ITEM 7C

Coachella Valley Association of Governments
Executive Committee
September 30, 2019

Staff Report

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

Contact: Erica Felci, Governmental Projects Manager (efelci@cvag.org)
Eric Cowle, Transportation Program Manager (ecowle@cvag.org)

Recommendation:

1) **Approve selection of Albert A. Webb Associates, KOA and Omnis for the design and engineering of regional Active Transportation Plan (ATP) projects; and**

2) **Authorize the Executive Director to make finalize a scope of work as necessary and together with the Executive Committee Chair, execute engineering service agreements and corresponding jurisdictional reimbursement agreements for an amount not to exceed $6,203,682 for the 2019 Bicycle and Pedestrian Safety Program – ATP Preparation Fund.**

Background: The Coachella Valley has made it a priority to make significant investments in the local and regional transportation networks, particularly as it pertains to creating safe routes for pedestrians and cyclists. For the first time, a regional Active Transportation Plan (ATP) was included in CVAG's 2016 Transportation Project Prioritization Study (TPPS). CVAG's ATP identifies projects that develop bicycle and pedestrian infrastructure in concert with CVAG's regional arterial roadway network. This proactive approach to improving bicycle and pedestrian safety is a critical component of CVAG's overall strategy of reducing the far-too-frequent accidents and fatalities on valley roadways.

The region has also been successful in securing outside funding for these ATP projects, particularly awards from the state's Active Transportation Program. Local investments have also been made: In 2017, the CVAG Executive Committee launched the inaugural Bicycle and Pedestrian Safety Program and invested more than $10 million to address locations in Desert Hot Springs, Palm Springs, Cathedral City, and Indio. Collectively, these projects address situations that were responsible for 18.3 bicycle and pedestrian accidents per year. The proposed projects include segments where 67 accidents, including 8 fatalities have occurred in recent years. The recommended corridors include some of the region's heaviest bicycle and pedestrian activity, and the solutions presented will certainly make a difference in reducing injury and loss of life for cyclists and pedestrians. These 10 projects are now either completed or under construction.

Bringing in external funding to the region benefits everyone and getting projects "shovel ready" enhances the ability to secure these dollars. In June 2019, the CVAG Executive Committee unanimously voted to have a second cycle of the Bicycle and Pedestrian Safety Program that

would provide funding for getting regional ATP projects “shelf ready” for future grant opportunities, and authorized staff to begin the process of securing one or more firms to design of these projects. Proposed key components of the program included:

- Projects are encouraged to be multi-jurisdictional and have a minimum construction cost estimate of $1.5 million.
- Funding will be provided at a ratio of 75% Regional/25% Local.
- Projects could be led by CVAG or its member jurisdictions.
- Projects must be included in the current 2016 CVAG Regional ATP, which is a component of the 2016 TPPS.
- This Safety Program will follow the guidelines for Measure A and Transportation Uniform Mitigation Fee (TUMF) funding.

By preparing these projects “shelf-ready” for grant applications, beginning with the state’s Active Transportation Program Cycle 5 in the spring 2020, it is CVAG’s expectation that the region’s applications will be more competitive. For example, in the last round of the state’s ATP funding, additional points were added for only needing construction funding and being “shelf-ready,” or for having construction within the first two years of funding allocations.

Over the summer, CVAG staff worked with member jurisdictions to get a better understanding of which projects might be seeking outside grant funding. CVAG received project concepts from several jurisdictions. CVAG then issued a request for qualifications and received 13 submittals from design and engineering firms. These firms were reviewed and scored by staff at jurisdictions with projects. The review and scoring factored in the qualifications of the personnel, capacity to handle the work, work on comparable projects, references and the completeness of the proposal.

Five firms were interviewed by a panel that included staff from CVAG and member jurisdictions. Based on proposal scoring and interviews, three firms were identified at being the best for this project. It is recommended that CVAG hire Albert A. Webb Associates to complete work on the CVAG-led Arts and Music Line along Avenue 48; KOA to complete work on five Cathedral City projects; and Omnis to complete work in Desert Hot Springs. Initially, it was expected that Webb would also complete work on a project in Palm Desert. However, the City has since asked that their project be placed on hold while the City reviews other projects that rank higher in their internal evaluation. City staff indicated that they will be looking to create an opportunity for a future project in a subsequent ATP cycle, as well as other alternative funding sources.

When this item was brought before the Transportation Committee on September 9, several committee members lamented that the Coachella Valley does not have consistency when it comes to the design and implementation of bike-and-pedestrian improvements. It was noted during the discussion that CVAG should look at creating regional standards that would provide consistency for active transportation improvements, particularly as it relates to bike lane design, appropriate signage, on-street markings and barriers. At the same time, Transportation Committee members noted that this could be a standard that, in the future, may be included into reimbursement agreements. Based on the Transportation Committee’s direction, CVAG staff worked with Webb to incorporate a task into their scope of work that goes beyond the Arts and Music Line. This task would include conducting an inventory of active transportation standards and practices used by CVAG member jurisdictions, the development of regional standards and outreach to CVAG members about having this uniformity.

Fiscal Analysis: The final scope of work and costs are still being negotiated. It is estimated that hiring all three firms to conduct the work in these five jurisdictions would have a total not-to exceed amount of $6,203,682. Funding will be split on the 75 percent/ 25 percent funding formula that is standard for regional projects. Project sponsors opting to utilize CVAG's engineer will still be responsible for their 25 percent local cost share. For ATP projects that span more than one jurisdiction, the 25 percent local share will be split.

Based on the current cost estimates, CVAG's 75% share of that would be $4,652,762, and funding is available in regional transportation funds.

- For the Arts and Music Line, CVAG staff have negotiated a scope and fee proposal with Albert A. Webb Associates. The proposed fee is $2,483,483. As there is a degree of uncertainty with respect to right-of-way, finalizing the environmental clearances and some unique design issues, CVAG staff is recommending a 10% contingency budget of $248,354, creating a total not-to-exceed total of $2,731,897. This scope and proposed cost also includes the development of regional ATP standards, as directed by the Transportation Committee. The proposed scope and fee are attached.

  Desert Hot Springs has three projects all connecting to Palm Drive. City staff have been negotiating a scope and fee proposal with Omnis Engineering, and CVAG staff has been included in the process. The total not-to-exceed amount for the three projects is $2,780,000 including contingencies. Proposed scope and fees are attached.

- Cathedral City has five projects that would connect cyclists and pedestrians to the City's downtown area. City staff have been negotiating a scope and fee proposal with KOA engineering, and CVAG staff has been involved in the process. The total not-to exceed amount for the five projects is $691,785 including contingencies. Proposed scope and fee are attached.

While not funding actual construction, the idea of this program is to fund preliminary engineering, environmental analysis, and final design for regional ATP projects. By helping to defray the cost of design, this program will get projects on CVAG's ATP better positioned to secure outside funding by any number of sources, including SB 1, SB 821 and other state and federal funding opportunities.

Proposal 1 - CV Link Desert Hot Springs Extension Project

Project ATP Reference:
Desert Hot Springs Future Regional Extension
DHS37, PG03, PS147A, RIV138, RIV21

Project Name: CV Link Desert Hot Springs Extension Project

Project Description: CV Link Desert Hot Springs Extension Project will install a multimodal facility pathway along a 13-mile route via a loop that begins at Palm Drive at I-10, North on Palm Drive, West on Mission Lakes Blvd, South on Little Morongo Road, East on Dillon Road, and back to Palm Drive. The proposed pathway will provide a transportation alternative for pedestrians, bicyclist, and neighborhood electric vehicles. The pathway will connect Desert Hot Springs residents, visitors, and tourist to shopping centers, schools, parks, employment centers, and to the entire Coachella Valley via the CV Link. This project will improve and enhance safety along four main corridors, significantly reduce environmental impacts, promote and improve public health, and provide economic benefits to current and future residents and visitors of Desert Hot Springs. The entire project is located within disadvantaged communities that will benefit from all improvements that will be realized from projects such as this one.

Project Limits: 13-mile route via a loop that begins at Palm Drive at I-10, North on Palm Drive, West on Mission Lakes Blvd, South on Little Morongo Road, East on Dillon Road, and back to Palm Drive.

Project Length: 13 Miles

Estimated Project Cost:
Preliminary Engineering (PAED and PS&E) = $2,200,000
Construction= $22,000,000
Construction Engineering (Inspections, Materials Testing, etc) = $1,100,000
Total= $25,300,000

Proposal 2 – Palm Drive Corridor Sidewalks and Bike Route Project

Project Reference ATP Number:
DHS11- Palm Dr from Camino Aventura – I-10

Project Name: Palm Drive Corridor Sidewalks and Bike Route Project

Project Description: This project will include the design and construction of safety improvements which include an estimated 9,000 lineal feet of missing sidewalks (filling in missing sidewalk gaps), 10 ADA ramps and ADA driveways, driveway crosswalks and striping, 40,000 lineal feet of new high visibility striping, lane line reflector/markers, green/white bike lane markers and lines with reflectors/markers, and crosswalk. These improvements would also reduce the width of traffic lanes. This proposed project would protect bicyclists by identifying a highly visible barrier between the bike lane and traffic lane and also help to calm traffic. This project would connect and extend to the previously awarded ATP-Cycle3 Project along Palm Drive.

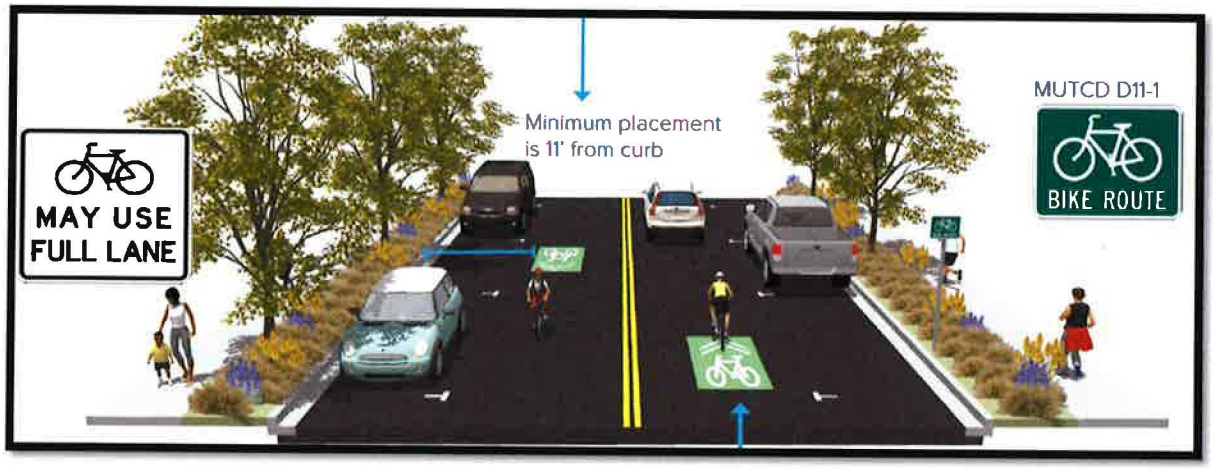
Project Limits:

- Palm Drive – I-10 to Camino Aventura

Project Length: 3.7 Miles

Estimated Project Cost:
Preliminary Engineering (PAED and PS&E) = $280,000
Construction= $2,800,000
Construction Engineering (Inspections, Materials Testing, etc) = $100,000
Total= $3,180,000

Sample Bike Lane Markers and Striping



Sample Bike Lane Markers and Striping

Proposal 3 – Palm Drive Street Lights and Sidewalk Project

Project Reference ATP Number:
DHS12 – Palm Dr from Mission Lakes Blvd to Cahuilla Ave

Project Name: Palm Drive Street Lights and Sidewalk Project

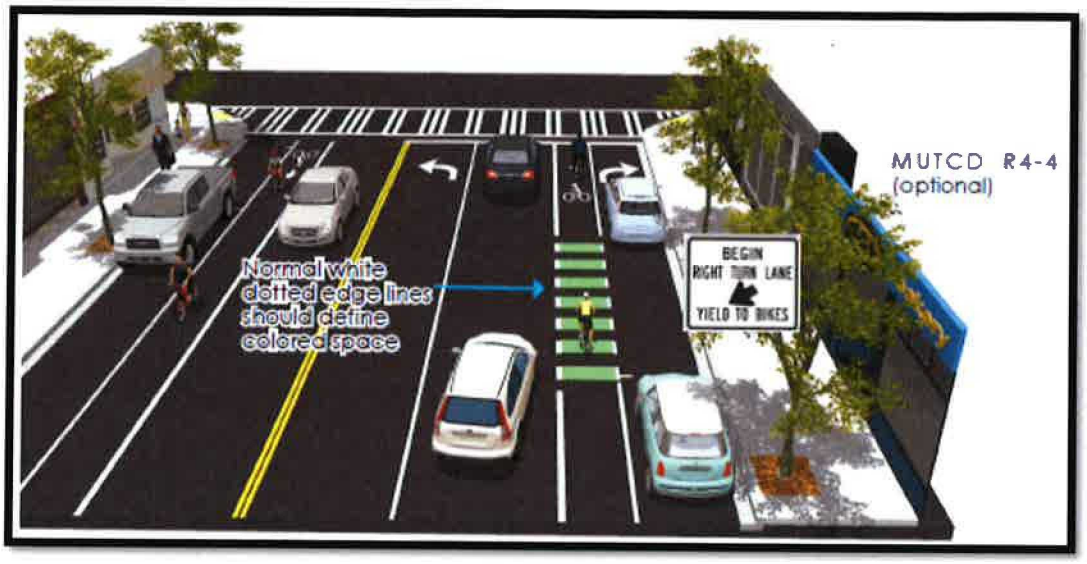
Project Description: This project will include the design and construction of safety improvements which include an estimated 5,000 lineal feet of missing sidewalks (filling in missing sidewalk gaps), 26 ADA ramps and ADA driveways, driveway crosswalks and striping, 10,600 lineal feet of new buffered bike lane striping, an estimated 35 new street lights, one new raised median, and additional pedestrian and bicycle safety signage's markings throughout the project area. These improvements will provide a safer pedestrian and bicycle access route to various schools, parks, transit route stops, commercial areas, and residential neighborhoods. This project would connect and extend the previously awarded 2017 Bicycle Pedestrian Safety Program Project – Palm Drive Streel Light Project.

