

**TRANSPORTATION COMMITTEE VOTING MEMBERS WILL RECEIVE A UNIQUE PANELIST LINK BY EMAIL.
PLEASE USE THIS LINK TO PARTICIPATE IN THIS MEETING.**



Pursuant to Governor Newsom's Executive Order N-29-20 (March 18, 2020), the Transportation Committee meeting will only be conducted via video/teleconferencing.

TRANSPORTATION COMMITTEE MEETING AGENDA

**MONDAY, AUGUST 30, 2021
10:00 a.m.**

INSTRUCTIONS FOR PUBLIC PARTICIPATION

Members of the public may use the following link:

<https://us02web.zoom.us/j/86282784529?pwd=T0tQMVFwWwxfjStIBdE1CdWNpeGFZdz09>

Password: 409532

One Tap Mobile: +16699009128,,86282784529#

Dial In: +1 669 900 9128

Webinar ID: 862 8278 4529

Password: 409532

*This will provide listening access and ability to address the
Transportation Committee when called upon.*

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

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

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

1. **CALL TO ORDER** – Chair Scott Matas, Mayor, City of Desert Hot Springs

2. **ROLL CALL**
 - A. **Member Roster** 4

3. **PUBLIC COMMENTS ON AGENDA ITEMS**

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

4. **CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS**

5. **CONSENT CALENDAR**
 - A. **Approve the June 7, 2021 Transportation Committee Meeting Minutes** 5
 - B. **Approve the July 12, 2021 Transportation Committee Meeting Minutes** 10
 - C. **Authorize the Executive Director to execute a no-cost contract amendment for Advantec Consulting Engineers’ CV Sync Phase I Engineering Services Contract to extend work to January 1, 2023** 13
 - D. **Authorize the Executive Director to execute no-cost contract extensions for both Albert A. Webb Associates and KOA for the design and engineering of regional Active Transportation Plan (ATP) projects, extending the terms until December 31, 2022** 15
 - E. **Adopt clarifying amendments to CVAG Policy No. 13-03 and the Policies and Procedures Manual, reflecting policy updates from the Coachella Valley Conservation Commission as part of the required measures to obtain full funding eligibility under CVAG’s Regional Arterial Program** 19

6. **DISCUSSION / ACTION**
 - A. **Positioning the Coachella Valley for Broadband – Jonathan Hoy and Eric Cowle** 25

Recommendation: Authorize the Executive Director to execute Amendment No. 2 to Advantec Consulting Engineer’s Environmental and Engineering Services Phase II Contract, including design of redundant fiber optic cable in CVAG’s CV Sync project, for a not-to-exceed total of \$1,097,532, including contingency; and authorize the Executive Director and/or legal counsel to make clarifying changes/revisions prior to execution

B. Designation of 2022 State Transportation Improvement Program (STIP) Funds – Jonathan Hoy 77

Recommendation: Authorize that the Executive Director recommend to the Riverside County Transportation Commission that it designate an estimated \$6.8 million in available 2022 State Transportation Improvement Program (STIP) funding to the Interstate 10/Monroe Street Interchange Project

C. Federal and State Advocacy Services – Emmanuel Martinez 79

Recommendation: Authorize the Executive Director to retain federal and state lobbying services in an amount not to exceed \$100,000, for a time period up to six months, and to take the necessary steps to identify the long-term services needed to ensure the region is maximizing funding opportunities and receiving its fair share

D. Election of Chair and Vice Chair for Fiscal Year 2021/2022 – Tom Kirk 82

Recommendation: Elect a Transportation Committee Chair and Vice Chair for Fiscal Year 2021/2022

7. INFORMATION

- a) Status of I-10 Interchange Projects 85
- b) CVAG Regional Arterial Program – Project Status Report 86
- c) Bicycle/Pedestrian Safety Program – Project Status Report 87
- d) Transportation Committee Attendance Roster 88

8. PUBLIC COMMENTS ON NON-AGENDA ITEMS

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

9. ANNOUNCEMENTS

Upcoming Meetings:

Transportation Committee – Monday, November 1, 2021, in CVAG Suite 119, via Zoom or in-person pending State’s guidance and finalization of logistics

Executive Committee – Monday, September 27, 2021, 4:30 p.m. in CVAG Suite 119, via Zoom videoconference

10. ADJOURNMENT

**TRANSPORTATION COMMITTEE
ROSTER**



Transportation Committee Members	
Agua Caliente Band of Cahuilla Indians	Jessica Norte Tribal Councilmember
City of Blythe	Joseph DeConinck Vice Mayor
City of Cathedral City	Raymond Gregory Mayor
City of Coachella	Steven Hernandez, Vice Chair Mayor
City of Desert Hot Springs	Scott Matas, Chair Mayor
City of Indian Wells	Dana Reed Mayor Pro Tem
City of Indio	Elaine Holmes Mayor
City of La Quinta	Robert Radi Mayor Pro Tem
City of Palm Desert	Jan Harnik Mayor Pro Tem
City of Palm Springs	Dennis Woods Councilmember
City of Rancho Mirage	Ted Weill Mayor
County of Riverside	V. Manuel Perez Supervisor
	Mark Lancaster Director of Transportation
Ex-Officio/Non-Voting Members	
SunLine Transit (Ex Officio)	Lauren Skiver General Manager

ITEM 5A

**TRANSPORTATION COMMITTEE
MINUTES OF MEETING
JUNE 7, 2021**



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

1. CALL TO ORDER

The Transportation Committee meeting was called to order by Chair Scott Matas, City of Desert Hot Springs, on Monday, June 7, 2021 at 10:00 a.m. via Zoom videoconference, which was pursuant to Gov. Newsom's executive order governing how meetings are held during the COVID-19 pandemic.

2. ROLL CALL

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

MEMBERS/ALTERNATES PRESENT

Vice Mayor Joseph DeConinck
Mayor Raymond Gregory
Mayor Steven Hernandez
Mayor Scott Matas, Chair
Mayor Pro Tem Dana Reed
Mayor Elaine Holmes
Councilmember Kathleen Fitzpatrick
Councilmember Dennis Woods
Mayor Ted Weill
Transportation Director Mark Lancaster
Tribal Councilmember Jessica Norte
Lauren Skiver (Ex Officio member)

AGENCY

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 Springs
City of Rancho Mirage
County of Riverside
Agua Caliente Band of Cahuilla Indians
SunLine Transit Agency

MEMBERS/ EX OFFICIOS ABSENT

Mayor Pro Tem Jan Harnik

City of Palm Desert

STAFF PRESENT

Tom Kirk
Erica Felci
Jonathan Hoy
Eric Cowle
Joanna Stueckle
Peter Satin
Oscar Vizcarra
Beverly Newton

ALSO PRESENT

Bryan Elenes
Carlos Ortiz
David Salgado
Luke Rainey

Advantec
SCAG
City of Desert Hot Springs

Margaret Park
Martin Magaña
Russell Betts
Ryan Stendell
Sheldon Peterson

Agua Caliente Band of Cahuilla Indians
CVAG Consultant
City of Desert Hot Springs
City of Rancho Mirage
RCTC

3. PUBLIC COMMENTS ON AGENDA ITEMS

There were no public comments.

4. CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS

Tom Kirk discussed the progress of CV Link construction. Mr. Kirk also provided an update on potential funding opportunities, including grants, additional funding in the state budget and federal earmarks for the Coachella Valley.

5. CONSENT CALENDAR

Mayor Weill pulled Item 5D from the consent calendar.

IT WAS MOVED BY MAYOR GREGORY AND SECONDED BY COUNCILMEMBER HOLMES TO:

- A. APPROVE THE APRIL 5, 2021 TRANSPORTATION COMMITTEE MEETING MINUTES**
- B. AUTHORIZE THE CHAIRMAN TO SIGN A LETTER OF SUPPORT FOR AB 43, OUTLINING THE NEED FOR MORE LOCAL DISCRETION IN SETTING SPEED LIMITS**
- C. APPROVE AMENDMENT NO. ONE TO THE REIMBURSEMENT AGREEMENT WITH THE CITY OF COACHELLA FOR GRAPEFRUIT BOULEVARD BETWEEN LEOCO LANE AND 9TH STREET, PROVIDING FOR AN ADDITIONAL, NOT-TO-EXCEED \$77,338.83 REGIONAL FUNDS FOR TRANSPORTATION IMPROVEMENTS**
- D. ITEM HELD OVER FOR DISCUSSION**

THE MOTION CARRIED WITH 11 AYES AND 1 MEMBER ABSENT ON ITEMS 5A, 5B AND 5C.

VICE MAYOR DECONINCK	AYE
MAYOR GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR PRO TEM REED	AYE
MAYOR HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR PRO TEM HARNIK	ABSENT
COUNCILMEMBER WOODS	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE
TRIBAL COUNCILMEMBER NORTE	AYE

5.1 ITEM(S) HELD OVER FROM TRANSPORTATION CONSENT CALENDAR

Mayor Weill asked for additional information on Item 5D, and staff provided details on outreach to the Desert Valleys Builders Association. Brief discussion ensued.

IT WAS MOVED BY MAYOR PRO TEM WEILL AND SECONDED BY MAYOR GREGORY TO ADOPT A 2.1 PERCENT INCREASE IN CVAG'S TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) RATES, EFFECTIVE JULY 1, 2021, TO ACCOUNT FOR INFLATION

THE MOTION CARRIED WITH 11 AYES AND 1 MEMBER ABSENT.

VICE MAYOR DECONINCK	AYE
MAYOR GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR PRO TEM REED	AYE
MAYOR HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR PRO TEM HARNIK	ABSENT
COUNCILMEMBER WOODS	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE
TRIBAL COUNCILMEMBER NORTE	AYE

6. DISCUSSION / ACTION

A. Presentation: Next steps for the Coachella Valley-San Gorgonio Pass Rail Corridor

Sheldon Peterson, Rail Manager for the Riverside County Transportation Commission, presented an update on the Coachella Valley – San Gorgonio Pass Rail Corridor. RCTC will collaborate with Caltrans and Amtrak for the proposed 144-passenger rail corridor from Los Angeles to the Coachella Valley.

Member discussion ensued about the environmental work and next steps. There was no action taken as this was an informational item.

B. Additional Funding for Improvement of Avenue 50 between Calhoun Street and Cesar Chavez in the City of Coachella – Jonathan Hoy

Jonathan Hoy presented the staff report and the reasons why additional funds are needed.

IT WAS MOVED BY MAYOR HERNANDEZ AND SECONDED BY MAYOR GREGORY TO APPROVE AMENDMENT NO. ONE TO THE REIMBURSEMENT AGREEMENT BETWEEN CVAG AND THE CITY OF COACHELLA FOR IMPROVEMENT OF AVENUE 50 BETWEEN CALHOUN STREET AND CESAR CHAVEZ (FORMERLY HARRISON STREET), INCREASING THE TOTAL REGIONAL FUNDING TO A NOT-TO-EXCEED AMOUNT OF \$6,937,500

THE MOTION CARRIED WITH 11 AYES AND 1 MEMBER ABSENT.

VICE MAYOR DECONINCK	AYE
MAYOR GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR PRO TEM REED	AYE
MAYOR HOLMES	AYE

COUNCILMEMBER FITZPATRICK	AYE
MAYOR PRO TEM HARNIK	ABSENT
COUNCILMEMBER WOODS	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE
TRIBAL COUNCILMEMBER NORTE	AYE

C. Contract Amendment with Alta Planning & Design for CV Link – Jonathan Hoy

Mr. Hoy presented the staff report and the services that would be covered by Alta. Member discussion ensued. Members inquired about CV Link’s total costs, and Mr. Hoy explained, CVAG is required to update and submit a financial plan to Caltrans every September. Mr. Kirk stated CVAG would provide this report at a future committee meeting.

IT WAS MOVED BY MAYOR GREGORY AND SECONDED BY MAYOR HOLMES TO DIRECT THE EXECUTIVE DIRECTOR TO AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 9 TO THE AGREEMENT WITH ALTA PLANNING & DESIGN FOR A TOTAL NOT-TO-EXCEED AMOUNT OF \$578,211, INCLUDING 10 PERCENT CONTINGENCY; AND AUTHORIZE THE EXECUTIVE DIRECTOR AND/OR LEGAL COUNSEL TO MAKE CLARIFYING CHANGES/REVISIONS BEFORE EXECUTION

THE MOTION CARRIED WITH 9 AYES, 1 MEMBER ABSENT AND 2 ABSTAINMENTS.

VICE MAYOR DECONINCK	AYE
MAYOR GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR PRO TEM REED	AYE
MAYOR HOLMES	AYE
MAYOR PRO TEM RADI	AYE
MAYOR PRO TEM HARNIK	ABSENT
COUNCILMEMBER WOODS	AYE
MAYOR WEILL	ABSTAIN
SUPERVISOR PEREZ	AYE
TRIBAL COUNCILMEMBER NORTE	ABSTAIN

7. INFORMATION

- a) Status of I-10 Interchange Projects
- b) CVAG Regional Arterial Program – Project Status Report
- c) Bicycle/Pedestrian Safety Program – Project Status Report
- d) Transportation Committee Attendance Roster
- e) Update on CV Sync Construction
- f) Update on Congressional Earmarks
- g) Meeting Reimbursements for Elected Committee Members
- h) Member Survey on CVAG Meetings in Post-COVID Environment

- i) Meeting Schedule for Fiscal Year 2021/2022
- j) July Meeting to Review Regional Bicycle and Pedestrian Guidelines

These items were placed in the agenda for member information.

8. PUBLIC COMMENTS ON NON-AGENDA ITEMS

There were no public comments.

9. ANNOUNCEMENTS

Upcoming Meetings via Zoom webinar:

Transportation Committee – The next meeting will be held Monday, July 12, 2021 at 10:00 a.m. to review regional bike and pedestrian guidelines. (see Agenda Item 8j)

Executive Committee - Monday, June 7, 2021 at 4:30 p.m.

General Assembly - Monday, June 28, 2021 at 6 p.m.

10. ADJOURNMENT

There being no further business, Chair Matas adjourned the meeting at 10:56 a.m.

Respectfully submitted,

Beverly Newton
CVAG Office Assistant

ITEM 5B

**TRANSPORTATION COMMITTEE
MINUTES OF MEETING
JULY 12, 2021**



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

1. CALL TO ORDER

The Transportation Committee meeting was called to order by Chair Scott Matas, City of Desert Hot Springs, on Monday, July 12, 2021 at 10:00 a.m. via Zoom videoconference, which was pursuant to Gov. Newsom's executive order governing how meetings are held during the COVID-19 pandemic.

2. ROLL CALL

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

MEMBERS/ALTERNATES PRESENT

Vice Mayor Joseph DeConinck
Mayor Raymond Gregory
Mayor Scott Matas, Chair
Mayor Pro Tem Dana Reed
Mayor Elaine Holmes
Mayor Pro Tem Robert Radi
Mayor Pro Tem Jan Harnik
Councilmember Dennis Woods
Mayor Ted Weill
Transportation Director Mark Lancaster

AGENCY

City of Blythe
City of Cathedral City
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
County of Riverside

MEMBERS/ EX OFFICIOS ABSENT

Mayor Steven Hernandez
Tribal Councilmember Jessica Norte
Lauren Skiver (Ex Officio member)

City of Coachella
Agua Caliente Band of Cahuilla Indians
SunLine Transit Agency

STAFF PRESENT

Tom Kirk
Erica Felci
Claude Kilgore
Jonathan Hoy
Eric Cowle
Peter Satin
Joanna Stueckle
Oscar Vizcarra
Beverly Newton

ALSO PRESENT

Randy Bowman
Candice Velasco

City of Palm Desert
TKE Engineering

Bob Doss
Eric Lewis
Delish Sheth
Nick Lowe
Sara Sadeghi
Dave Heermance
Israel Lopez
Joe Meidl
Bob Manning
Brad Anderson
Luke Rainey
Nicolas Robles
Brittany Sowell
Ryan Stendell

TKE Engineering
Webb Associates
Webb Associates
Webb Associates
Webb Associates
Crosstown Electrical & Data
Triunity Inc.
Crosstown Electrical & Data
Southwest Rail
Rancho Mirage Resident
City of Desert Hot Springs
SunLine Transit Agency
SunLine Transit Agency
City of Palm Desert

3. PUBLIC COMMENTS ON AGENDA ITEMS

There were no public comments.

4. CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS

There were no announcements from the Chair or the Executive Director.

5. DISCUSSION / ACTION

A. Presentation: CV Sync Construction Kickoff – Tom Kirk

Executive Director Tom Kirk announced that construction of the valleywide signal synchronization project was starting. The project was “green lit” by members in a virtual ceremony and member discussion ensued.

There was no action taken as this was an informational item.

B. Regional Bicycle and Pedestrian Guidelines – Eric Cowle

Eric Cowle, along with Delish Sheth and Eric Lewis from Webb Associates, presented the staff report and details on the draft guidelines for bike and pedestrian improvements. Member discussion ensued.

Staff requested that members circulate the guidelines to their respective planning staffs, and then provide any edits or suggestions in the coming weeks. The guidelines will be finalized and presented for approval in the fall.

6. INFORMATION

a) Transportation Committee Attendance Roster

This item was placed in the agenda for member information.

7. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Bob Manning, Southwest Rail Passenger Association, discussed the need for sand removal at the Palm Springs railroad station as it has interrupted operations there.

Brad Anderson, resident of the City of Rancho Mirage, commented on the format of public comments at CVAG meetings.

