

AGREEMENT NO. 21-05

with

ALTA PLANNING + DESIGN,
INC.

for

MULTIMODAL
CONNECTIVITY PLAN FOR
SAN ANTONIO CREEK
CHANNEL

EXHIBITS A - D

EXHIBIT A – Scope and Schedule

Scope of Work

Task 1. Existing Conditions

The Alta team will complete an existing conditions assessment that consists of a desktop assessment, field assessment, and summary presentation. As the Prime consultant, Alta will coordinate efforts between and among the consultant team, lead the field assessment, demographic assessment, review of relevant plans, and synthesize all information into an Existing Conditions Assessment presentation.

Epic Land Solutions will lead all tasks related to right-of-way and utility/maintenance easements. Bengal Engineering will lead all tasks related to the structural engineering feasibility of grade-separated crossing alternatives. By delivering our findings in presentation format vs. as a lengthy written memo or report, we can better exchange ideas and engage in a dialogue with key decision makers. Pertinent information takeaways will be summarized in the Plan document, as part of Task 4.

Desktop Assessment

Prior to the kick-off meeting, Alta will prepare a data needs request memo that will identify information needed to prepare the desktop assessment.

Epic Land Solutions will lead this work and will begin by establishing a basemap of information using available data including high-resolution aeriels, land use, parcel ownership, roadway network, and right-of-way dimensions. This will shed light on the legal constraints, ownership, access, and utility considerations. While the RFP indicates a desire to obtain individual agreements and MOUs, this would require obtaining preliminary title reports for every single property along the alignment—over 900 individual parcels. This process is costly, typically ranging from \$500 to \$2,000 per parcel, and we don't recommend going through this process at the

feasibility stage, only during later project phases when a property is to be acquired. For this project, we propose to identify categories of ownership and provide some assumptions about the nature of the existing ownership and what rights the City would need to acquire in order to construct the trail. The property ownership data will also provide the City with the names of creek-adjacent land owners who we will engage through our outreach process. Additionally, Epic will prepare a land use map so we can understand the zoning implications for trail alignment alternatives.

Epic will use a combination of DigAlert and field observations to generally locate major utilities (water, sewer, electric, gas, phone lines etc.) along the corridor so we can understand their relationship to potential trail alignments. In areas where more detail is required, we will request as-builts from utility companies and agencies to verify the facilities and their owners. Once a preliminary design is developed under Tasks 3 and 4, Epic will complete an impact analysis that responds to the alternatives to evaluate acquisition and/or easement agreement options.

Bengal Engineering will review the base maps prepared by Epic and any available as-builts of crossing locations that will require grade separation to better understand the structural engineering considerations.

In addition to the information described above, Alta will:

1. Review relevant planning documents, including the Active Transportation Plan and Safe Routes to School Plan
2. Review available historical traffic count data for all roadways intersecting the creek, and conduct new counts if needed for major arterials, to help determine the appropriate type of crossing treatments and traffic control that may be needed
3. Complete a demographic assessment of the community using available census data to get a better understanding of the cultural and socioeconomic characteristics of the community that will inform our approach to the project. This will include, but is not limited to: race and ethnicity; age; income; environmental vulnerability; access to a car; language preference, etc.

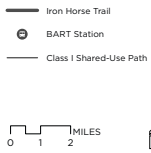
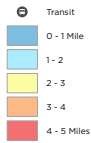
Field Assessment

Alta will plan and lead a socially distanced field assessment to ground-truth findings from the desktop assessment, particularly at the locations where there are significant constraints (e.g. narrowing of the available space for the trail alignment, or crossing locations that require grade-separation). Invitees to the field

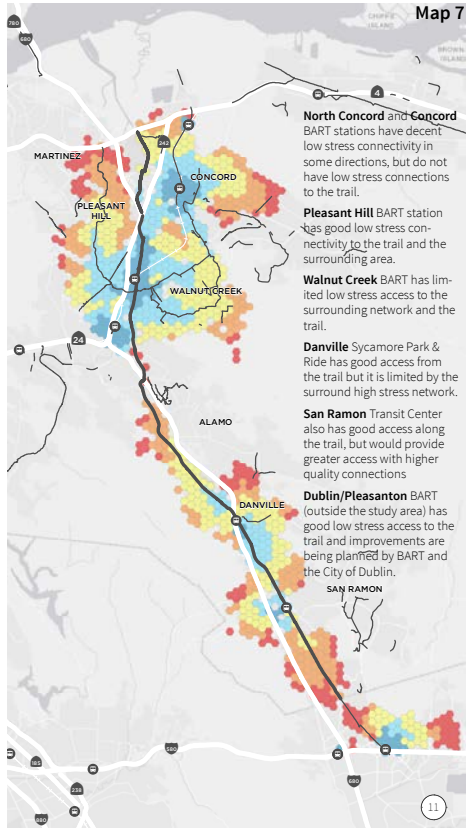
TRANSIT ACCESSIBILITY

CONTRA COSTA COUNTY
IRON HORSE TRAIL

Accessibility to Nearest School Along Low Stress Network



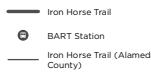
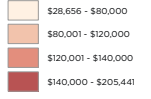
Map produced February 2016
Sources: U.S. Census, Esri
Contra Costa County, OGD



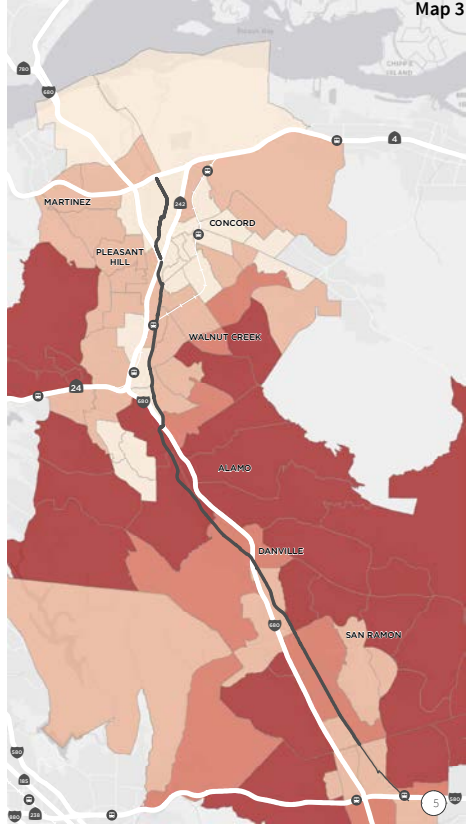
MEDIAN HOUSEHOLD INCOME

CONTRA COSTA COUNTY
IRON HORSE TRAIL

Median Household Income (Census tracts within 3 miles of Iron Horse Trail)



Map produced January 2016
Sources: U.S. Census, Esri
Contra Costa County, ACS 2010



Alta analyzes a range of data to help communities understand and select bicycle and pedestrian facilities and corridors, such as access to transportation and socioeconomic factors. The above maps were developed for the Iron Horse Trail project led by Principal-in-Charge Emily Duchon.

assessment can include key City staff and/or staff from the Army Corps of Engineers, San Bernardino County Flood Control, or Chino Basin Water Conservation District.