Project Limits:

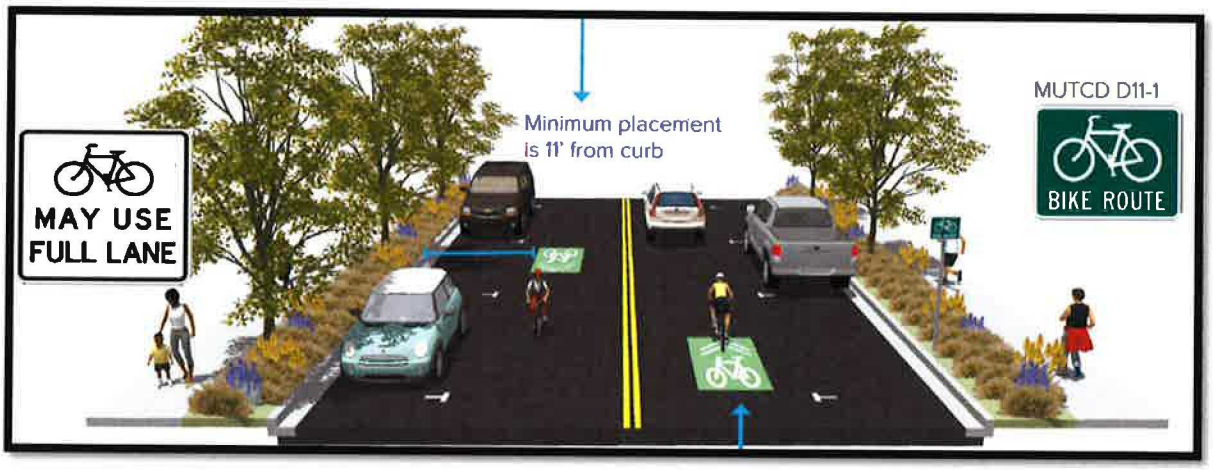
- Palm Drive – Mission Lakes Blvd to Cahuilla Ave

Project Length: 1 Miles

Estimated Project Cost:
Preliminary Engineering (PAED and PS&E) = $300,000
Construction= $3,000,000
Construction Engineering (Inspections, Materials Testing, etc) = $100,000
Total= $3,400,000



Sample Bike Lane Markers and Striping



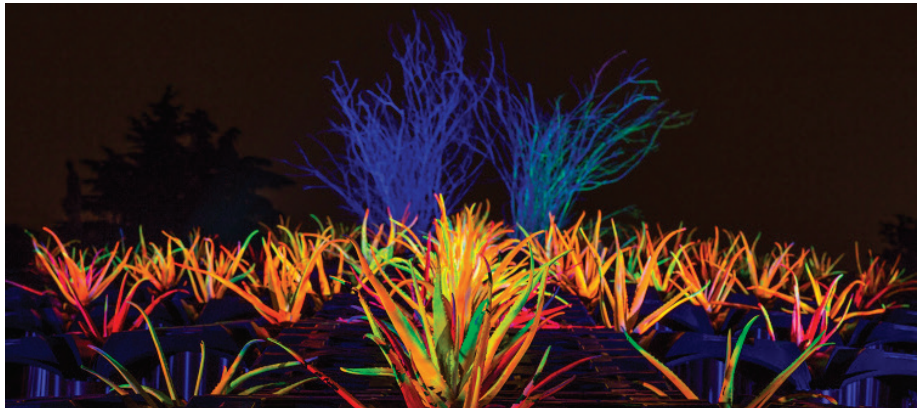
Sample Bike Lane Markers and Striping

Proposal to Provide Professional Engineering
and Environmental Services

Coachella Valley Art and Music Line

3788 McCray Street
Riverside, CA 92506
951.686.1070
www.webbassociates.com

ALBERT A. WEBB ASSOCIATES



Prepared For

CVAG

September 18, 2019

Table of Contents

Section 1. Cover letter

September 18, 2019

Coachella Valley Association of Governments
Erica Felci, Governmental Project Manager
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

RE: Professional Engineering and Environmental Services for the Coachella Valley Art and Music Line and Engineering Services for the Regional Active Transportation Standards

Dear Erica:

Enclosed is Albert A. Webb Associates' (WEBB) proposal for Professional Engineering and Environmental Services for the Coachella Valley Art and Music Line Project. WEBB has had the pleasure of working with the Coachella Valley Association of Governments (CVAG) providing various civil engineering services through the years. CVAG requires a responsive professional consulting firm who possesses the experience and resources needed to achieve their goals and objectives. WEBB has provided engineering and construction services for public sector clients for more than 70 years and recognizes the importance of maintaining a close relationship with our clients. WEBB would like to illustrate to CVAG what makes us the absolute correct choice for your projects.

- WEBB understands the requirements and scope of CVAG's project
- Qualified program manager with experience leading large scale projects
- Experienced team providing professional engineering and environmental services throughout the Coachella Valley
- Creative and financial support from **Perry Tollett** *(Golden Voice)*
- Available resources dedicated to meeting all of CVAG's needs
- All of our project team members are invested in providing CVAG a work product to achieve your goals. Our team pride themselves on customer service through effective coordination and communication on all projects

WEBB is committed to contributing the highest quality assistance possible to achieve CVAG's goals. We look forward to the opportunity to discuss our qualifications and answer any questions you may have. I can be reached at (951) 248-4237.

Sincerely,

Dilesh Sheth, PE, TE - Vice President
951.248.4237
dilesh.sheth@webbassociates.com

Section 2. Executive Summary & Firm Profile

WEBB is eager to collaborate with CVAG to provide design services for bicycle, pedestrian, and active transportation program (ATP) projects in the Coachella Valley. Our proposal details our teams project approach, key personnel, relative project experience, jurisdictional project experience, and other pertinent information for CVAG's evaluation. A summary of highlights is noted as follows:

Project Understanding

WEBB's multidisciplinary team approach is to create an interactive pathway that uses solar-lighted buffers and colors to provide a safe active transportation route. The project will create a safe route connecting schools, affordable housing, retail, and employment centers in urbanized parts of Coachella, Indio, and La Qunita.

The route is a mix of Class I and Class IV design, mainly utilizing existing road right-of-way and sidewalks. The theme was inspired by the community's embrace of arts and music, particularly the world renowned Coachella Stagecoach Festival.

Key Personnel

WEBB has put together a multidisciplinary team of professionals to address all the needs of the project which will be led by **Dilesh Sheth, PE, TE**. While WEBB has most services in-house, we have added key subconsultants to solidify our capabilities, making us the best choice for CVAG and all constituents.

Chen Ryan Associates, Inc., will provide their expertise to the WEBB Team for traffic design. Chen Ryan Associates, Inc. has exhibited creativity and high standards on a variety of recent transportation final design projects like the Bayshore Bikeway and the University Bikeway Projects in the City of San Diego.

Lastly our other key member of the WEBB Team is local Coachella Valley artist **Cristopher Cichocki.** Christopher will provide his creative expertise to the trail theme which will be crucial to the project's success.

Relative Project Experience

Our regional knowledge and experience gives us the ability to efficiently assist CVAG throughout the analysis, planning, design, and construction process with a minimum of "ramp up" time. WEBB has built a complete understanding of not only each City's infrastructure, but the needs of each City.

Our team is highly experienced with projects of this nature and know how to resolve issues and get projects completed on-time and within budget. WEBB recently completed over 22 miles of bike lanes and six miles of sidewalk improvements, and one mile of trail projects for multiple cities throughout the Coachella Valley.

WEBB's experience coupled with that of our key subconsultant, **Chen Ryan Associates, Inc.**, and our other team of subconsultants provide CVAG the experience needed to get ATP projects successfully completed.

Jurisdictional Project Experience

Dilesh and his team have been able to raise over $24.3 million in funds from HISP and CVAG for cities throughout Inland Southern California and Coachella Valley to support their numerous projects. Specifically, WEBB has assisted the City of Palm Springs in identifying high accident locations, prepared applications, and helped secure over $6 million in funding. WEBB also assisted the City of Palm Springs complete Plans, Specifications, and Estimates (PS&E) for five projects in record time to meet the funding deadline. WEBB also completed PS&E for the Calhoun Street project for the City of Indio.

WEBB's Team has the project experience and local knowledge to support the Coachella Valley in successfully completing all projects listed under the RFP. Our team is highly experienced with projects of this nature and know how to resolve issues and get projects completed on-time and within budget.

Section 3. Project Approach

The CVAG Executive Committee approved a Bicycle and Safety Program in February 2017 and issued a call for projects focusing on bicycle and pedestrian safety in the Coachella Valley. CVAG ultimately acquired a little more than $10 million in funding for ten bicycle and pedestrian safety projects that addressed locations where accidents and fatalities had taken place.

WEBB assisted the City of Palm Springs in identifying high accident locations, prepared applications, and helped secure over $6 million in funding. WEBB also assisted the City of Palm Springs complete PS&E for five projects in record time to meet the funding deadline. WEBB also completed PS&E for the Calhoun Street project for the City of Indio.

WEBB's Team has the project experience and local knowledge to support the Coachella Valley in successfully completing all projects listed under the RFP. Our team is highly experienced with projects of this nature and know how to resolve issues and get projects completed on-time and within budget. WEBB recently completed over 90,000 LF (>17 miles) of bike lanes and 32,000 LF (>6 miles) of sidewalk improvements for the City of Palm Springs. WEBB has completed over 10,000 LF (2 miles) of bike lanes and pedestrian and safety traffic signal improvements for 19 intersections for Cathedral City, and 15,000 LF (3 miles) of bike lanes and 5,280 LF (1 mile) of trail projects for Indio. In addition, WEBB is working on a multi-purpose trail along Perris Valley Channel for the City of Perris. WEBB has extensive expertise and experience to get active transportation plan ATP.

We have teamed up with ***Chen Ryan Associates, Inc.***, who brings a fresh vision to transportation planning and engineering in southern California. They provide a fully multi-modal approach, building upon the multi-dimensional experiences of their expert staff. Chen Ryan offers specialized expertise in the areas of Bicycle/Pedestrian Planning and Design, Civil and Traffic Engineering Design, Multi-Modal Design and Analysis, Transportation Planning/Smart Growth Planning, Traffic Operations and Simulation, Traffic Calming, and Safe Routes to School and Transit. Chen Ryan Associates, Inc. has exhibited creativity and high standards on a variety of recent transportation final design projects like the University Bikeway Project in the City of San Diego which included protected bikeways, 14 bus islands to eliminate bus/bike conflicts, a protected intersection, fully protected bike movements at signalized intersections, two-stage left-turn queue boxes, enhanced mid-block pedestrian crossings, the re-purposing of travel lanes, and innovative use of striping and flexible bollards to slow side street turning movements.

Coachella Valley artist, Cristopher Cichocki, will be part of the WEBB Team to create a theme for the Coachella Valley Music Line and other projects.

It's our honor to have Coachella Valley's local artist, Cristopher Cichocki, to be on our team to create a theme for the Coachella Valley Music Line and other projects. His work has been featured in numerous exhibitions around the world in such institutions as the Museum of Image and Sound, São Paulo, Bienalle Urbana, Venice, Künstlerhaus Bethanien, Berlin, Casa França-Brasil, Rio de Janerio, Museum of Moving Image, New York, Portland Museum of Contemporary Art,

Portland, Museum of Art and History, Lancaster, Palm Springs Art Museum, Palm Springs, Artere-A, Guadalajara, and the Museum of Photographic Arts, San Diego.

For decades Cichocki's work has been immersed in the desert of Southern California, responding to the dynamic ecology and water issues of the region through interconnected works of painting, sculpture, video, photography, performance, sound, installation, and architectural intervention. The contrasting application of fluorescent color in Cichocki's palette stems from his earlier explorations of street markings used for construction and infrastructural development.

Mr. Cichocki, in partnership with two school districts and Golden Voice, will create and feature students' art and music.

Work done by Coachella Valley artist Cristopher Cichocki.

WEBB's multidisciplinary team approach is to create safe, comfortable, and convenient walking, biking, and transit networks for people of all ages and abilities. For an ATP to work at its optimum, we have to plan and construct safe, comfortable, and convenient places for people to walk, bike, and access transit. Our multidisciplinary team's experience includes active transportation master plans.

An ATP must also support a variety of interrelated activities that promote and enhance accessibility, connectivity, sustainability, and mobility in the communities in alignment with the City General Plans and regional mobility plans. This regional mobility and coordination are essential to securing grant funding and partnering opportunities to successfully deliver ATP projects. Similarly, the ATP must also foster economic prosperity through the management of efficient traffic mobility and circulation.

Hence, we have included ***Rohan Kuruppu, a public transit expert***, who has planned, funded, and successfully implemented multitude to multimodal and economic development projects with an emphasis on active transportation and safety because every transit trip begins and ends by having to walk, ride a bike, or use a mobility device. The CVAG Executive Committee approved a call for projects in June 2019 that addressed bicycle and pedestrian safety by continuing to develop a regional network for bicycle and pedestrian to travel safely. The goal is to prepare a project to be "shelf-ready" so they can apply for external construction funding such as Caltrans' Active Transportation Program.

CVAG Avenue 48 Coachella Valley Arts and Music Line

CVAG worked with the cities of Coachella, Indio, La Quinta, and Riverside County to develop the 10-mile project. The Arts & Music Line is a community connector to the CV Link that's located primarily along Avenue 48 between Highway 46 and Washington Street. The eastern end will extend along Dillon Road to the Spotlight 29 Casino. The western end will extend southward along Washington Street and then further west and south along Eisenhower Drive, connecting to the Bear Creek Trailhead at the western terminus of Calle Tampico. The project's design will incorporate both light and sound, plus provide pedestrians and cyclists safe access to the music and art festivals at the Empire Polo Grounds. The project also includes partnerships with two school districts and Golden Voice, as the route provides an opportunity to feature students' art and music.