8. **ANNOUNCEMENTS**

Transportation Committee – Monday, August 30, 2021 at 10:00 a.m. (Due to Labor Day holiday in September) in CVAG Suite 119, pending State’s guidance and finalization of logistics.

Executive Committee - Monday, September 27, 2021, 4:30 p.m. in CVAG Suite 119, pending State’s guidance and finalization of logistics.

9. **ADJOURNMENT**

There being no further business, Chair Matas adjourned the meeting at 11:00 a.m.

Respectfully submitted,

Beverly Newton
CVAG Office Assistant

ITEM 5C

Coachella Valley Association of Governments
Transportation Committee
August 30, 2021



Staff Report

Subject: Contract Amendment for Regional Traffic Signal Synchronization -- Phase II Environmental and Engineering Services

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

Recommendation: Authorize the Executive Director to execute a no-cost contract amendment for Advantec Consulting Engineers' CV Sync Phase I Engineering Services Contract to extend work to January 1, 2023

Background: To complete the design and engineering of the valley-wide signal synchronization project, CVAG's Executive Committee approved an engineering services contract with Advantec Consulting Engineers at its February 2016 meeting. The first task was to complete a Master Plan, however the contract included tasks that extended through construction of the project, which is now known as CV Sync. The original contract had an ending date of June 30, 2019.

When the Master Plan was approved by the Executive Committee in February 2018, the scope of the anticipated Phase I project expanded from just Highway 111 to also include Washington Street and Ramon Road as the top-ranked corridors in the region. While the contract was still in the preliminary design phase, the scope was amended to include environmental services for the additional corridors.

By February of 2019, the project had progressed to the point that the details on the actual hardware and software that required engineering had been completed. At that point, the Executive Committee approved another amendment meeting to provide additional money to cover the expanded design.

By administrative oversight, the contract expiration date was not changed at this point. Caltrans approved the Phase I of CV Sync for construction in the fall of 2020. The Executive Committee has also authorized a series of contracts to start construction, which is now underway. When the construction contractor bid the project, they estimated construction would be complete in November of 2022.

Advantec's original contract always included tasks that extended through the construction phase of CV Sync. While the firm is primarily working on Phase II under a different contract, their expertise will be needed during Phase I construction. Advantec has requested a new end date of January 1, 2023 to allow for final paperwork to be completed after construction.

Fiscal Analysis: There is no cost to extending the expiration date of Advantec Consulting Engineer's CV Sync Phase I Engineering Services Contract. The cost of the work included in the original scope of services and already approved amendments, have been authorized for \$3,519,243.

Attachments: Contract extension request from Advantec



June 29, 2021

Mr. Eric Cowle
Transportation Manager
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Subject: **Coachella Valley Region-wide Traffic Signal Synchronization Project – Contract Extension**

Dear Eric,

ADVANTEC Consulting Engineers, Inc. (**ADVANTEC**), is pleased to provide professional engineering services to the Coachella Valley Association of Governments (CVAG) since our original contract for the Coachella Valley Region-wide Traffic Signal Synchronization Project was approved on June 6, 2016.

The current Construction Phase of this contract is anticipated to end during the month of November 2022. As part of our original signed contract, ADVANTEC is providing Construction Support Services and other tasks during the Construction Phase. Also, ADVANTEC has other tasks, including Traffic Signal Synchronization Implementation and Operations and Maintenance and Phase, that will be provided after CVAG has approved and accepted the project from the Contractor.

The original contract had an ending date of June 30, 2019, and we would like a contract amendment extension. Based on our remaining approved tasks, we would like CVAG to extend our contract until December 2023. ADVANTEC looks forward to continuing to provide the region with our professional transportation and smart mobility services. If you have questions, please feel free to contact me at (949) 636-0646 or cortiz@advantec-usa.com.

Respectfully Submitted,

Carlos A. Ortiz, PE, TE, PTOE
Chief Operating Officer/Project Manager
ADVANTEC Consulting Engineers, Inc.

Coachella Valley Association of Governments (CVAG)
Approved By: _____
Date: _____

ITEM 5D

**Coachella Valley Association of Governments
Transportation Committee
August 30, 2021**



Staff Report

Subject: 2019 Bicycle and Pedestrian Safety Program – ATP Preparation Fund

Contact: Michael Gladish, Management Analyst – Contracts/Procurement (mgladish@cvag.org) and Eric Cowle, Transportation Engineer (ecowle@cvag.org)

Recommendation: Authorize the Executive Director to execute no-cost contract extensions for both Albert A. Webb Associates and KOA for the design and engineering of regional Active Transportation Plan (ATP) projects, extending the terms until December 31, 2022

Background: As part of the continued investment into making it safer and easier to walk and bike across the Coachella Valley, CVAG in 2019 dedicated its Bicycle and Pedestrian Safety Program to funding the pre-construction phases of regional projects and making them more competitive for grant funding opportunities. In September 2019, the Executive Committee approved the award of three separate engineering service agreements with Albert A. Webb Associates, KOA and Omnis for the design and engineering of regional projects in cities across the Coachella Valley.

Webb Associates was hired to lead the Arts and Music Line, a project that primarily runs along Avenue 48 and includes the cities of La Quinta, Indio and Coachella as well as unincorporated Riverside County. Webb's contract also included the completion of regional bike and pedestrian design guidelines, and a draft was presented to the Transportation Committee in July 2021. KOA was hired to complete work on a series of projects in the City of Cathedral City. Both agreements with Webb Associates and KOA will expire on November 18, 2021.

Webb Associates and KOA have completed a significant amount of work on their respective projects. And the strategy of investing in these projects is working. California's Active Transportation Program (ATP) is one of the most competitive funding opportunities for projects like these. During Cycle 5, Cathedral City's project scored the highest at the Metropolitan Planning Organization level for Riverside County and construction was fully funded at \$4.4 million. A Palm Drive project in the City of Desert Hot Springs, which CVAG is helping fund through the Omnis contract, was also funded for \$3.7 million. The Arts and Music Line also scored highly in Cycle 5, but CVAG and its partners opted to turn down a partial funding award due to impact it would have had on local and regional resources. If the state's budget is finalized as expected, a funding augmentation the Arts and Music Line's \$16.9 million application – as well as the CV Link extension to Desert Hot Springs for nearly \$30 million – are likely to be funded.

Additional work is needed to finalize the scope of work in the contracts, and funds remain. Given the contracts' looming end dates, staff is recommending that both the Webb Associates and KOA contracts be approved for a no-cost extensions, ending December 31, 2022, to allow sufficient time to complete the remaining tasks.

Fiscal Analysis: There is no additional cost to CVAG. All terms and conditions remain the same as in the original agreement.

The contract for Webb Associates is for a not-to-exceed amount of \$2,731,897 and the contract with KOA is for \$961,081. Funding is being split on the 75 percent/ 25 percent funding formula that is standard for regional projects. The Arts and Music Line's local share spans more than one jurisdiction, and the partners are splitting the 25 percent local share.

Attachments: Amendments No. 1 with Albert A. Webb Associates and KOA

**AMENDMENT NUMBER ONE
to the
KOA
PROFESSIONAL ENGINEERING AND ENVIRONMENTAL SERVICES AGREEMENT
for the
2019 ATP SAFETY PROJECTS**

This **AMENDMENT NUMBER ONE** is made and entered into this 27th day of September 2021, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **KOA (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 19, 2019, for the 2019 ATP Safety Projects.

1. This Amendment Number One extends the terms of the contract to December 31, 2022. There is no change to the total not-to-exceed amount stated in the original agreement.

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**

KOA

By: _____
Tom Kirk, CVAG Executive Director

By: _____
Ming Guan, Project Manager

Date: _____

Date: _____

AMENDMENT NUMBER ONE
to the
ALBERT A. WEBB ASSOCIATES
PROFESSIONAL ENGINEERING AND ENVIRONMENTAL SERVICES AGREEMENT
for the
COACHELLA VALLEY ART AND MUSIC LINE

This **AMENDMENT NUMBER ONE** is made and entered into this 27th day of September 2021, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **Albert A. Webb Associates (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 November 29, 2019, for the Coachella Valley Art and Music Line project.

1. This Amendment Number One extends the terms of the contract to December 31, 2022. There is no change to the total not-to-exceed amount stated in the original agreement.

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**

ALBERT A. WEBB ASSOCIATES

By: _____
Tom Kirk, CVAG Executive Director

By: _____
Dilesh Sheth, Senior V.P.

Date: _____

Date: _____

ITEM 5E

Coachella Valley Association of Governments
Transportation Committee
August 30, 2021



Subject: Update to CVAG Policy No. 13-03

Contact: Peter Satin, Regional Planner (psatin@cvag.org)

Recommendation: Adopt clarifying amendments to CVAG Policy No. 13-03 and the Policies and Procedures Manual, reflecting policy updates from the Coachella Valley Conservation Commission as part of the required measures to obtain full funding eligibility under CVAG's Regional Arterial Program

Background: CVAG administers numerous regional programs, including the Regional Arterial Program. Through an approved agreement, CVAG also provides staffing for the Coachella Valley Conservation Commission (CVCC) to implement the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Those programs are respectively funded in part by the Transportation Uniform Mitigation Fee (TUMF) and the Local Development Mitigation Fee (LDMF) levied on new development. Both have proven eminently successful through the uniform and equitable application of these fees by all CVAG and CVCC jurisdictions, allowing for dependable, predictable revenues that can be applied to traffic congestion reduction improvements and habitat conservation projects.

Neither the TUMF program nor the CVMSHCP have always enjoyed universal participation. In April 2013, CVAG's Executive Committee adopted Policy No. 13-03 to incentivize region-wide participation. Under Policy No. 13-03, in order to be eligible for the full 75 percent funding by CVAG's Regional Arterial Program funds, member jurisdictions are required to participate in the TUMF program by signing the Implementation Agreement and charging and collecting the fee; as well as participate in the CVMSHCP by endorsing the Permit Application, signing the Implementing Agreement, and charging and collecting the LDMF. Jurisdictions that do not fully participate in both programs are eligible to receive only 25 percent funding from CVAG's transportation funds for otherwise qualified projects.

Recently, CVCC staff provided clarification to its member jurisdictions about the Joint Project Review (JPR) process required by the CVMSHCP for development projects within conservation areas. This came after an applicant for one such project asserted that the JPR could be done piecemeal, as each project phase was initiated, rather than reviewing the project in its entirety at the outset. CVCC staff disagreed and – after consultation with legal counsel – drafted the memorandum entitled "Joint Project Review Requirements of the Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (CVMSHCP) and Implementing Agreement as Applied to Programmatic or Phased Projects." This memo was adopted by CVCC at its June 2021 meeting.

In order to keep the requirements of CVAG Policy No. 13-03 consistent with the clarifications adopted by CVCC, CVAG staff is recommending that the requirement pertaining to participation in the CVMSHCP be revised as follows (revision noted in bold text):

2. Participate in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), currently administered by CVAG, by endorsing the Permit Application, signing the Implementing Agreement **and complying with all CVMSHCP requirements therein**, charging and collecting the CVCC approved Local Development Mitigation Fee (LDMF), **and following the policies duly adopted and amended by CVCC, including CVCC's Joint Project Review clarifying memorandum adopted during its June 10, 2021 Commission meeting.**

No additional edits to the policy are proposed at this time.

To ensure consistency, staff is also recommending an update to the Policies and Procedures Manual. The manual outlines the process to determine project costs and project expense eligibility for construction covered under the Regional Arterial Program, and includes reference to the requirements described in Policy No. 13-03. CVAG staff recommends revising section 18.1 of the Manual to reflect the amended policy language:

*To be eligible for reimbursement, jurisdictions must be in compliance with all policies and procedures adopted by (a) the CVAG Executive Committee with regard to the implementation, administration and collection of TUMF, and (b) the Coachella Valley Conservation Commission with regard to the implementation and administration **of the Coachella Valley Multiple Species Habitat Conservation Plan, including the collection of the Local Development Mitigation Fee, as further detailed in CVAG Policy No. 13-03.***

Fiscal Analysis: No cost is anticipated as a result of revising the policy.

Attachments: Redlined revision of Policy No. 13-03
JPR clarifying memo, adopted by the CVCC in June 2021

CVAG Policy Number 13-03

The intention of CVAG Policy Number 13-03 is to incentivize CVAG Jurisdictions to continuously participate in Regional Programs, such as the Coachella Valley Multiple Species Habitat Conservation Plan and the Transportation Uniform Mitigation Fee Program, in order to gain full access to CVAG Regional Transportation Funds

CVAG is responsible for administering the Transportation Project Prioritization Study, the priority listing of regional road projects eligible to receive funds from the regional transportation program. The regional transportation program is primarily funding through the Measure A and Transportation Uniform Mitigation Fee (TUMF) programs. CVAG, by association with the Coachella Valley Conservation Commission (CVCC), also maintains and monitors the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

The CVAG regional road program has been eminently successful, and CVAG plans for the CVMSHCP to be similarly implemented. One prominent reason for the success of the regional road program has been the uniform and equitable participation by all the CVAG jurisdictions. This participation guarantees dependable, predictable revenues with which member jurisdictions can plan improvements to reduce traffic congestion, improve air quality and contribute to the economic vitality of the Coachella Valley.

Not all member jurisdictions currently participate in the CVMSHCP. Not all member jurisdictions have always participated in the TUMF program. This has resulted in revenues to support the CVMSHCP and TUMF programs being lost due to the inability to collect impact fees from non-participating jurisdictions. This creates inequitable relations among the jurisdictions and complicates CVAG's ability to administer the programs.

In recognition of this disparity, CVAG is adopting Policy Number 13-03. The intention of CVAG Policy Number 13-03 is to incentivize CVAG jurisdictions to participate in the Coachella Valley Multiple Species Habitat Conservation Plan and the Transportation Uniform Mitigation Fee program in order to gain full access to CVAG Regional Transportation Funds

In order to obtain full 75% funding eligibility by CVAG Regional Transportation Funds, each jurisdiction will be required to:

1. Participate in the Transportation Uniform Mitigation Fee (TUMF) program by signing the Implementation Agreement and charging and collecting the TUMF fees, and;
2. Participate in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), currently administered by CVAG, by endorsing the Permit Application, signing the ~~Implementing~~ Agreement and complying with all CVMSHCP requirements therein, -and charging, and collecting the CVCC approved Local Development Mitigation Fee (LDMF), and following the policies duly adopted and amended by CVCC, including CVCC's Joint Project Review clarifying memorandum adopted during its June 10, 2021 Commission meeting.

Failure by any jurisdiction to comply with the conditions of this Policy 13-03 will automatically reduce to 25% (Twenty-Five percent) the amount of CVAG regional funds to be provided to that jurisdiction in support of any otherwise qualified, approved regional road project, or jurisdictional portion of a project.



Memorandum

To: CVCC Local Permittees

From: Tom Kirk, Executive Director, CVCC

Cc: Ward Simmons, Best Best & Krieger, CVCC Legal Counsel

Date: June 10, 2021

Re: Joint Project Review Requirements of the Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (CVMSHCP) and the Implementing Agreement as Applied to Programmatic or Phased Projects

A recent development proposal in a CVMSHCP-designated Conservation Area sought to construe the CVMSHCP and Implementing Agreement as allowing for Local Permittee consideration and potential approval of the entire project at a “programmatic” level, with subsequent Joint Project Review (JPR) analyses to take place piecemeal before each phase of the project, rather than a Joint Project Review (JPR) of the complete project. This memo clarifies the CVMSHCP and Implementing Agreement requirements regarding the JPR process.¹

1. The purpose of the JPR is to provide the Local Permittees an analysis of how the proposed project would impact, in its entirety:
 - a. the Conservation Area Conservation Objectives and Required Measures delineated in Section 4.3 for each Conservation Area,
 - b. the Covered Species’ Goals and Objectives delineated in Section 9,
 - c. Rough Step in the affected Conservation Area.²

¹ Additionally, JPR is required by the U.S. Fish and Wildlife Service MSHCP “Take” Permit and the California Department of Fish and Wildlife Natural Community Conservation Plan Permit.

² A Rough Step analysis on an annual basis ensures that conservation of lands as required by the MSHCP for each Conservation Objective is within 10% of the level needed to stay in balance with the level of development permitted. In addition to the annual Rough Step calculation, a real-time Rough Step analysis will be prepared for a Conservation Area whenever a Development is proposed in that Conservation Area. This information will be provided to the Permittee considering the proposed Development and to the Wildlife Agencies as part of the JPR Process.