Opportunities and Constraints Presentation

Alta will synthesize findings from the Desktop and Field Assessments and compile a presentation to be delivered at a Project Development Team meeting. The presentation will be shared ahead of time along with a list of question prompts for City staff and stakeholders to consider. Following the presentation, Alta will summarize feedback and direction received in a memo. During Task 4, this feedback and the assessment documentation will be used to develop an Existing Conditions chapter of the Plan document.

TASK 1 DELIVERABLES:

- Desktop assessment: GIS Maps, diagrams
- Field assessment: maps and site photos
- Opportunities and constraints presentation and summary memo

Task 2. Community Outreach

Community Outreach Action Plan

Alta will work closely with the City to develop a Community Outreach Action Plan (OAP) that outlines the strategies and resources that will be used to meaningfully engage with residents, developers, business owners and managers, freight and rail representatives, City departments, commissions, and committees, and other stakeholders, including those who are typically difficult to reach. We are sensitive to the limits on participants' time, and will structure outreach opportunities that align with existing meetings and events as much as possible.

The OAP will be the framework for our outreach and engagement activities throughout the life of the project. We envision the OAP will include, but not be limited to the following:

- Project vision, goals, objectives, and priority issues
- A demographic profile of the range of potential trail users and critical stakeholder groups
- Detailed information about the purpose, format, and audience of each community or stakeholder touch-point planned as part of this project

- Methods employed to publicly notice activities, such as direct mail, digital billboards, fliers, newsletter advertisements, emails, and social media, and through advocacy organizations such as the Inland Empire Biking Association
- Tools for gathering stakeholder feedback and input, such as surveys, maps, photos, and a project webpage
- Timeline for outreach and engagement activities

Multilingual Engagement

As described in our approach, we will work with the City to determine the most effective way to engage with Montclair’s Spanish-speaking community members. For the two virtual events, we have earmarked funds that may be used in one of three ways:

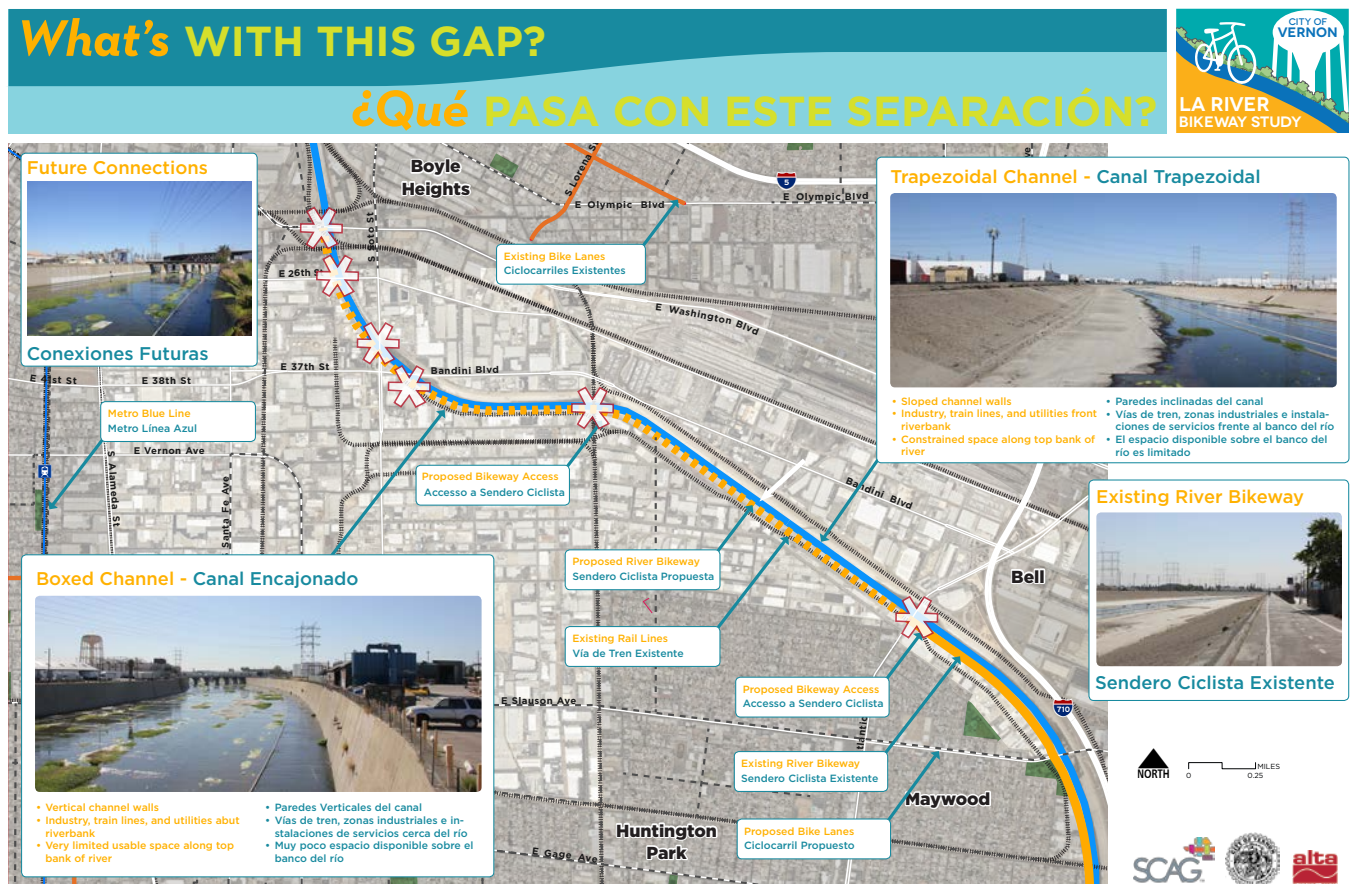
1. To support Alta’s in-house bilingual staff time at live events and in translating written materials
2. To hire a translation service to provide simultaneous live or captioning translation into Spanish (and potentially other languages such as American Sign Language)

3. To hire a Community Based Organization who will assist with event publicity and community engagement as well as supporting live events.

The most appropriate use of these funds will be confirmed at the kick-off meeting.

Community Meetings (Two)

As part of the Montclair General Plan Update, Alta participated with the in-person focus groups, a week-long community design charrette, and community surveys that shed light upon people’s attitudes toward the San Antonio Creek Trail and their vision for its use. Additionally, the recently completed Active Transportation and Safe Routes to School Planning efforts also conducted in-person events and community survey work that we can build upon for this project. This previous work will be very helpful as we anticipate that events for this project will most likely be in a virtual format. We will be flexible to respond to the current public health landscape to hold meetings either in-person or virtually. We will make it easy and fun for people to engage with the project at dedicated events and on their own schedule in meaningful and focused ways.