Design Challenges and Solutions:

Intersection Treatments

~~*Challenge:* Most collisions involving~~ people biking occur at intersections. Designing a bikeway that is separated from vehicles midblock, but includes conflict zones at intersection approaches, can defeat the entire purpose of implementing a Class 1 facility. This can be especially challenging where right turning vehicles are allowed to make conflicting movements across the bikeway crossing.

Solution: The design will consider intersection improvements that will

create an environment that is safer and more comfortable for people biking. Some ideas include:

- Where right turn lanes are present
  - » Include protected right turn phasing to remove the conflict between buses and bikes.
  - » Implement Leading Ped/Bike Interval (LPI/LBI) along with blank-out No Right Turn of Red signs that activate during the LPI. Flashing yellow right turn arrow instead of green ball can help to alert drivers to presence of bikes/pedestrians.
  - » Consider protected intersection (Dutch style).
- Where no right turn lanes are present:
  - » Incorporate a separate protected bike signal phase with blank-out No Right Turn signs that activate during the bike phase.
  - » Implement Leading Ped/Bike Interval (LPI/LBI) along with blank-out No Right Turn of Red signs that activate during the LPI.
  - » Consider protected intersection (Dutch style).

Benefit: Actual and perceived safety at intersections will enhance the experience for people biking and lead to a greater sense of comfort.

Permissive Left Turns

Challenge: Permissive left-turn lanes present a safety concern for people biking. Many studies have shown that permissive lefts are particularly dangerous for the most vulnerable users: people walking and people biking. Vehicles waiting to make lefts at these locations will be focused on finding a gap in oncoming traffic and may not be paying attention to the protected bikeway.

Solution: The design should consider removal of permissive left-turns. Two potential options for this include:

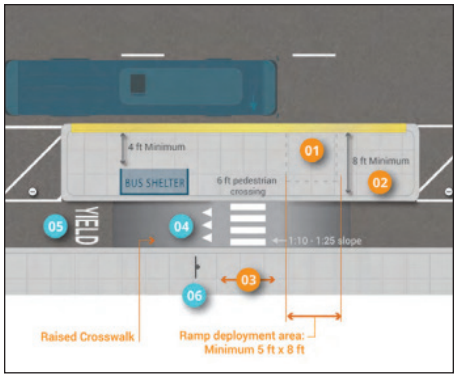
- Signalize the intersection and make all lefts protected only.
- Remove these left turn lanes altogether.

Benefit: Removal of permissive lefts will enhance safety for all users.

Bus Stop Conflicts

Challenge: The proposed bikeways have conflict points with bus stops.

Solution: The design will consider implementation of bus islands to eliminate bike/bus conflicts.



Example of a bus island to eliminate bike/bus conflicts

Benefit: The elimination of bike/bus conflicts will enhance safety and comfort for users of all ages and abilities.

Potential Parking Loss

Challenge: Typically, bikeways can cause parking loss.

Solution: The design will explore narrower travel lanes to enhance safety and potentially allow for angled parking on side streets to offset parking loss along the project alignment.

Benefit: The conversion of parking from parallel to angled can help to mitigate parking loss.

Driveway Conflicts

Challenge: The proposed bikeways have conflict points with driveways along the route.

Solution: The design will explore the potential to incorporate bumps at high traffic driveways to slow vehicles crossing the protected bikeways. See Quay Street image here:

Bumps at driveway entrance Quay Street, New Zealand

Benefit: Implementation of traffic slowing features where vehicles cross the protected bikeway at driveways will help to enhance safety.

Section 4. Scope of Work

A. Preliminary Engineering and Environmental

Task 1 Project Kick-Off Meeting

WEBB will schedule and attend meetings in the planning phase as follows:

a. Kick-off meeting including sub-consultants and agencies.

WEBB will schedule, chair, and prepare meeting agendas and minutes for all meetings. The agendas will be submitted to the Agency for review two working days before the meeting. The minutes will be distributed to all attendees, everyone who was invited, and the Agency's Project Manager within five working days after the meeting. The minutes shall include, but not be limited to a list of attendees with phone numbers and email, synopsis of discussion items, any pertinent information, action items, and follow-up to action items.

WEBB will prepare the project schedule for the three phases utilizing Microsoft Project. WEBB will provide the schedule in both digital and hard copy. An updated schedule is to be handed out during PDT Meetings.

The project schedule will be divided into tasks and subtasks in full detail including, but not limited to Agency function timeline, critical path, and outside sources such as agencies or utilities. Some of the tasks shall be, but are not limited to planning, environmental, right-of-way, design, relevant Agency meetings, CVWD Review, utility relocation, advertising, and construction. The schedule will indicate anticipated durations for all tasks.

Task 2. Surveying and Topographic Mapping

WEBB will perform all surveys (aerial and field) necessary for the preliminary and the final design of the project. WEBB will perform 200-FT wide aerial survey of the entire alignment. WEBB will also perform field survey of all signalized and un-signalized intersections. Topography will include, but not be limited to all features within the existing and proposed right-of-way. The topography will extend the length of the street, a minimum of 300-FT beyond the existing and proposed improvements.

Field survey information will also include surface ground surface culture, all features within and around the project area, and existing roadway profile and pavement limits. WEBB will perform detailed surveying work including the tie-out of any and all existing survey centerlines and property corner monuments that could be disturbed and affected by the proposed work.

Task 3. Utilities Research and Coordination

WEBB will conduct existing utility research for all utilities within the Project limits to identify, locate, and accurately layout all underground improvements. WEBB will determine which utility is to receive the notification, address the utility notification letters, and provide the Agency with a copy of the letters. The Agency will print on Agency letterhead and provide them to WEBB. WEBB will mail these letters to the respective utility. WEBB will prepare letters to comprise of first utility notice letter (Preliminary Project Notice) with response form, second utility notice letter (Prepare to Relocate) with response form, and third utility notice letter (Notice to Relocate). WEBB will call the utility companies, as necessary, until a written response form is received from each potentially conflicting utility. WEBB will identify all utilities that could potentially conflict with the planned Project, and determine special requirements for facilities including protection, relocation, right-of-way easements, and construction. The consultant shall coordinate with the utility companies to schedule the relocation of the utilities prior to the start of construction

Task 4. Environmental

Task 4.1 - CEQA Documentation

WEBB will draft a project description based on the improvement alignments. Using CVAG's preferred Initial Study (IS) format, WEBB will prepare an IS with explanatory text for all topical issue areas in compliance with the requirements of CEQA, the CEQA Guidelines, and CVAG's procedures for implementing CEQA. It is expected the IS will support the preparation of an MND.

Since Assembly Bill 52 (AB 52) is an important component of the CEQA process and can take time to complete (which affects the CEQA schedule), we have assumed CVAG will handle all the noticing and

consultation efforts with the Native American Tribes pursuant to AB 52. It is assumed a summary of the AB 52 consultation efforts between CVAG and relevant tribes will be provided to WEBB for inclusion in the MND under the Tribal Cultural Resources Section of the IS/MND. If, however, CVAG requires our help with the AB 52 Consultation, we can provide a contract amendment for the requested service:

- This task includes preparing the document for public review through final formatting and compiling the relevant technical appendices for CVAG. WEBB will coordinate and conduct the public review process for the IS/MND. WEBB will draft the Notice of Intent (NOI), the Notice of Completion (NOC) for the State Clearinghouse, and draft an ad to be placed in a newspaper of local circulation. CVAG will need to review and sign the appropriate notices, and then WEBB will mail the NOA's to recipients on the Distribution List provided by CVAG via overnight mail or US Mail return receipt requested. An estimated budget of $1,500 for mailing has been included. It is assumed CVAG will publish the newspaper ad.

Final MND/Mitigation, Monitoring, and Reporting Program/Notice of Determination

As part of the Final MND, WEBB will review and prepare responses to comments received during the 30 day public comment period and prepare a Screencheck Final IS/MND. The response to comments includes preparation of responses from no more than five commenting agencies/individuals and no more than 20 individual comments that require answers other than "comment noted." All documents will be provided electronically to CVAG for its use and reproduction for any public hearings.

If mitigation measures are required to lessen impacts from the project, a mitigation monitoring and reporting program (MMRP) will be required per Section 15097 of the CEQA Guidelines. Given the project location and components, we do expect mitigation measures will be necessary. Therefore, WEBB will prepare an MMRP for CVAG. The MMRP will consist of a matrix that identifies, for each impact category, the applicable mitigation measures, timing for implementation of the mitigation measure, the party responsible for implementation, and the method of reporting or monitoring to be used. WEBB will prepare a Screencheck MMRP for CVAG review and incorporate one round of revisions.

The Final MND will be compiled by WEBB incorporating responses to comments, final MMRP, the MND, and technical appendices.

Finally, WEBB will prepare the Notice of Determination (NOD) as required by Section 15094 of the CEQA Guidelines for the City to file the NOD with the Riverside County Clerk's Office and State Clearinghouse.

Applicable CEQA filing fees are the responsibility of CVAG.

Task 4.2 - CEQA Technical Studies

The proposed project will require a few technical analyses to support the documentation in the MND. The only other technical areas of impacts that would require detailed analysis include air quality, greenhouse gas emissions/energy, biological resources, and cultural/paleontological resources. The scopes of work for these technical reports are provided below:

Air Quality and Greenhouse Gas/Energy Analysis

WEBB will prepare an Air Quality/Greenhouse Gas (AQ/GHG) Analysis in accordance with the South Coast Air Quality Management District (SCAQMD) requirements. The analysis will: 1) calculate emissions from construction activities using the SCAQMD's CalEEMod (version 2016.3.2) program; 2) prepare a regional significance threshold analysis as well as a localized significance threshold analysis using the LST Look Up Tables per SCAQMD requirements; 3) compare project emissions to the SCAQMD draft GHG thresholds; and 4) analyze model results and incorporate mitigation measures, as appropriate, into the computer model. The results will be summarized in a technical memorandum and include project-related emissions, identification of potential impacts from the project, and recommend mitigation measures to reduce those impacts, as appropriate. This scope includes revisions from one round of CVAG comments that are editorial in nature.

WEBB will also calculate the energy consumption from both construction activities and long-term energy usage, if applicable, associated with the proposed Project. Calculations will be presented in tables and included under separate cover. Energy impacts of projects are now

required under the 2019 CEQA Guidelines and this information will be included in the Project's IS/MND using the technical analysis completed under this task. In order to complete the analysis, assumptions regarding construction timing and equipment and operations such as LED and charging station energy usage will be required and are assumed to be provided by CVAG.

Biological Resources

WEBB will partner with Wood Environment & Infrastructure Solutions (Wood) to conduct biological resource services. It is anticipated up to four separate tasks will be needed to support the CEQA document:

Habitat Suitability Assessment/ Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) Report

Wood will perform a literature review along the project alignment and immediate vicinity to determine if any sensitive biological resources have been reported in the area. A field survey will be conducted using methodologies appropriate for the detection of special-status elements identified by the CVMSHCP. Depending on the timing of the field survey, certain elements may be undetectable. Habitat suitability will be assessed for all special-status elements potentially occurring on the site including, but not limited to Coachella Valley fringed-toed lizard, bats, and burrowing owl. If suitable habitat is present within the project area, focused surveys may be required, but due to the disturbed/developed nature of the project footprint, surveys are not anticipated at this time. Since the project site does include some areas containing agricultural areas and golf courses, focused surveys for burrowing owl have been included in a separate task.

Wood will prepare a habitat suitability report which will include supporting documentation including a comprehensive species list, photographic figures, and maps. The report will be prepared according to the standards of the CVMSHCP. Wood will prepare a report describing the results of the biological assessment for the project. An electronic copy of the draft report will be provided to CVAG for review. Following one round of review comments, any necessary changes will be incorporated into a final electronic report.

Jurisdictional Delineation

The project site will be evaluated for jurisdictional resources. Jurisdictional waters of the U.S. and wetlands are regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. Jurisdictional waters of the State are regulated by the Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act and Porter Cologne Act. Jurisdictional streambeds and associated riparian habitat are regulated by the California Department of Fish and Wildlife (CDFW) under Section 1602 of the State Fish and Game Code.

As part of the jurisdictional delineation, a Wood wetland specialist will: 1) review background information including, but not limited to topographic maps, aerial photos, soils surveys, and engineering plans; 2) conduct an on-site evaluation of the site using the methods described in the 1987 USACE Wetlands Manual and the 2008 Arid West Supplement; and 3) produce a Jurisdictional Delineation Report that defines methods and results of the field assessment. Boundaries of jurisdictional areas and proposed impact areas will be overlaid onto aerial photographs for identification and quantification.

An electronic copy of the draft report will be provided to CVAG for review. Following one round of review comments, any necessary changes will be incorporated into a final electronic report.

Regulatory Permitting

Wood permitting specialists will prepare permit applications for the project. Permit applications will be prepared for the following agencies:

- US Army Corps of Engineers: A Nationwide Permit Pre-construction Notification (PCN) Form will be prepared. This scope assumes the project will qualify under an existing Nationwide Permit (NWP). If the project does not qualify under an existing NWP, an Individual Permit (IP) would be required. Procurement of an IP includes assessments of alternatives and public comment and, therefore, would exceed the cost provided herein and is not included in this scope
- Regional Water Quality Control Board: An application for 401 Water Quality Certification will be prepared
- California Department of Fish and Game: An application for a Streambed Alteration Agreement will be prepared

Draft copies of the permits will be provided to CVAG for review and approval, submit applications, and follow up with agencies on a monthly

basis to ensure proper permit processing. Permit fees are not included in this scope. Completion of this task does not include issuance of permits by regulatory agencies.
Focused Burrowing Owl Surveys
Focused burrowing owl surveys are required where suitable habitat is present. Where applicable, focused burrowing owl surveys will be conducted, as described below. Focused burrow surveys and four breeding season focused burrowing owl surveys will need to be performed between March 1 and August 31 (during the breeding season). Focused Burrowing Owl Surveys will consist of visits to the project area on four separate days. This scope of work includes surveys on an estimated 20-acres of suitable habitat. If additional habitat is identified within the project site, additional costs may be required. Results of the surveys, including the methodology transect width, duration, conditions, and findings, will be incorporated into an MSHCP compliant burrowing owl report. Following one round of review comments, any necessary changes will be incorporated into a final electronic report. Appropriate maps showing burrow locations will be included. If burrowing owls are present, a relocation program and preconstruction surveys may be necessary; this scope does not include costs for any type of relocation program or preconstruction survey. If needed, a cost proposal will be prepared at that time.

