. Cox K. Auer J. Villegas	Varies	V. Wilderson A. Martinez K. Turner			M. Chen	M. Calandra R. Duenas	A. Prescott S. Jovanovic	H. Tyson C. Callaghan	R. Oprisko E. Sindel A. Grealish	Varies	C. Joaquin			J. Moody	E. Sullivan	C. Damle	Varies			D. Henderson	S. Latino T. Tregenza	M. Anderson/ B. Zambrano	Varies			R. Zellers	Varies			
	$ 390	$ 350	$ 275	$ 250	$ 195	$ 165	$ 125	$ 100	$ 145			$ 340	$ 255	$ 210	$ 190	$ 150	$ 90	$ 170			$ 345	$ 275	$ 250	$ 125			$ 380	$ 310	$ 250	$ 150			$ 250	$ 125			
Draft ATP		4	4									12		50	60	100																				
Final ATP		4	4									8		16	32	90																				
TASK 6 - Regional Arterial Cost Estimate (RACE) - HDR	**13**	**24**	**60**	**182**	**256**	**220**	**174**	**0**	**32**	**$0**	**$188,080**	**0**	**8**	**0**	**0**	**12**	**0**	**0**	**$0**	**$3,840**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**70**	**32**	**$0**	**$21,500**	**$213,420**
6.1 Research Unit Costs	**4**	**0**	**16**	**16**	**58**	**0**	**0**	**0**	**0**	**$0**	**$21,270**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**12**	**12**	**$0**	**$4,500**	**$25,770**
Review Existing Unit Costs			2	2	8																												4				
Develop Templates for Project Type (up to 3)	2		8	8	40																												4	12			
Present Unit Costs to PAC & Stakeholders / Refine Unit Costs	2		6	6	10																												4				
6.2 TPPS Construction Cost Estimates	**2**	**0**	**0**	**12**	**54**	**0**	**0**	**0**	**0**	**$0**	**$14,310**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$14,310**
Develop Coding for Linking Costs to Projects	2			4	32																																
Apply Costs to Projects				2	12																																
Present Construction Costs to PAC & Stakeholders / Refine Construction Costs				6	10																																
6.3 ATP Construction Cost Estimates*	**2**	**0**	**0**	**16**	**58**	**0**	**0**	**0**	**0**	**$0**	**$16,090**	**0**	**8**	**0**	**0**	**12**	**0**	**0**	**$0**	**$3,840**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**16**	**12**	**$0**	**$5,500**	**$25,430**
Develop Template for Project Types (up to 3)	2			8	30								4																				8	12			
Develop Unit Costs				2	8								4																				4				
Apply Costs to Projects				4	12											12																	2				
Present Construction Costs to PAC & Stakeholders / Refine Construction Cost for ATP				2	8																												2				
6.4 Research Unit Costs	**0**	**0**	**0**	**14**	**20**	**20**	**16**	**0**	**0**	**$0**	**$12,700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$12,700**
Establish Outside Experts (3); Conduct Meetings for Unit Costs				10	16	16	10																														
Present Unit Costs to Project Advisory Committee / Refine ROW Unit Costs				4	4	4	6																														
6.5 Estimate TPPS ROW Costs	**0**	**0**	**0**	**24**	**32**	**20**	**26**	**0**	**0**	**$0**	**$18,790**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$18,790**
Initial TPPS ROW Cost Estimates				12	20	12	10																														
Refinements to TPPS ROW Costs				8	8	4	8																														
Finalize TPPS ROW Costs				4	4	4	8																														
6.6 Estimate ATP ROW Costs	**0**	**0**	**0**	**32**	**34**	**24**	**24**	**0**	**0**	**$0**	**$21,590**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$21,590**
Initial ATP ROW Cost Estimates				16	20	16	8																														
Refinements to ATP ROW Costs				8	10	4	8																														
Finalize ATP ROW Costs				8	4	4	8																														
6.7 Total Cost	**5**	**0**	**14**	**0**	**0**	**72**	**0**	**0**	**0**	**$0**	**$17,680**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**14**	**0**	**$0**	**$3,500**	**$21,180**
Draft Total Cost	2		4			24																											8				
Evaluate and Integrate Additional Costs	2		8			40																											4				
Finalize Total Cost	1		2			8																											2				
6.8 State and Federal Funding Sources	**0**	**8**	**2**	**0**	**0**	**20**	**0**	**0**	**0**	**$0**	**$6,650**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$6,650**
Identify and Prepare Table of Potential Funding Sources		8	2			20																															
6.9 Preliminary Draft RACE	**0**	**8**	**16**	**48**	**0**	**0**	**60**	**0**	**12**	**$0**	**$28,440**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**12**	**8**	**$0**	**$4,000**	**$32,440**
Develop Outline for Draft Report		4	8	8																													8				
Prepare Preliminary Draft RACE		4	8	40			60		12																								4	8			
6.10 Final Draft and Final RACE	**0**	**8**	**12**	**20**	**0**	**64**	**48**	**0**	**20**	**$0**	**$30,560**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**16**	**0**	**$0**	**$4,000**	**$34,560**
Review / Respond to CVAG Comments		2	2	4		24																											4				
Prepare Final Draft Report		4	4	8		32	40		12																								8				
Prepare Final Report / Develop Web-based Document		2	6	8		8	8		8																								4				
TASK 7 - TUMF Nexus Study (EPS / CR Associates)	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$200**	**$12,800**	**0**	**56**	**0**	**0**	**76**	**0**	**0**	**$0**	**$25,680**	**112**	**0**	**182**	**6**	**$0**	**$84,890**	**0**	**0**	**0**	**0**	**$0**	**$0**	**4**	**0**	**$0**	**$1,000**	**$124,370**
7.1 Establish TUMF Parameters and Assumptions	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$1,400**	**0**	**24**	**0**	**0**	**32**	**0**	**0**	**$0**	**$10,920**	**14**	**0**	**18**	**0**	**$0**	**$9,330**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$21,650**
Travel Demand Model Updates													16			16					2		4														
Review of Land Use and Fee Categories													8			16					2		2														
Review other Funding Resources and Programs																					4		4														
Program Development and Implementation		4																			6		8														
7.2 Identify Eligible Transportation Projects and Costs	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$2,800**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**4**	**0**	**8**	**0**	**$0**	**$3,380**	**0**	**0**	**0**	**0**	**$0**	**$0**	**4**	**0**	**$0**	**$1,000**	**$7,180**
Refine Project List to Adhere to Nexus Requirements		4																			2		4										2				
Finalize Project List		4																			2		4										2				
7.3 Apply Travel Demand Model to Calculate Maximum Fee	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$2,800**	**0**	**16**	**0**	**0**	**20**	**0**	**0**	**$0**	**$7,080**	**26**	**0**	**42**	**0**	**$0**	**$19,470**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$29,350**
Travel Demand Modeling													8			8					10		20														
Integration of Model Results with Fee Estimates		4											4			8					8		12														
Develop List of Projects Eligible to be Funded		4											4			4					8		10														
7.4 Evaluate Economic and Funding Implications	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$1,400**	**0**	**16**	**0**	**0**	**24**	**0**	**0**	**$0**	**$7,680**	**16**	**0**	**42**	**0**	**$0**	**$16,020**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$25,100**
Peer Review of Fee Programs																					6		20														
Calculate TPPS Based Fee		2											8			16					4		12														
Refinements to Fee / Justification													8			8					2		4														
Identification of Additional Funding Programs		2																			4		6														
7.5 Meetings, Deliverables, and Presentations	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$200**	**$4,400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**52**	**0**	**72**	**6**	**$0**	**$36,690**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$41,090**
Draft TUMF Nexus Study		2																			24		36														
Final Draft / Final Nexus Study		2																			12		18	4													
CVAG Focused Group Meetings / Presentation Materials		8								$200											8		8	2													
Identification of Additional Funding Programs																					4		6														
Implementation Support																					4		4														