Alta understands the unique needs of multilingual communities. Our outreach process is inclusive, interactive, and productive, and we can provide for translation and interpretation if needed to make sure that all members of the community have a voice.

Two open house events are proposed. The first will gather feedback on project goals and values, as well as evaluation criteria and key access points, which will help inform the development of alignment alternatives and identify ideal locations for trailheads and amenities. This meeting will be complimented by a survey, distributed a minimum of two weeks prior to the first event, to collect feedback on these same topics. The second event will focus on getting community input on the two alignment alternatives developed under Task 4.

Stakeholder Interviews (up to Four)

Property ownership along and within the creek corridor is complex. A preliminary review of available parcel data shows that there are 12 different government, educational, or rail entities that own parcels along the corridor. We will identify key stakeholders, including adjacent property owners, local business leaders, and neighborhood and community groups, who we will engage through a series of stakeholder interviews (up to four). This will complement the Project Development Team meetings, detailed in Task 5, that will include key stakeholders like City departmental and external agency representatives who are key decision makers.

Animations, Renderings, and Outreach Graphics (up to Six)

In addition to the ATP-ready graphics to be developed as part of Task 4, Alta will prepare up to six different graphics that can be used to communicate complex ideas and tradeoffs to aid in decision making for both the City and Consultant team, as well as the general public. These graphics can also be used as supporting documents to supplement the City's grant applications to make this project stand out among the competition and increase the likelihood of implementation funding.

Council Meeting (One)

Alta will prepare a PowerPoint presentation to be used at a City Council meeting. During the kick-off meeting, we will establish whether this presentation would be most helpful midway through the project to gather feedback from Council, or as a presentation that can be delivered at the conclusion of the project.

TASK 2 DELIVERABLES:

- Community Outreach Action Plan
- Community meetings - up to two
- Meeting fliers and social media posts
- Community survey

- Stakeholder interviews - up to four
- Animations, renderings, outreach graphics - up to six
- Council meeting presentation

Task 3. Financial Feasibility

Cost Estimates and Phasing Plan

Alta will lead the preparation of feasibility-level itemized cost estimates for elements of the trail, including the path itself, landscape materials, and trail amenities. Epic Land Solutions will lead cost estimation for any land acquisition and/or easement purchases; Bengal Engineering will support structural estimates for grade-separated crossings. Cost estimates will reflect the phasing plan diagram and narrative, which will identify a recommended sequence for implementation. and be developed in parallel with the alternatives analysis process described under Task 4. To aid in decision making, preliminary cost estimates will be developed for up to two alignment alternatives, developed under Task 4, and presented at one of the monthly PDT meetings. The final cost estimate will be incorporated into the Plan document. Costs will be based upon available City data and comparable local projects and will be formatted to work seamlessly with grant application budget requirements. The format for the cost estimates will align with Caltrans ATP engineering estimate formats in order to prepare the City for its grant seeking process.

Operations and Maintenance Plan

Alta will provide typical management and maintenance budgets from similar trails to help estimate the ongoing operational and maintenance costs of the trail. Bengal Engineering will provide this information for grade-separated crossings. This will include a sample budget for staffing and maintenance, including all anticipated cost categories with projections of operating expenses per project phase. This will be presented as a chapter of the Plan Document, described in Task 4.

Funding Sources Chapter

Alta will prepare a funding sources chapter for the Plan Document, described in Task 4. This will identify potential sources for capital and operating revenues such as, but not limited to, grants, direct municipal contributions, private sector support, etc. We will develop a matrix to identify the most likely funding sources, typical deadlines, funding caps, match requirements, and other pertinent information to aid the City in prioritizing its grant seeking efforts and align its municipal allocations.

TASK 3 DELIVERABLES:

- Cost estimates - up to two preliminary alternatives and one preferred alignment
- Phasing plan - diagram and narrative
- Operations and maintenance plan
- Funding sources chapter

Task 4. Prepare the Plan

Develop Evaluation Criteria

Evaluation criteria measure how well the trail alignment alternatives fulfill project goals and plays an important role in establishing a clear and consistent methodology by which the trail alignment options are evaluated. This process is particularly critical as a means of communicating to the public the topics that the City will use to select a particular alignment. It is important therefore that the evaluation criteria clearly reflect the community's own goals and priorities.

The Alta team has found the greatest success in tying in stakeholder and community priorities using a goal-based evaluation approach. Our team will draft goals that are in-line with existing City goals and policies. Potential project goals could include:

- Enhance mobility and connectivity
- Access to major destinations
- Minimize transportation impacts
- Be cost effective
- Provide equitable community and environmental enhancements

Our team proposes to evaluate and screen trail options by constructing a tiered decision matrix. The matrix will score each corridor both quantitatively and qualitatively to assess the performance of alternatives and to inform a discussion of trade-offs.

A tiered evaluation allows for a number of potential alignment options to be explored and quickly screens out those that do not meet project goals and objectives.

Our differentiated approach puts people first and our evaluation and screening approach reflects this.

The criteria will be formulated collaboratively with City staff, the Project Development Team, and other partners identified through the outreach process. Feedback from the community survey developed in conjunction with Community Meeting #1 will help determine community priorities and inform the establishment of evaluation criteria.

The draft evaluation criteria will be presented to the City and at one of the ACG meetings for discussion, feedback, and prioritization, and revised to form the final criteria. The final criteria will be applied in Task 4.2 to concepts developed in Task 4.1 and used to select a preferred alternative.

Alignment Alternatives

Alta will build upon analysis conducted in Task 1, and feedback received in Task 2, to create up to two alignment alternatives for the trail. These will be developed in parallel with the cost estimates and phasing plan described under Task 3. Designs may include but are not limited to:

- Annotated alignment alternative plan diagrams of the trail corridor, identifying areas to celebrate or screen views, and locations for elements such as access points, trailheads and related facilities and amenities (e.g. restrooms, water, call boxes, lighting, parking, planting areas, auxiliary facilities needed to operate the trail).
- Proposed trail cross sections that illustrate ways to mitigate potential conflicts between trail users.
- Typical crossing treatments and appropriate traffic control for all roadways and rail crossings of the creek (both at-grade and grade-separated solutions to be explored). This will be based on analysis completed as part of Task 1 including examining sight distance, length of crossing, and ADT data.
- Linkages to parks, schools, neighborhoods, community destinations, regional facilities, and provisions for emergency and maintenance access.

Animations and/or photosimulations (included under Task 2) will be developed to communicate the differences between alignment alternatives and serve as a valuable decision making tool for community members, stakeholders, the City, and consultant team.