Cultural Resources Assessment

WEBB will partner with Applied Earthworks (Æ) to conduct the archaeological/historical and paleontological resources assessments needed to support not only the CEQA process, but the AB 52 process as well. The portion of the Project along Dillon Road traverses Tribal Lands. If the Project extends beyond the existing right-of-way (ROW), Æ will need to obtain authorization from the Bureau of Indian Affairs (BIA) to conduct surveys on tribal lands. In addition, if the Project involves tribal land, the cultural report will need to comply with Section 106 of the National Historic Preservation Act (NHPA). For the purposes of this proposal, Æ assumes the Project will be within existing road ROW and will not extend into tribal lands.

Cultural Resources Tasks

- Æ will complete a cultural resource literature and records search from the Eastern Information Center (EIC) housed at the University of California, Riverside. This search will encompass a one-mile radius of the Project area. We assume the EIC records search fee will not exceed $2,000.00. The current turnaround time to have the literature and records search conducted by the EIC is approximately four weeks
- Æ will contact the Native American Heritage Commission (NAHC) for a search of the Sacred Lands Files (SLF). Æ also will contact tribes/individuals identified by the NAHC with local Traditional Use Areas that may have information regarding Native American cultural resources within the project vicinity. Contact will be initiated by a letter and followed once by a single email or telephone call. Æ assumes CVAG will be responsible for conducting all AB 52 consultation efforts
- A team of two qualified archaeologists will conduct a day-long intensive pedestrian surface survey of the undeveloped portions of the Project area and a reconnaissance survey of the portions of the Project area within existing roadways. Survey transect spacing will range from 10 to 15 meters (30 FT to 50-FT), and the ground surface of all landforms likely to contain or exhibit intact and significant cultural resources, if any, will be examined. Additionally, the surveyors will investigate any unusual contours, soil changes, distinctive vegetation patterns, features (e.g., road cuts, ditches, and stream cuts), and other potential cultural site markers. CVAG is responsible for landowner permission or access
- For the purposes of this proposal, we assume no subsurface testing and no archaeological resources requiring documentation or evaluation will be encountered during Æ's intensive pedestrian surface survey of the project area. However, Æ is aware of one existing built environment resource, the Coachella Valley Stormwater Channel, within the Project area. Through a combination of fieldwork and desktop research, Æ will characterize this resource, document its boundary in relation to the Project area, complete archival research, evaluate its significance using criteria set forth in the California Register of Historical Resources (CRHR), and develop appropriate mitigation measures if necessary. Fieldwork will involve visual inspection and

photo-documentation of the built environment resource within the Project area. For the built environment fieldwork, CVAG is responsible for landowner permission or access to the Project area. For the purposes of this proposal, it is assumed this resource will need to be reported on California Department of Parks and Recreation (DPR) Forms 523 A & B

- Following completion of the field investigation, Æ will prepare a combined archaeology/ built environment report of our findings to CEQA standards. This report will describe the Project, cultural setting, investigation methods, survey results, resource evaluations, and management recommendations. The report will also incorporate the results of the records search from the EIC, as well as communication with local Native American tribes, and will offer recommendations for further cultural resource management efforts, if necessary. Æ assumes one round of comments will be addressed following review of the draft technical report by CVAG and no major revisions will be required. The draft report will be provided for CVAG review and the final report will be submitted electronically as a PDF file. No hard copies will be prepared. The DPR forms will be submitted as an appendix within the report. After the report has been approved by the City, Æ will submit a copy of the final report to the EIC

Paleontological Resource Tasks

- According to the Riverside County paleontological sensitivity map, the majority of the Project area is ranked High A (Ha). This category is based on geologic formations or mapped rock units associated with significant paleontological resources, such as fossil fish and trace fossils. A small portion of the Project, along the extreme eastern portion of the Trail, is within an area of Undetermined Potential (U). This category is assigned to areas underlain by sedimentary rocks about which literature and unpublished studies are not available and which, therefore, must be evaluated by field studies and then designated as high or low sensitivity. Æ will request museum records searches from the Natural History Museum of Los Angeles County (NHMLAC) and Western Science Center (WSC) for recorded paleontological resource localities within and in the vicinity of the Project boundary. For the purposes of this proposal, Æ assumes the total costs for the two records searches will not exceed $800.00
- To supplement museum collections records search results, Æ also will review published and unpublished geologic maps and literature to characterize the geology and paleontology of the Project area
- Upon receipt of the museum records searches, Æ will complete a pedestrian field reconnaissance survey of the portion of the Project area with Undetermined Potential. The purpose of the field survey will be to visually inspect the ground surface for exposed fossils and to evaluate geologic exposures for their potential to contain preserved fossil material at the subsurface. For the paleontological survey, CVAG is responsible for landowner permission or access to the Project area. We anticipate no fossil discoveries during the field survey (i.e., significant or insignificant) that would require documentation, evaluation, or collection
- Upon completion of the paleontological field survey, Æ will prepare a Paleontological Resources Assessment (PRA) Report. The report will document the desktop and field findings, including a customized update to the paleontological sensitivity ranking, and will provide Project-specific recommendations. The report will include a GIS map depicting areas where mitigation is recommended, such as Worker Environmental Awareness training, prior to construction and construction monitoring. All paleontological work will be conducted according to Society of Vertebrate Paleontology (2010) guidelines and will meet the requirements of CEQA. Æ's draft PRA will be submitted electronically to CVAG for review and the final PRA will be submitted electronically as a PDF file. Æ assumes one round of comments will need to be addressed following review of the draft technical report by CVAG and no major revisions will be required

Assumptions and Exclusions

- No additional technical studies, checklist, or additional analyses will be required

- The appropriate CEQA document is assumed to be an IS/MND
- Permitting or Agency fees are not included
- Only electronic copies of environmental documents will be required
- Land owner permission or access will be obtained by CVAG
- Assumes no federal funds, lands, or permits are required
- Assumes the Project does not extend into Tribal lands
- The cultural resources assessments will be limited to one round of revisions from CVAG review. Assumes one cultural resource and no paleontological resources will require documentation and evaluation (i.e., the Coachella Valley Stormwater Channel)

Task 4.3 - Traffic Impact Study (LOS-based)

WEBB will coordinate with the Coachella Valley Association of Governments (CVAG) and affected cities such as Indio and Palm Desert to finalize the project study area. It is assumed 26 intersections (23 signalized and three all-way stop-controlled) and 25 roadway segments are to be included as a part of this analysis. The list of intersections is provided below.

26 Signalized Intersections

1. Eisenhower Drive / Cale Tampico
2. Eisenhower Drive / Avenue 50
3. Eisenhower Drive / Avenida Fernando
4. Eisenhower Drive / Coachella Drive
5. Washington Street / Eisenhower Drive
6. Washington Street / 48th Avenue
7. Adam Street / Avenue 48
8. Dune Palms Road / Avenue 48
9. Jefferson Street / Avenue 48
10. Shields Road / Avenue 48
11. Madison Street / Avenue 48
12. Hjorth Street / Avenue 48
13. Calle Diamante / Avenue 48
14. Monroe Street / Avenue 48
15. Jackson Street / Avenue 48
16. Calhoun Street / Avenue 48
17. Dillon Road / Avenue 48
18. Dillon Road / Cabazon Road
19. Dillon road / Highway 111 EB Ramps
20. Dillon Road / Highway 111 WB Ramps
21. Dillon Road / Harrison Place
22. Desert Grove Drive / Avenue 49
23. Jefferson Street / Highway 111

Three All-Way Stop-Controlled Intersections

24. Van Buren Street / Avenue 48
25. Madison Street / Avenue 49
26. Hjorth Street / Avenue 49

The study roadways following the Arts and Music Line alignment were segmented by the 26 study intersections. As a result, 25 segments will be studied. An additional 35 segments (a total of 60 segments) will need to be counted in order to develop near-term and long-term intersection turning movements. These 35 segments are side-streets connecting the study intersections.

Additionally, WEBB will complete the following:

- Commission data collection for the 26 study intersections (7:00-9:00 AM and 4:00–6:00 PM including pedestrian and bicycle counts) and 60 roadway segments (24-hr volume). See above for explanation on segment data collection
- Coordinate with the cities of Indio, La Quinta, and Coachella, and Caltrans to obtain signal timing for the 23 signalized intersections
- Conduct a field review to document the existing features of the study corridors. The following features are included as a part of the field observation:
  - » Number of travel lanes, posted speed limit, median treatment, presence of on-street parking, and bicycle facilities
  - » Intersection geometrics, signal phasing, pedestrian signal
  - » Traffic queuing during peak hours
- Analyze and document existing conditions
- Coordinate with CVAG and the project team to determine the appropriate project opening year
- Develop traffic volumes for the project opening year (near-term) scenario. Background traffic volumes for the project opening year conditions will be based on a straight-line growth between the existing data collected and the recent General Plan Update (GPU) travel model forecasts for Indio (adopted in 2019) and Palm Desert (adopted in 2016)
- Coordinate with the project team to determine the appropriate intersection treatments such as bicycle signal phase
- Analyze and document project opening year (near-term) traffic conditions without and with the proposed project

- Analyze and document horizon year (long-term) traffic conditions without and with the proposed project. The horizon year traffic volumes will be obtained from the respective GPUs
- Prepare a draft technical report for submittal to the project team and CVAG for review and comment (electronic submittal)
- Analyze and provide recommendations for complete streets on Eisenhower Drive
- Prepare a final technical report incorporating comments and direction (electronic submittal)

Traffic Impact Study (VMT-based)

WEBB will complete the following:

Provide qualitative analysis of the transportation impact associated with the Art and Music Line project. Since this is an active transportation project and will not likely generate, induce, or divert vehicular traffic, it is estimated no VMT impacts will be anticipated.

Document the findings in a draft technical memorandum.

Prepare a final technical memorandum incorporating comments and direction.

Task 5. Project Theme

As an Art Director of the CV Link Art & Music Line Cristopher Cichocki will create a destination point of experience that appeals to all generations. Through collaboration with CVAG, City of Indio, City of La Quinta, City of Coachella, and other stakeholders, Cristopher will generate artistic designs and musical concepts that embody a “contemporary desert” aesthetic that looks to the future with sustainable respect to the past. In addition, WEBB and Cristopher will work with executives from the Coachella Arts & Music Festival (Golden Voice) to integrate ideas that bridge the relationship between the festival and the Art & Music Line. When completed, the Arts & Music Line will offer the Coachella Valley residents and international visitors a passageway and recreational environment that is inviting, safe, and inspiring to experience throughout the day and night.

Scope of Services

- Collaborate in the development of a cohesive aesthetic within the designated artistic elements of the CV Link Arts & Music Line
- Generate and present concepts, sketches, and renders of artworks or any artistic applications
- Work in direct collaboration within all art or design-related elements such as bike path, waveform sculpture, art & music barrier, painted crosswalk, column lights, art wall, underpass light sculpture, street furniture, and road design detail
- Assist in the research and development of sustainable strategies for all art material applications
- Provide documentation of artwork for promotional use
- Propose artistic concepts, sketches, budgets & renders of original artworks

Task 5.1. Art and Music Barrier

The project has proposed an iconic barrier that provides a clear delineation of traffic lanes at the intersection while also creating artistic opportunities. The barrier can be lighted from within or externally. It can also act as the canvas for projections and the source for the recorded sound installations programmed by local schools through their engineering and art curriculum. The buffer could be constructed out of precast concrete or 3D-printed form with colored inside and solar LED strip light for iconic night effect. The barrier will be designed to provide safety to the bike path while it doesn’t create safety issues for vehicles.

WEBB, in collaboration with the art director and Golden Voice, will develop up to four (4) scale models for the barrier. WEBB will work with the 3-D printing company, Golden Voice, electrical engineer, and the art director to create an actual scale model. WEBB will prepare details, plans, specifications, and cost estimates for the art and music barrier.

Task 5.2. Waveform Sculpture

The waveform sculpture will serve functional and aesthetic purposes. It will increase safety through a vertical separation between car and cyclists. It will also act as a wind-powered south sculpture and interactive light display. At night the lighted tubes illuminate in sequence in response to the cyclist movement along the connector.

WEBB, in collaboration with the art director and Golden Voice, will develop up to four (4) scale models for the Waveform Sculpture. WEBB will work with the 3-D printing company, Golden Voice, electrical engineer, and the art director to create an actual scale model. WEBB will prepare details, plans, specifications, and cost estimates for the Waveform Sculpture.

Task 5.3. Barrier Curb

A barrier curb, providing separation between bikes and vehicular traffic, can be installed with and without the waveform sculpture depending on the specific conditions of each location along the connector. The curb can also be illuminated at ground level and also houses the light and electronics for the waveform sculpture.

WEBB will review the barrier curb proposed in Palm Desert for the CV Link and provide modification needed to accommodate Waveform Sculpture, lights, and electronics. WEBB will develop up to two scale models for the barrier curb. WEBB will work with the 3-D printing company to create an actual scale model. WEBB will prepare plans, specifications, and cost estimates for the barrier curb.

Task 5.4. Painted two-way

Bike Path, Column Lights, Art, Wall, and Underpass Light Sculpture

Whimsical pavement painting readily identifies the Art & Music path and provides a fun and unifying design elements. Local schools and communities have the opportunity to claim sort stretches of the part to paint with their own designs. WEBB, Art Director, and Golden Voice will work with local schools and local art groups or foundations to create painted two-way bike path design. The approved painted two-way bike path design will be incorporated into project plans, specifications, and cost estimate.