CVAG TPPS / RACE / TUMF and ATP - Hours and Fees

Hours Estimate by Task	HDR											Chen Ryan Associates									Economic & Planning Systems						GHD						ZONE				
	Principal	Contract Manager / QA-QC	Task Manager	Sr. Planner / Sr. Engineer & Sr. Real Estate Specialist	Project Engineer	Project Planer / Economist/Sr. GIS	Assist. Engineer, Real Estate Agent, Graphics	GIS Analyst / Intern	Project Control / Technical Editor	HDR Reimb.	HDR Fee	Principal	Sr. Planner/ Modeler	Project Manager / Sr. Planner	Project Engineer / Sr. Planner	Project Planner	Intern	Project Account.	CRA Reimb.	CRA Fee	Principal	Project Manager	Project Manager	Production Staff	EPS Reimb.	EPS Fee	Technical Director	Project Manager	Planner / Engineer	Assist. Planner/ Engineer	GHD Reimb.	GHD Fee	Principal	Assistant Engineer	Zone Reimb.	Zone Fee	Total Cost
	S. Bacskin M. Hager D. Smith	D. Wilson T. Nguyen	N. Iwasaki R. Itadkar	M. Lewis-Adams J. Hernandez J. Craig	Y. Loginova A. Kemp J. Brown M. Murillo R. Duran	S. Wu S. Gaskill J. Lessard-Clouston R. Lopez A. Burvall	E. Ha M. Cerna M. Cox K. Auer J. Villegas	Varies	V. Wilderson A. Martinez K. Turner			M. Chen	M. Calandra R. Duenas	A. Prescott S. Jovanovic	H. Tyson C. Callaghan	R. Oprisko E. Sindel A. Grealish	Varies	C. Joaquin			J. Moody	E. Sullivan	C. Damle	Varies			D. Henderson	S. Latino T. Tregenza	M. Anderson/ B. Zambrano	Varies			R. Zellers	Varies			
	$ 390	$ 350	$ 275	$ 250	$ 195	$ 165	$ 125	$ 100	$ 145			$ 340	$ 255	$ 210	$ 190	$ 150	$ 90	$ 170			$ 345	$ 275	$ 250	$ 125			$ 380	$ 310	$ 250	$ 150			$ 250	$ 125			
TASK 8 - Regional Logistics Impact and Mitigation Study (HDR, EPS, CR Associates)	**0**	**14**	**26**	**36**	**52**	**156**	**140**	**0**	**16**	**$0**	**$76,750**	**0**	**56**	**0**	**0**	**16**	**0**	**0**	**$0**	**$16,680**	**30**	**95**	**0**	**4**	**$0**	**$36,975**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$130,405**
8.1 Regional Logistics Assessment	**0**	**8**	**0**	**18**	**0**	**44**	**0**	**0**	**8**	**$0**	**$15,720**	**0**	**56**	**0**	**0**	**16**	**0**	**0**	**$0**	**$16,680**	**12**	**34**	**0**	**2**	**$0**	**$13,740**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$46,140**
Inventory Existing Land Use		2		4		12							8			16					4	10															
Identify / Integrate Growth Areas into Forecast Model				4									16								2	2															
Identify Existing and Future Truck Routes				2		8							8								2	2															
Identification of Additional Funding Programs		2											8								4	12															
Technical Report		4		8		24			8				16									8		2													
8.2 Logistics Impacts and Mitigation	**0**	**0**	**10**	**2**	**28**	**88**	**116**	**0**	**8**	**$0**	**$38,890**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**21**	**0**	**0**	**$0**	**$5,775**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$44,665**
Existing Baseline Conditions				2	12	24	8															8															
Transportation Analysis with Growth			4		4	20	48															1															
Identification of Project Needs / Improvements			4		4	20	60															4															
Technical Report			2		8	24			8													8															
8.3 Cost and Funding Analysis	**0**	**4**	**0**	**16**	**24**	**0**	**24**	**0**	**0**	**$0**	**$13,080**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**10**	**18**	**0**	**0**	**$0**	**$8,400**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$21,480**
Project Cost Estimation		2		8	24		24															2															
Funding Analysis		2		8																	10	16															
8.4 Technical Study and Nexus Study Integration	**0**	**2**	**16**	**0**	**0**	**24**	**0**	**0**	**0**	**$0**	**$9,060**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**	**$0**	**8**	**22**	**0**	**2**	**$0**	**$9,060**	**0**	**0**	**0**	**0**	**$0**	**$0**	**0**	**0**	**$0**	**$0**	**$18,120**
Gap Report		2	16			24															4	10		2													
Integration into TUMF program																					4	12															
TOTAL	**57**	**387**	**526**	**336**	**356**	**912**	**584**	**390**	**180**	**$43,800**	**$788,130**	**74**	**120**	**472**	**424**	**824**	**150**	**24**	**$1,400**	**$378,020**	**168**	**111**	**198**	**10**	**$0**	**$139,235**	**36**	**116**	**64**	**80**	**$3,900**	**$81,540**	**338**	**58**	**$3,600**	**$95,350**	**$1,482,275**

ITEM 9a

2024/2025 EXECUTIVE COMMITTEE ATTENDANCE ROSTER

CVAG JURISDICTION	JUL	AUG	SEP	OCT	NOV(Dec)*	DEC	JAN	FEB	MAR	APR	MAY(JUN)	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	-	-	✓	-		-	-	✓	-	-	-	-
Cabazon Band of Mission Indians	-	-		-	✓	-	-	✓	-	-	-	-
Torres Martinez Desert Cahuilla Indians	-	-	✓	-		-	-	✓	-	-	-	-
Twenty-Nine Palms Band of Mission Indians	-	-		-		-	-		-	-	-	-

Absent	
No Meeting	-
Present	✓

*This was a joint meeting with the Transportation Committee.

ITEM 9b

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Regional Transportation Project Status Report**

Contact: Julie Mignogna, Transportation Program Manager (jmignogna@cvag.org)

Recommendation: Information

Background: CVAG staff provides regular updates to the Transportation and Executive Committees on regionally significant projects through project status reports. The project status updates have previously included three separate documents with updates for the following regional programs:

- Interchange Preparation Fund
- Bicycle and Pedestrian Safety Program
- Regional Arterial Program

In February 2025, staff consolidated these separate program updates into one comprehensive document for ease of review. This Regional Project Status Report includes the latest updates organized by project type: interchange, bridge, arterial, and active transportation projects led by CVAG member jurisdictions and CVAG.

Fiscal Analysis: There is no further impact to budgets for this action. Funding for these projects has been budgeted through the project phase indicated and secured through various funding sources.

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Regional Transportation Project Status Report