Using the Evaluation Criteria developed at the start of this task, alignment alternatives will be ranked side-by-side to evaluate how well each responds to community needs and goals, project objectives, and constructability.

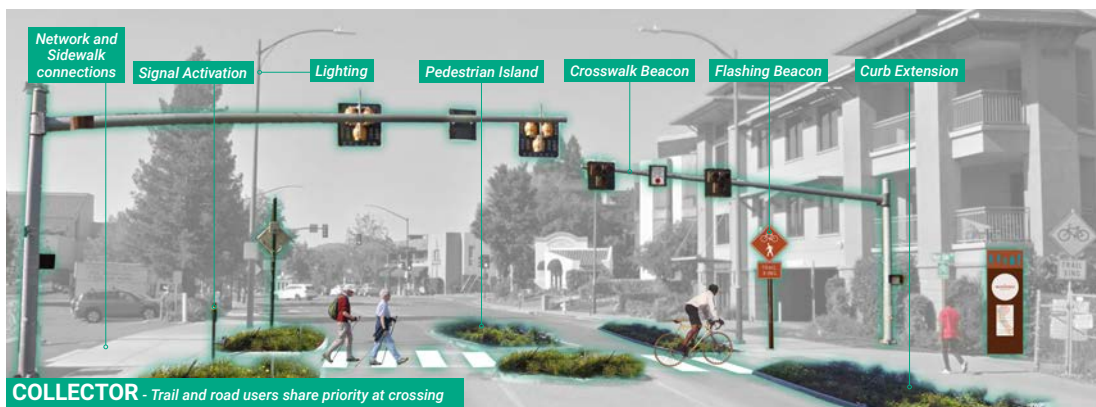
The alignment alternatives will be presented at a monthly PDT meeting to the City and key stakeholders for feedback.

Preferred Plan and Plan Document

A preferred alignment will be selected using the evaluation criteria and based upon feedback on the alternative alignments from the community, stakeholders,

INTERSECTIONS

Creating a higher priority and continuous movement for the Iron Horse Trail.



? What do you want addressed at intersections?
Add colored dots below your priorities!

<p style="text-align: center;">Lower Vehicle Speeds</p>	<p style="text-align: center;">Smoother Ride Experience. Less stop and go.</p>	<p style="text-align: center;">Lighting / Wayfinding</p>
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Alta developed design guidance for trail crossings at intersections for the Contra Costa County Iron Horse Trail and presented different options to the community for feedback.

and City. The preferred plan will be refined and all associated graphics, cost estimates, and phasing plans previously produced will be updated to share with the PDT, stakeholders, and community as part of the Plan document. The Plan document will include content developed under previous tasks, including the Existing Conditions Assessment, Funding Opportunities, and Operations and Maintenance Plan—which will include ownership, maintenance, and management options for involved entities.

Alta will lead the development of the Plan, which will be graphically rich and written in an accessible manner that will resonate both with the public and City staff. Alta will present the final plan at a monthly PDT meeting and provide one draft and one final version of the Plan to City and key stakeholders for review and comment.

TASK 4 DELIVERABLES:

- Evaluation criteria
- Alignment alternatives - plan diagrams, sections, crossing treatments, and associated graphics developed under Task 2 for up to two alternatives
- Preferred plan - update plan diagrams, sections, crossing treatments, and associated graphics developed under Task 2
- Plan document - one draft, one final

Task 5. Project Management

Alta will provide overall project management and team coordination from project inception to closeout. Quality work, cost control, and schedule compliance will result from a systematic management program tailored to the San Antonio Creek Trail Feasibility Study. Holding to the planned task budgets and anticipating workload and schedule changes will allow us to deliver this project on time and on budget. This will be accomplished by preparing and maintaining a detailed schedule that is treated as a living document throughout the project's life. We have already developed a draft schedule and included it in this proposal for your review and contemplation.

We use Deltek, a project management software and database, for budget planning, control and invoicing. Alta and subconsultants work are tracked in Deltek tasks and labor reports that indicate burn rates and make sure project billings correspond to production and milestones. Alta Project Manager Lydia Kenselaar will direct the activities of the project team, including subconsultants, throughout the life of the project.

The following meetings will provide structure throughout the lifetime of the project; we assume all meetings will occur virtually.

Kick-Off Meeting

Alta will host a project kick-off meeting with the consultant team and City Project Manager and staff to confirm project scope, goals, and key constraints and opportunities to confirm the study parameters and schedule. The kick-off meeting will also introduce the Alta team and City staff and discuss team member roles and responsibilities on the project.

Monthly Project Development Team Meetings

Our team prepares engaging and interactive PDT meetings to keep key decision makers consistently enthusiastic about participating. To this end, we have developed a series of design exercises, surveys, and activities to elicit critical feedback. Through employing this process on other corridor projects in the area, we have found PDT members look forward to our meetings and strive to participate consistently. This consistency results in more efficient decision making and reduces project re-work.

PDT Meetings will occur monthly, and Alta will maintain a running meeting agenda including minutes, and a summary of action items to keep the project on track. At the kick-off meeting we will work with the City to identify the core group of decision makers who will attend regularly and those who will be pulled in during specific phases only. These include stakeholders such as the San Bernardino County Transportation Authority, Chino Basin Water Conservation District, San Bernardino County Flood Control, Army Corps of Engineers, Union Pacific Railroad, and Ontario-Montclair School District.

The timing of Project Development Team meetings will coincide with submittals so as to provide more than just a regular check-in on the project status and schedule, but an opportunity for the City and Alta team to verbally discuss City comments and project concerns on deliverables.

As-Needed Bi-Weekly City PM/Alta PM Check-Ins

Lydia will set up a recurring 30-minute as-needed check-in with the City Project Manager to provide time and space to address questions that arise between monthly project progress meetings, keep action items moving forward, and to ensure the right City and stakeholder staff are being included at appropriate points in the Project Progress meetings.