The large column lights sculpture elements serve to illuminate the path at night and will also perform motion-activated light and sound displays. WEBB, Art Director, and Golden Voice will work with local schools and local art groups or foundations to create column light engineering and art. WEBB will prepare plans, specifications, and cost estimates for the large column light sculpture. The sloping walls common in the underpass and along washes in the Valley provide the backdrop for additional art installations. The blank canvas could be painted by school children as a mural that is updated every year. The canvas could also be used as a medium for programmable video projections. WEBB and the Art Director will identify the slopings wall to be used for the blank canvas. WEBB will prepare plans, specifications, and cost estimates for art walls.

In order to make the underpass more welcoming to trail users, a sculptural light installation illuminates the path. This will be a unique opportunity to collaborate with a local artist on the prominent piece of public art. The Art Director will create sketches and renderings (up to four) for the prominent piece of public art.

Task 6. Geotechnical Investigation

The proposed improvements include the construction of a trail along various roadways and storm channels within Coachella Valley. The trail along the wash beneath Jefferson Street and Highway 111 will cross the wash from the southeast to the northwest side. The crossing location is unknown at this time, but it is anticipated to include retaining walls within the channel slope protection and a trail within the wash, or a bridge across the wash to connect the trails.

Detailed plans of the proposed construction are not available at this time. We understand design of the improvements will follow Caltrans guidelines, and a Preliminary Foundation Report is needed during initial design of the structures followed by a Foundation Report once more details are available.

We understand field exploration will require drilling within the right-of-way of the Coachella Valley Water District (CVWD).

Our services are anticipated to include drilling of geotechnical borings, laboratory testing, and providing a geotechnical report with geotechnical recommendations for design and construction of the walls.

Task 7. Drainage Report

WEBB will provide a drainage report for the La Quinta Evacuation Channel and Dillon Road. WEBB will coordinate with CVWD, City of Indio, and the City of Coachella for review and approval.

Task 8. Water Quality Management Plan

WEBB will evaluate Project site-specific conditions and constraints, exam the feasibility of implementing the Low Impact Design BMPs and its associated cost, and provide our recommendations to the Agency.

Task 9. Preliminary Design

Task 9.1 Preliminary Signing and Striping Plans

WEBB will review, compare the proposed Art and Music Line design with the Cities General plans, Standard Plans, AASHTO Standards, Caltrans Highway Design Manual, and Caltrans MUTCD. WEBB will survey all existing pavement delineation, markers, and signing over the project limits. WEBB will prepare the design and layout of the

proposed striping plan.
WEBB will develop conceptual striping layout plan (up to two options) for the alignments identified in Project Understanding. The conceptual layout will consist of a color exhibit (24-inches x 36-inches) of the project area including the protected bikeway, enhanced pedestrian crossings, and connections to existing bike facilities. These improvements will be presented to the agencies for review and comment. This scope assumes comments will be addressed as part of the Final Design.

Task 9.2 Preliminary Traffic Signal Plans

WEBB will prepare preliminary traffic signal improvement plans. WEBB will prepare a traffic signal plan per the City of Indio, City of La Quinta, City of Coachella, California MUTCD, and Caltrans Standards. The plan will include the location of traffic signal poles. The preliminary plans will show as a minimum with construction notes, curb gutter, sidewalk, driveways, approaches, centerline profile, curb profile, existing utilities, storm drain, catch basins, traffic signal, striping, and all existing feature/improvements.

In coordination with the Traffic Study, WEBB will develop up to two conceptual operations alternatives for the signalized intersections. These may include bike signals, leading bike/pedestrian intervals, right turn on red restrictions, and other innovative techniques to enhance safety.
WEBB will also develop conceptual alternatives for bike detection and bike detection indicators.

Task 9.3 Preliminary Street Improvement Plans

The project is proposing curb and barrier along the entire route. WEBB will prepare preliminary street improvement plans for installation of the curb and barrier.

WEBB will create color-coded designs so Agencies can clearly see what elements will be removed, added, and adjusted in the project area. Existing structures that could be affected by the new construction such as surface improvements, entrances, driveway approaches, edge of pavement, sewer manhole, water valve and gas valve lids, electrical vaults, air vac, cross gutters, pedestrian ramps, and curb returns will be shown in a halftone or dashed background format to distinguish them from new improvements proposed for the project.

New street improvements (pavement, curbs, gutters, sidewalks, ADA ramps, driveways, barriers.), contractor performed facility or structure adjustments (water valves, gas valves, sewer manholes, telephone manholes, electrical manholes, etc.), relocations, reconstructions, and modifications shall be shown in full tone or highlighted with appropriate construction note, detail reference, or standard plan reference identified.

Task 9.4 Intersection Improvements

Most collisions involving people biking occur at intersections. Designing a bikeway that is separated from vehicles mid-block but includes conflict zones at intersection approaches can defeat the entire purpose of implementing a Class 1 facility. This can be especially challenging where right-turning vehicles are allowed to make conflicting movements across the bikeway crossing. The design will consider intersection improvements that will create an environment that is safer and more comfortable for people biking. Actual and perceived safety at intersections will enhance the experience for people biking and lead to a greater sense of comfort. WEBB will develop conceptual designs for innovative treatments at up to 15 signalized intersections. Treatments may include protected intersections, protected corners, bend out, and other innovative treatments to enhance safety and comfort. These improvements will be presented to the Agency for review and comment. This scope assumes comments will be addressed as part of the final design.

Task 9.5 Connection Path on La Quinta Evacuation Channel (Class I)

WEBB will design the two-way community connector between Avenue 48 and Coachella Valley Storm channel where the CV Link is proposed. The distance between Avenue 48 and Coachella Valley Storm Channel is little over one mile. The two-way community connector will be located on the west side of the La Quinta Evacuation Channel up to the Jefferson Bridge, it will go down the Channel, and it will come up on the east side after the Highway 111 bridge.

Task 9.6 Dillon Road Pathway (Class I)

WEBB will design the community connector from Avenue 48 to the west edge of the Coachella Valley Storm Channel and from the east edge of the Coachella Valley Storm Channel to the Spotlight 29 Casino

located on Harrison Place. The Dillion Road Pathway goes through Caltrans' right-of-way at the Highway 86/Dillion Road Interchange. WEBB will coordinate with the City of Coachella for the Dillion Road interchange improvements. WEBB will prepare roadway widening plans, traffic signal improvement plans, signing & striping plans, traffic control plans, and Design Standard Decision Documents. WEBB will prepare and process the Caltrans Encroachment Permit for improvement within the Caltrans right-of-way.

The proposed alignment from Avenue 48 to the Dillion Road/Cabazon Road intersection follows Dillion Road which has an overcrossing over Indio Boulevard. The overcrossing is not wide enough to accommodate bike lanes and sidewalks. WEBB will prepare the preliminary layout. The design and construction will be part of the overcrossing project.

The project is proposing a 14-FT wide two-way community connector on Dillion Road. The existing bridge over Whitewater Channel is a two-lane bridge and not wide enough to accommodate the 14 FT wide two-way community connector. WEBB will prepare the preliminary layout. The design and construction will be part of the bridge improvement project.

Task 9.7 Coachella Connector (Class I)

The Coachella Connector is proposed along Van Buren Street from Avenue 48 to Rancho Las Flores Park and along the north side of Rancho Las Flores Park to Ed Mitchell Drive. WEBB will design the Coachella two-way community connector from Avenue 48 to Ed Mitchell Drive.

Task 9.8 Street Light/Electrical Design

Feature Locations 1, 2, 3, 7 -

1. These locations shall have minimal thematic lighting elements and controls and shall be condensed to smaller footprints.
2. Provide lighting design services for determining the type of lighting and controls for key areas in this area. The intent at this time shall be to provide themed lighting and music at intersections only. The design intent is for Lighted Arts & Music Barriers, Lighted Curbs, and Lighted Waveform Sculpture (bollards) with color-changing ability, which shall be sequence controlled when triggered by motion of bicyclists. The desire for recorded sound shall be by others, though we will integrate through coordination. Lighting through projection shall also be discussed for implementation. Much of the lighting product may have to be custom made to withstand traffic collision. Design themes shall be coordinated with the artist and design team.
3. Provide product options to client until an acceptable selection is determined. Provide preliminary cost estimate for product only.
4. Provide electrical engineering for the installation of the selecting lighting product and controls. Designs shall include all wiring, conduit and circuit designs, voltage drop diagrams, lighting controls and schematics for DMX controls, specifications, schedules of lighting product, installation details, panel schedules and 1-line diagrams for meter panels and control cabinets, and construction notes. Lighting controllers shall be housed inside of an environmentally controlled enclosure, either inside of a building, or environmentally controlled exterior cabinet due to heat of the desert.
5. Coordination with utility consultant for the installation of meter pedestal as required.
6. Coordinate with artist and civil and landscape architects for conflict resolution.

Feature Locations 4, 6, 8 -

1. These locations shall have more thematic lighting elements and controls than Task 1 above.
2. Provide lighting design services for determining the type of lighting and controls for key areas along this area. Preliminary discussions determined minimal lighting shall be required for this area. The intent at this time shall be to provide themed lighting and music along more than just the intersections, but not the entire block. These areas shall be designed further during design development. The design intent is for Lighted Arts & Music Barriers, Lighted Curbs, and Lighted Waveform Sculpture (bollards) with color changing ability, which shall be sequence controlled when triggered by motion of bicyclists. The desire for recorded sound shall be by others, though we will integrate through coordination. Lighting through projection shall also be discussed for implementation. Much of the lighting product may have to be custom made to withstand traffic collision. Design themes shall be coordinated with the artist and design team.
3. Provide product options to the client until an acceptable

selection is determined. Provide preliminary cost estimate for product only.

4. Provide electrical engineering for the installation of the selected lighting product and controls. Designs shall include all wiring, conduit and circuit designs, voltage drop diagrams, lighting controls and schematics for DMX controls, specifications, schedules of lighting product, installation details, panel schedules and 1-line diagrams for meter panels and control cabinets, and construction notes. Lighting controllers shall be housed inside of an environmentally controlled enclosure, either inside of a building or environmentally controlled exterior cabinet due to heat of the desert.
5. Coordination with the utility consultant for the installation of a meter pedestal as required. Application for utility service shall be by others.
6. Coordinate with artist and civil and landscape architects for conflict resolution.

Feature Location 5

1. This location shall have the most thematic lighting elements compared to Tasks 1 and 2.
2. Provide lighting design services for determining the type of lighting and controls for key areas along this area. Preliminary discussions determined minimal lighting shall be required for this area. The intent at this time shall be to provide themed lighting and music along the entire block leading up to the Polo Grounds, but not into the grounds itself. This area shall be designed further during design development. The design intent is for Lighted Arts & Music Barriers, Lighted Curbs, and Lighted Waveform Sculpture (bollards) with color changing ability, which shall be sequence controlled when triggered by motion of bicyclists. The desire for recorded sound shall be by others, though we will integrate through coordination. Lighting through projection shall also be discussed for implementation. Much of the lighting product may have to be custom made to withstand traffic collision. Design themes shall be coordinated with the artist and design team.
3. Provide product options to the client until an acceptable selection is determined. Provide preliminary cost estimate for product only.
4. Provide electrical engineering for the installation of the selected lighting product and controls. Designs shall include all wiring, conduit and circuit designs, voltage drop diagrams, lighting controls and schematics for DMX controls, specifications, schedules of lighting product, installation details, panel schedules and 1-line diagrams for meter panels and control cabinets, and construction notes. Lighting controllers shall be housed inside of an environmentally controlled enclosure, either inside of a building, or environmentally controlled exterior cabinet due to heat of the desert.
5. Coordination with the utility consultant for the installation of a meter pedestal as required. Application for utility service shall be by others.
6. Coordinate with artist and civil and landscape architects for conflict resolution.

Task 9.9 Structural Design

WEBB will design retaining walls in the La Quinta evacuation channel.

Task 10. Multi-modal Transit Multi-modal Transit

- Site visits/field work (days and nights). Deliverable - Assessment of lighting, accessibility, shade feature, etc. to accommodate active transportation modes
- Review SunLine's short and long term transit plans, ATP strategies, first/last mile strategies, Transit Design Standards, ADA issues, and other needs they may have. This is a sensitive step often missed and results in costly revisions and delays. Provide a brief technical memo summarizing SunLine's active transportation mobility needs related to these two projects
- Review RCTC's short and long term transit plans, ATP strategies, first/last mile strategies, unmet needs/ADA issues and other needs they may have. Coordination and communication with RCTC's transit and planning and programming group is essential. Provide a brief technical memo summarizing RCTC's active transportation mobility needs and information that is essential for them to process ATP grant applications
- Based on the initial findings, provide team initial design input and recommendations from

a transit/multi-modal design perspective (recommend a team discussion)

- Review preliminary plans (<30%) and provide input from an end-user/transit/multimodal perspective to WEBB's project team. This critical step ensures costly and time-consuming revisions at the end
- Coordinate ongoing project development efforts with RCTC and SunLine staff members that serve on grant evaluation teams to ensure and enable the successful implementation of the projects. This step will open the door to Federal Transit Administration (FTA) funds to address unmet needs/ ADA issues, pedestrian safety improvements, first/last mile strategies that are all key components of the ATP equation
- Review and comment on the plans to ensure a sufficient response to the stakeholder and end-user comments

Task 11. Preliminary Cost Estimate

Preliminary Cost Estimate

WEBB will prepare a preliminary cost estimate for the proposed project.

B. Final Plans, Specifications, and Cost Estimate

Task 12. Final Design

WEBB will prepare 65%, 95%, and final PS&E documents for the following.