4/23/2025

Project Description	Lead Agency	CVAG Funded					Status
		PSR	PA/ED	PS&E	ROW	CON	
Interchanges							
Avenue 50 @ 86S	COA						CVAG approved funding for PS&E & ROW. Separate agenda item included for consideration of Amendment No. 2
Avenue 50 @ I-10	COA						PS&E contract underway.
Jackson Street @ I-10	COR						PA/ED completed. 95% Plans are being prepared. ROW acquisition now underway.
Monroe Street @ I-10	COR						PA/ED completed. 100% plans being prepared. ROW acquisition underway. Additional funding being pursued.
Portola Avenue @ I-10	COR						Caltrans agreed to shelve. Suspend until funding for ROW, utilities and construction is obtained.
Interchange Preparation Fund Projects							
Da Vall Drive @ I-10	CC						PSR complete. Project on-hold until funding for next phase is available.
Dillon Road @ I-10 & SR86	TNP						PSR complete. PA&ED complete. Close out for project with City of Coachella. Twenty Nine Palms Tribe of Mission Indians has become lead agency.
Golf Center Parkway @ I-10	Indio						PSR on hold.
Arterial Links							
Avenue 48 (Van Buren St to Dillon Rd)	COR						Construction complete pending completion of minor punch list items.
Avenue 50 (Calhoun St to Harrison St)	COA						PS&E & ROW underway.
Avenue 50 (Jefferson St to Jackson St)	Indio						Design and environmental phase underway.
Date Palm Drive (I-10 to Varner Rd)	CC						Phase II is completed. PS&E for Phase III is underway.
Varner Road (Palm Drive to Date Palm Drive)	CC						PS&E is underway.
Jackson Street Widening (Ave 49 to Ave 52)	Indio						Phase I (widening CON) underway and expected to be complete August 2025. Phase II (undergrounding, signals, sidewalk CON) expected late 2025.
Jefferson Street (Ave 38 to Sun City Blvd)	Indio						PA/ED phase underway.
Madison Street (Highway 111 to Ave 48)	Indio						Project Complete.
Bridges							
Airport Boulevard Bridge	COR						CVAG Executive Committee approved funding from design to construction.
Avenue 44 Bridge over WWR	Indio						Environmental cleared. ROW cleared. Under construction.
Avenue 50 Bridge over WWR	COA						PS&E & ROW underway.
Avenue 50 Bridge over LQEC	LQ						Project in PS&E phase.
Avenue 66 Grade Separation over UPRR	COR						Caltrans closing out.
Dillon Road over WWR	TNP						CEQA and NEPA complete. Twenty Nine Palms Tribe of Mission Indians has become lead agency.
Dune Palms Road Bridge over WWR	LQ						Construction substanitally complete. Contractor performing punch list items.
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						Final design submitted to RCFC&WCD for approval. Pending RCFC&WCD permit for ROW Certification
Indian Canyon Drive (Garnet Incl. RR Crossing)	PS						Project in construction. Schedule delayed due to environmental conditions. Construction has resumed.
Ramon Road Bridge	PS						ROW ongoing and plans being updated to latest Caltrans Standards
South Palm Canyon Drive Bridge over Tahquitz Creek	PS						Project in construction.
Vista Chino Bridge over WWR	PS						Project is in PA/ED phase. Extensive negotiations with SCE for utility relocation.
Regional Projects							
Broadband Strategic Plan	CVAG						Market Assessment, Needs Assessment, and Gap Analysisare complete. High Level Design has started. Project completion extended to December 2025.
CV Link - Mecca/North Shore Extension	CVAG						Contract authorization requested as part of a separate agenda item
CV Sync - Phase I	CVAG						Executive Committee authorized CVAG to file the Notice of Completion June 2023.
CV Sync - Phase II	CVAG						Project construction 65% complete.
CV Sync - Phase III & I-10 Bypass Study	CVAG						Draft Feasibility Study Report,in progress and CV Sync preliminary plans under review.
Flooding and Blowsand - ACCESS Indian Canyon Drive	CVAG						Revised Hydraulic Models and Hydrology Report were submitted to CVWD for approval.
Flooding and Blowsand - Varner Road	CVAG						Final Traffic Operations, Hydrologic, and Hydraulic Reports were completed.
Flooding and Blowsand - Access Study	CVAG						Final Report Submitted on November 25, 2024.
Transportation Project Prioritization Study Update	CVAG						Contract authorization requested as part of a separate agenda item
Active Transportation Projects		**Grant Funded**					
ATP - Arts & Music Line	CVAG						NEPA approved in May 2024. ROW acquisition underway. Design nearing 100% complete. Construction award anticipated in Q1 2026.
ATP - Cathedral City Downtown Connectors	CC						Restriping bike lanes on E. Palm Canyon is complete. Date Palm Drive Widening is complete. Construction is expected to be complete by May 2025 for Cathedral Canyon Sidewalks and Multiuse Trail.
ATP - DHS CV Link Extension	DHS						PS&E 90% complete.
CV Link	CVAG						Several segments substantially complete. Total project completion expected in June 2025.
CV Link - Community Connector (Coachella)	CVAG						Contract authorization requested as part of a separate agenda item
CV Link - Community Connector (Cathedral City)	CC						Cathedral City completing construction of Community Connector at Esperanza Park by June 2025.

COR-County of Riverside, RM-Rancho Mirage, IW-Indian Wells, PD-Palm Desert, PS-Palm Springs, CC-Cathedral City, COA-Coachella LQ-La Quinta, TNP-Twenty Nine Palms Band of Mission Indians
Other Acronyms: PA/ED = 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, RCFC = Riverside County Flood Control

CVAG Funded Phase Legend	
PSR	Project Study Report
PA/ED	Preliminary Engineering / Environmental Document
PS&E	Plans Specifications & Estimates
ROW	Right of Way
CON	Construction

ITEM 9c

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Additional funding for the Interstate 10/Monroe Street Interchange Project**

Contact: Jonathan Hoy, Director of Transportation (jhoy@cvag.org)

Recommendation: Information

Background: In April 2017, the California State Legislature passed, and Gov. Jerry Brown signed into law Senate Bill 1, increasing funding for transportation in California by approximately $5 billion annually. Included in SB 1 is a new funding program, Local Partnership Program (LPP), funded at $200 million annually. LPP is designed to reward and incentivize local and regional agencies to go to voters for approval of fees and taxes for which the revenues are dedicated solely to transportation.

The California Transportation Commission (CTC), which has implementing authority for the LPP, has adopted guidelines for administration of LPP funds. On August 2, 2024, the CTC adopted guidelines for the LPP distribution for fiscal years 2025-26 and 2026-27.

In the current formula funding cycle, covering both through 2027, Riverside County is receiving approximately $6.8 million annually by formula. The following table illustrates how LPP Formula funds would be distributed based on share of taxable sales in Riverside County.

LPP Formula funding distribution in Riverside County by share of taxable sales

Fiscal Year	Riverside County Formula Share	% of Western County Taxable Sales	Western County LPP Formula $	% of Eastern County Taxable Sales	Eastern County LPP Formula $
2017/2018	$6,810,000	77.30%	$5,263,898	21.12%	$1,506,070
2018/2019	6,810,000	77.62%	5,286,211	21.84%	1,487,615
2019/2020	7,042,000	78.00%	5,492,577	21.49%	1,513,319
2020/2021	6,495,000	78.12%	5,355,689	21.45%	1,470,508
2021/2022	6,856,000	78.14%	5,075,391	21.42%	1,391,170
2022/2023	6,495,000	80.03%	5,197,949	19.49%	1,265,876
2023/2024	7,044,000	TBD	*5,637,313*	TBD	*1,406,687*
2024/2025	7,044,000	TBD	*5,637,313*	TBD	*1,406,687*
2025/2026	6,882,000	TBD	*5,507,665*	TBD	*1,374,335*
2026/2027	6,835,000	TBD	*5,470,051*	TBD	*1,364,950*
TOTAL	**$68,313,000**	**TBD**	***$53,924,056***	**TBD**	***$14,187,217***

To date, RCTC has programmed the entire share of Riverside County's LPP Formula funds on western county projects. On December 5, 2022, the CVAG Executive Committee approved a memorandum of understanding between CVAG and RCTC that was designed to determine a fair share of multiple funding sources. The MOU identified that in order to address LPP in the future, the

next two-year cycle (FY25/26 to FY26/27) of LPP formula funds – with approximately $14 million available – could be completely allocated toward the Interstate 10/Monroe Street interchange project.

On September 30, 2024, the Executive Committee gave the green light for the complete allocation of formula funds amounting to approximately $14 million for the Interstate 10/Monroe Street initiative. Following this, the County and Indio collaborated with the project consultant to create the official nomination package in alignment with the guidelines established by the CTC for RCTC to submit on behalf of the project.

On March 21, 2025, the CTC awarded $14,263,000 of formulaic LPP funds to the Interstate 10/Monroe Street project

Fiscal Analysis: The allocation of LPP funding for this project will commit an extra $14,263,000 in state funds, thereby lessening the local contribution usually handled by CVAG and its member jurisdictions.

On March 27th, the City of Indio released a new cost estimate reflecting their fully developed design plan. The total cost for all phases of the Interchange project is currently projected to be $175 million.

On December 5, 2022, CVAG approved $30,847,500 in regional funds for the Interstate 10/Monroe Street Interchange. The CVAG team has been working together with the City, County, and RCTC to find additional funding sources. This included a decision made in September 2023 to allocate almost $6.8 million from the available State Transportation Improvement Program (STIP) funds. There's also another funding opportunity through SCAG's ongoing call for project nominations, which is due on May 16, 2025. Projects that are nominated successfully will obtain federal funding via the Surface Transportation Block Grant (STBG) Program. The City of Indio intends to put forward a nomination for the Interstate 10/Monroe Street Interchange project. SCAG is scheduled to announce their approved projects in November 2025.

ITEM 9d

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Conflict of Interest Guidance**

Contact: Elysia Regalado, Management Analyst (eregalado@cvag.org)

Recommendation: Information

Background: On occasion, CVAG's committee members have asked about the rules and regulations surrounding conflicts of interest during voting. By outlining essential guidelines, this staff report aims to serve as a refresher and provide members with the information needed to make informed and ethical decisions.