Alta Internal Team Meetings

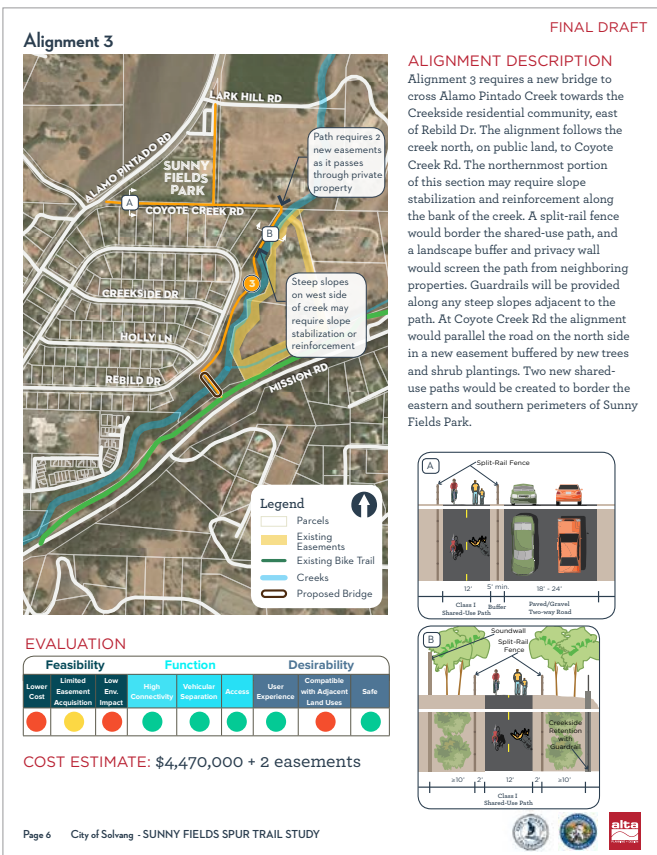
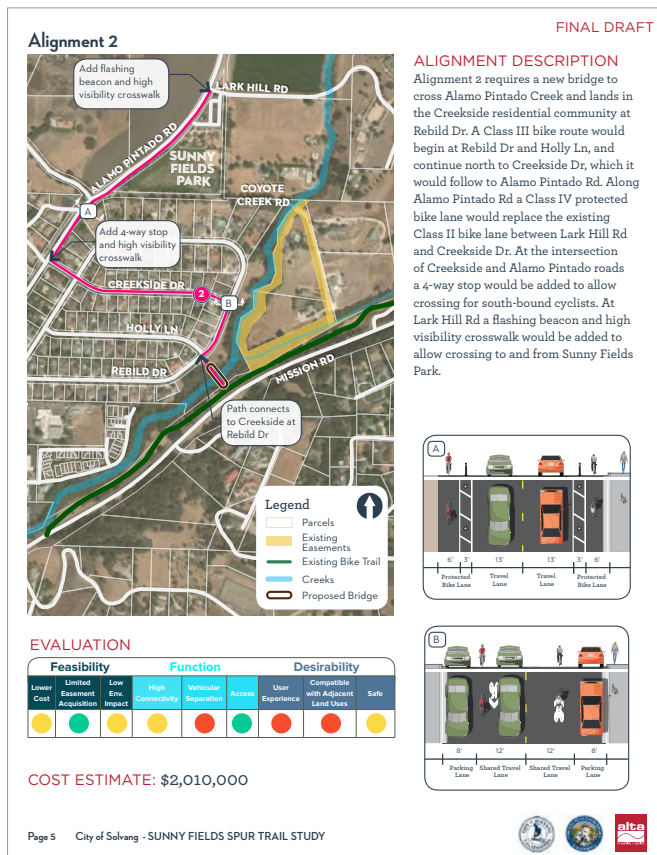
Alta's core project team will meet on a weekly basis to review work progress and technical issues, discuss upcoming tasks, and coordinate across disciplines.

In addition, Alta will prepare monthly invoices and quarterly reports for submission to the City's Project Manager.

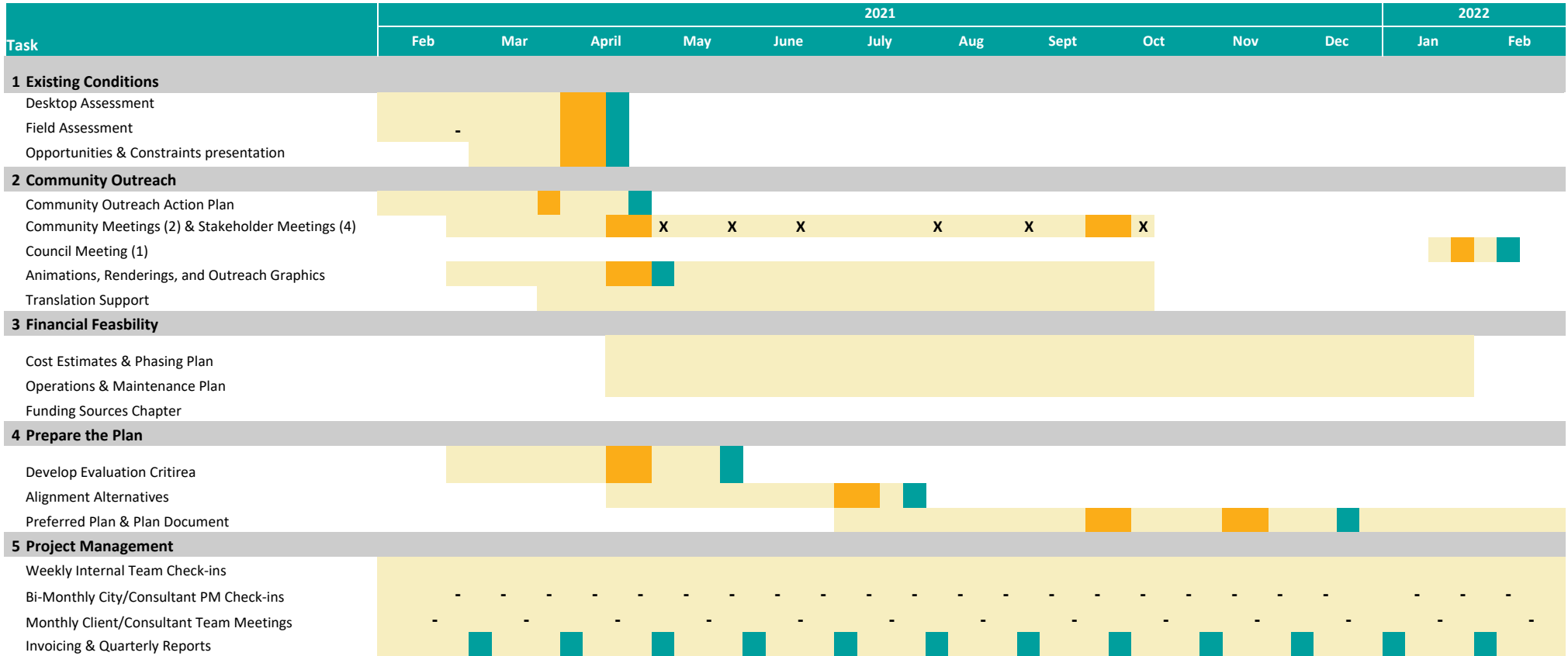
We will incorporate our Alta Quality Assurance program (AQUA) into the project. AQUA is our approach to providing services and developing deliverables that satisfy client requirements in a systematic, reliable way. AQUA cannot guarantee the production of quality products, but our goal is to achieve the highest level of "Alta Quality" on everything we do. AQUA includes a three-tiered review process that records the originator, checker, back-checker, and verifier of each document that goes out the door.