2. Per Section 6.6.1.1 of the CVMSHCP, a JPR by Coachella Valley Conservation Commission (CVCC) staff is required for all projects under the Local Permittees' jurisdiction in a Conservation Area that would result in disturbance to Habitat, natural communities, Biological Corridors, or Essential Ecological Processes. Section 6.6.1.1 further states that the project application shall not be deemed complete by the Local Permittee prior to completion of the JPR, and that the JPR is needed at this early stage to ensure that alternatives are fully evaluated to achieve Conservation Area Conservation Objectives prior to public release of environmental documents prepared pursuant to CEQA.
3. The JPR is also required by Section 7.5 of the Implementing Agreement which states that Discretionary Projects in Conservation Areas, other than second units on parcels with an existing residence, shall be required to assess the project's ability to meet the Conservation Objectives in the Conservation Area through the JPR process.
4. As defined in the Implementing Agreement, "Discretionary Project means a proposed project requiring discretionary action by a Permittee, as that term is used in CEQA and defined in state CEQA Guidelines Section 15357, including issuance of a grading permit for County projects."
5. There is no exemption or deferral for a "programmatic" project. Similarly, there is no other term of art that may be applied to a discretionary project that allows a project to be exempt from a JPR or allows a JPR to be deferred to a later phase of a project. As noted in #2 above, the application shall not be deemed complete by the Local Permittee prior to completion of the JPR.
6. If as described in #1 above, the results of the JPR process find a project not to be consistent with the Conservation Area Conservation Objectives and Required Measures delineated in Section 4.3 for each Conservation Area and in Section 9 for each proposed Covered Species' Goals and Objectives, or the project would adversely impact Rough Step in the affected Conservation Area, the application cannot be deemed complete by the Local Permittee serving as the Lead Agency for the project.
7. If through the JPR process, the project is not found to be consistent with the Conservation Area Conservation Objectives and Required Measures delineated in Section 4.3 for each Conservation Area and in Section 9 for each proposed Covered Species' Goals and Objectives, or the project would adversely impact Rough Step in the affected Conservation Area, CVCC staff, Local Permittee and project applicant representatives shall meet and confer to identify requirements necessary to achieve consistency. Alternatively, CVCC may propose acquisition of the property if the project applicant/property owner is a willing seller. Consistency may be achieved by modifying the project as needed to reduce the

impacts to a level that achieves consistency. If project modification alone cannot achieve consistency, a Like Exchange may be pursued pursuant to CVMSHCP Section 6.12.2.

If any Permittee has a question about the JPR requirements and process, please contact me (tkirk@cvag.org). If a Permittee would like an in-service for its planning staff, please contact Peter Satin (psatin@cvag.org).

ITEM 6A

**Coachella Valley Association of Governments
Transportation Committee
August 30, 2021**



Staff Report

Subject: Positioning the Coachella Valley for Broadband

Contact: Jonathan Hoy, Director of Transportation (jhoy@cvag.org) and Eric V. Cowle, Transportation Engineer (ecowle@cvag.org)

Recommendation: Authorize the Executive Director to execute Amendment No. 2 to Advantec Consulting Engineer's Environmental and Engineering Services Phase II Contract, including design of redundant fiber optic cable in CVAG's CV Sync project, for a not-to-exceed total of \$1,097,532, including contingency; and authorize the Executive Director and/or legal counsel to make clarifying changes/revisions prior to execution

Background: High-speed broadband internet access has received much attention in the past several years. Recently, funding packages at the state and federal levels have included significant attention to the infrastructure necessary to provide this type of internet access. California's latest budget allocates \$6 billion to expand broadband infrastructure and enhance access by constructing an open access middle-mile and by funding construction of last-mile projects. High-speed broadband internet access ultimately needs a connection to fiber optic cable.

While much of the Coachella Valley has broadband internet access, there are disparities in terms of competitive providers, as well as the level of connection available to disadvantaged communities. The term "digital divide" refers to the generally underserved disadvantaged neighborhoods when it comes to broadband internet access.

Several Coachella Valley cities and the County of Riverside are exploring their options to expand access within their jurisdictions. In August 2021, the region's city, county and tribal managers met with the CVAG Executive Director at an ad-hoc roundtable to discuss broadband internet access. CVAG discussed the CV Sync project, which is the CVAG-led regional traffic signal synchronization program that includes intelligent transportation system technologies. A similar update will be presented to the CVAG Transportation Committee at the August 30, 2021 meeting. Based on the feedback at the staff received from the managers, CVAG staff is recommending that the Transportation Committee authorize the design of redundant fiber optic cable as part of Phase II of CV Sync.

CV Sync is a world-class regional signal synchronization project that has, since 2016, been designed and engineered by Advantec Consulting, Inc. Phase I of CV Sync, which is currently under construction, includes Highway 111, Ramon Road and Washington Street. Through actions approved in April 2018 and February 2021, the CVAG Executive Committee expanded the work with Advantec to include 21 corridors in Phase II:

Monterey Avenue
Cook Street

Gene Autry Trail
Date Palm Drive

Country Club Drive
Monroe Street

Palm Drive
Bob Hope Drive
Fred Waring Drive
Dinah Shore Drive
Portola Avenue

Indio Boulevard
Jefferson Street
Palm Canyon Drive
Vista Chino
Avenue 44

Avenue 48
Sunrise Way
Indian Canyon Drive
Jackson Street
Avenue 50

While the Phase II corridors cross every jurisdiction in the Coachella Valley, the CV Sync project and the proposed amendments do not include work in the City of Rancho Mirage.

The CV Sync Phase II corridors spans more than 100 miles of arterial roadway. A tremendous opportunity exists to design and construct the fiber optic cable necessary for broadband's "middle-mile" segments concurrently with the CV Sync project. The three CV Sync Phase I corridors are already under construction but the opportunity still exists to dovetail environmental and engineering efforts for fiber optic cable into the construction project. In Phase II, it also is still possible to design and construct the fiber optic cable necessary for broadband at the same time as the CV Sync construction project.

Advantec's proposal is attached. In summary, it includes:

- Phase II 21 corridors: Redundant fiber optic cable necessary for broadband. (\$314,162)
- Phase I Highway 111, Ramon Road and Washington Street: design of redundant fiber optic necessary for broadband. (\$208,341)
- Tribal Lands: Fiber optic cable for CV Sync and redundant fiber necessary for broadband. (\$475,253)

The work proposed under this amendment will ensure that ultimate build out of CV Sync includes installing the same quality fiber optic technology across the entire project. Installing this fiber is important for the project's longevity and ultimate build out, but it does require digging and ground disturbance, which triggers another level of environmental approvals. Under previous contract schedules, installing fiber in areas where new conduit is needed – including on both tribal and non-tribal lands – were moved to later phases and the use of wireless ethernet broadband was used to implement the project. However, the broadband component of this project has prompted CVAG staff to re-evaluate some of this timing and recommend work on both tribal and non-tribal lands.

If the region were to build broadband capability independently, it would require an 120-mile dark fiber network that costs \$50 million. Building this capability in concert with the CV Sync project will save an estimated \$30 million. As such, CVAG staff is recommending an amendment with Advantec to expand the design to incorporate the fiber optic cable necessary for broadband. With Amendment No. 2, Advantec estimates that Phase II plans – including environmental approvals – will be completed by the end of this calendar year. The additional fiber design would allow the inclusion of a bid alternative in the CV Sync Phase II construction plans.

Fiscal Analysis: Advantec has provided a cost proposal of \$997,756 for the design of fiber optic cable that could be used in the future for broadband backbone. CVAG staff is recommending the amendment include a 10% contingency of \$99,776, bringing the total not-to-exceed cost to \$1,097,532,. CVAG has regional transportation funding available to fund Amendment No. 2.

Previously, in April 2018, the CVAG Executive Committee approved an engineering services contract with Advantec Consulting, Inc. for a not-to-exceed total of \$4,580,612 for Phase II of CVAG's regional signal synchronization project. In February 2021, the CVAG Executive Committee approved Amendment No. 1 to the agreement to provide for three additional corridors.

CVAG staff compared the hours and costs proposed under Advantec's Amendment No. 2 proposal with the additional plan sheets proposed for Amendment No.1 and found the unit costs to be the same or lower, and reasonable.

Looking ahead, the total construction cost of Phase II will likely exceed \$50 million. Construction estimates for providing the fiber optic cable necessary for broadband's middle mile segments will likely cost an additional \$20 million. Advantec will continue to work with CVAG staff to identify opportunities to leverage additional external funding resources and partners to the Phase II construction.

Attachments: Advantec proposal for design and engineering, including redundant fiber optic in Phase II corridors, Phase I corridors and on tribal lands



PHASE II
ADDENDUM NO. 2
“REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS”
ENVIRONMENTAL and DESIGN SERVICES – 21 CORRIDORS
SCOPE OF SERVICES

1.1 PROJECT UNDERSTANDING –

Our initial contract for the Coachella Valley Traffic Signal Synchronization Program Phase II improvements is to provide Environmental and Design Services for 18 Corridors. Early this year, CVAG gave us an Notice-to-Proceed to include three (3) additional corridors. The Portola Avenue, Avenue 50, and Avenue 44 Corridors were added to the priority list of corridors. Phase II now includes twenty-one (21) Corridors.

This addendum is to provide additional Environmental and Design Services for the design of a 4-inch conduit with fiber optic cable and associated improvements for REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS along the twenty-one (21) Phase II corridors. It is anticipated that this is a separate conduit and communication system for future Redundant Fiber Optic System for Future Communications and this proposed infrastructure is not part of the Valley-wide ITS Network. The limits of the new conduit are shown on **Table 1.1**.

TABLE 1.1
REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS
PHASE II CORRIDORS

 CVAG		CVAG Phase II Regional TSSP (Not Including City of Rancho Mirage Corridors)		 ADVANTEC Consulting Engineers	
No.	Corridor	Agencies	Length of Corridor (miles)	Length of Corridor in Tribal lands (miles)	
4	Monterey Avenue	Palm Desert, Caltrans District 8, County of Riverside	6.65	-	
5	Cook Street	Palm Desert, Caltrans District 8	4.69	-	
6	Palm Drive	Desert Hot Springs, Caltrans District 8	5.76	-	
7	Bob Hope Drive	Cathedral City, Caltrans District 8, County of Riverside	0.75	0.2	
8	Fred Waring Drive	Indian Wells, Indio, La Quinta, Palm Desert	9.83	-	
9	Dinah Shore Drive	Cathedral City, Palm Springs, Palm Desert	4.15	1.79	
10	Gene Autry Trail	Palm Springs, Caltrans District 8	2.38	2.09	
11	Date Palm Drive	Cathedral City, Caltrans District 8	5.05	0.27	
12	Indio Boulevard	Indio	5.12	0.74	
13	Jefferson Street	Indio, Caltrans District 8	4.12	-	
14	Vista Chino	Cathedral City, Palm Springs	2.75	1	
15	Palm Canyon Drive	Palm Springs	6.09	1.29	
16	Country Club Drive	Palm Desert	5.10	-	
17	Monroe Street	Indio, Caltrans District 8	4.06	-	
18	Avenue 48/Dillon Road	Indio, La Quinta, Caltrans District 8, County of Riverside	7.65	1	
19	Sunrise Way	Palm Springs	4.02	-	
20	Indian Canyon Drive	Palm Springs, Caltrans District 8	10.18	-	
21	Jackson Street	Indio, Caltrans District 8	3.02	-	
22	Portola Avenue	Palm Desert, Caltrans District 8, County of Riverside	5.10	-	
23	Avenue 50	Indio, La Quinta, Caltrans District 8	7.70	0.81	
24	Avenue 44	Indio	2.16	-	
Total (miles)			106.33	9.19	

It is anticipated that the proposed **new 4" REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS along the twenty-one (21) Phase II Corridors will cover approximately 106 roadway miles.**

ADVANTEC has already underway with the design of the Phase II ITS and network along the twenty-one (21) corridors. As of today, we have prepared a total of 579 sheets including **339 layout sheets have been designed.** These 339 layout sheets will be revised to include the additional Communication and associated improvements. In addition, overall Network Details and installation Details (e.g., new conduit along bridges) will be provided. The technical specifications and engineer’s estimates will also be revised to include the new communications.

1.2A WORK PLAN – REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS *PHASE II CORRIDORS*

PART A-1: REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS ENVIRONMENTAL PHASE – PHASE II CORRIDORS

Task 1.1 Environmental Services (*Phase II Corridors*)

EXHIBIT “A-1” highlights the additional Environmental Services that will be provided by **Dudek**.

Deliverables:

- Environmental Services Deliverables Per **Exhibit “A-1”**

Task 1.2 Environmental Services Project Coordination and Support

ADVANTEC will be working with our Environmental subconsultant, Dudek. We are anticipating additional project management, project coordination and preparation of additional documents/details/exhibits for their incorporation in the Environmental Documents, including the following:

- a) Expanded project description and details
- b) Expanded project exhibits

In addition, we are anticipating eight (8) project coordination meetings.

Under **EXHIBIT “A-4”** we have identified the additional hours required by ADVANTEC to support the preparation of the Environmental Documents.

Deliverables:

- Additional project management, project coordination and preparation of additional documents/details/exhibits

PART B-1: REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS DESIGN PHASE – PHASE II CORRIDORS - Additional Design Services

Task 3 – Utility Notification and Coordination

At this time, we are anticipated that installation of new communication hubs and electrical service points will not be required.

Deliverables: NA

Task 4 – Traffic Signal Interconnect, TMC, and ITS Field Elements Plans and Details

ADVANTEC will revise the **Phase II layout plans (339 sheets)** to include the following design services:

- 1) Proposed 4-inch conduit, fiber optic cable, and associated improvements.
- 2) It is anticipated that the Conduit will be installed at a minimum 1,000 feet between pull boxes.
- 3) It is anticipated that splice vaults will be placed at selected locations including communication hubs.
- 4) Splice vaults will be installed at specific locations within the public right-of-way to link the system to public and private facilities.

In addition, ADVANTEC will prepared separate Network Diagrams and Details to show the connectivity and management of the Fiber Optic Cable. We are anticipated the following Network Diagrams and Details:

- 1) Overall Network Diagrams – it will highlight the corridors, network connectivity, network topology, and network redundancy.
- 2) Fiber Optic Cable Management – Details showing allocation of fiber cable and/or bundles for specific use.
- 3) Installation Details – Trenching Details along existing ITS Communication conduits, bridge installation details, splice vault details, etc.

Deliverables: *Revised Phase II Layout Sheets to include proposed Redundant Fiber Optic System for Future Communications (339 Sheets)*

Communication Network Diagrams and Details (10 Sheets)

Task 5 – Technical Specifications, and Hardware and Software Procurement List

NA

Deliverables: NA

Task 6 – Additional Construction Quantities and Engineer’s Estimates

ADVANTEC will prepare additional construction quantity take-offs and construction cost estimates for the **proposed REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS** in accordance with CVAG’s requirements.

The cost estimate will be based on cost data from similar current projects. The engineer’s construction cost estimates will be prepared in MS Excel format for use by CVAG to advertise for bids.

Deliverables: Additional Construction Quantities and Engineer’s Estimates

Task 7 – Hardware and Software Procurement Support Services

NA

Deliverables: NA

PART C-1: TRAFFIC SIGNAL SYNCHRONIZATION PHASE

Task 8 – Traffic Signal Synchronization (TSS) Stakeholders’ Meetings

NA

Deliverables: NA

PART D-1: PROJECT ADMINISTRATION, PROJECT MANAGEMENT, PROJECT COORDINATION, STAKEHOLDERS’ MEETINGS AND OUTREACH

Task 15 – Caltrans Forms and Coordination

NA

Deliverables: NA

Task 16 – Project Control Website, Public Suggestion Webpage, and Mobile Application Recommendation/Updates

NA

Deliverables: NA

Task 17 – Project Management and Project Coordination

ADVANTEC will provide additional Project Management activities through all the aspects of the project for the *additional professional services*.

Additional project coordination between ADVANTEC’s Project Manager and CVAG’S Project Manager and other stakeholders will be provided.

ADVANTEC will coordinate the project with each agency to discuss critical components on the project including environmental, design, technical elements, operations and maintenance, etc.

Encroachment Permits – It is anticipated that additional Caltrans coordination will be necessary due to the addition of the Redundant Fiber Optic System for Future Communications along Caltrans right-of-way.

Deliverables: Additional Project management and coordination
Additional Project Coordination with CVAG, Cities, and County

Task 18 – Additional Project Meetings

ADVANTEC will provide additional project meetings related to the additional professional services.

ADVANTEC will prepare and distribute meeting agendas, meeting minutes, updated project schedule (as necessary), and an action item matrix to the project team for each meeting that is held. For this task, we anticipate eight (8) additional project meetings.

Deliverables: Additional Project Meetings (8)

Task 19 – Stakeholders’ Outreach

NA

Deliverables: NA

EXCLUSIONS

Consulting services relating to any of the following tasks may be completed by ADVANTEC if negotiated under a separate contract for an additional fee; but are presently excluded from this Agreement:

- Additional Environmental Services
- Environmental Technical Studies
- Additional Plans and Detail Sheets per Agency Request
- Stand-Alone Technical Specifications and Bid Package
- Additional Design Request by Caltrans or Agencies
- Additional Tasks that are shown “NA” on this Addendum
- Engineering Reports
- Additional Meetings

EXHIBIT “A-1”

PHASE II CORRIDORS *REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS* ENVIRONMENTAL SERVICES

SUBCONSULTANT SCOPE OF SERVICES

July 27, 2021

C11531

Carlos Ortiz, PE, TE, PTOE
Advantec Consulting Engineers, Inc.
1200 Roosevelt
Irvine, California 92620

Subject: Contract Amendment CVAG Regional Traffic Signal Interconnect Phase IIB– Additional Conduit Installation

Dear Mr. Ortiz:

Dudek is pleased to provide this contract amendment for environmental services to Advantec Consulting Engineers, Inc. (Advantec) in support of the Coachella Valley Association of Governments' (CVAG) proposed regional traffic signal interconnect program (TSSP), Phase IIB, for installation of additional conduit throughout the Project corridors (Project). We anticipate that the proposed work would include installation of new 4-inch conduit along Project corridors to support broadband capabilities. All new conduit would be installed within the public right of-way (ROW), within existing roadways and/or sidewalks, and tribal land would be avoided. It is our understanding that the Project would be funded by federal, State, regional, and/or local sources.