A full guidance report from Best Best & Krieger is provided as an attachment. Some key highlights:

- *Real Property Conflicts:* Ownership of property within 500 feet of a subject property under consideration constitutes a presumed conflict. Please note that property within more than 500 feet can still create a conflict of interest under certain circumstances. Committee members must recuse themselves from discussions and voting on matters affecting property.
- *Financial Contributions:* Campaign contributions of $500 or more, within 12 months before and after a proceeding, from an individual or entity involved in a matter being deliberated are considered a conflict, subject to certain exceptions. Disclosure of such contributions is mandatory, and Committee members must abstain from participating in related votes.
- *Personal Financial Interests:* Committee members should recuse themselves if they have any financial interest, including ownership of real property, business investments, personal income, or spousal income.
- *Dual Roles and Serving on Other Boards:* Committee serving in dual roles or on other boards do not need to recuse themselves unless the matter involves real estate negotiations or potential litigation discussed in a closed session. Transparency and documentation of dual roles are encouraged to avoid the appearance of bias.
- *Disclosure and Recusal Procedures:* Committee members are required to disclose conflicts of interest to document recusal decisions. Recusal includes leaving the room during deliberations and avoiding any participation in the matter under discussion.

Fiscal Analysis: There is no fiscal impact for this informational update

Attachment: Best Best & Krieger 2024 Key Insights Into Open Government & Ethics- *Avoiding Financial Conflicts- Should I Participate in this Decision?*



Avoiding Financial Conflicts of Interest — Should I Participate in this Decision?

The Political Reform Act of 1974 (Gov. Code Sections 81000–91014) forms the foundation for California's financial conflict of interest laws for public officials. The purpose is to cover both actual and apparent conflict of interest situations between a public official's private interest and their public duties.

The basic rule is that no public official shall make, participate in making, or in any way attempt to use their official position to influence a governmental decision if they know, or have reason to know, that they have a financial interest in the decision.

Who Should Avoid Financial Conflicts of Interest?

All decision-making public officials for local government agencies which includes every member, officer, and employee of a local government agency, as well as consultants to a local agency who meet certain criteria. Public officials may also include members of public agency boards, councils, commissions, and committees with decision-making authority.

If you are a public official who may make, participate in making, or in any way influence a public agency decision, this resource will help determine whether you have a potential financial conflict of interest that has to be addressed.

Do I Have a Financial Conflict of Interest Under the Political Reform Act?

Before making a decision or discussing a future decision of your public agency, try to answer the following questions:

1. Will you be "participating in a decision?"

You are "participating in a decision" of your public agency by doing any of the following:

- **Making an actual decision —** Voting, making an appointment, or taking an action that obligates or commits your public agency.
- **Contributing to the decision-making process —** Making a recommendation or participating in negotiations about the public agency decision.
- **Influencing the decision —** Making your position known, discussing the decision with other agency officials, providing reports, or influencing others (such as staff or consultants) who are involved in the decision-making process.

2. Does the decision affect one or more of your "financial interests?"

A financial conflict of interest can exist if the public agency decision you are participating in affects (positively or negatively) any of your "financial interests" as described in the Act and listed here:

- **Business Interest:** Any for-profit business entity in which you or your immediate family (spouse and dependent children) have a direct or indirect investment worth $2,000 or more. You also have a financial interest in any business in which you are an employee, manager, officer, director, owner, partner or trustee, regardless of whether you have an investment or receive income from the entity.
- **Source of Gross Income:** A public official has a financial interest in any source of income that is either received by or promised to the official and totals $500 or more in the 12 months before the decision. Income is very broadly defined as "a payment received" with few exceptions. Examples of income include salary, wage, advance, dividend, interest, rent, proceeds from any sale, gift, loan, forgiveness or payment of debt, or community property interest in income of a spouse. The FPPC regulations make it clear that a conflict of interest results whenever either the amount or the source of an official's income is materially affected by a decision. Also, a decision that foreseeably will materially affect an official's employer would generally necessitate a disclosure and disqualification, even if the amount of income received by the official was not affected. Common exclusions from income include loans from commercial lending institutions in the ordinary course of business made on terms available to the general public, campaign contributions, government salaries and benefits, monetary inheritances, and alimony or child support payments.
- **Gift Interest:** Any gift(s) — cash, goods or services — promised or given to you in the past 12 months by a person, business, or other entity totaling $590 or more in value. The dollar limit is adjusted biennially in odd-numbered years based on the Consumer Price Index (CPI).
- **Real Property Interest:** Any real property interest, including ownership, mortgage, lease, easement or license, or option to acquire such interest in real property, located in the public agency's jurisdiction owned directly or indirectly by you or your immediate family if the fair market value of the real property interest is $2,000 or more. Month-to-month tenancies are not considered an interest in real property. Interest in real property also includes a pro rata share of a business entity's real property or trust in which the public official or immediate family owns, directly or indirectly, a 10 percent interest or greater.

- **Personal Financial Interest:** Any personal expense, income, asset, or liability of you or your immediate family (spouse and dependent children).

3. Will the public agency decision have a reasonably foreseeable "material financial effect" on any of your financial interests?

Participation in a decision that affects your financial interest creates a conflict of interest only if it is reasonably foreseeable (a realistic possibility) and the effect is "material."

In general, if the financial effect can be recognized as a realistic possibility and more than hypothetical or theoretical, it is reasonably foreseeable. If the financial result can be expected only in extraordinary circumstances not subject to the public official's control, it is not reasonably foreseeable. In determining whether a governmental decision will have a reasonably foreseeable financial effect on a financial interest other than an interest explicitly involved, described above, the following factors should be considered:

a. The extent to which the occurrence of the financial effect is contingent upon intervening events.

b. Whether you should anticipate a financial effect on your financial interest as a potential outcome under normal circumstances when using appropriate due diligence and care.

c. Whether you have a financial interest that is of the type that would typically be affected by the terms of the governmental decision.

d. Whether the governmental decision will provide or deny an opportunity, or create an advantage or disadvantage for one of your financial interests, including whether the financial interest may be entitled to compete or be eligible for a benefit resulting from the decision.

This is not an exclusive list of all the relevant facts that may be considered in determining whether a financial effect is reasonably foreseeable.

"Material" means important or significant, and often depends upon whether or not the interest is explicitly involved. For each financial interest you identified as potentially affected by the decision, review the corresponding analysis below to determine whether the effect is material.

- **Business, Source of Income, and Gift Financial Interests —** Explicitly Involved: If your financial interest is explicitly involved (i.e., the subject of or a named party in the decision), the financial effect of the decision on your financial interest is presumed to be material unless you can demonstrate that the decision will not have a financial effect on your financial interest.
- **Business, Source of Income, and Gift Financial Interests —** Not Explicitly Involved: A reasonably foreseeable financial effect on a business entity is material if it results in 1) a change in gross revenues or in the value of assets or liabilities by at least $1 million or 5 percent of annual gross revenues, or 2) a change in business expenses of $250,000 or more or of 1 percent of annual gross revenues and the change is at least $2,500; or if the business entity owns property that is the subject of the decision or would be substantially effected by the decision.
- **Real Property Interest —** Explicitly Involved: When your real property interest is explicitly involved in a public agency decision, the reasonably foreseeable financial effect is presumed material. A real property interest is explicitly involved when the decision includes matters such as the property's zoning, annexation, sale, lease, licensed or permitted use, taxes, fees, or improved services to the property.
- **Real Property Interest —** Not Explicitly Involved: When the real property is not explicitly involved, a decision's reasonably foreseeable financial effect is presumed material if, among other things, any part of the property in which you have a financial interest is within a 500-foot radius of the real property involved in the decision, unless it is clear the decision will not have a measurable impact on your property. If your property is located more than 500 feet, but less than 1,000 feet, from the property line of the property involved in the decision, the financial effect is material if the decision would have certain specified impacts, such as changing the parcel's view, noise or traffic level, development or income-producing potential, best use, character, or market value.

  If the real property in which you have a financial interest is 1,000 feet or more from the property involved in the decision, the financial effect of the decision on your real property interest is presumed not to be material unless the specific circumstance of the decision and the nature of your property interest make it reasonably foreseeable that the decision will have a significant financial effect on your real property interest. Factors include the development potential of the property, use of the property, and character of the neighborhood.

- **Real Property Interest —** Leasehold Interest: If you have a leasehold interest in real property as opposed to an ownership interest, your leasehold interest in the property is material if the decision changes the termination date of the lease, affects the potential rental value of the property, changes your actual or legally allowable use of the property, or impacts your use and enjoyment of the property
- **Personal Financial Interest:** The financial effect of a decision on your personal financial interest is material if the decision may result in you or your immediate family member receiving a financial benefit or loss of $500 or more in any 12-month period due to the decision.