- Task 12.1 - Signing and Striping Plans
- Task 12.2 - Traffic Signal Plans
- Task 12.3 - Street Improvement Plans
- Task 12.4 - Intersection Improvements
- Task 12.5 - Connection Path on La Quinta Evacuation Channel (Two-Way Connector)
- Task 12.6 - Dillon Road Pathway (Two-Way Connector)
- Task 12.7 - Coachella Connector (Two-Way Connector)
- Task 12.8 - Street Light/Electrical Design
- Task 12.9 - Structural Design

Task 13. Specifications, Final Estimate of Quantities and Cost

WEBB will prepare project specifications. WEBB will provide a construction quantity and cost estimate with each submittal of plans. The unit costs shall be based upon the most current cost information for recent similar projects in the area compiled by WEBB and approved by the Agency.

Task 14. Utility Potholing

Our sub-consultant, Underground Solutions, Inc., will pothole underground utilities to determine the depth for clearance or conflicts for any underground improvements such as gas lines, telephone lines, electrical lines, sewer lines, water lines, storm drain lines, etc. WEBB will submit each utility company set of plans that provide the location, elevation of the utility, and the elevation of the improvement with the conflict area clouded to show utility companies the areas of conflict with the proposed improvements. The potholing information and plan will be submitted to the Agency after completion of the task.

WEBB has assumed 20 potholes for this project.

Task 15. Legal and Plats

We have assumed no right-of-way or easement is required for the project.

Task 16. Right-of-Way

WEBB will provide following services on an as-needed basis.

- Title Reports
- Appraisals
- Acquisition
- Escrow Coordination

WEBB will provide scope and budget to CVAG for right-of-way acquisition.

C. Project Management, Public Outreach, Agency Coordination

Task 17. Project Management

WEBB will schedule and attend meetings in the planning phase as follows:

- Project Development Team (PDT) meetings – monthly
- Environmental meetings
- Agencies (the City of Indio, City of La Quinta, City of Coachella Valley, CVWD, CVAG, Caltrans, and resource agencies] meetings
- City Council Meetings
- Other meetings as necessary such as, but not limited to agencies, HOAs, business, property owners, field reviews, utilities, and meeting with individuals

WEBB will schedule, chair, and prepare meeting agendas and minutes for all meetings. The agendas will be submitted to the Agency for review two working days before the meeting. The minutes will be distributed to all attendees, everyone who was invited, and the Agency's Project Manager within five working days after the meeting.

The minutes shall include, but not be limited to a list of attendees with phone numbers and email, synopsis of discussion items, any pertinent information, action items, and follow-up to action items.

WEBB will prepare the project schedule for the three phases utilizing Microsoft Project. WEBB will provide the schedule in both digital and hard copy. An updated schedule is to be handed out during PDT Meetings.

The project schedule will be divided into tasks and subtasks in full detail including, but not limited to Agency function timeline, critical path, and outside sources such as agencies or utilities. Some of the tasks shall be, but not be limited to planning, environmental, right-of-way, design, relevant Agency meetings, CVWD Review, utility relocation, advertising, and construction. The schedule will indicate anticipated durations for all tasks.

Task 18. Public Outreach

Public Workshops

WEBB will participate in up to four public outreach meeting/events. The goal of these meetings is to identify the community values, priorities, and concerns throughout the project corridors. We propose to have these meetings as open house public workshops. These workshops would include a number of boards placed throughout the venue with project team staff available at each board or set of boards to discuss the project with the residents and stakeholders. WEBB will work closely with CVAG to develop these boards.

WEBB will provide poster size boards for use at these public meetings. These boards may include a project location map for orientation purposes, examples of complete streets improvements that have been implemented in the Coachella Valley or other jurisdictions, and large aerial maps showing the existing conditions. Post-it notes will be provided at each board to allow attendees to identify their specific priorities and concerns. A map of the boards will be developed to guide participants through the open house. Comment cards will also be provided to solicit general feedback about the proposed project. Up to two WEBB staff members will attend each public input meeting.

Task 19. Agency Coordination

WEBB will provide coordination with CVAG, City of Indio, City of La Quinta, City of Coachella, and Caltrans to ensure street section, lanes, bike lanes, barrier, traffic signal, and signing & striping improvements are consistent and accepted by them.

WEBB will set up a meeting with all agencies involved during the planning and design phase to ensure consistency and avoid any issues later on. In case we don't agree with either of the Agency's comments, WEBB will set up a meeting to resolve the issues.

WEBB will provide coordination with Agency stakeholders involved in the project. In most cases and in coordination with the client, WEBB will take the lead on all meeting arrangements, taking and providing minutes, and providing follow-up action items on project issues. These meetings will be either phone conference calls or meetings at the Agencies' or stakeholders' offices. WEBB is expected to either advise or provide consultation at each meeting.

WEBB will:

- Attend meetings with City Staff (up to eight)
- Prepare an agenda, sign-in sheet, graphics, and a follow-up summary for each meeting
- Document decisions made and action items
- Track action item resolutions

D. Regional Active Transportation Standards

As an expansion of the 2019 Bike and Pedestrian Safety Program, Coachella Valley Association of Governments (CVAG) is requesting WEBB to create regional standards that would provide consistency for active transportation improvements, particularly as it relates to bike lane design, appropriate signage, on-street markings, and barriers. To create regional consistency, WEBB will identify and establish methods being deployed across the region.

The plan shall contain the following tasks:

Task 19. Conducting an Inventory of Active Transportation Standards and Practices used by CVAG Member Jurisdictions

WEBB will provide outreach to CVAG member jurisdiction for the active transportation standards, stand-alone active transportation projects, and transportation projects with active transportation improvements.

Task 20. Develop Regional Standards

Based on best practices regionally and nationally, WEBB will develop regional standards for active transportation projects, particularly those that are Class II or Class III. This plan will cover all aspects of the bicyclist and pedestrian experience and have a heavy focus on safety and connectivity. Aspects could include but are not limited to barriers, bike lanes, signage, and uniform sizes and color-coded markings. Additionally, the plan should detail standardized approaches for CV Link Community Connectors across the Coachella Valley, with some unique characteristics, such as color, for each connector.

Task 21. Suggest Ways CVAG can Standardize Methodologies from Each Respective City

As part of the review, WEBB will identify opportunities for CVAG to encourage and implement regional active transportation standards. This could include designs into reimbursement agreements and/or future regional transportation planning efforts.

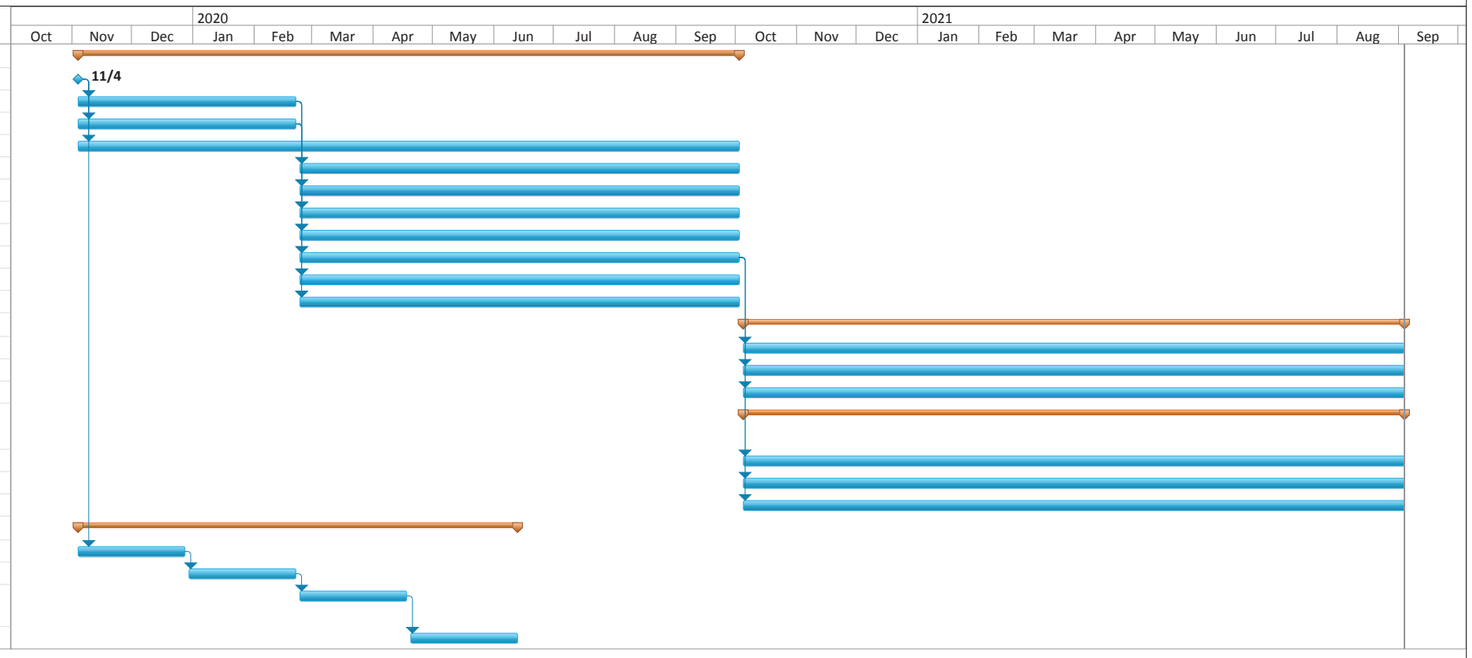
Task 22. Outreach Efforts

As part of this work, WEBB will consider the outreach necessary to complete the task. That could include meetings with staff from CVAG and member jurisdictions. It will also include at least two presentations to the CVAG Transportation Committee and one meeting of the CVAG Executive Committee.

Section 5. Preliminary Project Schedule

Coachella Valley Association of Governments (CVAG) Avenue 48 (Art and Music Line) and Regional Active Tranasportation Standards
Preliminary Project Schedule

ID	Task Name	Duration	Start	Finish
1	**A. Preliminary Engineering and Environmental**	**240 days**	**Mon 11/4/19**	**Fri 10/2/20**
2	Task 1. Kick-off Meeting	0 days	Mon 11/4/19	Mon 11/4/19
3	Task 2. Survey	4 mons	Mon 11/4/19	Fri 2/21/20
4	Task 3. Utility Research and Coordination	4 mons	Mon 11/4/19	Fri 2/21/20
5	Task 4. Environmental	12 mons	Mon 11/4/19	Fri 10/2/20
6	Task 5. Project Theme	8 mons	Mon 2/24/20	Fri 10/2/20
7	Task 6. Geotechnical	8 mons	Mon 2/24/20	Fri 10/2/20
8	Task 7. Drainage Report	8 mons	Mon 2/24/20	Fri 10/2/20
9	Task 8. WQMP	8 mons	Mon 2/24/20	Fri 10/2/20
10	Task 9. Preliminary Design and Approval	8 mons	Mon 2/24/20	Fri 10/2/20
11	Task 10. Multi-modal Transit	8 mons	Mon 2/24/20	Fri 10/2/20
12	Task 11. Preliminary Cost Estimate	8 mons	Mon 2/24/20	Fri 10/2/20
13	**B. Final Plans, Specifications, and Cost Estimate (PS&E)**	**240 days**	**Mon 10/5/20**	**Fri 9/3/21**
14	Task 12. Final Design and Approval	12 mons	Mon 10/5/20	Fri 9/3/21
15	Task 13. Specification, Final Estimate of Quantities and Cost	12 mons	Mon 10/5/20	Fri 9/3/21
16	Task 14. Potholing	12 mons	Mon 10/5/20	Fri 9/3/21
17	**C. Project Management, Public Outreach, and Agency Coordination**	**240 days**	**Mon 10/5/20**	**Fri 9/3/21**
18	Task 17. Project Management	12 mons	Mon 10/5/20	Fri 9/3/21
19	Task 18. Public Outreach	12 mons	Mon 10/5/20	Fri 9/3/21
20	Task 19. Agency Coordination	12 mons	Mon 10/5/20	Fri 9/3/21
21	**D. Regional Active Transportation Standarads**	**160 days**	**Mon 11/4/19**	**Fri 6/12/20**
22	Task 20. Conducting and Inventory of Active Transportation Standards	2 mons	Mon 11/4/19	Fri 12/27/19
23	Task 21. Develop Regional Standards	2 mons	Mon 12/30/19	Fri 2/21/20
24	Task 22. Suggest Ways CVAG can Standardize Methodologies for each Respective City	2 mons	Mon 2/24/20	Fri 4/17/20
25	Task 23. Outreach Efforts	2 mons	Mon 4/20/20	Fri 6/12/20



Project: Art and Music Line Sched
Date: Wed 9/18/19

Task	Summary	External Milestone	Inactive Summary	Manual Summary Rollup	Finish-only
Split	Project Summary	Inactive Task	Manual Task	Manual Summary	Deadline
Milestone	External Tasks	Inactive Milestone	Duration-only	Start-only	Progress

WEBB will coordinate with CVAG prior to the Project Kick-Off meeting to prepare a detailed project schedule to meet CVAG's schedule and goals.

Section 6. Key Personnel Qualifications

We have assembled a project team of technical experts with extensive experience designing bicycle, pedestrian, and active transportation projects. **Dilesh Sheth, PE, TE**, will be Program Manager for all CVAG projects and will be supported by a highly qualified team outlined below.