Based on review of Project materials, we assume that proposed improvements will require up to 110 miles of disturbance. For the purposes of this proposal, we assume that Dudek can utilize site photos from Advantec, and site visits where new ground disturbance is proposed. However, supplemental support documentation for the Preliminary Environmental Study would be prepared that cover the new disturbance areas.

We have included all tasks to complete CEQA and NEPA documentation for the Project, including necessary field work; updates to the draft PES; updated GIS and graphics; and coordination with Advantec, CVAG, and Caltrans.

Scope of Services

A. Update Project Description and Existing Conditions

Dudek will review updated detailed project description from Advantec and update the PES project description to include the addition conduit improvements. In addition, Dudek's GIS specialist will update all necessary figures for the project description.

Dudek staff will review existing information provided by Advantec and CVAG, including aerial and site photographs for the additional areas where ground disturbance is proposed. Under this task, Dudek will update the working GIS map of all project corridors, intersections, and proposed areas of disturbance. We assume the map will require manual plotting of no more than 50 new individual areas of disturbance. Dudek also assumes that no addition site visits will be required because all new conduit is proposed within existing developed areas containing asphalt, sidewalk, or landscaping.

B. CEQA/NEPA Compliance

Updated PES and Supplemental Documentation

Under this task, Dudek will update the PES Form for the proposed ITS improvements. This task begins with development of a project description and a summary of existing conditions based on information gathered during review of existing information and the updated detailed project description provided by Advantec.

Based on this description, the narrative discussion for the checklist will be updated add new disturbance areas to the narrative discussion justifying the answers in the checklist. As part of this exercise, Dudek will also update the ISA checklist to cover additional ground disturbing activities.

Dudek's GIS specialist will update all required attachments for the PES as figures, that reflect new areas of disturbance. In addition, Dudek's graphics specialist will update Appendix A to include additional site photos where for new areas of disturbance.

The updated draft PES form, narrative and associated figures will be provided to Advantec and CVAG for review and Dudek will incorporate one round of consolidated comments from Advantec and CVAG reviewers for incorporation into the final deliverable to Caltrans. Dudek will email the Draft PES to Caltrans for review.

CEQA Notice of Exemption

Once the PES is submitted to Caltrans, Dudek will use the information, maps, and photographs prepared for the PES to make findings for a CEQA CE. Dudek will prepare a Notice of Exemption (NOE), which will include the following: (1) a cover letter to the County Clerk, (2) the NOE including findings for a CEQA CE, and a map of the Project corridor and surrounding area. Dudek will file the NOE with the County Clerk for a review period of 35 days. Dudek will also provide a copy of the NOE to the State Clearinghouse. We assume that Advantec/CVAG will provide one set of consolidated comments on the findings, cover letter, and NOE prior to submittal to the County Clerk and the State Clearinghouse. Dudek assumes the findings of the PES will lead to the adoption of a NEPA CatEx, with no required technical studies.

C. Project Management and Coordination

This task covers time for Dudek's project manager to prepare for and attend up to three meetings with Advantec and CVAG. We have assumed eight (8) hours of additional general coordination time. This task also includes continued internal project management (internal coordination with staff and subconsultant), as well as keeping track of the project schedule and budget. This task is intended to ensure that our tasks stay on schedule and within budget, and that all our deliverables are technically correct and legally defensible.

Dudek's project manager will attend one meeting via teleconference with Caltrans to discuss the PES or any technical studies requested. In addition, we assume a minimal level of coordination via phone or email with the Caltrans Environmental Division prior to the PES submittal and regular coordination via email during PES review.

Deliverables

- Electronic version of the draft and updated PES Form, narrative, and figures
- One (1) hard copy of the updated PES Form, narrative and figures to Caltrans, once approved.
- Completion of the paperwork for a CEQA NOE with findings to be filed with the County Clerk and State Clearinghouse

Cost Summary

Dudek will complete the additional scope of services to update the PES and prepare the CEQA categorical exemption on a time-and-materials (T&M) basis in an amount not to exceed **\$37,101.23**. A detailed cost estimate spreadsheet is included as Attachment 1 to support the cost estimate below.

A	Update Project Description and Existing Conditions	\$	14,720.59
B	CEQA/NEPA Compliance	\$	17,256.31
C	Management and Coordination.....	\$	<u>11,427.08</u>
	Contract Total	\$	43,792.15*

*Contract Total includes an estimated escalation total of \$388.17 for services across 2021 (70%) and 2022 (30%).

Thank you for the opportunity to submit this proposal. We look forward to working with you on this Project. Please do not hesitate to contact me by phone at 760.479.4108 (office) / 442.224.8876 (mobile) or by email at jreynolds@dudek.com with any questions.

Sincerely,



Jason Reynolds, Transportation Practice Director

Att.: Cost Estimate and 10-H1

Advantec Consulting Engineers, Inc.

Regional Traffic Signal Interconnect Program (TSSP) -Phase IIA - Additional Conduit Installation

DUDEK FEE ESTIMATE

7/27/2021



Dudek Labor Hours and Rates										
		Senior Specialist IV	Specialist III	GIS Analyst III	Technical Editor III	Publications Specialist I				
Project Team Role:		Jason Reynolds	Alex Hardy	Andrew Greis	Amy Seals	Rachel Dobrolenski	TOTAL DUDEK HOURS	DUDEK LABOR COSTS	OTHER DIRECT COSTS	TOTAL FEE Escalation
Team Member:		Jason Reynolds	Alex Hardy	Andrew Greis	Amy Seals	Rachel Dobrolenski	TOTAL DUDEK HOURS	DUDEK LABOR COSTS	OTHER DIRECT COSTS	TOTAL FEE Escalation
Billable Rate:		\$262.54	\$174.00	\$128.38	\$112.95	\$78.31	TOTAL DUDEK HOURS	DUDEK LABOR COSTS	OTHER DIRECT COSTS	TOTAL FEE Escalation
Task A	Update Project Description and Existing Conditions									
	Update Project Description	6	20				26	\$5,055.25	\$0.00	\$5,055.25
	Update Existing Conditions	4	20	40			64	\$9,665.34	\$0.00	\$9,665.34
	Subtotal Task A	10	40	40	0	0	90	\$14,720.59	\$0.00	\$14,720.59
Task B	CEQA/NEPA Compliance									
	Updated PES and Supplemental Documentatic	8	40	24	8	12	92	\$13,984.80	\$224.00	\$14,208.80
	CEQA Notice of Exemption	3	10			6	19	\$2,997.51	\$50.00	\$3,047.51
	Subtotal Task B	11	50	24	8	18	111	\$16,982.31	\$274.00	\$17,256.31
Task C	Project Management									
	Management and Coordination	25	25	4	0	0	54	\$11,427.08	\$0.00	\$11,427.08
	Total Base Hours and Fee	46	115	68	8	18	255	\$43,129.98	\$274.00	\$43,403.98
	<i>Percent of Hours (Base)</i>	18%	45%	27%	3%	7%				

Escalation	% of total Work per year	Escalation %	Average Hourly		
			Hours per Year	Rate	Cost Per Year
Year 1	70.00%	0%	178.50	\$60.06	\$10,721.03
Year 2	30.00%	3%	76.50	\$61.86	\$4,732.57
			Total:		\$15,453.60

Direct Labor subtotal before Escalation: \$15,315.76
 Estimated total of Direct Labor Salary Increase \$137.84
Total after including Indirects and Profit: \$388.17

Fringe Benefits	50.90%
Overhead	105.11%
Fringe+ Overhead Total	156.00%
Profit	10%

EXHIBIT “A-2”

PHASE II CORRIDORS ***REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS*** **ENVIRONMENTAL SERVICES**

FEE SCHEDULE - EXHIBIT 10-H

EXHIBIT 10-H1 COST PROPOSAL PAGE 1 OF 3
COST-PLUS-FIXED FEE OR LUMP SUM OR FIRM FIXED PRICE CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed Prime Consultant * Subconsultant 2nd Tier Subconsultant

Consultant Dudek

Project No. _____ Contract No. _____ Date 7.26.2021

DIRECT LABOR

Classification/Title	Name	hours	Actual Hourly Rate	Total
Project Director/Environmental	Jason Reynolds	46	\$93.23	\$4,288.62
Senior Specialist II	Alexander Hardy	115	\$61.79	\$7,105.68
GIS Specialist IV	Andrew Greis	68	\$45.59	\$3,100.01
Technical Editor III	Amy Seals	8	\$40.11	\$320.87
Publications Specialist II	Rachel Dobrolenski	18	\$27.81	\$500.58

LABOR COSTS

a) Subtotal Direct Labor Costs	\$ 15,315.76
b) Anticipated Salary Increases (see page 2 for sample)	\$137.84
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$ 15,453.60

INDIRECT COSTS

d) Fringe Benefits (Rate: <u>50.90%</u>)	e) Total Fringe Benefits	\$ 7,865.20
f) Overhead (Rate: <u>105.11%</u>)	g) Overhead [(c)x(f)]	\$ 16,243.15
h) General and Administrative (Rate: <u>0.00%</u>)	i) Gen & Admin [(c) x (h)]	0
	j) Total Indirect Costs [(e) + (g) + (i)]	\$ 24,108.35
FIXED FEE	k) TOTAL FIXED PROFIT [(c) + (j)] x fixed fee <u>10%</u>	\$ 3,956.20

1) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add additional pages if necessary)

Description of Item	Quantity	Unit(s)	Unit Cost	Total
Mileage Costs	400	mile	\$ 0.56	\$ 224.00
Printing - B&W		page		\$ -
Printing - Color		page		\$ -
Postage		package		\$ -
Filing Fee	1	fee	\$50.00	\$ 50.00
	1) TOTAL OTHER DIRECT COSTS			\$ 274.00

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1:	\$ -
Subconsultant 2:	\$ -
m) TOTAL SUBCONSULTANTS' COSTS:	\$ -

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANT	\$ 274.00
TOTAL COST [(c) + (j) + (k) + (p)]	\$ 43,792.15

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principals. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL PAGE 2 OF 2
COST-PLUS-FIXED FEE OR LUMP SUM OR FIRM FIXED PRICE CONTRACTS
 (CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hou

Direct Labor <u>Subtotal</u> per Cost Proposal \$15,315.76	Total Hours per Cost Proposal 255	=	Avg Hourly Rate \$60.06	5 Year Contract Duration Year 1 Avg Hourly Rate
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2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$60.06	+	3%	=	\$61.86	Year 2 Avg Hourly Rate
Year 2	\$61.86	+	3%	=	\$63.72	Year 3 Avg Hourly Rate
Year 3	\$63.72	+	3%	=	\$65.63	Year 4 Avg Hourly Rate
Year 4	\$65.63	+	3%	=	\$67.60	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	70.00%	*	255.0	=	178.5	Estimated Hours Year 1
Year 2	30.00%	*	255.0	=	76.5	Estimated Hours Year 2
Year 3	0.00%	*	255.0	=	0.0	Estimated Hours Year 3
Year 4	0.00%	*	255.0	=	0.0	Estimated Hours Year 4
Year 5	0.00%	*	255.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	255.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$60.06	*	178.5	=	\$10,721.03	Estimated Hours Year 1
Year 2	\$61.86	*	76.50	=	\$4,732.57	Estimated Hours Year 2
Year 3	\$65.63	*	0	=	\$0.00	Estimated Hours Year 3
	Total Direct Labor Cost with Escalation			=	\$15,453.60	
	Direct Labor Subtotal before Escalation			=	\$15,315.76	
	Estimated total of Direct Labor Salary Increase			=	\$137.84	Transfer to Page 1

NOTES:

- 1 This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- 2 An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable.
(i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- 3 This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- 4 Calculations for anticipated salary escalation must be approved.

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principals (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contract
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principals and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Services
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement.

Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: Christine Moore

Title: CFO

Signature: *Christine Moore*

Date of Certification (mm/dd/yyyy): 7/27/2021 | 7:52:31 AM PDT

Email: cmoore@dudek.com

Phone Number: 760.479.4873

Address: 605 3rd Street, Encinitas, CA 92024

*An individual executive or financial officer of the consultant’s or subconsultant’s organization at a level no lower than a Vice President or a Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the cost proposal for the contract.

List of services the consultant is providing under the proposed contract:

EXHIBIT “A-3”

PHASE II CORRIDORS
REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS
DESIGN SERVICES

FEE SCHEDULE - EXHIBIT 10-H

CVAG Regional Traffic Signal Synchronization Project - Phase II-A

CONSULTANT:	CONTRACT NO:	DATE:
ADVANTEC Consulting Engineers, Inc.	CML 6164(0210) - Addendum No. 2	8/2/2021

DIRECT LABOR

CLASSIFICATION/TITLE	NAME	HOURS	ACTUAL RATE	TOTAL
Project Principal	Leo Lee		\$ 120.19	\$ -
Project Manager	Carlos Ortiz	164	\$ 111.54	\$ 18,292.56
Task Manager	John Dorado	160	\$ 67.50	\$ 10,800.00
Task Manager	Jose Guedes	0	\$ 68.27	\$ -
System Engineer	John Cox	132	\$ 34.72	\$ 4,583.04
Design Engineer	Jonathan Delgado	84	\$ 39.43	\$ 3,312.12
Design Engineer	Bryan Elenes	112	\$ 37.02	\$ 4,146.24
Design Engineer	Rob Steaffens	286	\$ 46.64	\$ 13,339.04
Design Engineer	Nick Park	286	\$ 28.85	\$ 8,251.10
Design Engineer	Frank Gomez	88	\$ 33.65	\$ 2,961.20
Design Engineer	Tony Hernandez	262	\$ 28.85	\$ 7,558.70
TOTAL HOURS		1,574	TOTAL DIRECT LABOR \$ 73,244	

LABOR COSTS

a. Subtotal Direct Labor Costs		\$ 73,244
b. Anticipated Salary Increases	5.00% (of Total Direct Labor)	\$ 7,324
c. TOTAL DIRECT LABOR COSTS (a+b)		\$ 80,568

FRINGE BENEFITS

d. Fringe Benefits (Rate: 39.79%)		e. TOTAL FRINGE BENEFITS
		(c+d) \$ 32,058

INDRECT COSTS

f. Overhead (Rate: 111.08%)		g. Overhead (c*f) \$ 89,495.38
g. General & Administrative (0.00%)		i. Gen & Admin (c*g) \$ -
j. TOTAL INDRECT COSTS (e+g+i)		\$ 121,554

FEE (PROFIT)

q. Fee Rate 10.00%		k. TOTAL FIXED PROFIT (c+j)*q \$ 20,212
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OTHER DIRECT COSTS

Description	UNIT	UNIT COST	TOTAL
l. Travel/Mileage Costs	miles	2,400	\$ 1,380.00
m. Equipment Supplies	traffic data collection	0	\$ -
n. Permit fees, plan sheets, etc	prints	520	\$ 3,640.00
o. Subconsultant Costs	See itemization below		\$ 43,403.98
			\$ -
			\$ -
p. TOTAL OTHER DIRECT COSTS (l+m+n+o)			\$ 48,424

SUBCONSULTANTS

COMPANY	FUNCTION	TOTAL
Dudk	Environmental Services	\$ 43,403.98
TOTAL SUBCONSULTANTS		\$ 43,403.98

TOTAL COST (c+j+k+p) \$ 314,162

EXHIBIT “A-4”



ADVANTEC Consulting Engineers
 FEE PROPOSAL
 COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
 REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT



ADDITIONAL SERVICES: PHASE II - BROADBAND COMMUNICATIONS

8/2/2021

TASK	DESCRIPTION	Project Principal	Project Manager	Task Manager	Task Manager	System Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Total Hours	SUBCONSULTANT FEE (DUDEK)
		Leo Lee	Carlos Ortiz	John Dorado	Jose Guedes	John Cox	Jonathan Delgado	Bryan Elenes	Frank Gomez	Nick Park	Rob Steaffens	Tony Hernandez		
PHASE I - ENVIRONMENTAL SERVICES														
1.1	Phase II Environmental Services Revisions													
1.1.1	Update Project Description and Existing Conditions		4	4			24	16					48	\$14,721
1.2	CEQA / NEPA Compliance													
1.2.1	Updated PES and Supplemental Documentation		2	4			8	8					22	\$14,209
1.2.2	CEQA Notice of Exemption		2	4									6	\$3,048
1.3	Coordination and Project Management													
1.3.1	Coordination and Project Management		24	16			8						48	\$11,427
PHASE II - DESIGN PHASE														
2	Research of Record Information and Field Review												0	
3	Utility Notification and Coordination												0	
4	Traffic Signal Interconnect and ITS Field Elements Plans (339 Sheets) and Details (10 Sheets)		44	52		110	44	64	64	262	262	262	1164	
5	Technical Specifications, and Hardware and Software Procurement List												0	
6	Construction Quantities and Engineer's Estimates		8	16				24	24	24	24		120	
7	Hardware and Software Procurement Support Services												0	
PHASE III - TRAFFIC SIGNAL SYNCHRONIZATION PHASE														
8	Traffic Signal Synchronization Stakeholders' Meetings												0	
9	Signal Timing and Traffic Data Collection												0	
10	Regional Traffic Signal Synchronization "Before" Study (Additional 3 Corridors)												0	
11	Regional Traffic Signal Synchronization "After" Study (Additional 3 Corridors)												0	
12	Signal Timing Optimization and Implementation												0	
13	Traffic Signal Synchronization Project Report												0	
PHASE IV - GRANT APPLICATIONS SUPPORT SERVICES														
14	Grant Applications Support Services												0	
PHASE V - PROJECT ADMINISTRATION, PROJECT MANAGEMENT, PROJECT COORDINATION, AND STAKEHOLDERS' MEETINGS AND OUTREACH														
15	Caltrans Forms and Coordination												0	
16	Project Control Website, Public Suggestion Webpage, and Mobile Application Recommendation												0	
17	Project Management and Project Coordination		40	32		16							88	
18	Project Meetings (8 meetings)		40	32		6							78	
19	Stakeholders' Outreach												0	
	Total Hours	0	164	160	0	132	84	112	88	286	286	262	1574	



PHASE II
ADDENDUM NO. 2
“REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS”
ENVIRONMENTAL and DESIGN SERVICES – PHASE I CORRIDORS
SCOPE OF SERVICES

1.1 PROJECT UNDERSTANDING –

Our initial contract for the Coachella Valley Traffic Signal Synchronization Program Phase I improvements is to provide Environmental and Design Services for three (3) Corridors. These are Highway 111, Washington Street and Ramon Road.