5. Does the decision affect your financial interests differently from the "public generally?"

Even if you answered "yes" to the first three questions, you have a financial conflict of interest only if the decision affects you differently from the public in general. The financial effect of a decision is indistinguishable from its effect on the public generally if you establish that a significant segment of the public is affected and the effect on your financial interest is not unique compared to the effect on the significant segment.

A significant segment of the public is at least 25 percent of:

- **Business Interest —** All businesses or nonprofit entities within your jurisdiction.
- **Real Property Interest —** All real property, commercial real property, or residential real property within your jurisdiction.
- **Individuals —** All individuals within your jurisdiction.

  If you are elected to represent a specific district/area in the public agency, your "jurisdiction" is that district/area; otherwise, your jurisdiction is the agency's jurisdiction.

  A significant segment of the public is at least 15 percent of residential property within your agency's jurisdiction if the only interest you have in the decision is your primary residence.

  Specific rules exist for special circumstances involving public service and utility charges, general use or licensing fees, decisions with limited neighborhood effects, rental properties, required representative interests as part of a board or commission membership, states of emergency, and governmental interests.

What Should I Do if a Financial Conflict Exists?

1. Do not participate in the decision.

If you answered "Yes" to all four questions above, you most likely have a financial conflict of interest and you are prohibited from participating in the decision-making process. Do not participate in the discussion or render any opinion or advice, and do not act in any way that might influence the decision.

2. Disclosure and recusal are required.

State law requires you to publicly disclose your financial conflict of interest on the record and excuse yourself from the meeting while the matter is being considered in open session. You generally do not have to excuse yourself on consent calendar items unless the item is pulled, but must publicly disclose the type of your financial interest (i.e., business entity, real property, etc.) that gives rise to the conflict of interest.

3. Do not commit violations of the Political Reform Act (PRA)

Violation of the PRA can result in administrative fines, civil penalties, and criminal sanctions.

Other Conflict of Interest Laws

Two other key financial conflict of interest laws apply to public officials that you may encounter as either a board or council member, public employee, or consultant in the decision-making process:

1. Self-Interested Contracts (Government Code Section 1090)

This key law prohibits you, as a local official or employee, from voting on, discussing, or negotiating a proposed contract or sale with your public agency if you could receive some financial gain or loss from the contract or sale. Even if you abstain as a board or council member, the entire board or council is prohibited from entering into the contract unless an exception applies. Any contract signed by a public agency board or council in violation of Section 1090 is void. The rule is different if you are a decision-making employee not on the board or council. A public agency employee may disclose their financial interest in the public agency contract and be disqualified from any involvement, allowing the board or council to enter the contract legally. Violation of this law will void the contract or sale and may result in permanent forfeiture of office for elected officials. There are limited exceptions to this law that are beyond the scope of this resource.

2. Campaign Contributions (Government Code Section 84308)

If you are a directly elected or appointed public official, this law (known as the Levine Act) prohibits you from participating in proceedings involving licenses, permits, or other entitlements for use that affect a person, business, or other entity from which you have received a campaign contribution of more than $250 within the preceding 12 months, and requires you to disclose on the record the receipt of any such contribution. In addition, this law prohibits you from accepting campaign contributions of more than $250 from a party or participant in the proceeding for 12 months after a final decision is rendered in a proceeding.



Conflict in Government Contracts — Government Code Section 1090

Generally, government officials or employees with personal financial interests in a government contract cannot participate in or influence the creation of that contract. California Government Code section 1090 ("Section 1090") prohibits members of the Legislature, state, county, district, judicial district, and city officers or employees (and certain consultants) from having a financial interest in any contract made by them in their official capacity or by any governmental body or board of which they are members.

A contract made in violation of Section 1090 carries with it serious consequences. With certain exceptions for independent contractors, a willful violation is punishable as a felony and the offending person may be banned from office for life. Prosecutors and the Fair Political Practices Commission (FPPC) can sue for civil penalties or impose administrative fines. Contracts made in violation of Section 1090 are void, even when the contract is to the advantage of the government agency. All benefits flowing from the contract obtained by the non-government entity may be restored to the agency (disgorged) without any offset to the other contracting party for goods or services provided.

Members of state or local governing bodies and state or local employees are generally subject to Section 1090. Consultants of an agency may be subject to Section 1090 if they have responsibilities for contracting decisions, act in a "staff capacity," or are otherwise involved in the making of a government contract unless they fall under the exceptions outlined in Section 1097.6. If you believe that Section 1090 may apply to your situation, you should engage qualified legal counsel to help you navigate these issues.

Do I Have a Disqualifying Conflict of Interest Under Section 1090?

The FPPC is the state body responsible for ensuring that California state and local governments operate ethically under the requirements of the Political Reform Act. The FPPC applies a six-step analysis to determine whether an official or employee has a disqualifying conflict of interest under Section 1090.

1. Is the official or employee subject to the provisions of Section 1090?

All state, county, district, judicial district and city officers and employees are subject to the law. Independent contractors may be subject to Section 1090 as well unless they fall under the exceptions outlined in Section 1097.6, which went into effect on January 1, 2024. Now, independent contractors who enter into a contract with a public agency to perform one phase of a project and seek then to enter into a subsequent contract for a later phase of the same project are not "officers" under Section 1090 if their duties and services related to the initial contract did not include assisting the public agency with any portion of a request for proposals,

request for qualifications, or any other subsequent or additional contract with the agency. However, even if independent contractors assist the public agency with contracting matters, they may enter into a subsequent contract with the public agency for a later phase of the same project so long as: (1) their prior participation during an initial stage of a project was limited to conceptual, preliminary, or initial plans or specifications; and (2) all bidders or proposers for the subsequent contract have access to the same information, including all conceptual, preliminary, or initial plans or specifications.

2. Does the decision or action at issue involve a contract?

One looks to general principles of contract law to determine whether a contract is involved in a process or decision. Sections 1090 and 1097 require that all transactions be viewed in a broad manner and avoid narrow and technical definitions of "contract." Under this law, "a contract" includes a request for proposal, MOU, construction contract, lease or other real property agreements, purchase orders and agreements, any exchange of goods or services for consideration whether in writing or not and grants of money or property or other things of value. Generally, a contract exists when two or more parties agree to exchange goods or services with the expectation that each will receive something of value in return.

3. Is the official or employee participating in the making of a contract?

"Making a contract" is broadly construed and includes any participation in the making of the contract including, but not limited to involvement in preliminary discussions, negotiations, compromises, reasoning, planning, drawing of plans and specifications, solicitation for bids and other actions. The understanding of "participation" is very broad and requires careful analysis. Also, in relation to a public body, such as a city council or district board, when members of a public board, commission or similar body have the power to execute contracts, each member is presumed to be involved in the making of all contracts by his or her board regardless of whether the member actually participates in the making of the contract. The presence of one person with a financial conflict of interest in a contract prevents the entire body from acting on that contract. Thus, when council or board members are involved, it is irrelevant whether or not they recuse themselves from the decision because the law usually presumes that the official was involved in entering the contract.

4. Does the official or employee have a "financial interest" in the contract?

A person has a financial interest in a contract if he or she might profit or suffer a loss from the contract in any way. Said another way, any kind of financial impact – good or bad – causes a conflicting financial interest. The impact need not even be certain. Although Section 1090 does not specifically define "financial interest," the term is liberally and broadly construed to include indirect, as well as direct interests. An indirect interest often arises when an official or employee has a business or financial relationship with a person or entity who is contracting with the government entity. A person is conflicted under Section 1090 when their financial interest might in any way prevent the person from exercising absolute loyalty and undivided allegiance to the best interests of the public agency. Any separate, personal interest of an officer or employee in a government-made contract may constitute an indirect interest. An official has a conflict of interest when that official's spouse has a financial interest in the making of the contract. This is because the law presumes that an official is financially interested in his or her spouse's income or financial interest.

5. Does either a "remote interest" or non-interest apply?

By law, there are various statutory exceptions to Section 1090's prohibition against an entire board or agency making a contract. Where the financial interest involved is deemed a "remote interest," as defined in Section 1091, the contract may be made if: 1) the officer in question discloses his or her financial interest in the contract to the public agency, 2) such interest is noted in the entity's official records and 3) the officer abstains from any participation in the making of the contract.