1	**Dilesh Sheth, PE, TE** Program Manager	**Vice President** Experience: 25 Years
2	**Nick Lowe, PE** Bike Lanes/Signing & Striping/Street Lights	**Associate Engineer** Experience: 8 Years
3	**Ingrid T. Mar** Bike Lanes/Signing & Striping/Street Lights	**Assistant Engineer** Experience: 13 Years
4	**Son Le** Bike Lanes/Signing & Striping/Street Lights	**Assistant Engineer** Experience: 6 Years
5	**Eugene Abrego, PE** Trail/Street & Sidewalk/ADA Improvements	**Senior Engineer** Experience: 14 Years
6	**Nick Keller** Trail/Street & Sidewalk/ADA Improvements	**Senior Designer** Experience: 39 Years
7	**Art Guillen** Trail/Street & Sidewalk/ADA Improvements	**Senior Designer** Experience: 42 Years
8	**Matt Capuzzi, PE** Traffic and Preliminary Trail Design	**Principal** *(Chen Ryan)* Experience: 18 Years
10	**Cristopher Cichocki** Artist - Project Theme	**Coachella Valley Artist** Experience: 21 Years
11	**Ken Perez** Electrical Engineering Design	**President** *(Visual Concepts)* Experience: 40 Years
12	**Rohan Kuruppu** Multi-modal Transit	**Principal** *(Old Green House)* Experience: 28 Years
13	**Cheryl DeGano** Environmental Documentation	**Principal Analyst** Experience: 27 Years
14	**Eliza Laws** Environmental Documentation	**Senior Analyst** Experience: 12 Years
15	**Monica Tobias** Environmental Documentation	**Assistant Analyst** Experience: 4 Years
16	**Guillermo Gonzalez, PLA** Landscape Architect	**Landscape Architect** Experience: 6 Years
17	**Giovanni Aguirre** Landscape Designer	**Landscape Designer** Experience: 8 Years
18	**Michael Johnson, LLS** Land Survey/Right-of-Way/Mapping	**Director** Experience: 30 Years

Additional Project Support

- **CNS Engineers, Inc.**
  Structural Engineering
- **Overland Pacific & Cutler**
  Right-of-Way Coordination
- **Underground Solutions, Inc.**
  Potholing
- **Inland Aerial Surveys, Inc.**
  Aerial Surveys
- **GEOCON**
  Geotechnical Engineering
- **Communications Lab**
  Public Outreach
- **Wood**
  Biological Resources
- **Golden Voice**
  Creative and Financial Support

Prime Consultant (WEBB)

Key Subconsultants

Project Role:
Program Manager

Registration:
C 65078 (CA)
C 14939 (NM)
TE 2112 (CA)

Years of Experience:
25 Years

Education:
BS, Civil Engineering,
University of Saurastra,
Rajkot, India

Affiliations:
American Public Works Association
(APWA), Coachella Valley

Dilesh Sheth, PE, TE - Vice President

Dilesh Sheth, Vice President and Director of the Traffic & Transportation Department at WEBB, assists public and private clients with sophisticated civil works projects. Clients benefit from his expertise in presenting project findings and recommendations to elected officials, municipal commissions, community groups, and the general public.

Dilesh has coordinated projects with Caltrans and numerous counties, cities, flood control districts, utility companies, residential, and business owners throughout Inland Southern California. This experience enables him to help clients realize a wide range of project goals and comply with varied requirements. He balances the needs of the community with the needs of local jurisdictions to bring positive solutions to difficult situations and projects. Dilesh's technical experience includes highway design, intersection and interchange improvements, street widening, alignment studies, and geometrics' drawings. His recent projects include a diverse range of roadway design, freeway ramp improvements, residential development street design, traffic signal design, traffic control plans, signing & striping plans, and pedestrian and bike facilities. He has also handled site access evaluation, intersection capacity analysis, traffic forecasting, circulation planning, traffic impact studies, parking studies, parking demand analysis, transportation demand management plans, focused site specific traffic studies, and area-wide circulation studies.

Dilesh is currently serving as the Program Manger for the on-call traffic engineering services for the cities of Palm Springs, Cathedral City, Lake Elsinore, and Grand Terrace, and the County of Riverside. Through his efforts, Dilesh has been able to raise over $24.3 million in funds from HISP and CVAG for these cities and their numerous projects. A large majority of these projects were completed with out any matching funds from the city needed.

Various Bike Lane Improvements, City of Palm Springs - Dilesh served as Program Manager/Principal-in-Charge for the City's projects. The City was experiencing higher pedestrian and bicycle accidents in the downtown area. The Coachella Valley Association of Governments (CVAG) created a Bicycle and Pedestrian Safety Program in 2017 that provided $10 million in funding for a project that directly addressed bicycle and pedestrian accidents and fatalities on CVAG's regional arterials. WEBB identified problem areas, proposed mitigation measures, and prepared funding applications for seven projects for the City of Palm Springs. The City was awarded funding in the amount over $6 million for five projects including $2 million for Indian Canyon pedestrian-bicycle safety enhancements. WEBB designed and prepared signing and striping plans for approximately 20 miles of Class II and Class III bike lanes throughout the City.

These projects needed technology to reduce the vehicle-to-vehicle collisions and vehicle-to-pedestrian collisions. WEBB proposed a video detection system that provides dilemma zone detection and pedestrian detection radar system for the project. WEBB researched, coordinated, and received feedback from other agencies who have used this technology and invited the vendor to provide a demonstration to City Staff prior to including them into construction drawings.

Dilesh Sheth, PE, TE - Vice President

Palm Springs Corridor & Traffic Signal Improvements, City of Palm Springs - Dilesh serves as the Project Manager for these projects. WEBB is currently providing on-call civil and traffic engineering services to the City of Palm Springs to assist with the City's Capital Improvement Projects obtaining grant funding, and resolving traffic and transportation issues throughout the City. WEBB provided traffic and transportation engineering services for the following projects:

- **Indian Canyon Two-Way Conversion, Pedestrian, & Bicycle Safety Enhancements -** WEBB is providing engineering services for the Indian Canyon Two-Way Conversion, Pedestrian, and Bicycle Safety Project. WEBB provided pedestrian countdown heads, pedestrian detection, accessible pedestrian signals, leading pedestrian phasing, protected left-turn phasing, high visibility crosswalks, advanced stop lines, street lighting, and curb bulb-outs with ADA-accessible wheelchair ramps at nine intersections throughout the City
- **North Palm Canyon Drive Pedestrian Safety Enhancement Project -** This project consisted of the signalized intersections in the downtown area of the City of Palm Springs along Palm Canyon Drive from Tachevah Drive to Ramon Road. Each of the 10 intersections has basic crosswalk markings. WEBB assisted the City with a study, preparation of CVAG funding application, design of traffic signal, street improvements and ADA ramps, and utility coordination
- **Vista Chino (SR-111) and Via Miraleste and North Palm Canyon Drive (SR-111) and Via Escuela Intersection Improvement Project -** WEBB assisted the City with a study, preparation of CVAG funding application, design of traffic signal, street improvements and ADA ramps, utility coordination, and Caltrans Encroachment Permit applications

Vista Chino Street Improvements, City of Cathedral City - Dilesh served as Project Manager for the City's project. The City planned to improve safety and efficiency and accommodate all users by improving Vista Chino from Date Palm Drive to the City's west boundary near Whitewater Wash, including pavement rehabilitation, construction of raised median curbs (sand filled for this project, hardscape in the future), filling in missing sidewalk gaps, installing ADA compliant pedestrian access ramps, and installing new signing and striping. Vista Chino is classified as an arterial highway in the City's General Plan and is identified as a truck route and major corridor connecting the City of Cathedral City with the City of Palm Springs and State Route 111. Vista Chino has two east bound and two west bound lanes with bike lanes, street parking, and mostly painted center median.

WEBB identified the following critical issues for the Vista Chino Improvement Project:

- **Aggressive Timeline**
- **Pavement Rehabilitation Method of approximately 900,000 SF**
- **Minimize Traffic Impact**

Bob Hope Drive, Frank Sinatra Drive, and Gerald Ford Drive Intersection Improvements, City of Rancho Mirage - Dilesh served as Project Manager for this project. WEBB was responsible for a traffic study, geometrics, Plans, Specifications, and Estimates (PS&E), right-of-way acquisition, utility relocation, and construction support services for the Bob Hope Drive/Frank Sinatra Drive and Bob Hope Drive/Gerald Ford Drive Intersections Improvement Project. The purpose of this project was to improve both intersections to ultimate General Plan configurations. The project required relocation of Southern California Edison transmission power poles, CVWD waterline, and Spectrum communication lines.

Project Role:
Bike Lanes/Signing & Striping/Street Lights

Registration:
C 87666

Years of Experience:
6 Years

Education:
MS, Civil Engineering, University of Southern California

BS, Civil Engineering, Stevens Institute of Technology

Affiliations:
Institute of Transportation Engineers (ITE)

American Society of Civil Engineers (ASCE)

Intelligent Transportation Society of California (ITS)

Nick Lowe, PE - Associate Engineer

Nick Lowe, an Associate Engineer in WEBB's Traffic and Transportation Department, assists clients with traffic signal upgrades, signing and striping modifications, and pavement improvements. He also develops temporary traffic control plans for construction - working closely with public agencies, contractors, and construction managers to safely expedite projects while minimizing impacts to traffic and businesses.

In addition, Nick assists other engineers on street improvements, street light installations, sewer and water plans, and expert witness testimony. He is also well-versed in the AutoTURN vehicle simulation program, which assists in transportation improvements for constrained travel areas and parking lots. With increasing traffic pressure amid booming growth throughout Inland Southern California cities, Nick's work on regional transportation solutions provides a tangible benefit to the public through improvements in safety, mobility, and quality of life. Nick is currently pursuing his Professional Traffic Engineer's License and is active in several industry associations. Nick provides grant funding assistance to the cities of Lake Elsinore, Palm Springs, and Cathedral City. Since 2016, Nick has helped these cities secure over $20.9 million in funding, with little matched funds needed from the City to install advanced dilemma zone detection, flashing beacons, and left turn phasing at over 50 signalized intersections.

Relevant Project Experience

- Various Bike Lane Improvements, City of Palm Springs
- Indian Canyon Two-Way Conversion, Pedestrian, & Bicycle Safety Enhancements
- North Palm Canyon Drive Pedestrian Safety Enhancement Project
- Vista Chino (SR-111) and Via Miraleste and North Palm Canyon Drive (SR-111) and Via Escuela Intersection Improvement Project
- Class II Bike Lane Signing and Striping, City of Costa Mesa
- Class III Bicycle Route, City of Costa Mesa
- Bob Hope Drive, Frank Sinatra Drive, and Gerald Ford Drive Intersection Improvements, City of Rancho Mirage
- Vista Chino Street Improvements, City of Cathedral City
- Madison Street Improvements, City of Indio
- Ayala Avenue Widening, City of Rialto
- Limonite Avenue Widening Project, County of Riverside Transportation Department
- Street Improvement Projects, Town of Yucca Valley
- Sunnymead Stormdrain, City of Moreno Valley
- Romoland MDP Line A, Stage 4, Riverside County Flood Control and Water Conservation District

Project Role:
Traffic and Preliminary Trail Design

Registration:
C 69815

Years of Experience:
18 Years

Education:
BS, Civil Engineering, Stevens Institute of Technology

Matt Capuzzi, PE - Principal *(Chen Ryan Associates, Inc.)*

Matt has 18 years of experience designing and managing transportation and public works projects for public agencies. He has managed multi-disciplinary projects involving multi-modal Complete Streets and Green Streets, bikeways, park design, traffic calming, outdoor recreation spaces, Caltrans encroachment permits, and bus rapid transit. Matt's responsibilities include oversight of grading, improvement, and traffic plan preparation, roadway design, traffic engineering, stormwater analysis and design, wet utility design, and water quality. The multi-disciplinary nature of the projects Matt has managed has allowed him to develop a strong understanding of landscape architecture, electrical engineering, and structural design.

OCTA, OC Loop Gap Closure Segments D, F, and H – PA/ED - As Civil Task Manager Matt led the preliminary engineering for the PA/ED phase of the OC Loop Gap Closure of Segment D, F, and H. The project includes a variety of treatments to close three key gaps in the OC Loop. The proposed improvements included Class I multi-use trails, protected bikeways (Class IV), a protected intersection, and a Class III Bike Boulevard. The project crosses through a portion of the unincorporated County of Orange as well as the cities of Brea, Placentia, Yorba Linda, and Anaheim.

SANDAG, University Bikeway - PS&E and NEPA - This 2.9-mile urban bikeway runs through the Mid-City and eastern neighborhoods of San Diego, ultimately connecting to the City of La Mesa at its eastern terminus. Proposed improvements include protected bikeways (Class 4), 17 bus islands to eliminate bus/bike conflicts, a protected intersection, fully protected bike movements at signalized intersections, two-stage left-turn queue boxes, enhanced mid-block pedestrian crossings, the re-purposing of travel lanes, and innovative use of striping and post delineators to slow side street turning movements.

SANDAG, Bayshore Bikeway – Barrio Logan Segment - As Traffic Task Manager, Matt was part of the consultant team for this Federally funded urban bikeway project will construct more than two miles of Class I bikeway along Harbor Drive between Park Boulevard and 32nd Street. Chen Ryan Associates, Inc. developed the traffic study for the NEPA document and worked closely with Caltrans District 11 to obtain approval of the study. Matt is currently leading the traffic engineering design of the PS&E phase, responsible for the traffic signal modification design at six signalized intersections and the electrical and lighting design along the corridor. In an effort to enhance safety for people riding bikes, the proposed signal operations include an experimental configuration. Chen Ryan is working with the California Traffic Control Devices Committee to obtain approval for the proposed experimental configuration.

Additional Relevant Projects

- Santa Ana, Standard Avenue Bikeway
- National City, Bayshore Bikeway Segment 5
- SANDAG, North Park-Mid-City Bikeway Corridors
- SANDAG, Park Boulevard Bikeway - PA/ED and PS&E
- SANDAG, Eastern Hillcrest Bikeway

Project Role:
Artist

Years of Experience:
21 Years

Education:
BA, School of Art, CalArts,
Valencia, California

Stoeckel Artist Residency,
Yale School of Art,
Norfolk, Connecticut

Website:
www.cristophersea.com

Cristopher Cichocki - Coachella Valley Artist

Cristopher Cichocki is an American artist who lives and works in the desert of Southern California's Coachella Valley. His work has been featured in numerous exhibitions around the world in such institutions as the Museum of Image and Sound, São Paulo, Bienalle Urbana, Venice, Künstlerhaus Bethanien, Berlin, Casa França-Brasil, Rio de Janerio, Museum of Moving Image, New York, Portland Museum of Contemporary Art, Portland, Museum of Art and History, Lancaster, Palm Springs Art Museum, Palm Springs, Artere-A, Guadalajara, Museum of Photographic Arts, San Diego

Cristopher Cichocki encapsulates the cycle of decay and renewal through an examination between humankind, the natural world, and industrial production. Extending upon the historical trajectory of Land Art, Cichocki underlines the increasingly toxic global environment confronting our planet in the new millennium. Situated on the fringe of art and natural science, the artist's environmental interventions reflect on the timeline spanning from pre-historic oceans to present-day transmutations. For decades, Cichocki's work has been immersed in the desert of Southern California, responding to the dynamic ecology and water issues of the region through interconnected works of painting, sculpture, video, photography, performance, sound, installation and architectural intervention.