This addendum is to provide additional Environmental and Design Services for the design of a 4-inch conduit with fiber optic cable and associated improvements for REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS along the three (3) Phase I corridors. It is anticipated that this is a separate conduit and communication system for future Redundant Fiber Optic System for Future Communications and this proposed infrastructure is not part of the Valley-wide ITS Network. The limits of the new conduit are shown on **Table 1.1**.

TABLE 1.1
REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS
PHASE I CORRIDORS

 CVAG Regional TSSP Phase I 			
Corridor	Agencies	Length (mi)	No. of Layout Sheets
Highway 111	Caltrans District 8/Palm Springs, Cathedral City, Palm Desert, Indian Wells, La Quinta, Indio, Coachella	26.51	78
Washington Street	La Quinta, Palm Desert, County of Riverside, Caltrans District 8	6.78	20
Ramon Road	Palm Springs, Cathedral City, County of Riverside, Caltrans District 8	7.39	22
	Total	41	119

It is anticipated that the proposed **new 4" REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS along the three (3) Phase I Corridors will cover approximately 41 roadway miles.**

ADVANTEC has already designed of the Phase I ITS and network along the three (3) corridors. The improvements are under construction. As of today, we have prepared a total of 298 sheets, including **119 layout sheets have been designed.**

These 119 layout sheets will be revised to include the additional Communication and associated improvements. In addition, overall Network Details and installation Details (e.g., new conduit along bridges) will be provided. The technical specifications and engineer’s estimates will also be revised to include the new communications.

1.2A WORK PLAN – REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS *PHASE I CORRIDORS*

PART A-1: REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS ENVIRONMENTAL PHASE – PHASE I CORRIDORS

Task 1.1 Environmental Services (*Phase I Corridors*)

EXHIBIT “A-1” highlights the additional Environmental Services that will be provided by **Dudek**.

Deliverables:

- Environmental Services Deliverables Per **Exhibit “A-1”**

Task 1.2 Environmental Services Project Coordination and Support

ADVANTEC will be working with our Environmental subconsultant, Dudek. We are anticipating additional project management, project coordination and preparation of additional documents/details/exhibits for their incorporation in the Environmental Documents, including the following:

- a) Expanded project description and details
- b) Expanded project exhibits

In addition, we are anticipating eight (8) project coordination meetings.

Under **EXHIBIT “A-4”** we have identified the additional hours required by ADVANTEC to support the preparation of the Environmental Documents.

Deliverables:

- Additional project management, project coordination and preparation of additional documents/details/exhibits

PART B-1: REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS DESIGN PHASE – PHASE I CORRIDORS - Additional Design Services

Task 3 – Utility Notification and Coordination

At this time, we are anticipated that installation of new communication hubs and electrical service points will not be required.

Deliverables: NA

Task 4 – Traffic Signal Interconnect, TMC, and ITS Field Elements Plans and Details

ADVANTEC will revise the **Phase I layout plans (119 sheets)** to include the following design services:

- 1) Proposed 4-inch conduit, fiber optic cable, and associated improvements.
- 2) It is anticipated that the Conduit will be installed at a minimum 1,000 feet between pull boxes.
- 3) It is anticipated that splice vaults will be placed at selected locations including communication hubs.
- 4) Splice vaults will be installed at specific locations within the public right-of-way to link the system to public and private facilities.

In addition, ADVANTEC will prepared separate Network Diagrams and Details to show the connectivity and management of the Fiber Optic Cable. We are anticipated the following Network Diagrams and Details:

- 1) Overall Network Diagrams – it will highlight the corridors, network connectivity, network topology, and network redundancy.
- 2) Fiber Optic Cable Management – Details showing allocation of fiber cable and/or bundles for specific use.
- 3) Installation Details – Trenching Details along existing ITS Communication conduits, bridge installation details, splice vault details, etc.

Deliverables: *Revised Phase I Layout Sheets to include proposed Redundant Fiber Optic System for Future Communications (119 Sheets)*
Communication Network Diagrams and Details (10 Sheets)

Task 5 – Technical Specifications, and Hardware and Software Procurement List

NA

Deliverables: NA

Task 6 – Additional Construction Quantities and Engineer’s Estimates

ADVANTEC will prepare additional construction quantity take-offs and construction cost estimates for the **proposed REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS** in accordance with CVAG’s requirements.

The cost estimate will be based on cost data from similar current projects. The engineer’s construction cost estimates will be prepared in MS Excel format for use by CVAG to advertise for bids.

Deliverables: Additional Construction Quantities and Engineer’s Estimates

Task 7 – Hardware and Software Procurement Support Services

NA

Deliverables: NA

PART C-1: TRAFFIC SIGNAL SYNCHRONIZATION PHASE

Task 8 – Traffic Signal Synchronization (TSS) Stakeholders’ Meetings

NA

Deliverables: NA

PART D-1: PROJECT ADMINISTRATION, PROJECT MANAGEMENT, PROJECT COORDINATION, STAKEHOLDERS' MEETINGS AND OUTREACH

Task 15 – Caltrans Forms and Coordination

NA

Deliverables: NA

Task 16 – Project Control Website, Public Suggestion Webpage, and Mobile Application Recommendation/Updates

NA

Deliverables: NA

Task 17 – Project Management and Project Coordination

ADVANTEC will provide additional Project Management activities through all the aspects of the project for the *additional professional services*.

Additional project coordination between ADVANTEC's Project Manager and CVAG'S Project Manager and other stakeholders will be provided.

ADVANTEC will coordinate the project with each agency to discuss critical components on the project including environmental, design, technical elements, operations and maintenance, etc.

Encroachment Permits – It is anticipated that additional Caltrans coordination will be necessary due to the addition of the Redundant Fiber Optic System for Future Communications along Caltrans right-of-way.

Deliverables: Additional Project management and coordination
Additional Project Coordination with CVAG, Cities, and County

Task 18 – Additional Project Meetings

ADVANTEC will provide additional project meetings related to the additional professional services.

ADVANTEC will prepare and distribute meeting agendas, meeting minutes, updated project schedule (as necessary), and an action item matrix to the project team for each meeting that is held. For this task, we anticipate eight (8) additional project meetings.

Deliverables: Additional Project Meetings (8)

Task 19 – Stakeholders' Outreach

NA

Deliverables: NA

EXCLUSIONS

Consulting services relating to any of the following tasks may be completed by ADVANTEC if negotiated under a separate contract for an additional fee; but are presently excluded from this Agreement:

- Additional Environmental Services
- Environmental Technical Studies
- Additional Plans and Detail Sheets per Agency Request
- Stand-Alone Technical Specifications and Bid Package
- Additional Design Request by Caltrans or Agencies
- Additional Tasks that are shown “NA” on this Addendum
- Engineering Reports
- Additional Meetings

EXHIBIT “A-3”

PHASE I CORRIDORS
REDUNDANT FIBER OPTIC SYSTEM FOR FUTURE COMMUNICATIONS
DESIGN SERVICES

FEE SCHEDULE - EXHIBIT 10-H

CVAG Regional Traffic Signal Synchronization Project - Phase I BROADBAND

CONSULTANT:	CONTRACT NO:	DATE:
ADVANTEC Consulting Engineers, Inc.	PHASE I BROADBAND	8/25/2021

DIRECT LABOR

CLASSIFICATION/TITLE	NAME	HOURS	ACTUAL RATE	TOTAL
Project Principal	Leo Lee		\$ 120.19	\$ -
Project Manager	Carlos Ortiz	124	\$ 111.54	\$ 13,830.96
Task Manager	John Dorado	114	\$ 67.50	\$ 7,695.00
Task Manager	Jose Guedes	0	\$ 68.27	\$ -
System Engineer	John Cox	106	\$ 34.72	\$ 3,680.32
Design Engineer	Jonathan Delgado	80	\$ 39.43	\$ 3,154.40
Design Engineer	Bryan Elenes	112	\$ 37.02	\$ 4,146.24
Design Engineer	Rob Steaffens	160	\$ 46.64	\$ 7,462.40
Design Engineer	Nick Park	160	\$ 28.85	\$ 4,616.00
Design Engineer	Frank Gomez	88	\$ 33.65	\$ 2,961.20
Design Engineer	Tony Hernandez	160	\$ 28.85	\$ 4,616.00
TOTAL HOURS		1,104	TOTAL DIRECT LABOR \$ 52,163	

LABOR COSTS

a. Subtotal Direct Labor Costs		\$ 52,163
b. Anticipated Salary Increases	5.00% (of Total Direct Labor)	\$ 5,216
c. TOTAL DIRECT LABOR COSTS (a+b)		\$ 57,379

FRINGE BENEFITS

d. Fringe Benefits (Rate: 39.79%)		e. TOTAL FRINGE BENEFITS
		(c+d) \$ 22,831

INDRECT COSTS

f. Overhead (Rate: 111.08%)		g. Overhead (c*f) \$ 63,736.34
g. General & Administrative (0.00%)		i. Gen & Admin (c*g) \$ -
j. TOTAL INDRECT COSTS (e+g+i)		\$ 86,567

FEE (PROFIT)

q. Fee Rate 10.00%		k. TOTAL FIXED PROFIT (c+j)*q \$ 14,395
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OTHER DIRECT COSTS

Description	UNIT	UNIT COST	TOTAL
l. Travel/Mileage Costs	miles	0	\$ 0.575 \$ -
m. Equipment Supplies	traffic data collection	0	\$ - \$ -
n. Permit fees, plan sheets, etc	prints	0	\$ 7.00 \$ -
o. Subconsultant Costs	See itemization below		\$ 25,000.00
			\$ -
			\$ -
p. TOTAL OTHER DIRECT COSTS (l+m+n+o)			\$ 25,000

SUBCONSULTANTS

COMPANY	FUNCTION	TOTAL
Dudk	Environmental Services	\$ 25,000.00
TOTAL SUBCONSULTANTS		\$ 25,000.00

TOTAL COST (c+j+k+p) \$ 208,341

EXHIBIT “A-4”



ADVANTEC Consulting Engineers
 FEE PROPOSAL
 COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
 REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT



ADDITIONAL SERVICES: PHASE I - BROADBAND COMMUNICATIONS

8/25/2021

TASK	DESCRIPTION	Project Principal	Project Manager	Task Manager	Task Manager	System Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Total Hours	SUBCONSULTANT FEE (DUDEK)
		Leo Lee	Carlos Ortiz	John Dorado	Jose Guedes	John Cox	Jonathan Delgado	Bryan Elenes	Frank Gomez	Nick Park	Rob Steaffens	Tony Hernandez		
PHASE I - ENVIRONMENTAL SERVICES														
1.1	Phase II Environmental Services Revisions													
1.1.1	Update Project Description and Existing Conditions		8	8			24	16					56	\$6,000
1.2	CEQA / NEPA Compliance													
1.2.1	Updated PES and Supplemental Documentation		2	4			8	8					22	\$8,000
1.2.2	CEQA Notice of Exemption		2	4									6	\$3,000
1.3	Coordination and Project Management													
1.3.1	Coordination and Project Management		16	16			8						40	\$8,000
PHASE II - DESIGN PHASE														
2	Research of Record Information and Field Review												0	
3	Utility Notification and Coordination												0	
4	Traffic Signal Interconnect and ITS Field Elements Plans (119 Sheets) and Details (10 Sheets)		32	32		84	40	64	64	140	140	160	756	
5	Technical Specifications, and Hardware and Software Procurement List												0	
6	Construction Quantities and Engineer's Estimates		8	16				24	24	20	20		112	
7	Hardware and Software Procurement Support Services												0	
PHASE III - TRAFFIC SIGNAL SYNCHRONIZATION PHASE														
8	Traffic Signal Synchronization Stakeholders' Meetings												0	
9	Signal Timing and Traffic Data Collection												0	
10	Regional Traffic Signal Synchronization "Before" Study (Additional 3 Corridors)												0	
11	Regional Traffic Signal Synchronization "After" Study (Additional 3 Corridors)												0	
12	Signal Timing Optimization and Implementation												0	
13	Traffic Signal Synchronization Project Report												0	
PHASE IV - GRANT APPLICATIONS SUPPORT SERVICES														
14	Grant Applications Support Services												0	
PHASE V - PROJECT ADMINISTRATION, PROJECT MANAGEMENT, PROJECT COORDINATION, AND STAKEHOLDERS' MEETINGS AND OUTREACH														
15	Caltrans Forms and Coordination												0	
16	Project Control Website, Public Suggestion Webpage, and Mobile Application Recommendation												0	
17	Project Management and Project Coordination		24	16		16							56	
18	Project Meetings (8 meetings)		32	18		6							56	
19	Stakeholders' Outreach												0	
	Total Hours	0	124	114	0	106	80	112	88	160	160	160	1104	
	TOTAL	\$ -	\$ 32,240	\$ 20,520	\$ -	\$ 19,080	\$ 9,600	\$ 12,320	\$ 9,680	\$ 16,000	\$ 14,400	\$ 14,400		\$25,000.00

PHASE II
ADDENDUM NO. 1
“PHASE II-B”
ENVIRONMENTAL and DESIGN SERVICES
SCOPE OF SERVICES

2.1 PROJECT UNDERSTANDING - PHASE II-B

Our initial contract for the Coachella Valley Traffic Signal Synchronization Program Phase IIA improvements is to provide Environmental and Design Services for 18 Corridors. Based on stakeholders’ requests to include other critical corridors, the Traffic Signal Interconnect Master Plan Update revised the top 21 Corridors to the top 25 Corridors. The Portola Avenue, Avenue 50, and Avenue 44 Corridors were added to the priority list of corridors.

This addendum is to Prepare “Ultimate” Environmental and Design Services for *roadway segments within Tribal lands along eleven (11) Project Corridors (except the Varner Road Corridor)*.

Under the Phase II-B Project it is anticipated that the proposed improvements along Tribal Lands will include **ultimate design improvements including fiber optic communications, new conduit, controller foundations, communication hub, foundations, CMS foundations, etc. where underground disturbance will be occurring during construction.**

Table 2.1. highlights the eleven (11) corridors, roadway segments, number of signalized intersections, length of each corridor, and number of layout sheets for each corridor located within Tribal Lands.

TABLE 2.1
PHASE II-B CORRIDORS
(Tribal Land Roadway Segments)

Corridor No.	Additional Corridors	No. of Signalized Intersections along Corridor	Corridor Limits	Length of Corridor (miles)	# of Sheets
1	Highway 111	15	From Gateway Drive to Vista Chino, N. Palm Canyon Drive to Gene Autry Trail, and Ramon Road to E. Palm Canyon Drive	5.4	16
3	Ramon Road	15	From Palm Canyon Drive to Landau Boulevard	4.1	13
9	Dinah Shore Drive	3	Gene Autry Trail to Cathedral Canyon Drive	1.8	6
10	Gene Autry Trail	2	Vista Chino to I-10 EB Ramps	2.4	8
11	Date Palm Drive	3	Highway 111 to Perez Road	0.3	1
14	Vista Chino	2	Clubhouse View Drive to Avenida Quintana	1.23	4
15	Palm Canyon Drive	4	Escoba Drive/Araby Drive to Gene Autry Trail	1.3	4
18	Avenue 48/ Dillon Road	4	Dillon Road/Avenue 48 to SR-86 SB Ramps	1.1	4
23	Avenue 50	2	Oates Lane/Peter Rabbit Lane to SR-86 SB Ramps	1	3
-	Tahquitz Canyon Way	8	Indian Canyon Drive to El Cielo Road	2.1	7
-	El Cielo Road	3	Ramon Road to Tahquitz Canyon Way	0.5	2
	Total	61		22	68

3.2 WORK PLAN - PHASE II-B

PART A: ENVIRONMENTAL PHASE - Environmental Services

Task 1.1 Environmental Services

EXHIBIT “B” highlights the additional Environmental Services that will be provided by **DUDEK**.

Deliverables:

- Environmental Services Deliverables Per **EXHIBIT “B-1”**

Task 1.2 Environmental Services Project Coordination and Support

ADVANTEC will be working with our Environmental subconsultant, DUDEK. Now that we are including the additional three corridors, we are anticipating additional project management, project coordination and preparation of additional documents/details/exhibits for their incorporation in the Environmental Documents, including the following:

- a) Expanded project description and details
- b) Expanded project exhibits
- c) Project Description for Corridors within Tribal Lands
- d) Project Exhibits for Corridors within Tribal Lands

In addition, we are anticipating six (6) project coordination meetings.