Section 1091 provides a list of 16 "remote interests." These provisions are complex and one should not rely on the application of these exceptions without first consulting with counsel or seeking the advice of the FPPC.

Non-interests apply to all persons covered by Section 1090: Non-interests are set forth in Section 1091.5. There are 13 of these statutory non-interests. In essence, these constitute a legislative recognition that certain financial interests are so remote or speculative as to not require disqualification from participating in the making of a contract, or which are designed to serve or accommodate some other public policy, such as one's interest in one's own salary from a government entity or the receipt of public

services. A non-interest means a person is not disqualified from participating in the making of a contract. Some non-interests do still require the official to disclose the interest in the official records. Again, as with "remote interests," these non-interest exceptions are complex and one should seek the advice of legal counsel or the FPPC before relying on one of these statutory exceptions.

6. Does the Rule of Necessity apply?

The Rule of Necessity applies only to government entities, not individuals. In very limited circumstances, a Rule of Necessity has been applied to allow the making of a contract that Section 1090 would otherwise prohibit. Under the Rule of Necessity, a government agency may acquire an essential good or service in an emergency when to delay the contract would be to the public detriment, or when no source other than that which triggers the conflict is available. When the Rule of Necessity applies, due to a conflict with an official on a multi¬member board or body, the interested official must abstain from any participation in the decision.

What Are the Consequences if Section 1090 is Violated?

- With certain exceptions for independent contractors, a willful violation or aiding and abetting a willful violation of Section 1090 is punishable as a felony and carries a sentence of up to three years in state prison and a lifetime ban from holding office.
- A prosecutor or the FPPC can bring a civil action to collect civil fines of up to $10,000 or three times the amount of the benefit received under the contract.
- The FPPC can impose administrative fines of up to $5,000 per violation.
- The contract is void and suit may be brought to have the contract declared void.
- All proceeds, payments and profits received or obtained as a result of the contract must be returned to the government entity.
- Because most Section 1090 violations also violate the Political Reform Act's prohibition against having a financial interest in a governmental decision, the full array of penalties available under that Act also apply, including misdemeanor criminal liability, civil penalties, administrative fines and injunctive relief.

ITEM 9e

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **One Year Update from the Palm Springs Navigation Center**

Contact: Erica Felci, Chief Operating Officer (efelci@cvag.org)

Recommendation: Information

Background: In March 2024, the first phase of the Palm Springs Navigation Center opened in the City of Palm Springs. CVAG's Homelessness Committee has been receiving updates on the project, including a June 2024 tour of the facility's final construction phases. Jay Virata, Palm Springs' Director, Housing & Community Development, attended the April meeting of the Homelessness Committee to provide a one-year recap of the services and discuss the impact for the community.

The campus was designed as a location where shelter, food and a full suite of support services can be co-located to expand the region's network of services for homeless individuals and reduce secondary impacts that can negatively impact quality of life. The first phase was an early entry facility and the transitional housing units opened in October 2024.

The navigation center is located on 3.64 acres along McCarthy Road in the City of Palm Springs. The site has three existing buildings totaling 46,760 square feet. The campus consists of a shelter facility, 80 modular housing units and full wrap-around services that will include behavioral health care, workforce training, linkage to state and county services, and other resources to get unhoused individuals linked to permanent housing.

The center's focus will be to provide services to help individuals transition into permanent housing. In the future, in addition to providing services directly to homeless individuals, the City and the County have identified the potential to provide services such as childcare; assisting individuals with securing health, disability, Social Security, and other benefits; computer skills, access to internet, employment support and assessments; basic first aid; computer labs; and referrals to other resources.

CVAG staff is also working with City officials and local law enforcement to identify overlaps with the CV Housing First program's CV 200 list. This creates an opportunity for CVAG to utilize the Navigation Center as intermediate, months-long housing until a permanent housing solution is finalized for its clients.

Fiscal Analysis: There is no cost to CVAG for this update.

City and county officials have noted that the project's estimated costs have gone up as overall costs of construction have risen. More than $40 million was secured for the creation and operation of the campus. In addition to funding design, renovations and construction, the City and County have secured funding for operational dollars for Martha's Village & Kitchen, which has been selected by the city as the center's operator.

ITEM 9f

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Annual contributions to the CV Housing First Program**

Contact: Erica Felci, Chief Operating Officer (efelci@cvag.org)

Recommendation: Information

Background: At its November 2024 meeting, the Homelessness Committee reviewed the level of contributions that CVAG's member jurisdictions make to the CV Housing First program. Based on the Homelessness Committee's recommendation, the CVAG Executive Committee on December 2, 2025 authorized the Executive Director to execute memorandums of understanding (MOUs) with member jurisdictions to increase the CV Housing First contribution to $125,000 in Fiscal Year 2025-26 and provide for annual inflation adjustments that are reviewed by the Homelessness Committee. The Executive Committee also asked for further review of this issue by CVAG's Finance Committee.

The current rate of contributions date back to 2009. CVAG used these contributions to fund its regional homelessness programs – first Roy's Desert Resource Center, and then later programs that evolved into CV Housing First. This process has historically involved CVAG staff sending a request to each city and Tribal Nation. The County of Riverside, which has been instrumental in helping CVAG secure additional funds through grants, has an agreement for general fund contributions through Fiscal Year 2025-2026 that provides $359,711 annually. Sometimes the participating jurisdictions approve the request as part of the annual budget; other times, it is done through a separate action or a memorandum of understanding. Some have done this based on calendar year, and others on fiscal year – adding to additional record keeping at CVAG.

The annual contribution requests to cities have remained consistent around $100,000 for more than 15 years and have not increased with the rates of inflation. Until Fiscal Year 2023-24, CV Housing First operations were fully funded by these contributions, including a now-ended contribution from the Desert Healthcare District/ Foundation, as well as occasional grants. This allowed CVAG to develop a fund balance and start planning for future needs. But the program now is operating at a deficit, as rents of the crisis stabilization units continue to increase and other costs go up.

CVAG's Finance Committee met on February 24, and staff sought additional direction to address the questions raised by the Executive Committee at its December meeting related to equity. The Finance Committee is appointed by the Executive Committee and they each serve three-year terms. It is comprised of three Executive Committee members (currently Agua Caliente Band of Cahuilla Indians Tribal Chair Reid Milanovich; Rancho Mirage Mayor Ted Weill and Coachella Mayor Steven Hernandez) and three City/ County/ Tribal Nation managers (La Quinta City Manager Jon McMillen; Blythe Interim City Manager Mallory Crecelius; and, at the time, Desert Hot Springs City Manager Frank Luckino).

The main consideration when the Finance Committee met in February 2025 was whether an across-the-board rate should continue, or whether a rate should fluctuate across the cities based on various factors such as population size, figures in the Point in Time Count, historic contributions to affordable housing or economic capacity. The Finance Committee's direction was to leave a singular rate across the board. This acknowledges the interconnectedness of communities in the Coachella Valley and reinforces the idea that reducing homelessness in one area may reduce strain on others.

Based on this direction, CVAG staff has finalized a draft memorandum of understanding that will be circulated to member jurisdictions. Long-term funding agreements will ensure financial stability for the program and avoid the uncertainty – and significant staff time – that comes with the traditional process of asking cities for funds each year. CVAG staff has consulted with Legal Counsel, who notes that there is no legal impediment to cities entering into a multi-year commitment. Additionally, the California Constitution debt limit only prohibits a multi-year contract where the funds to pay the full contract are not on hand, and that the amount of this proposed MOU does not appear large enough to create that concern.

Fiscal Analysis: Based on the Executive Committee's action, CVAG will be increasing the annual contribution request to cities to $125,000 starting in Fiscal Year 2025-26. This would be the first time in more than 15 years that CVAG has increased the requested amount, which at one point was set at $103,000 when Roy's Resource Center was open. It would generate an additional $200,000 if approved by all cities currently participating in the program.

The CV Housing First program, including the staffing and program operations, is funded by contributions from member jurisdictions and grants. Riverside County's contribution through June 2026 is for $359,711 annually. CVAG's Fiscal Year 2024-25 Budget anticipates a $1,733,687 operating budget, with a $388,941 deficit being covered by the program's fund balance. CVAG continues to seek grant opportunities, such as the Homeless Housing, Assistance and Prevention (HHAP) funding that is detailed in a separate staff report. CVAG projects there will be a $2.163 million fund balance after this fiscal year's deficit-driven reduction. If this pattern continues and no additional funding is secured, the deficit will likely be depleted within three to five years. Staff would note that it is prudent to retain a fund balance of at least a year's worth of program expenses. That way, CVAG could still address longer term commitments, such as rental agreements, if there ever came a time where the program was wound down.