TASK 5 DELIVERABLES:

- Kick-off meeting
- Monthly project development team meetings, agendas, and minutes
- As-needed City/Alta Project Manager check-ins
- Monthly invoices and quarterly progress reports
- Alta internal team meetings



Alta has extensive experience developing decision matrices to score alignment options or trail segments by various criteria, including safety, environmental enhancement, cost and ease of implementation, aesthetics, topographical constraints, railroad needs, and public support.



LEGEND

- Task Progress
- Community/Stakeholder Meeting/Event X
- Deliverable
- Client/Consultant Team Meeting -
- Client Review

EXHIBIT B - Payment Rates and Terms and the Schedule of Payment

Budget: San Antonio Creek Trail

		Alta Planning + Design														Epic	Bengal	Task Hours	Total Task Fee
		Emily Duchon	Lydia Kenselaar	James Powell	Zara Gomez/Hannah Hefner	Sean Carter/Chelsea Cole	Dan Schier	Zane Taylor	Steve Hernandez	Marlene Salazar	Principal Engineer	Markos Legese	Jeff Knowles	Devan Gelle	ROW Assessment Lead	Structural Engineering			
		PIC	PM	Senior Design Associate	Senior Designer	Designer I	GIS & Design Production	Web Developer	Graphic Design	Planner I	Steve Frieson	Engineering Assoc.	Planning Principal	Admin + Production Support					
		2021 Hourly Rate*	\$232	\$142	\$183	\$116	\$109	\$97	\$152	\$97	\$109	\$283	\$183	\$225	\$82	\$200	\$225		
Task #	Task Name																		
1	Existing Conditions	20.0	52.0	14.0	50.0	66.0	20.0	0.0	0.0	0.0	2.0	12.0	0.0	0.0	68	28	236.0	\$52,182	
	Desktop Assessment	4.0	20.0	4.0	20.0	20.0	20.0				2.0				50.0	20.0	90.00	\$26,006	
	Field Assessment	8.0	12.0			16.0						8.0			8.0	8.0	44.00	\$10,168	
	Opportunities & Constraints presentation	8.0	20.0	10.0	30.0	30.0						4.0			10.0		102.00	\$16,008	
2	Community Outreach	11.0	42.0	11.0	80.0	60.0	16.0	30.0	10.0	4.0	0.0	0.0	0.0	20.0	0.0	0.0	284.0	\$35,507	
	Community Outreach Action Plan	1.0	4.0	1.0										8.0			14.00	\$1,639	
	Community Meetings (2) & Stakeholder Meetings (4)	4.0	20.0	2.0			12.0	30.0	10.0					8.0			86.00	\$11,484	
	Council Meeting (1)		4.0				4.0										8.00	\$956	
	Animations, Renderings, and Outreach Graphics	6.0	12.0	8.0	80.0	60.0											166.00	\$20,380	
	Translation Support		2.0								4.0			4.0			10.00	\$1,048	
3	Financial Feasibility	4.0	14.0	5.0	0.0	0.0	20.0	0.0	0.0	0.0	1.0	10.0	8.0	0.0	32.0	20.0	62.0	\$20,584	
	Cost Estimates & Phasing Plan	2.00	8.0	2.0			8.0				1.0	10.0			30.0	20.0	31.00	\$15,355	
	Operations & Maintenance Plan	1.00	4.0	2.0			12.0										19.00	\$2,330	
	Funding Sources Chapter	1.00	2.0	1.0									8.0		2.0		12.00	\$2,899	
4	Prepare the Plan	8.0	38.0	5.0	32.0	50.0	60.0	0.0	0.0	0.0	1.0	5.0	0.0	12.0	28.0	24.0	232.0	\$37,933	
	Develop Evaluation Criteria	1.00	4.0	1.0		4.0						1.0			2.0	2.0	11.00	\$2,452	
	Alignment Alternatives	2.00	8.0	1.0	20.0	20.0	20.0					1.0			20.0	18.0	72.00	\$16,456	
	Preferred Plan & Plan Document	6.00	30.0	4.0	12.0	30.0	40.0				1.0	4.0		12.0	6.0	4.0	149.00	\$19,025	
5	Project Management	18.0	54.0	8.0	6.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	12	8	110.0	\$20,424	
	Weekly Internal Team Check-ins	6	12	4	6	6	6										40.00	\$5,760	
	Bi-Monthly City/Consultant PM Check-ins		10														10.00	\$1,420	
	Monthly Client/Consultant Team Meetings	8	20	4													32.00	\$8,778	
	Invoicing & Quarterly Reports	4	12											12	2	2	28.00	\$4,466	
Staff Hours		61.00	200.00	43.00	168.00	182.00	122.00	30.00	10.00	4.00	4.00	27.00	8.00	44.00	140.00	80.00	692	\$166,630	
Oureach & Translation Service																		\$12,000	
Reimbursable Expenses & Travel																		\$680	
Project Total		\$14,152	\$28,400	\$7,869	\$19,488	\$19,838	\$11,834	\$4,560	\$970	\$436	\$1,132	\$4,941	\$1,800	\$3,608	\$28,000	\$18,000		\$177,708	

GENERAL NOTES:
 * Hours and staff assignments can be adjusted by the consultant as needed to implement the tasks described during the course of the project.
 * Hourly rates are for calendar year 2021, and will be adjusted if work is continued into subsequent year(s).

EXHIBIT C - Request for Proposal



REQUEST FOR PROPOSALS

Multimodal Connectivity Plan for

San Antonio Creek Channel

December 3, 2020

I. INTRODUCTION

The City of Montclair Engineering Division is seeking to retain the services of a planning consultant firm to determine the feasibility of a multimodal trail along the San Antonio Creek Channel. The consultant would prepare a comprehensive planning study that meets the grant requirements and scope described in the grant application. The study will be completed through a Caltrans Sustainable Transportation Planning Sustainable Communities Grant.

The Study is to be a community-based effort to ensure minority and underserved residents within the City of Montclair and surrounding San Bernardino County are included in the planning for the completion of the San Antonio Creek Channel Trail.

Meetings with residents and other stakeholders are to be held to evaluate issues affecting the feasibility of the trail.

Stakeholders include San Bernardino County Transportation Authority, Southern California Association of Governments, Inland Empire Biking Association, Claremont Colleges, Ontario-Montclair School District, Army Corps of Engineers, and Union Pacific Railroad.

There are four major issues this planning Study will address:

1. Trail Alignment - identify a preferred trail alignment and provide the City with feasible cross section options for each segment. The cross sections in each segment should consider channel type, property ownership, maintenance access, public access and opportunities for trail amenities such as shade, landscaping and interpretive signage.
2. Trail Crossings - The overall feasibility and cost of trail crossings will be critical to moving this project into future implementation phases. The Consultant shall identify trail crossing options (e.g., short term and long term, at grade and separated-grade, undercrossing, bridge) for each

location where the flood channel intersects a roadway or railroad track. Short term crossings that could be competitive for grant applications as well as more ambitious grade-separated at each crossing.