Under **EXHIBIT “B-4”** we have identified the additional hours required by ADVANTEC to support the preparation of the Environmental Documents.

Deliverables:

- Additional project management, project coordination and preparation of additional documents/details/exhibits

PART B: DESIGN PHASE - Design Services

Task 2 - Research of Record Information and Field Review

ADVANTEC will coordinate with Agencies’ staff, collect and review available data for use and reference associate with the project improvements. ADVANTEC’s Senior Traffic Engineers/Field Technicians will conduct a thorough field review of existing conditions along the **eleven (11) corridors and sixty-one (61) signalized intersections within Tribal Lands**, 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.)

- ✓ Communication type and associated equipment (e.g. Ethernet switches, wireless radio and equipment, twist-pair/copper cable, termination blocks, etc.)
- ✓ Communication conduit sizes, pull boxes, conduit sweeps, and cables
- ✓ Nearby underground utilities, cabinets, sub-structures, basements and vaults; and nearby aboveground structures (including bus shelters), aboveground cable and permanent street furniture
- ✓ Other field conditions that might affect a design decision
- ✓ ADA compliance and constraints
- ✓ Sidewalk and pavement conditions
- ✓ Phase I – Local Traffic Management Centers (TMCs), Data Aggregated Centers (DAGs), Regional TMC
- ✓ Phase I – Intersecting corridors and signalized intersections
- ✓ Photographs of each project corridor and signalized intersection, traffic signal equipment and roadway features using GPS cameras so that the photos can be easily integrated to GIS map

Upon completion of the above items, ADVANTEC will identify potential constraints that may be encountered in relation to the proposed improvements. This information will be used to prepare base mapping and proposed improvements along the ***eleven (11) corridors and sixty-one (61) signalized intersections within Tribal Lands***. This information will also be used as our foundation for our inventory and assessment of existing conditions, conceptual plans, recommended improvements and preparation of signal interconnect/communication plans.

Deliverables: **Eleven (11) Corridors and Sixty-One (61) Signalized Intersections within Tribal Lands** - Data collection inventory matrix, field review and notes, and photos

Task 3 – Utility Notification and Coordination

Utility notifications to the various utility owners within the ***eleven (11) corridors and sixty-one (61) signalized intersections within Tribal Lands*** will be prepared.

ADVANTEC will request the location of the existing utility lines along the ***eleven (11) corridors and sixty-one (61) intersections within Tribal Lands***, in order to provide proper vertical and horizontal clearance at locations where new cabinets, communication hubs, conduits, and/or splice vaults may be installed. ADVANTEC will provide coordination interface to establish controls for utilities that would be included within the right-of-way limits, and identify existing underground and overhead utility lines that may interfere with the location of the proposed traffic signal communication, wireless communication, and CCTV/DMS equipment. ADVANTEC will compile the information in a matrix format to include dates of notification, persons/utility notified and responses from utility. Two set of plans will be included with the utility notices. The utility notices will be sent via certified mail. Copies of this information will be updated periodically and provided to CVAG.

Deliverables: **Eleven (11) Corridors and Sixty-One (61) Signalized Intersections within Tribal Lands** - Utility Notification and Coordination

Task 4 – Traffic Signal Interconnect, TMC, and ITS Field Elements Plans and Details

ADVANTEC will prepare traffic signal interconnect plans and details for the ***eleven (11) corridors and sixty-one (61) signalized intersections within Tribal Lands***.

The additional plans will highlight traffic signal interconnect/communication improvements at the field elements, project corridors, each agency TMC and DAC, and the Regional TMC. In addition, the plans will show location and requirements for any proposed ITS field elements and communication hubs. The plans will show connectivity to Phase I and Phase II-A corridors and local TOCs and Regional TMC.

The plans will be prepared in AutoCAD in accordance to the CVAG’s requirements. *For budgeting purposes, it is anticipating that **68 layout plan sheets** will be required for the design of eleven (11) corridors and sixty-one (61) signalized intersections within Tribal Lands. Table 2.1 shows the Project limits. In addition, we are anticipating **eighteen (18) detail sheets** including fiber optic assignments, construction notes, and a title sheet.*

Deliverables: **Eleven (11) Corridors and Sixty-one (61) Signalized Intersections within Tribal Lands** - Traffic Signal Interconnect, TMC, and ITS Field Elements Plans (**68 Sheets**)
Detail Sheets (**18 Sheets**)

Task 5 – Technical Specifications, and Hardware and Software Procurement List

Technical Specifications will be prepared to indicate proposed hardware, software, cabling, equipment, installation, testing requirements, equipment warranty information, and other pertinent information to facilitate the construction of the proposed improvements. It will also provide system integration requirements during the construction phase. It will define the role of the System Integrator, ADVANTEC Team, CVAG and agencies staff, and hardware/software approved vendors during the construction activities.

ADVANTEC will prepare Technical Specifications for all the required equipment, delivering, installation, testing, and commissioning requirements, and any additional item that may be required for the project including hardware and software upgrades.

ADVANTEC will provide a Material and Equipment Procurement List to CVAG highlighting the hardware, software, cabling, and other equipment that will be procured by the System Integrator. ADVANTEC will work with CVAG to include the specific Contractor license(s), and network/software certifications required for this project. Application and/or permits required by the participating agencies will be included in the Appendix.

Deliverables: Technical Specifications, and Hardware and Software Procurement List

Task 6 – Construction Quantities and Engineer’s Estimates

ADVANTEC will prepare construction quantity take-offs and construction cost estimates for the **eleven (11) corridors and sixty-one (61) signalized intersections within Tribal Lands** in accordance with CVAG’s requirements.

The cost estimate will be based on cost data from similar current projects. The engineer’s construction cost estimates will be prepared in MS Excel format for use by CVAG to advertise for bids.

Deliverables: **Eleven (11) Corridors and Sixty-One (61) Signalized Intersections within Tribal Lands** - Construction Quantities and Engineer’s Estimates

Task 7 – Hardware and Software Procurement Support Services

It is ADVANTEC’s recommendation that hardware and software materials and licenses procurement will commence following the approval of finalized design plans in order to procure the latest technology and software version. It will consist of equipment ordering, shipping, and receiving at the selected job site. Materials will be

purchased direct from the manufacturer or through manufacturer-approved re-sellers. All equipment will be shipped directly to the jobsite where it will be received and inspected by the ADVANTEC Team personnel. If required, received equipment will be removed from its packaging and bench tested for proper operation. Equipment deliveries will be coordinated with the installation phase so that CVAG or the agencies will not be required to store large amounts of equipment at their facility. The specific materials and cost will be provided to CVAG for review and approval. The cost for hardware and software procurement is not included under this task.

Deliverables: Hardware and Software Support Services

PART C: TRAFFIC SIGNAL SYNCHRONIZATION PHASE – Signal Operations Services - Eleven (11) corridors and Sixty-One (61) Signalized Intersections within Tribal Lands

Task 8 – Traffic Signal Synchronization (TSS) Stakeholders’ Meetings

NA

Deliverables: NA

Task 9 –Signal Timing and Traffic Data Collection (Additional Three Corridors)

NA

Deliverables: NA

Task 10 – Regional Traffic Signal Synchronization “Before” Study (Additional Three Corridors)

NA

Deliverables: NA

Task 11 – Regional Traffic Signal Synchronization “After” Study (Additional Three Corridors)

NA

Deliverables: NA

Task 12 – Signal Timing Optimization & Implementation (Additional Three Corridors)

NA

Deliverables: NA

Task 13 – Traffic Signal Synchronization Project Report (Additional Three Corridors)

NA

Deliverables: NA

PART D: PROJECT ADMINISTRATION, PROJECT MANAGEMENT, PROJECT COORDINATION, STAKEHOLDERS’ MEETINGS AND OUTREACH

Task 15 – Caltrans Forms and Coordination

ADVANTEC will incorporate final design in a ready-to-submit construction bid package for Caltrans review and approval. The package will include final plans, specifications, and engineer’s estimates in accordance to Caltrans requirements including completion of all required federal forms for submittal of authorization to proceed with construction. ADVANTEC will facilitate the coordination with the DLAE (District Local Assistance Engineer) for continuity during the Preliminary Engineering, Construction, and Close Out phases of the project. We will work with CVAG staff so that the forms and responses reflect an approach approved ahead of time. Early and clear communication with the DLAE is critical in developing a productive working relationship for the project duration.

Deliverables: Caltrans Forms and Coordination

Task 16 – Project Control Website, Public Suggestion Webpage, and Mobile Application Recommendation/Updates

NA

Deliverables: NA

Task 17 – Project Management and Project Coordination

ADVANTEC will provide additional Project Management activities through all the aspects of the project for the *eleven (11) Corridors Within Tribal Lands*.

Project coordination between ADVANTEC’s Project Manager and CVAG’S Project Manager will be provided to coordinate the **eleven (11) Corridors Within Tribal Lands**. ADVANTEC will coordinate the project with each agency to discuss critical components on the project including environmental, design, multi-jurisdiction signal synchronization, technical elements, operations and maintenance, etc.

Encroachment Permits – Due to the number of signalized intersections that are within Caltrans jurisdiction, ADVANTEC will coordinate will Caltrans District 8 to obtain buy-off on the proposed improvements, encroachment permits review and approvals. To help expedite the process this requires early coordination with Caltrans staff including follow-ups for all submittals. This includes obtaining Caltrans permit number – to be shown on the project plans – including submittals per Caltrans requirements.

Deliverables: Project Management and Coordination
Monthly progress reports, project schedule updates, meeting agendas, meeting minutes, and action item matrices.
Project Coordination with CVAG, Caltrans, Cities, and County
Encroachment Permits and Approvals

Task 18 –Project Meetings

ADVANTEC will schedule and conduct a kick-off meeting with CVAG to discuss the overall project, planning and design objectives, constraints, requirements, project schedule, develop action items, and understanding next steps. During the kick-off meeting, ADVANTEC will coordinate with CVAG staff to assemble a Project Development Team (PDT).

ADVANTEC will schedule and conduct monthly PDT meetings to ensure all participants aware of the project status, critical milestones and decision points including review project schedules, planning activities, concepts, plans, and

specifications. ADVANTEC will prepare and distribute meeting agendas, meeting minutes, updated project schedule (as necessary), and an action item matrix to the project team for each meeting that is held. For this subtask, we propose to conduct the kick-off meeting and up to ten (10) PDT meetings.

Deliverables: Kick-off meeting attendance
PDT meetings (10)

Task 19 – Stakeholders’ Outreach

NA

Deliverables: NA

EXCLUSIONS

Consulting services relating to any of the following tasks may be completed by ADVANTEC if negotiated under a separate contract for an additional fee; but are presently excluded from this Agreement:

- Additional Environmental Services
- Environmental Technical Studies
- Additional Plans and Detail Sheets per Agency Request
- Traffic Signal Synchronization Services
- Stand-Alone Technical Specifications and Bid Package
- Additional Design Request by Caltrans or Agencies
- Additional Tasks that are shown “NA” on this Addendum
- Engineering Reports
- Additional Meetings

EXCLUSIONS

Consulting services relating to any of the following tasks may be completed by ADVANTEC if negotiated under a separate contract for an additional fee; but are presently excluded from this Agreement:

- Additional Environmental Services
- Environmental Technical Studies
- Additional Plans and Detail Sheets per Agency Request
- Stand-Alone Technical Specifications and Bid Package
- Additional Design Request by Caltrans or Agencies
- Additional Tasks that are shown “NA” on this Addendum
- Engineering Reports
- Additional Meetings

EXHIBIT “B-1”
PHASE II-B
ENVIRONMENTAL SERVICES
SUBCONSULTANT SCOPE OF SERVICES

August 12, 2020

Carlos Ortiz, PE, TE, PTOE
Advantec Consulting Engineers, Inc.
1200 Roosevelt
Irvine, California 92620

Subject: *CVAG Regional Traffic Signal Interconnect – Communications Upgrades*

Dear Mr. Ortiz:

Dudek is pleased to provide this proposal for environmental services to Advantec Consulting Engineers, Inc. (Advantec) in support of the Coachella Valley Association of Governments' (CVAG) proposed regional traffic signal interconnect program (TSSP), Communications Upgrades (Project). We anticipate that the proposed work would primarily include installation of new conduit along Program corridors where wireless communications would otherwise exist, and installation of additional Changeable Message Signs (CMS) requested by individual Project stakeholders. It is our understanding that the Project would be funded by federal, State, regional, and/or local sources.

Based on review of Project materials, we assume that proposed improvements will require up to 50 areas of disturbance. For the purposes of this proposal, and "area of disturbance" is considered 1) 1,000 linear feet of new conduit or 2) installation of a new feature (i.e. CMS/Cabinet). Proposed improvements would require moderate ground disturbance in sensitive areas that may require review cultural resources or biological resources. However, supplemental technical studies would be conducted pursuant to the original contract (signed between The Altum Group and Advantec on 5/10/2018), Task D, Tasks 1 through 3, for up to 50 specific disturbance locations.

We have included all tasks to complete CEQA and NEPA documentation for the Project, assuming that CVAG receives federal funding for the Project. The Altum Group (Altum), as a subconsultant to Dudek, will provide support for GIS and graphics, field work, and assistance with preparation of the Preliminary Environmental Study document.

Scope of Services

A. Project Initiation/Kickoff Meeting, Review Existing information, Site Visits

Task A1 Project Initiation

Dudek's project manager will coordinate with Advantec and CVAG and to the scope of work and schedule for completion of the environmental review of the Project. Prior to initiating work on the environmental documentation, we will confirm the location and nature of specific proposed improvements to be analyzed for potential environmental impacts.

Task A2 Review Existing Information

Dudek staff will review existing information provided by Advantec and CVAG, including aerial and site photographs, and will review existing GIS files for information such as flood zones, Coachella Valley Multi-Species Habitat Conservation Plan areas, to gather information for the PES form. Under this task, Dudek, with support from Altum, will create a GIS map of all project intersections and proposed areas of disturbance. We assume the map will require manual plotting of no more than 150 individual areas of disturbance.

Task A3 Site Visits

Upon completion of Tasks 1 and 2, one Dudek staff member and one Altum staff member will conduct site reconnaissance for the proposed areas of disturbance. Dudek will utilize any additional information discovered during the site visit to prepare a description of the physical environment to include in the PES form submitted to Caltrans for a NEPA CatEx, and the findings for a CEQA CE. We assume that proposed ground disturbance will be conducted within the public ROW, minimizing potential for impacts to adjacent undisturbed land. During the site visits, site photos and field data will be documented on an ESRI ArcCollector map to ensure accurate location records.

B. CEQA/NEPA Compliance

Task B1 Prepare PES and Supplemental Documentation

Under this task, Dudek will prepare the PES Form for the proposed ITS improvements. This task begins with development of a project description and a summary of existing conditions based on information gathered during Project initiation (Section A) and a detailed project description provided by Advantec.

Based on this description, the checklist will be filled out, and a narrative discussion justifying the answers in the checklist (Yes, To Be Determined, No) will be provided. As part of this exercise, Dudek will also prepare the ISA checklist where ground disturbing activities will take place.

Dudek will include all required attachments for the PES as figures. Altum will assist Dudek with preparation of high quality figures that illustrate the required information, including site photos exhibits documenting existing conditions at proposed areas of disturbance and exhibits to support the environmental impact discussion (i.e. FIRM Panel, Tribal Land, etc.).

The draft PES form, narrative and associated figures will be provided to Advantec and CVAG for review and Dudek will incorporate one round of consolidated comments from Advantec and CVAG reviewers for incorporation into the final deliverable to Caltrans.

B2 Prepare NEPA CatEx and CEQA CE

Dudek will prepare the NEPA CatEx for Caltrans review and approval. Dudek will then use this information, maps, and photographs prepared for the PES to make findings for a CEQA CE. Dudek will prepare a Notice of Exemption (NOE), which will include the following: (1) a cover letter to the County Clerk, (2) the NOE including findings for a CEQA CE, and a map of the Project corridor and surrounding area. Dudek will file the NOE with the County Clerk for a review period of 35 days. Dudek will also provide a copy of the NOE to the State Clearinghouse. We assume that

Advantec will provide one set of consolidated comments on the findings, cover letter, and NOE prior to submittal to Caltrans, the County Clerk, and the State Clearinghouse.

C. Project Management

Task C1 Management and Coordination

This task covers time for Dudek’s project manager to prepare for and attend up to three meetings with Advantec and CVAG. We have assumed eight (6) hours of additional coordination time with other agencies such as the county, local cities, and the Native American Tribes, if necessary. This task also includes internal project management (internal coordination with staff and subconsultant), as well as keeping track of the project schedule and budget. We will provide a project status report to Advantec monthly via e-mail. This task is intended to ensure that our tasks stay on schedule and within budget, and that all of our deliverables are technically correct and legally defensible.

Task C2 Coordination with Caltrans

Under this task, Dudek’s project manager will attend up to two meetings via teleconference with Caltrans to discuss the PES or any technical studies requested. In addition, we assume a minimal level of coordination via phone or email with the Caltrans Environmental Division prior to the PES submittal and regular coordination via email during preparation of requested technical studies.