This additional funding is necessary to maintain current levels of service, including a dedicated program staff of six full time employees and a conservative approach to the number of crisis stabilization units being rented. Much of the CV Housing First budget is tied directly to personnel costs because CV Housing First is a labor-intensive program. The team is directly managing each client, first during outreach and then while they are in a crisis stabilization unit. As previously noted by members of the Homelessness Committee, it takes a significant amount of staff time per client for that client to be successfully housed. The program invests that time knowing that there is a time, and cost savings, when there are fewer chronically homeless individuals for code enforcement or law enforcement to address.

CVAG is also incorporating an annual inflation adjustment into the future MOUs. The inflation factor shall be reviewed annually by the Homelessness Committee. It shall be the same one utilized to budget other CVAG programs, which is based on the Riverside-San Bernardino-Ontario Area Consumer Price Index (CPI).

ITEM 9g

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Landlord Incentive Program for Increasing Available Units**

Contact: Erica Felci, Chief Operating Officer (efelci@cvag.org) and Candice Graff, Management Analyst (cgraff@cvag.org)

Recommendation: Information

Background: In June 2023, at the recommendation of the Homelessness Committee, the Executive Director be authorized to implement a landlord incentive program as a way to help the CV Housing First team encourage landlords to permanently house chronically homeless clients known as the CV 200. Staff had no success with the incentives until recently, and provided an update to the Homelessness Committee at the April 2025 meeting.

For vouchers with federal funding, requirements prohibit an agency from funding the rental gap between the voucher amount and the rent costs. However, landlord incentive programs – essentially one-time payments to encourage a landlord to take clients – can be used.

CVAG's Executive and Homelessness Committees have authorized one-time payments of $600 per unit for existing landlords and $1,000 for new landlords' first unit. The program was largely modeled after a similar one in the City of Riverside, which also paid landlords $600 per unit that they offer to a voucher-funded client.

It should be noted the County's Housing Authority also has an incentive program aimed at increasing affordable housing options for Housing Choice Voucher families throughout Riverside County. Housing vouchers are federally funded and work as a subsidy to pay an individual's rent. Vouchers for this region are routed through Riverside County's HomeConnect, the county's coordinated response program, and CVAG works with the County to connect voucher-approved clients with housing. The type of voucher generally available are project-based, which means a client who gets a voucher is assigned to a specific housing unit that is registered with the County. The County's program aims to promote new landlord relationships and further support to existing landlords by offering an incentive payment to participate in the Housing Choice Voucher, a Section 8 tenant-based program. The incentives include a one-time payment of $2,500 to landlords who are new to the Housing Choice Voucher Program or have been inactive for the last 12 months, or $500 per unit to existing landlords who lease a unit to a Housing Choice Voucher participant.

According to the County, landlords who receive CVAG's incentive cannot receive the County's incentive. However, despite the limited use of this program so far, CVAG staff would recommend that its own landlord incentive remain an option for potential use. As noted in the CV Housing

First's quarterly report (which is being provided as a separate agenda item), the limited availability of housing vouchers continues to be a challenge. Almost 50% of CV 200 clients who were successfully exited to permanent housing in the first quarter of 2025 had no on-going subsidy to help offset their rental costs. Those are landlords who would not quality for the County's program, but would quality for CVAG's incentive.

Fiscal Analysis: There is no additional cost to CVAG for this update.

CVAG's landlord incentive program offers one-time payments of $600 per unit for existing landlords and one-time payments of $1,000 for new landlords' first units. Landlords would only be paid for leases that are for at least one-year terms. The payments would be based on a unit, which would mean only one payment should a landlord house two clients under a single lease.

The CV Housing First program's first successful use of the incentive was in March 2025.

ITEM 9h

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **I-REN Energy Fellowship Program**

Contact: Jacob Alvarez, Program Manager (jalvarez@cvag.org)

Recommendation: Information

Background: One of the goals of the Inland Regional Energy Network (I-REN) is to build expertise for the future workforce. The I-REN Energy Fellowship Program, partnering with CivicSpark, selects college students/alumni (with at least an associate's degree) through an application and interview process to serve as full-time, 11-month Fellows in Riverside County and San Bernardino County public agencies. These Fellows provide energy efficiency project support for I-REN at no cost to the host agency, as I-REN covers their $31,000 annual stipend.

The Fellowship Program launched in 2023, successfully placing 11 Fellows at 11 agencies across the three I-REN partner regions, which include CVAG, Western Riverside Council of Governments (WRCOG) and San Bernardino Council of Governments (SBCOG). The first cohort's experience included a trip to the ESRI Campus and attendance at the 15th Annual California Climate and Energy Collaborative Forum to enhance their energy efficiency and networking skills. Responding to Fellow requests for increased educational and networking opportunities, I-REN's Workforce Education & Training (WE&T) Sector team began developing additional resources for the 2024 cohort.

The 2024 program year experienced significant growth in Fellow and agency interest, resulting in the placement of 14 Fellows across 12 agencies. Their work started in September 2024. Two of these Fellows are being hosted by the City of Palm Springs and CVAG. To enhance professional development, the WE&T team scheduled six energy efficiency excursions and invited Fellows to conferences, workshops, and other networking events, with a current WRCOG Fellow taking a lead in event management. All Fellows gained valuable experience in energy efficiency and public agency operations (including budgeting, planning, and issue management), while host agencies received free energy efficiency program support.

Fellow involvement spans 26 Public Sector Cash for Kilowatts projects across 12 agencies, including four agencies with second-year Fellows actively coordinating projects. Notably, Fellows have helped secure $1,331,280 in incentive dollars for host agencies, a figure expected to rise as five projects are still in the initial phase. Fellow-supported projects account for nearly 46 percent of public sector incentive dollars and 45 percent of annual energy savings in the pipeline.

CVAG's I-REN Fellow, Geena Vescial, is in her seventh month of fellowship. Ms. Vescial, who holds an Associates Degree in Liberal Arts and Communications from College of the Desert, has supported WE&T Outreach Events, analyzed facility energy consumption data reports, participated in facility energy audits, and researched commercial and residential energy efficiency programs. This included analyzing

Coachella, Indio, and La Quinta facility energy consumption from the Imperial Irrigation District (IID) to create graphs showing energy use and cost for their Energy Resilient Roadmaps. This work is notable as it provides these cities with data analysis on facility energy consumption and yearly energy costs, which I-REN typically cannot provide for cities in IID territory due to California Public Utility Commission (CPUC) funding restrictions.

Beyond providing agency support, the Fellowship Program increases energy savings and participation in I-REN's public sector projects. Host sites receive free project management and potential energy savings. Designed to offer experience to engaged individuals, the program has significantly impacted both host agencies and the regional energy efficiency landscape. This synergy between sectors drives the need for more Fellows.

CVAG staff provided an update on the Fellowship Program at the April meeting of CVAG's Energy & Sustainability Committee. Applications are now being accepted for the 2025 program, and the application period closes May 15. To achieve their goal of 27 host agencies, the WE&T team is partnering with marketing consultants to enhance application interest from both Fellows and agencies, while maintaining their commitment to placing all qualified applicants.

Fiscal Analysis: There is no additional cost to CVAG for these items. Staff time dedicated to I-REN and the costs of the services of consultants are covered through the I-REN budget.

ITEM 9i

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **I-REN Business Plan Update**

Contact: Jacob Alvarez, Program Manager (jalvarez@cvag.org)

Recommendation: Information

Background: CVAG is collaborating with Western Riverside Council of Governments (WRCOG) and San Bernardino Council of Governments (SBCOG) on a joint Regional Energy Network (REN) for the Inland Empire, known as Inland Regional Energy Network (I-REN). I-REN is governed by an Executive Committee, with CVAG's votes represented by the Energy & Sustainability Committee Chair, or Vice Chair as needed. Based on previous CVAG committee direction, CVAG's Energy & Sustainability Committee reviews the items being presented to the I-REN Executive Committee and provides direction to the Chair on how to vote for the region.