3. Access Points - In addition to access provided at trail crossing locations described above, the Consultant shall identify opportunities for providing additional local access points along the trail alignment that provide connections to residential areas, parks, and activity centers such as the Montclair Metrolink Station. The community outreach process will be designed to identify and vet these locations with surrounding residents and stakeholders.
4. Implementation Strategy - Based on the findings of the technical studies, develop planning-level cost estimates for each trail segment and provide a phasing plan for implementation. The phasing plans should consider overall feasibility, cost, public support, and competitiveness with targeted funding sources. The final product should include an Engineers Estimate and necessary plans/exhibits that can be utilized for ATP grant application.

San Antonio Creek Channel

The San Antonio Creek Channel is located near the City's western boundary. A larger map is shown as Exhibit "A".



SCOPE OF WORK

1. Existing conditions

- Gather, review and assess existing legal and utility documents including but not limited to interagency agreements, easement agreements, MOUs. This task is to concentrate on the details of legal constraints, including ownership and access, and utility constraints.
- Identify the location of major utilities and local roads in relationship to trail and alternative trail locations (water, sanitary sewers, electrical and gas lines, telephone, etc.)
- Inventory access points located within the corridor for possible vehicular and pedestrian access to and through the corridor.
- Identify property owners and those adjoining the right of way to invite to community meetings
- Evaluate acquisition and/or easement agreement options
- The length, dimensions and boundaries of the right of way
- Surrounding Land Use
- Erosion and drainage problems along the trail
- Determine the need for environmental assessment.

2. Community Outreach (modify as needed for COVID-19)

- Provide general demographics of potential trail users
- Determine compatibility of trail development with adjacent land uses
- Community Outreach Action Plan
 - The action plan will include a minimum of three community meetings and one City Council meeting. The format of the meetings and content will be clearly articulated and linguistically and culturally appropriate (e.g. Spanish translation, sign language, etc.). The Community Outreach Action Plan will include a detailed outreach plan to include at a minimum: timing, method, duration, target population, and estimated cost. Outreach may include direct mail, public service announcements, and flyers, etc.
 - Prepare all exhibits for Open House Community Meetings

- Stakeholder Coordination
- Open House Community Meetings
- Prepare all exhibits for meetings which may include renderings, elevations, aerials, etc.
- Conduct other public participation techniques like key interviews with adjacent property owners, local business leaders, neighborhood and community groups
- Direct Mail
- Public Service Announcements
- Announcements and Flyers

3. Financial feasibility

- Itemize the costs for all tasks and deliverables
- Provide a cost estimate for any required land acquisition or purchase of easements
- Prepare cost estimates for developing the trail and for proposed facilities
- Prepare cost estimates for the phased implementation plan
- Provide typical management and maintenance budgets from similar trails
- Develop a sample budget for staffing and maintenance, including all anticipated cost categories with projections of operating expenses and revenues per project phase
- Identify potential sources for capital and operating revenues such as, but not limited to, grants, direct municipal contributions, user fees, private sector support, etc. Evaluate which are the most likely funding sources

4. Prepare the plan

- Develop a trail concept plan incorporating all data obtained and conclusions reached including:
 - Trail location and any alternative routes
 - Analyze the crossings to determine what type of traffic control would be appropriate. The analysis should include ADT, sight distance, and length of crossing. Since a trail doesn't currently exist, special care needs to be taken in creating the analysis.

- Proposed location of trailheads and related facilities (restrooms, water, emergency, telephone, lighting, parking, maintenance, etc.)
- Areas for trail barriers and emergency access
- Areas needing natural buffers and/or screening
- Proposed linkages to parks, schools, neighborhoods, historic resources, and other greenway/trail systems
- Possible handicap access and required facilities
- Develop conceptual designs for mitigating potential conflicts between pedestrians and other proposed trail users (bicyclists, horseback riders, etc.)
- Identify auxiliary facilities necessary to operate the trail
- Determine the anticipated use of the trail once constructed
- Determine/examine handicap accessibility
- Define key connections/linkages that trail could make with regional facilities
- Engineers estimate and plans that can be utilized for ATP grant application Draft Plan
- Prepare a phased implementation plan for future trail
- Determine ownership/maintenance/management options for involved entities
- Develop Final Plan
- Identify Potential Funding Sources
- Presentation of Plan

5. Quarterly Reports

- Prepare quarterly status and financial reports to be submitted to Caltrans for reimbursement.

II. PROPOSAL FORMAT AND CONTENT

The proposal shall provide all the information requested for the park site and grant requirements. The Consultant's proposal shall contain the following information and shall be organized as follows:

a. Project Team

An organizational chart indicating principals and key project team members with an indication of their involvement in the project. Also, provide resumes of the key personnel involved with this project including personnel from sub- Consultants. For the project manager, include information for three (maximum) recent projects on his/her record of completion compared to the original project schedule.

b. Firm's Experience

List a maximum of three (3) projects of similar size and scope that the firm has performed planning services for other public agencies. For each project, provide the following information: location, owner, construction cost, year the plan was completed, year the design was completed (if applicable), year the construction was completed (if applicable), and your project manager. If any portion of the project is sub- contracted, provide similar information for a maximum of three projects.

c. Plan

Discuss the methods and procedures that will be used in the preparation of the Plan. Identify any potential concerns or problems with the future construction of the trail.

d. Project Scheduling

Provide a schedule identifying milestones for the major tasks in the preparation of the plan, beginning with the Notice to Proceed. The City is bound to grant Expiration date.

e. Resource Requirements

Provide a man-hour and fee estimate for the proposed scope of work. Please state all assumptions upon which the estimates are based. The fee proposal shall be submitted in a separate sealed envelope.

f. Fee Schedule

The fee proposal shall include a not-to-exceed (NTE) figure and hourly billing rates for typical staff classifications and cost breakdown per task. These rates will be used to negotiate any additional work the City may request. All assumptions upon which the costs are based shall be stated. The fee schedule shall be submitted in the same sealed envelope.

g. Agreement

Exhibit "B" is a copy of the City's professional services agreement. The agreement provides terms and conditions.

h. Insurance

Proof of insurance requirements addressed in the professional services agreement of this Request for Proposal shall be submitted by the selected Consultant upon execution of the original contract for submittal to the City Council.

All proposers shall submit a "Statement Certifying Insurance Coverage" certifying that the required insurance coverage will be obtained by the Consultant, and that the Consultant understands said coverage is prerequisite for entering into an agreement with the City. The Consultant is required to confirm with its insurance carrier that it can meet all the requirements for insurance. Failure to meet the insurance regulations as set forth shall result in the Consultant's disqualification.

i. References

List of three (3) references for similar projects must be provided. Include contact person, address, and telephone number.

j. Consulting Services Agreement

Statement certifying that you agree to the City's Consulting Services Agreement terms and conditions. Any proposed edits to the

agreement shall be submitted with the proposal for staff's review and consideration.