Deliverables

- Electronic version of the draft and final PES Form, narrative and figures
- One (1) hard copy of the final PES Form, narrative and figures to Caltrans, once approved.
- Completion of the paperwork for a NEPA CatEx and CEQA NOE with findings to be filed with the County Clerk and State Clearinghouse
- If required by Caltrans, electronic version of draft and final copies of the NES-MI, APE Map, ASR, and HPSR will be provided

Assumptions

1. Project improvements would include up to fifty (50) distinct areas of ground disturbance.
2. One “area of disturbance” is 1) 1,000 LF new conduit or 2) location of new feature (i.e. CMS)
3. One NEPA PES Form will be prepared for the Project with the narrative, maps and site photos included as attachments
4. Site review in the field would be limited to areas where ground disturbance is proposed.
5. No technical studies will be prepared as part of the effort to prepare the PES. Caltrans will determine which studies they will require, if any.
6. Findings of the PES will lead to the adoption of a NEPA CatEx.
7. Findings for a CEQA CE will be based on the results of the approved PES.
8. Advantec and/or CVAG staff will provide all available information, including site photographs, aerial photographs, maps and design drawings for Dudek’s use in preparing the PES Form and related appendices.

EXHIBIT “B-2”
PHASE II-B
ENVIRONMENTAL SERVICES
FEE SCHEDULE - EXHIBIT 10-H

EXHIBIT 10-H1 COST PROPOSAL PAGE 1 OF 3

ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS

(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

Prime Consultant Subconsultant 2nd Tier Subconsultant

Consultant Dudek

Project No. _____

Contract No. _____

Date 08/12/2020

DIRECT LABOR

Classification/Title	Name	hours	Actual Hourly Rate	Total
Specialist IV	Wendy Worthey	24	\$80.82	\$1,939.68
Specialist III	Audrey Nickerson	100	\$34.66	\$3,466.00
Technical Editor III	Amy Seals	8	\$38.57	\$308.56
Publications Specialist I	Rachel Dobralenski	6	\$25.75	\$154.50
				\$0.00

LABOR COSTS

a) Subtotal Direct Labor Costs	\$5,868.74
b) Anticipated Salary Increases (see page 2 for calculation)	\$0.00
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$5,868.74

INDIRECT COSTS

d) Fringe Benefits (Rate: <u>70.95%</u>)	e) Total Fringe Benefits [(c) x (d)]	\$4,163.87
f) Overhead & G&A (Rate: <u>92.45%</u>)	g) Overhead [(c) x (f)]	\$5,425.65
h) General and Administrative (Rate: <u>0.00%</u>)	i) Gen & Admin [(c) x (h)]	\$0.00
	j) Total Indirect Costs [(e) + (g) + (i)]	\$9,589.52

FIXED FEE

k) TOTAL FIXED PROFIT [(c) + (j)] x fixed fee	15.00%	\$2,318.83
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l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add additional pages if necessary)

Description	Quantity	Unit	Unit Cost	Total
Mileage Costs	175	miles	\$0.58	\$100.63
Printing - B&W	60	page	\$0.20	\$12.00
Printing - Color	50	page	\$1.00	\$50.00
Shipping-FedEx	2	shipment	\$37.50	\$75.00
Filing Fee	1	fee	\$50.00	\$50.00

l) TOTAL OTHER DIRECT COSTS \$287.63

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1: <u>The Altum Group</u>	\$8,319.75
Subconsultant 2: _____	\$0.00
Subconsultant 3: _____	\$0.00

m) TOTAL SUBCONSULTANTS' COSTS \$8,319.75

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l) + (m)] \$8,607.38

TOTAL COST [(c) + (j) + (k) + (n)] **\$26,384.46**

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL PAGE 2 OF 3

ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor <u>Subtotal</u> per Cost Proposal	Total Hours per Cost Proposal		Avg Hourly Rate	5 Year Contract Duration
\$5,868.74	138	=	\$42.53	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalatio

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$42.53	+	3%	=	\$43.80	Year 2 Avg Hourly Rate
Year 2	\$43.80	+	3%	=	\$45.12	Year 3 Avg Hourly Rate
Year 3	\$45.12	+	3%	=	\$46.47	Year 4 Avg Hourly Rate
Year 4	\$46.47	+	3%	=	\$47.86	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	100.00%	*	138.00	=	138.00	Estimated Hours Year 1
Year 2	0.00%	*	138.00	=	0.00	Estimated Hours Year 2
Year 3	0.00%	*	138.00	=	0.00	Estimated Hours Year 3
Year 4	0.00%	*	138.00	=	0.00	Estimated Hours Year 4
Year 5	0.00%	*	138.00	=	0.00	Estimated Hours Year 5
Total	100%		Total	=	138.00	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$42.53	*	138	=	\$5,868.74	Estimated Hours Year 1
Year 2	\$43.80	*	0	=	\$0.00	Estimated Hours Year 2
Year 3	\$45.12	*	0	=	\$0.00	Estimated Hours Year 3
Year 4	\$46.47	*	0	=	\$0.00	Estimated Hours Year 4
Year 5	\$47.86	*	0	=	\$0.00	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	\$5,868.74	
	Direct Labor Subtotal before Escalation			=	\$5,868.74	
	Estimated total of Direct Labor Salary Increase			=	\$0.00	Transfer to Page 1

NOTES:

1. This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
2. An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
3. This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
4. Calculations for anticipated salary escalation must be provided.

EXHIBIT 10-H1 COST PROPOSAL PAGE 3 OF 3

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions on the contract
3. Title 23 United States Code Section 112 - Letter of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement.

Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: Christine Moore Title *: CFO

Signature: *Christine Moore* Date of Certification (mm/dd/yyyy): 8/12/2020 | 12:34:22 PM PDT

Email: cmoore@dudek.com Phone Number: 760.479.4873

Address: 605 3rd Street, Encinitas, CA 92024

* An individual executive or financial officer of the consultant's or subconsultant's organization at a level no lower than a Vice President or a Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the cost proposal for the contract.

List services the consultant is providing under the proposed contract:

EXHIBIT 10-H1 COST PROPOSAL PAGE 1 OF 3

ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS

(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed Prime Consultant Subconsultant 2nd Tier Subconsultant

Consultant **The Altum Group**

Project No. _____

Contract No. _____

Date 7/30/2020

DIRECT LABOR

Classification/Title	Name	hours	Actual Hourly Rate	Total
Project Manager	Chris Moore	7	\$52.88	\$370.16
Associate Planner	Max Antono	66	\$27.00	\$1,782.00
Assistant Planner	Yaneli Hernandez	36	\$26.50	\$954.00
				\$0.00

LABOR COSTS

a) Subtotal Direct Labor Costs	\$3,106.16
b) Anticipated Salary Increases (see page 2 for calculation)	\$0.00
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$3,106.16

INDIRECT COSTS

d) Fringe Benefits (Rate: 20.00%))	e) Total Fringe Benefits [(c) x (d)]	\$621.23
f) Overhead & G&A (Rate: 110.00%))	g) Overhead [(c) x (f)]	\$3,416.78
h) General and Administrative (Rate: 20.00%))	i) Gen & Admin [(c) x (h)]	\$621.23
		j) Total Indirect Costs [(e) + (g) + (i)]	\$4,659.24

FIXED FEE	k) TOTAL FIXED PROFIT [(c) + (j)] x fixed fee 6.03%	\$468.10
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l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add additional pages if necessary)

Description	Quantity	Unit	Unit Cost	Total
Mileage Costs	150	Mile	\$0.575	\$86.25
Equipment Rental and Supplies				
Permit Fees				\$0.00
Plan Sheets				\$0.00
Test				\$0.00

l) TOTAL OTHER DIRECT COSTS **\$86.25**

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1:	_____
Subconsultant 2:	\$0.00
Subconsultant 3:	\$0.00
Subconsultant 4:	\$0.00

m) TOTAL SUBCONSULTANTS' COSTS **\$0.00**

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l) + (m)] **\$86.25**

TOTAL COST [(c) + (j) + (k) + (n)] **\$8,319.75**

NOTES:

1. Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
2. The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
3. Anticipated salary increases calculation (page 2) must accompany.



Advantec Consulting Engineers, Inc.

Regional Traffic Signal Interconnect Program (TSSP) - Communications Upgrades

DUDEK FEE ESTIMATE

8/12/2020

		Dudek Labor Hours and Rates						Subconsultant Fees Conduct Site Visits for up to 50 areas of ground disturbance;			
<i>Project Team Role:</i>		Senior Specialist IV	Specialist III	Technical Editor III	Publications Specialist I					OTHER DIRECT COSTS	TOTAL FEE
<i>Team Member:</i>		Wendy Worthey	Audrey Nickerson	Amy Seals	Rachel Dobrolenski	TOTAL DUDEK HOURS	DUDEK LABOR COSTS	The Altum Group			
<i>Billable Rate:</i>		\$245	\$105	\$117	\$78			Hours	Fee		
Task A	Project Initiation/Kickoff Meeting, Review Existing information, Site Visits										
A.1	Project Initiation	2	7			9	\$1,224.55				\$1,224.55
A.2	Review Existing Information/GIS Setup	2	10			12	\$1,539.52	34	\$2,486.00		\$4,025.52
A.3	Site Visits		16			16	\$1,679.84	18	\$1,422.75	\$100.63	\$3,203.22
Subtotal Task A		4	33			37	\$4,443.91			\$100.63	\$8,453.29
Task B	CEQA/NEPA Compliance										
B.1	PES and Supplemental Documentation	8	40	8	6	62	\$7,560.72	57	\$4,411.00	\$110.00	\$12,081.72
B.2	NEPA CatEx and CEQA CE	2	10			12	\$1,539.52			\$77.00	\$1,616.52
Subtotal Task B		10	50	8	6	74	\$9,100.24			\$187.00	\$13,698.24
Task C	Project Management										
C.1	Management and Coordination	6	10			16	\$2,518.76				\$2,518.76
C.2	Coordination with Caltrans	4	7			11	\$1,714.17				\$1,714.17
Subtotal Task C		10	17			27	\$4,232.93				\$4,232.93
Total Base Hours and Fee		24	100	8	6	138	\$17,777.08	109	\$8,319.75	\$287.63	\$26,384.46
<i>Percent of Hours (Base)</i>		<i>17%</i>	<i>72%</i>	<i>6%</i>	<i>4%</i>						

EXHIBIT “B-3”
PHASE II-B
DESIGN SERVICES
FEE SCHEDULE - EXHIBIT 10-H

CVAG Regional Traffic Signal Synchronization Project - Phase II-B

CONSULTANT: ADVANTEC Consulting Engineers, Inc.	CONTRACT NO: CML 6164(0210) - Addendum No. 1	DATE: 8/21/2020
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DIRECT LABOR

CLASSIFICATION/TITLE	NAME	HOURS	ACTUAL RATE	TOTAL
Project Principal	Leo Lee	0	\$ 120.19	\$ -
Project Manager	Carlos Ortiz	228	\$ 111.54	\$ 25,431.12
Task Manager	John Dorado	314	\$ 67.50	\$ 21,195.00
Task Manager	Jose Guedes	0	\$ 68.27	\$ -
System Engineer	John Cox	262	\$ 34.72	\$ 9,096.64
Design Engineer	Jonathan Delgado	343	\$ 39.43	\$ 13,524.49
Design Engineer	Bryan Elenes	480	\$ 37.02	\$ 17,769.60
Design Engineer	Rob Steaffens	376	\$ 46.64	\$ 17,536.64
Design Engineer	Nick Park	360	\$ 28.85	\$ 10,386.00
Design Engineer	Frank Gomez	366	\$ 33.65	\$ 12,315.90
Design Engineer	Tony Hernandez	356	\$ 28.85	\$ 10,270.60
TOTAL HOURS		3,085	TOTAL DIRECT LABOR \$ 137,526	

LABOR COSTS

a. Subtotal Direct Labor Costs		\$ 137,526
b. Anticipated Salary Increases	5.00% (of Total Direct Labor)	\$ 13,753
c. TOTAL DIRECT LABOR COSTS (a+b)		\$ 151,279

FRINGE BENEFITS

d. Fringe Benefits (Rate: 39.79%)			e. TOTAL FRINGE BENEFITS
			(c+d) \$ 60,194

INDRECT COSTS

f. Overhead (Rate: 111.08%)		g. Overhead (c*f)	\$ 168,040.26
g. General & Administrative (0.00%)		i. Gen & Admin (c*g)	-
j. TOTAL INDRECT COSTS (e+g+i)			\$ 228,234

FEE (PROFIT)

q. Fee Rate 10.00%			k. TOTAL FIXED PROFIT (c+j)*q \$ 37,951
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OTHER DIRECT COSTS

Description	UNIT	UNIT COST	TOTAL
l. Travel/Mileage Costs	miles	2,400	\$ 1,380.00
m. Equipment Supplies	Traffic Data Collection	1	\$ -
n. Permit fees, plan sheets, etc	prints	520	\$ 3,640.00
o. Subconsultant Costs	See itemization below		\$ 26,384.46
			\$ -
			\$ -
p. TOTAL OTHER DIRECT COSTS (l+m+n+o)			\$ 31,404

SUBCONSULTANTS

COMPANY	FUNCTION	TOTAL
DUDEK	Environmental Services	\$ 26,384.46
TOTAL SUBCONSULTANTS		\$ 26,384.46

TOTAL COST (c+j+k+p) \$ 475,253

EXHIBIT “B-4” PHASE II-B TEAM HOURS BREAKDOWN

ADDITIONAL SERVICES - PHASE II-B 8/21/2020

TASK	DESCRIPTION	Project Principal	Project Manager	Task Manager	Task Manager	System Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Design Engineer	Total Hours	SUBCONSULTANT FEE (DUDEK)	SUBCONSULTANT FEE (Counts Unlimited)
PHASE I - ENVIRONMENTAL SERVICES															
1.1	Project Initiation/Kick-off Meeting, Review of Existing Information, Site Visits														
1.1.1	Project Initiation/Kick-off Meeting		4	4				4					12	\$1,225	
1.1.2	Review of Existing Information						7						7	\$4,026	
1.1.3	Site Visits												0	\$3,203	
1.2	Prepare CEQA/NEPA Compliance Documents														
1.2.1	Prepare PES Form and Supplemental Documentation		16	16			24	24					80	\$12,082	
1.2.2	Prepare NEPA CE and CEQA CE												0	\$1,617	
1.3	Coordination and Project Management														
1.3.1	Management and Coordination		8	8									16	\$2,519	
1.3.2	Coordination with Caltrans												0	\$1,714	
1.4	Prepare Technical Studies														
1.4.1	Initial Site Assessment (ISA)												0	\$0	
PHASE II - DESIGN PHASE															
2	Research of Record Information and Field Review		16	20		24	24	24	24	24	40	40	236		
3	Utility Notification and Coordination		4	8						32	32	36	112		
4	Traffic Signal Interconnect and ITS Field Elements Plans and Details (86 Sheets)		48	142		168	168	320	320	280	280	280	2006		
5	Technical Specifications, and Hardware and Software Procurement List		32	32			64	52					180		
6	Construction Quantities and Engineer's Estimates		16	24		24	32	32	22	24	24		198		
7	Hardware and Software Procurement Support Services												0		
PHASE III - TRAFFIC SIGNAL SYNCHRONIZATION PHASE															
8	Traffic Signal Synchronization Stakeholders' Meetings (25 Meetings)												0		
9	Signal Timing and Traffic Data Collection												0		
10	Regional Traffic Signal Synchronization "Before" Study (18 Corridors)												0		
11	Regional Traffic Signal Synchronization "After" Study (18 Corridors)												0		
12	Signal Timing Optimization and Implementation												0		
13	Traffic Signal Synchronization Project Report												0		
PHASE IV - GRANT APPLICATIONS SUPPORT SERVICES															
14	Grant Applications Support Services												0		
PHASE V - PROJECT ADMINISTRATION, PROJECT MANAGEMENT, PROJECT COORDINATION, AND STAKEHOLDERS' MEETINGS AND OUTREACH															
15	Caltrans Forms and Coordination		4	9									13		
16	Project Control Website, Public Suggestion Webpage, and Mobile Application Recommendation												0		
17	Project Management and Project Coordination (27 months)		48	27		22							97		
18	Project Meetings (6 meetings)		32	24		24	24	24					128		
19	Stakeholders' Outreach												0		
Total Hours		0	228	314	0	262	343	480	366	360	376	356	3085		

ITEM 6B

Coachella Valley Association of Governments
Transportation Committee
August 30, 2021



Staff Report

Subject: Designation of 2022 State Transportation Improvement Program (STIP) Funds

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

Recommendation: Authorize that the Executive Director recommend to the Riverside County Transportation Commission that it designate an estimated \$6.8 million in available 2022 State Transportation Improvement Program (STIP) funding to the Interstate 10/Monroe Street Interchange Project

Background: The State Transportation Improvement Program (STIP) is a five-year program of projects administered by the California Transportation Commission (CTC). It is updated every two years outlining the commitment and programming of transportation funds for the State's multimodal transportation system, including: highways, rail, transit, local roads, and bike and pedestrian facilities. In June of every odd year, Caltrans is required to prepare a draft STIP Fund Estimate (FE) that estimates how much funding will be available for programming for the next five-year period, Fiscal Years 2022/23 through 2026/27.

Because of the complexity of the STIP program and steps to process these funds through the CTC, CVAG and the Riverside County Transportation Commission (RCTC) have historically designated STIP funding for the largest, often "federalized," transportation projects in the region and for projects that have cleared or will soon clear the environmental process. STIP funds routinely are allocated to large projects, such as highway interchanges, that are going to be under construction in the next five years. Ranked as the number one project by CVAG's 2016 Transportation Project Prioritization Study (TPPS), the Interstate 10/Monroe Street Interchange project falls under this situation.