One of the biggest decisions that is looming is the finalization of the 2028 Business Plan, which will guide financial investments of the program. In February, at the recommendation of the Energy & Sustainability Committee, the Executive Committee authorized CVAG Executive Director and the Energy & Sustainability Chair to advocate for expansion of programs in the 2028 I-REN application and business plan, including energy efficiency programs benefiting Residential and Commercial (small and medium) building sectors. On February 18, the I-REN Executive Committee authorized staff to continue developing the 2028 Business Plan for the Public, Codes & Standards, and Workforce Education & Training Sectors and directed staff to return for a future meeting to discuss the possible inclusion of additional sectors. In its staff report, I-REN staff noted, *"The Coachella Valley Association of Governments would like to discuss the potential of adding Residential and small and medium Commercial sectors in the next Business Plan submission,"* while also noting that an SBCOG representative on the I-REN Executive Committee had expressed interest in promoting Commercial and Industrial sector programs.

This Business Plan aligns with the program's Strategic Plan, which was last updated in January 2024 to outline I-REN's mission, guiding principles, central goals, priorities, key activities, and success metrics. The plan guides internal operations and Executive Committee decisions and serves as a public document to communicate I-REN's regional role and direction to cities, tribes, and other government partners. On April 15, WRCOG staff hosted I-REN's Annual Strategic Planning session to review organizational performance and update systems, processes, and operations as needed. Any identified strategies will be incorporated into the draft Strategic Plan.

Following the Annual Strategic Planning meeting, the I-REN Executive Committee convened for a briefing on the Strategic Plan update and discuss incorporating Residential, Commercial, and Industrial sectors into the Business Plan/application to the California Public Utilities Commission for the 2028-2035 funding cycle. These discussions will guide I-REN staff's analysis for a recommendation at the May 20 I-REN Executive Committee meeting.

Fiscal Analysis: There is no additional cost to CVAG for these items. Staff time dedicated to I-REN and the costs of the services of consultants are covered through the I-REN budget.

ITEM 10b

Coachella Valley Association of Governments
Executive Committee
April 28, 2025

STAFF REPORT

Subject: **Recap of CVAG's Legislative Advocacy Efforts**

Contact: Emmanuel Martinez, Program Manager- External Affairs (emartinez@cvag.org)

Recommendation: Information

Background: In March, CVAG staff and its advocacy team, Politico Group, begin review of the bills and issues that the Legislature will tackle in 2025. Legislative policy committees started to hear bills, with the Assembly Transportation Committee holding its first bill hearing on March 24 and the Senate Transportation Committee meeting the following day. Legislators face late-March deadlines in both houses to amend their non-substantive spot bills before they can be heard in the policy committees, so additional bills of interest to CVAG have emerged over the last several weeks. A full legislative tracking list is attached to this report.

State Budget

When the Department of Finance (DOF) released its March 2025 Finance Bulletin, it showed General Fund revenues were $2.3 billion above the Governor's Budget forecast in February, and $4.6 billion above the fiscal year-to-date forecast. The fiscal year-to-date overage was the result of higher receipts from personal income tax (up $3.1 billion due to a $3.2 billion overage in withholding), other revenues (up $1.5 billion), and corporation tax (up $111 million), partially offset by lower-than-expected sales tax receipts (down $263 million). The Governor's Budget forecast was finalized in late November and did not incorporate the delayed tax deadlines for Los Angeles County taxpayers. Notably, the fourth quarter personal income tax estimated payments deadline of January 15 was delayed to October 15 and fourth quarter sales tax payments for smaller businesses were delayed from January 31 to April 30 for Los Angeles County taxpayers.

This revenue update improves the budget outlook for the State, despite significant Medi-Cal cost pressures, economic uncertainty due to policy decisions by the federal government, and the potential for significant federal cuts this year.

Legislative Update

The Legislature has introduced several bills with implications for regional planning work under the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). Sen. Christopher Cabaldon (D-Yolo) has also indicated to stakeholders that he intends to advance legislation to modernize SB 375 and SCSs. While the Senator has introduced SB 486, which makes narrow changes to the SCS and housing element, it is unclear whether he will incorporate broader changes into that bill or other legislative vehicles. Specifically, SB 486 requires the RTP/SCS to consider changes in enrollment levels at institutions of public higher

education, excluding enrollment of non-resident students, when identifying areas of the region that can accommodate needed housing growth. The bill also requires the same measures to be reflected in the regional housing needs determination and for private and public higher education institutions to provide related data to Councils of Governments (COGs).

Senate Local Government Committee Holds Hearing on Public Meetings

Modernizing the Brown Act and providing flexibility for local legislative bodies to meet using teleconferencing technology were a major topic of discussion during a hearing of the Senate Local Government Committee on March 19. This hearing highlighted how remote meeting technology adopted during the pandemic increased access to and participation in their respective meetings. This is an issue that CVAG has also advocated for as part of its legislative platform.

The hearing was held against the backdrop of multiple Brown Act-related bills under consideration in the current legislative session. Sen. Jesse Arreguín, who is authoring SB 239 related to advisory bodies and remote participation, asked the local government witnesses about their greatest hurdles utilizing current remote meeting laws. The officials answered that limitations on the number of times an individual can use "just cause" flexibilities for remote participation as well as difficulties surrounding in-person quorum requirements were the most significant implementation issue.

Representatives of newspaper publishers, taxpayer groups, and civil liberties advocates pushed back strongly against the idea of weakening requirements for an in-person quorum in a publicly accessible physical meeting space when Brown Act bodies use teleconferencing technology. Other witnesses stressed the need for local agencies to use multiple communication channels to reach their constituents, including through media outlets targeted at non-English speaking communities.

Senate Local Government Committee Chair, María Elena Durazo (D-Los Angeles), has introduced her own bill, SB 707, which includes provisions governing remote meetings for Brown Act legislative bodies and advisory committees. The bill would extend "just cause" remote meeting flexibilities, while maintaining requirements for in-person quorums. The bill would also create new requirements to translate agendas into languages spoken by at least 20% of the county's population and for city councils and county boards of supervisors to make additional accommodation for remote public comment, meeting video streaming, and language interpretation services.

SB 707 and SB 239 are both referred to the Senate Local Government Committee. If approved by the Assembly, AB 259 by Assemblymember Blanca Rubio (D-Downey) and the extension of the sunset date for "just cause" remote participation would also be heard by the Senate Local Government Committee.

Legislators Announce Permit Streamlining Package

A bipartisan group of legislators from the Assembly and Senate, led by Assemblymember Buffy Wicks, Chair of the Assembly's Appropriations Committee and Select Committee on Permit Reform, announced 22 bills included in the "Fast Track Housing" package. The announcement followed the early March release of a white paper on permitting challenges faced by energy, transportation, water and housing projects.

The themes of the package are familiar to local agencies immersed in responding and implementing dozens of state bills on housing permitting over the last several years. Consistent with those efforts, the package includes measures imposing new and faster required timeframes for local agency approvals of housing-related permits at various stages of the development process and providing additional enforcement mechanisms and fines for local agencies.

The impact of the California Environmental Quality Act (CEQA) on housing production and permitting has been a perennial topic in legislative debates over affordability, with dozens of tweaks and workarounds passed in recent years. CEQA also figures prominently in this year's legislative package, including a couple of bills that are most notable for the breadth of the CEQA exemptions they would provide for infill housing projects that might otherwise require environmental analysis and mitigation measures.

Riverside County Supervisor V. Manuel Perez has initiated discussions between the California State Association of Counties (CSAC), CVAG staff and Riverside County's housing staff regarding state legislation which could incentivize housing production in certain pilot counties and cities. The CSAC proposed legislation would offer California Environmental Quality Act (CEQA) exemptions and "bonus" provisions for meeting Regional Housing Needs Assessment (RHNA) housing unit production targets. CSAC is still developing the legislation and will be reaching out to determine the interest from counties and cities in supporting the legislation and participating in potential pilot programs.

Other new topics in the package include extending housing permitting shot-clocks to permits and actions required of State agencies and electrical utilities as well as several bills allowing project applicants to retain private third-party entities to review their plans and complete inspections that would otherwise be conducted by local government employees.

CVAG and its advocacy team will continue to monitor and weigh in on bills per CVAG's adopted legislative platform. May 23 will be a key deadline for fiscal bills as fiscal committees determine which bills can move out of the suspense file, which will determine the fate of many bills for this legislative session.

Fiscal Analysis: There is no cost to this information item. Legislative advocacy efforts are covered under existing staff time and CVAG's lobbying contract.