The contrasting application of fluorescent color in Cichocki's palette stems from his earlier explorations of street markings used for construction and infrastructural development. In the midst of desert landscapes once submerged underwater, these fluorescent applications become further amplified as suggestions of deep sea bioluminescence when exposed under the ultraviolet radiation of black light. In this sense, Cichocki regards his practice as both excavations and restorations distilled from surviving seeds from an ancient ocean.

Over 60 Exhibitions Throughout the Coachella Valley and World Since 2005

Coachella Valley Exhibitions within the Last Five Years

- Desert Sea, Cathedral City, California (solo)
- Rotation, The Ace, Palm Springs, California
- Joshua Treenial, Joshua Tree, California
- Rotation, Ace Hotel, Palm Springs, California
- FAULTLINE, Painted Canyon, Mecca, California
- Desert Daze, The Institute of Mentalphysics, Joshua Tree, California
- Desert Island, Coachella Valley Art Center, Indio, California
- Circular Dimensions at Desert Daze, Frank Lloyd Wright - Sanctuary Hall at The Institute of Mentalphysics, Joshua Tree, California
- Circular Dimensions, Palm Springs Art Museum, Palm Springs, California (solo)
- Open Desert, Palm Springs Art Museum, Palm Springs, California
- Reflections on Water, Palm Springs Art Museum, Palm Springs, California
- Inversion, Imperial Valley Art Gallery, Imperial, California (solo)
- Dry Heat: Four Artists In The California Desert - curated by Steven Biller, Palm Springs Fine Art Fair, Palm Springs, California
- Desert Abyss: Cycle in Cycle, Palm Springs Art Museum, Palm Springs, California (solo)
- Desert Abyss: Dry Capsule, Palm Springs Art Museum in Palm Desert, Palm Desert, California (solo)

Section 7. Team Organization Chart

We have assembled a project team of technical experts with extensive experience designing bicycle, pedestrian, and active transportation projects. **Dilesh Sheth, PE, TE**, will be program manager for all CVAG projects and will be supported by a highly qualified team outlines below.

CVAG

Program Manager

Dilesh Sheth, PE, TE
Vice President

Project Team

Bike Lanes/Signing & Striping/ Street Lights

Nick Lowe, PE
Associate Engineer

Ingrid T. Mar
Assistant Engineer

Son Le
Assistant Engineer

Trail/Street, Sidewalk, and ADA Improvements

Eugene Abrego, PE
Senior Engineer

Nick Keller
Senior Designer

Art Guillen
Senior Designer

Traffic & Preliminary Design

Matt Capuzzi, PE
Principal
Chen Ryan Associates, Inc.

Survey and Right-of-Way Mapping

Michael Johnson, LLS
Director

Derek Hood, LLS
Aerial Survey
Inland Aerial Surveys, Inc.

Geotechnical Engineering

Lisa Battiato, CEG, APM, LEED AP
Regional Manager/
Senior Geologist
GEOCON

Project Art

Cristopher Cichocki
Coachella Valley Artist

Decorative Lighting

Ken Perez
President
Visual Concepts

Right-of-Way *(if needed)*

John Cutler
Project Manager
Overland Pacific & Cutler

Structural Engineering

James Lu
Lead Engineer
CNS Engineers, Inc.

Landscape Architecture *(if needed)*

Guillermo Gonzalez, PLA
Landscape Architect

Giovanni Aguirre
Landscape Designer

Multi-modal Transit

Rohan Kuruppu
Principal
Old Green House, LLC

Potholing/Utility Coordination

TC Mueller
VP Field Operations
Underground Solutions, Inc.

Creative and Financial Support

Perry Tollett
Golden Voice

Environmental Documentation

Cheryl DeGano
Principal Analyst

Eliza Laws
Senior Analyst

Monica Tobias
Assistant Analyst

Biological Resources

David Stone, RPA
Culture Resources Manager
Wood

Cultural Resources

Joan George
Associate Archaeologist/
Project Manager
Applied Earthworks

Section 8. Cost Proposal

Task Description	Principal II	Principal I	Senior III	Senior I	Associate III	Associate II	Associate I	Assistant V	Assistant IV	Assistant III	2 Person Survey Crew	Project Coordinator	WEBB Total	Sub-Consultant	Expenses	Total
	$273	$252	$231	$203	$192	$176	$166	$155	$139	$123	$276	$104				
A. Preliminary Engineering and Environmental																
Task 1 - Kick-off Meeting													**$ 2,442.00**	**$ 1,012.00**	**$ -**	**$ 3,454.00**
Kick-off meeting	4			2	2	2						2	$ 2,442.00	$ 1,012.00		$ 3,454.00
Task 2 - Survey													**$ 145,176.00**	**$ 25,960.00**	**$ 3,000.00**	**$ 174,136.00**
Field and Aerial Topography	8	32		16		160					360	40	$ 145,176.00	$ 25,960.00	$ 3,000.00	$ 174,136.00
Task 3 - Utility Research and Coordination													**$ 54,592.00**	**$ 21,279.50**	**$ 1,000.00**	**$ 76,871.50**
Utility Research and Coordination	24			120			80					100	$ 54,592.00	$ 21,279.50	$ 1,000.00	$ 76,871.50
Task 4 - Environmental													**$ 55,203.00**	**$ 116,948.90**	**$ 1,600.00**	**$ 173,751.90**
4.1 CEQA Documentation	8				76					132			$ 33,012.00		$ 1,600.00	$ 34,612.00
4.2 CEQA Technical Studies	26				36					31			$ 17,823.00	$ 45,230.00		$ 63,053.00
4.3 Traffic Study	16												$ 4,368.00	$ 71,718.90		$ 76,086.90
Task 5 - Project Theme													**$ 42,892.00**	**$ 110,000.00**	**$ 10,000.00**	**$ 162,892.00**
5.1 Art and Music Barrier	16			16						40			$ 12,536.00	$ 22,000.00	$ 3,000.00	$ 37,536.00
5.2 Waveform Sculpture	16			16						40			$ 12,536.00	$ 22,000.00	$ 3,000.00	$ 37,536.00
5.3 Barrier Curb	8			8						12			$ 5,284.00	$ 11,000.00	$ 1,000.00	$ 17,284.00
5.4 Painted 2-Way Bike Path, Column Lights, Art, Wall & Underpass	16			16						40			$ 12,536.00	$ 55,000.00	$ 3,000.00	$ 70,536.00
Task 6 - Geotechnical Investigation													**$ 3,132.00**	**$ 18,700.00**	**$ -**	**$ 21,832.00**
Geotechnical Investigation	4			8								4	$ 3,132.00	$ 18,700.00		$ 21,832.00
Task 7 - Drainage Report													**$ 20,318.00**	**$ -**	**$ -**	**$ 20,318.00**
Drainage Report	6	8	24						80				$ 20,318.00			$ 20,318.00
Task 8 - Water Quality Management Plan													**$ 14,212.00**	**$ -**	**$ -**	**$ 14,212.00**
Water Quality Management Plan	4	8	24						40				$ 14,212.00			$ 14,212.00
Task 9 - Preliminary Design													**$ 298,348.00**	**$ 162,744.00**	**$ -**	**$ 461,092.00**
9.1 Preliminary Signing and Striping Plans	20					140		400				8	$ 92,932.00			$ 92,932.00
9.2 Preliminary Traffic Signal and RRFB Plans	8					16		40				8	$ 12,032.00	$ 7,761.60		$ 19,793.60
9.3 Preliminary Street Improvement Plans	16			100		340						8	$ 85,340.00	$ -		$ 85,340.00
9.4 Intersection Improvements	8					40						8	$ 10,056.00	$ 94,802.40		$ 104,858.40
9.5 Connection Path on La Quinta Evacuation Channel (Class I)	8			40	120							8	$ 34,176.00	$ -		$ 34,176.00
9.6 Dillon Road Pathway (Class I)	8			40	120							8	$ 34,176.00	$ -		$ 34,176.00
9.7 Coachella Connector (class I)	4			16	60							8	$ 16,692.00	$ -		$ 16,692.00
9.8 Street Light / Electrical Design	8			24								16	$ 8,720.00	$ 48,180.00		$ 56,900.00
9.9 Structural Design	8			8								4	$ 4,224.00	$ 12,000.00		$ 16,224.00
Task 10 - Multi-modal Transit													**$ -**	**$ 4,209.70**	**$ -**	**$ 4,209.70**
Multi-modal Transit													$ -	$ 4,209.70		$ 4,209.70
Task 11 - Preliminary Cost Estimate													**$ 32,248.00**	**$ 11,114.40**	**$ -**	**$ 43,362.40**
Preliminary Cost Estimate	8			40	40	40			40			16	$ 32,248.00	$ 11,114.40		$ 43,362.40
B. Final Plans, Specifications, and Cost Estimate (PS&E)																
Task 12 - Final Design													**$ 484,926.00**	**$ 413,708.00**	**$ -**	**$ 898,634.00**
12.1 Signing and Striping Plans	40					180		600				8	$ 136,432.00			$ 136,432.00
12.2 Traffic Signal and RRFB Plans	16					80			160			8	$ 41,520.00	$ 288,288.00		$ 329,808.00
12.3 Street Improvement Plans	32			80		300						8	$ 78,608.00			$ 78,608.00
12.4 Intersection Improvements	16			100	300							8	$ 83,100.00			$ 83,100.00
12.5 Connection Path on La Quinta Evacuation Channel (Two-Way	8			50	140							8	$ 40,046.00			$ 40,046.00
12.6 Dillon Road Pathway (Two-Way Connector)	16			60	140	40						24	$ 52,964.00			$ 52,964.00
12.7 Coachella Connector (Two-Way Connector)	8			48		120						8	$ 33,880.00			$ 33,880.00
12.8 Street Light / Electrical Design	8			24		24						8	$ 12,112.00	$ 112,420.00		$ 124,532.00
12.9 Structural Design	8			16								8	$ 6,264.00	$ 13,000.00		$ 19,264.00
Task 13 - Specifications, Final Estimate of Quantities and Cost													**$ 40,832.00**	**$ 48,012.80**	**$ -**	**$ 88,844.80**
Specifications, Final Estimate of Quantities & Cost	16			80	60	40						16	$ 40,832.00	$ 48,012.80		$ 88,844.80
Task 14 - Utility Potholing													**$ 6,872.00**	**$ 30,000.00**	**$ -**	**$ 36,872.00**
Utility Potholing				8							16	8	$ 6,872.00	$ 30,000.00		$ 36,872.00
Task 15 - Legal and Plats													$ -	$ -	$ -	$ -
Legal and Plats (Not needed at this time)													$ -			$ -
Task 16 - Right-of-Way													$ -	$ -	$ -	$ -
Right-of Way (Not needed at this time)													$ -			$ -
C. Project Management, Public Outreach, Agency Coordination																
Task 17 - Project Management													**$ 45,040.00**	**$ 61,600.00**	**$ 2,000.00**	**$ 108,640.00**
Project Management	120			40								40	$ 45,040.00	$ 61,600.00	$ 2,000.00	$ 108,640.00
Task 18 - Public Outreach													**$ 47,360.00**	**$ -**	**$ 5,000.00**	**$ 52,360.00**
Public Outreach	80			40						40		120	$ 47,360.00		$ 5,000.00	$ 52,360.00
Task 19 - Agency Coordination													**$ 46,400.00**	**$ 11,488.40**	**$ 3,000.00**	**$ 60,888.40**
Agency Coordination	80			80								80	$ 46,400.00	$ 11,488.40	$ 3,000.00	$ 60,888.40
D. Regional Active Transportation Standards																
Task 20 - Conducting and Inventory of Active Transportation Standard and Practices used by CVAG Member Jurisdictions													**$ 19,020.00**	**$ -**	**$ 500.00**	**$ 19,520.00**
Conducting and Inventory of Active Transportation Standard and Practices	12					80						16	$ 19,020.00		$ 500.00	$ 19,520.00
Task 21 - Develop Regional Standards													**$ 23,940.00**	**$ -**	**$ -**	**$ 23,940.00**
Develop Regional Standards	12					80				40		16	$ 23,940.00			$ 23,940.00
Task 22 - Suggest Ways CVAG can Standardize Methodologies from each Respective City													**$ 15,256.00**	**$ -**	**$ -**	**$ 15,256.00**
Standardize Methodologies from each Respective City	24					40						16	$ 15,256.00			$ 15,256.00
Task 23 - Outreach Efforts													**$ 20,456.00**	**$ -**	**$ 2,000.00**	**$ 22,456.00**
Outreach Efforts	40					40						24	$ 20,456.00		$ 2,000.00	$ 22,456.00
Total (Tasks 1 - 23)	788	48	48	1,096	1,094	1,762	80	1,040	320	375	376	662	7,689			
Total Cost per Person/Group													**$ 1,418,665**	**$ 1,036,778**	**$ 28,100**	**$ 2,483,543**

KOA's ATP Projects Cost Proposal Summary:

Project Name		Cost
Cathedral Canyon Channel East Bike/NEV Path		$323,695.
Cathedral Canyon Dr. Bike Lanes & Sidewalks		$121,980.
E. Palm Cyn. Dr./Hwy. 111 Bike Lanes/Path		$119,650.
Gerald Ford Dr. Bike Lanes		$ 36,560.
Perez Rd. Bike Lanes & Sidewalk Infill		$ 89,900.
	Total Costs:	$691,785.
	CVAG Share (75%):	$518,839.
	City Share (25%):	$172,946.