On June 23, 2021, CTC staff released the Draft 2022 STIP Fund Estimate, which identified county share targets for each region in the state. Riverside County's Target Share is \$31.7 million, after accounting for Planning, Programming and Monitoring (PPM). Based on guidance from RCTC, the anticipated distribution breakout is as follows:

Draft 2022 STIP FE – Riverside County Target Share

Total Riverside County Share		\$ 32,349,000
Less: 2 percent PPM		\$ 646,980
Total New Project Programming		\$ 31,702,020
Western County	78.14 percent	\$ 24,771,958
Coachella Valley	21.42 percent	<u>\$ 6,790,573</u>
Palo Verde Valley	0.44 percent	\$ 139,489

RCTC staff has requested that CVAG nominate a project or projects and notify them for final concurrence and submittal to the CTC for programming. Once the nomination is made, Caltrans

will prepare an Interregional Transportation Improvement Plan (ITIP) and submit it to the CTC by December 15, 2021.

CVAG's Regional Traffic Signal Synchronization Project – Phase II, was added to the STIP in 2020 and is on schedule for obligation of \$4,472,000 this fiscal year. The new STIP capacity of \$6,790,573 is only available in the last two years of the 2022 STIP cycle, FYs 2025/26 and 2026/27.

Staff is recommending the funding be designated to the I-10/Monroe Street Interchange project, which involves widening the overpass and the on/off ramps. Not only is this the top-ranked project in the TPPS, but it is poised to receive \$20 million from the federal infrastructure bill after being included as a member-designed funding request from Rep. Raul Ruiz. Staff is recommending that Coachella Valley's estimated share of the 2022 STIP funding be designated in FY 2025/26.

Fiscal Analysis: Based on the latest information from RCTC, approximately \$6,790,573 in STIP funding will be programmed for the Coachella Valley for the 2022 STIP cycle over the five-year period from Fiscal Years 2022/23 through 2026/27.

Investing STIP funding will have a positive impact on CVAG's regional funds as it preserves regional transportation funding that can be used for other transportation projects in the Coachella Valley.

ITEM 6C

**Coachella Valley Association of Governments
Transportation Committee
August 30, 2021**



Staff Report

Subject: Federal and State Advocacy Services

Contact: Emmanuel Martinez, Senior Programs Manager (emartinez@cvag.org)

Recommendation: Authorize the Executive Director to retain federal and state lobbying services in an amount not to exceed \$100,000, for a time period up to six months, and to take the necessary steps to identify the long-term services needed to ensure the region is maximizing funding opportunities and receiving its fair share

Background: Over the course of the past year, CVAG staff has provided updates to the Executive and Transportation Committees about the concerning funding outlook for regional transportation projects. However, in recent months, there has been increased political focus on investments in transportation and related infrastructure at the federal and state levels. As part of a broader strategy to address cash flow concerns, CVAG staff is now recommending that CVAG better establish representation in Sacramento and Washington to help the region secure increased outside funding and attain financially feasible transportation projects for the Coachella Valley.

As recently as 10 years ago, interchanges in the Coachella Valley were largely funded with outside resources, and more than 85 percent of projects' costs were covered by state and federal dollars. Part of this was due to the recovery after the Great Recession of 2008 and the ensuing American Recovery and Rescue Plan, which provided significant funding for major transportation projects. But, as noted in the recent cash flow analysis presented to CVAG's committees, current transportation funding environment is much different. Today, most of the eight interchanges that are in design and environmental phases in the region have little to no federal and state funding. CVAG nor its members agencies have the ability to fully fund these expensive projects with their existing resources.

Despite these funding challenges, infrastructure and transportation investment are top priorities at both the federal and state levels.

In Washington, Congress is negotiating a \$1.2 trillion infrastructure investment bill. The INVEST in America Act (H.R. 3684), which aims to achieve President Joe Biden's Infrastructure and Investment Jobs Act, would direct \$100 billion to roads, bridges and major projects, reauthorize the surface transportation program for the next five years and – if passed – also invest \$65 billion in broadband. Additionally, Congress has resumed the process of allowing member-requested funding, which are commonly called earmarks. This year's process included allowing Community Projects, which cover everything from transportation to housing and land acquisition, as well as the Member Designated Projects, which are big-dollar requests for larger transportation projects, such as interchanges, bridges or regionally significant investments. The list of requests submitted to Rep. Raul Ruiz, whose 36th Congressional District spans CVAG's

jurisdiction, was far larger than one member of Congress could advance. Among the big-dollar projects that was advanced by Rep. Ruiz is a recommendation to provide \$20 million for the Interstate 10/Monroe Street Interchange, which is one of CVAG's top projects in the current Transportation Project Prioritization Study (TPPS). Notably, this earmark process will likely continue to be a tool available to legislators into the near future.

At the state level, the budget allocates total of \$27 billion for all departments and programs administered under the California State Transportation Agency. This includes \$500 million to augment the Active Transportation Program. CVAG, as noted in a separate staff report, had the foresight to fund the pre-construction phases of several regional ATP projects. As a result, this strategy not only helped secure funding in Cycle 5, but two projects – the Arts and Music Line along Avenue 48 and the CV Link extension to Desert Hot Springs – are poised to secure about \$46 million of this funding. The state budget also allocates \$500 million for high-priority grade separation and grade crossing improvements and \$2 billion for state highway rehabilitation and local roads and bridges. In addition, more than \$3 billion in fuel excise tax revenues go to cities and counties for local streets and roads. Finally, staff would note that the budget also allocates \$6 billion to expand broadband infrastructure and enhance access by constructing an open access middle-mile and by funding construction of last-mile projects. This is a funding source that staff is exploring in connection to CV Sync, the regional traffic signal synchronization program that includes intelligent transportation system technologies.

Given alignment of aforementioned funding with CVAG's transportation and broadband projects, increasing access to federal and state decision-makers is critical to helping the Coachella Valley receive its fair share of federal and state funds for regional projects.

CVAG's Regional Arterial Cost Estimate (RACE), which is prepared with the TPPS, has identified more than \$3.4 billion in costs for the Coachella Valley's regional transportation system. The significant costs associated with these projects and decreased revenues from outside sources will place substantial financial pressure on local jurisdictions to bring these projects to fruition. In effect, making it difficult for CVAG to fund transportation projects obligated under existing reimbursement agreements.

CVAG staff is comprehensively analyzing potential solutions to address the cash flow concerns. Staff has also put forward cost-conscious approaches to reducing costs, such as the recent flooding and blowsand study. However, it has become apparent that having representation in Washington and Sacramento will assist CVAG in elevating and aligning its regional projects with new and existing funding opportunities, help CVAG secure additional outside funding and reduce financial pressure on regional and local resources.

A number of transportation planning and public agencies employ lobbying firms to assist with access to federal and state decision-makers. These include, but are not limited to, Riverside County Transportation Commission (RCTC) and Southern California Association of Governments as well as a number of member jurisdictions, including the County of Riverside. CVAG staff would recommend that CVAG's efforts will compliment other regional and local advocacy efforts to help elevate CVAG's regional projects to improve their financial viability by optimizing collective resources and improving regional coordination through the legislative, regulatory and grant procurement processes. By increasing access to legislators and relevant agencies in Sacramento and Washington, CVAG can better position its projects to compete for funding opportunities forthcoming.

While CVAG has not traditionally maintained lobbyist services, it has utilized this approach before. In 2015, CVAG authorized the Chair and Executive Director to seek administrative and

legislative changes in the state's cap and trade program to make projects in the Coachella Valley more competitive and ensure the Coachella Valley received its fair share of funds. In 2018, the CVAG Executive Committee authorized additional consulting services to help this effort, which included lobbying services in Sacramento. With approval of the recommendation, CVAG staff would conduct a search for a consultant whose services complement and not replicate the services already retained by CVAG's members and partners agencies. Any contract for services would be presented to CVAG's committees at a future meeting. CVAG staff is also mindful of the need to engage in pertinent conversations as soon as possible, given the current budget decisions being made in Sacramento and Washington. Therefore, CVAG staff recommends the Executive Director be authorized to retain federal and state advocacy services for a short-term period of six months. This will enable CVAG to immediately engage and advocate for its projects at the federal and state levels, while allowing staff time to identify the proper consultant or consultants to meet long-term advocacy needs and present a recommendation back to Committee.

Fiscal Analysis: CVAG staff recommends that short-term, federal and state advocacy services be authorized for a total not-to-exceed amount of \$100,000. This would include both state advocacy and federal lobbying services, with both contracts being for a term that is not to exceed six months.

The total cost of long-term services will be determined through a competitive request for proposals, and a contract would be presented to CVAG committees in the future.

Regional transportation funding is available for these costs. CVAG staff would note that there is a strong return on the investment in services if this advocacy results in additional state and federal resources or better positions projects for funding opportunities.

ITEM 6D

Coachella Valley Association of Governments
Transportation Committee
August 30, 2021



Staff Report

Subject: Election of Transportation Committee Chair and Vice Chair for Fiscal Year 2021/2022

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

Recommendation: Elect a Transportation Committee Chair and Vice Chair for Fiscal Year 2021/2022

Background: Each fiscal year, the Transportation Committee considers the election of a Chair and Vice Chair. The history of the Transportation Committee's Chairmanship is attached for member information. The current Chair is Desert Hot Springs Mayor Scott Matas and the Vice Chair is Coachella Mayor Steven Hernandez.

Staff recommends that the Transportation Committee provide nominations and elect its officers for the fiscal year.

Fiscal Analysis: There is no additional cost to the budget as Transportation Committee officers receive the same per diem as other committee members.

Attachment: History of Chair and Vice Chair

TRANSPORTATION COMMITTEE CHAIR AND VICE CHAIR



	<u>Chair</u>	<u>Vice Chair</u>	
2020/2021	Scott Matas	Steven Hernandez	
2019/2020	Robert Radi	Scott Matas	
<u>2018/2019</u>	Robert Radi	Lisa Middleton	04/2019 – 07/2019
2018/2019	Robert Radi	Steve Brown	
2017/2018	Michael Wilson	Robert Radi	
2015/2016	Doug Hanson	Ginny Foat	
<u>2014/2015</u>	Ted Weill	Ginny Foat	10/2014 – 08/2015
<u>2014/2015</u>	Ted Weill	Douglas Hanson	07/2014 – 10/2014
2013/2014	Jan Harnik	Ted Weill	
2012/2013	Greg Pettis	William Kroonen/Jan Harnik	
2011/2012	Terry Henderson	Greg Pettis	
<u>2010/2011</u>	Terry Henderson	Greg Pettis	01/2011 – 06/2011
<u>2010/2011</u>	Terry Henderson	Patrick Mullany	10/2010 – 12/2010
<u>2010/2011</u>	Ron Meepos	Terry Henderson	08/2010 – 10/2010
<u>2010/2011</u>	Ron Meepos	Dick Kelly	06/2010 – 08/2010
2009/2010	Scott Matas	Ron Meepos	
2008/2009	Tom Kirk	Scott Matas	
2007/2008	Mike Wilson	Tom Kirk	
2006/2007	Greg Pettis	Mike Wilson/Mary Roche	
2005/2006	Juan De Lara	Greg Pettis	
2004/2005	Percy Byrd	Juan De Lara	
2003/2004	Mike Wilson	Alan Seman	
2002/2003	Percy Byrd	Mike Wilson	
2001/2002	Percy Byrd	Mike Wilson	

2000/2001	Will Kleindienst	Percy Byrd
1999/2000	Will Kleindienst	Percy Byrd
1999/2000	Will Kleindienst	Christine Murphy
1998/1999	Christine Murphy	Will Kleindienst
1997/1998	Dick Kelly	Christine Murphy
1996/1997	Dick Kelly	Walter McIntyre

ITEM 7a

Coachella Valley Association of Governments
Transportation Committee
August 30, 2021



Staff Report

Subject: Status of I-10 Interchange Projects

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

Recommendation: Information

Background: Attached is the latest status for Interstate 10 interchange projects as of August 2021:

Completed

- | | |
|---|---|
| 1) Indian Canyon @ I-10 (Mar '12) | 4) Monterey Avenue Ramp @ I-10 (Apr '15) |
| 2) Gene Autry/Palm Drive @ I-10 (Mar '12) | 5) Bob Hope/Ramon @ I-10 (Sep '11) |
| 3) Date Palm Drive @ I-10 (May '14) | 6) Jefferson Street @ I-10:
Post-construction closeout underway. |

Portola @ I-10

Final PA&ED completed. ROW on hold due to Union Pacific stalemate. PS&E on-going.

Monroe @ I-10

Final environmental document approved by Caltrans. City moving forward to PSE and ROW phases.

Jackson @ I-10

Environmental document nearing completion, pending Caltrans approval that is anticipated by early September 2021.

Avenue 50 @ I-10

PS&E contract underway.

Avenue 50 @ SR 86

PA&ED completed in May 2019. Funding agreement amendment for PS&E and ROW acquisition approved by Executive Committee in September 2020. PA&ED underway.

Dillon Road @ I-10 @ SR 86

PA&ED underway. Caltrans Approved Preliminary Environmental Study (PES) on July 13, 2020.

Golf Center Parkway @ I-10

PSR on hold.

Da Vall Drive @ I-10

Intersection Control Evaluation submitted to Caltrans.

Fiscal Analysis: Funding for these projects has been budgeted through the project phase indicated and secured through various funding sources. There is no additional fiscal impact.

ITEM 7b

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
Regional Arterial Program - Project Status Report
8/24/2021

Project Description	Lead Agency	PEng	ENV	PSE	ROW	CON	CVAG Funded Through	Status
Interchanges								
Avenue 50 @ 86S	COA						Environmental	PA & ED underway
Avenue 50 @ I-10	COA						PSE	PS&E contract under way.
Jackson @ I-10	COR						PSE	Draft Env Doc reviewed earlier this year
Monroe @ I-10	COR						PSE	Final Env Doc approved by Caltrans. City moving forward with PSE by MBI
Jefferson @ I-10	COR						Construction	Completed. Working on close out
Arterial Links								
Ave. 48 (Jackson St. to Van Buren St.)	COA						Construction	Completed
Ave. 50 (Calhoun St. to Harrison St)	COA						Construction	PA/ED completed. PS&E under way.
Coachella Traffic Signal Conversion	COA						Construction	Completed
Date Palm Drive from I-10 to Varner	CC						PSE	Phase II is completed. The final design for Phase III in underway.
North Indian Canyon Widening	COR/DHS/PS						Construction	Phase I paving completed. Phase II construction started in July and ends this fall.
Monterey Av. Corridor (fr. Gerald Ford to Dinah Shore)	RM						Construction	Construction completed.
Bridges								
Avenue 66 Grade Separation over UPRR	COR						Construction	Under construction
Avenue 44 Bridge over WWR	Indio						Construction	Env cleared. Plans are at 99%. Pending permits from CVWD and Caltrans to clear ROW.
Avenue 50 Bridge over WWR	COA						PSE	PS&E underway. Funding agreement amendment approved by CVAG in September 2020
Cathedral Canyon Bridge	CC						Construction	Construction started in summer 2020 and is ongoing
Date Palm Bridge (Across WWR)	CC						Construction	Completed
Dune Palms Bridge over WWR	LQ						Construction	ROW and PS&E Certification submitted July 2021. RFA for AC Construction submitted July 2021. Construction 2022
Frank Sinatra Bridge over WWR	RM						Construction	In Final Design, Construction to commence when HBP funding becomes available
South Palm Canyon Bridge over Tahquitz Creek	PS						PSE	100% Design Plan submitted for review. ROW acquisition finalized and cert to be submitted
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						PSE	100% Design Plan currently in review. Working with utilities.
Indian Canyon (fr. Garnet to & Incl. RR Crossing)	PS						Construction	Advanced Construction Funding authorized by Caltrans
Ramon Bridge Widening	PS						Construction	Continuing ROW and utility phase
Vista Chino Bridge over WWR	PS						PE	Project is in PE phase. Extensive negotiations with SCE for utility relocation
Interchange Preparation Fund Projects								
Portola @ I-10	PD/COR						ROW	ROW on hold due to Union Pacific stalemate. 100% PS&E ongoing.
Golf Center Parkway @ I-10	Indio						PSR	PSR on hold
Da Vall Drive @ I-10	CC						PSR	PSR-PDS under review by City Staff.
Dillon Road @ I-10, SR86, WWR	COA						PSR	PA&E underway.
Jackson @ I-10	Indio						PSR	Caltrans expected to approve final IS/MND by end of August 2021.
Monroe @ I-10	Indio						PSR	Env complete. City begun PS&E and requested ROW funding.

COR-County of Riverside; RM-Rancho Mirage; IW-Indian Wells; PD-Palm Desert, PS-Palm Springs; CC-Cathedral City; COA-Coachella LQ-La Quinta;

PE = Preliminary Engineering; Env=Environmental; PSE=Plans, Specifications and Estimate; ROW=Right of Way; CON=Construction

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Bicycle/Pedestrian Safety Program - Project Status Report

8/24/2021



ITEM 7c

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

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Project Description	Lead Agency	Design	Grant App	Status
CV Sync	CVAG			Construction underway.
ATP - Arts & Music Line	CVAG			Under design. Design contract extension requested. May be funded in ATP Augmentation depending on state budget.
ATP - DHS CV Link Extension	DHS			Under design. May be funded in ATP Augmentation depending on state budget.
ATP - Cathedral City Downtown Connectors	CC			Under design. ATP Cycle 5 Grant Application funded. Design contract requested.