The proposals received by the submission date will be evaluated on the basis of their responsiveness to this RFP. The City of Montclair reserves the right to establish, add, delete, or modify criteria by which the proposals will be evaluated and to weigh the criteria according to the City's priorities.

Criteria for the evaluation of the proposals may include, but need not be limited to the following:

- Consultant's demonstrated understanding of the scope of work.
- Completeness of proposal.
- Firm's track records and key project team members' experiences and record in performing similar work.
- Timeliness in accomplishing work assignments for projects in the agreed work.
- The resources required to perform the requested services and fee proposal
- The consultant's comments on the professional services agreement or exceptions.
- References

III. RIGHT TO REJECT ALL PROPOSALS

The City reserves the right to reduce or revise elements of the scope of work prior to the award of any Contract. Furthermore, the City reserves the right to reject any or all proposals submitted and no representation is made hereby that any Contract will be awarded pursuant to this Request for Proposal, or otherwise. All costs incurred in the preparation of the proposal, in the submission of additional information and/or in any other aspect of a proposal prior to the award of a written contract will be borne by the proposer.

The City will provide only the staff assistance and documentation specifically referred to herein and will not be responsible for any other cost or obligation of any kind, which

may be incurred by a proposer. All proposals submitted to the City in response to this Request for Proposal shall become the property of the City.

IV. SUBMITTAL OF PROPOSAL

Consultants interested in responding to this Request for Proposal shall submit a proposal by **3:30 p.m. on January 14, 2021**. The proposal shall be organized as described in the "Proposal Format and Contents." **Any proposals received after 3:30pm on January 14, 2021 will be returned unopened.**

Three (3) sets of proposals and one (1) electronic copy in PDF format on a flash drive or CD within a sealed envelope. The proposal shall be presented in one (1) sealed envelope, and one (1) fee proposal shall be presented in one (1) separate sealed envelope. Envelopes bearing the name, address and telephone number of individual or entity submitting the proposal and shall be addressed to:

**Mr. Noel Castillo
PW Director/City Engineer
City of Montclair 5111 Benito Street
Montclair, CA 91763**

Envelope for proposals and electronic copies shall be clearly marked with the notation: "DO NOT OPEN- PROPOSAL FOR SAN ANTONIO CREEK CHANNEL"

Envelope for fee proposal shall be clearly marked with the notation: "DO NOT OPEN- FEE PROPOSAL- SAN ANTONIO CREEK CHANNEL."

V. SELECTION PROCEDURES

For any questions regarding this Request for Proposal, please contact Noel Castillo at 909-625-9441 or ncastillo@cityofmontclair.org

Sincerely,

Noel Castillo
PW Director/City Engineer

Enclosures: Exhibit "A" – Vicinity Map- San Antonio Creek Channel
Exhibit "B" – Consulting Services Agreement
Exhibit "C" – Consultant Evaluation Form
Exhibit "D" – Grant Application- San Antonio Creek Channel

EXHIBIT "A"

Vicinity Map – San Antonio Creek Channel

City of Montclair San Antonio Creek Trail Project Location Map



The City of Montclair is a 5.2-square-mile city with a population of just under 40,000 in San Bernardino County in Southern California. The proposed San Antonio Trail Project spans the entire western length of City (about 3 miles), with potential connection to the Pacific Electric Trail to the North and a future potential connection through cities to the south to the Santa Ana River Trail (SART), creating a valuable north-south connector trail between the two regional trails.



EXHIBIT "B"

Consulting Services Agreement

CITY OF MONTCLAIR
AGREEMENT FOR CONSULTANT SERVICES
SARATOGA PARK MASTER PLAN DESIGN SERVICES

THIS AGREEMENT is made and effective as of _____, 2021, between the City of Montclair, a municipal corporation ("City") and _____ a California corporation/a partnership/a sole proprietor ("Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. **TERM**

This Agreement shall commence on _____, 2021 and shall remain and continue in effect for a period of 7 months until tasks described herein are completed, but in no event later than _____, 2021, unless sooner terminated pursuant to the provisions of this Agreement.

2. **SERVICES**

Consultant shall perform the tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. Consultant shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A.

3. **PERFORMANCE**

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

4. **CITY MANAGEMENT**

City's City Manager shall represent City in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but not including the authority to enlarge the Tasks to be Performed or change the compensation due to Consultant. City's City Manager shall be authorized to act on City's behalf and to execute all necessary documents which enlarge the Tasks to be Performed or change Consultant's compensation, subject to Section 6 hereof.

5. **PAYMENT**

(a) The City agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B, attached hereto and incorporated herein by this reference as though set forth in full,

based upon actual time spent on the above tasks. This amount shall not exceed [REDACTED] for the total term of the Agreement unless additional payment is approved as provided in this Agreement.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City Manager and Consultant at the time City's written authorization is given to Consultant for the performance of said services. The City Manager may approve additional work not to exceed ten percent (10%) of the amount of the Agreement, but in no event shall total compensation exceed Ten Thousand Dollars (\$10,000.00). Any additional work in excess of this amount shall be approved by the City Council.

(c) Consultant will submit invoices monthly for actual services performed. Said invoices shall detail all costs, rates and hours for individual tasks. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of the Consultant's fees, it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice.

(d) Consultant agrees that, in no event shall City be required to pay to Consultant any sum in excess of ninety-five percent (95%) of the maximum payable hereunder prior to receipt by City of all final documents, together with all supplemental technical documents, as described herein acceptable in form and content to City. Final payments shall be made no later than sixty (60) days after presentation of final documents and acceptance thereof by City.

6. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant on a pro-rata basis the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant will submit an invoice to the City pursuant to Section 6(c).

7. DEFAULT OF CONSULTANT

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

(b) If the City Manager or his/her delegate determines that the Consultant is in default in the performance of any of the terms or conditions of this Agreement, he/she shall cause to be served upon the Consultant a written notice of the default. The Consultant shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

8. OWNERSHIP OF DOCUMENTS

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

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

9. INDEMNIFICATION

(a) Indemnification for Professional Liability. When the law establishes a professional standard of care for Consultant's services, to the fullest extent permitted by law, Consultant shall indemnify, protect, defend and hold harmless City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, including attorney's fees and costs to the extent same are caused in whole or in part by any negligent or wrongful act, error or omission of Consultant, its officers, agents, employees or subconsultants (or any entity or individual that consultant shall bear the legal liability thereof) in the performance of professional services under this Agreement.

(b) Indemnification for Other Than Professional Liability. Other than in the performance of professional services and to the full extent permitted by law, Consultant shall indemnify, defend and hold harmless City, and any and all of its employees, officials, and agents ("Indemnified Parties") from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including attorney's fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Consultant or by any individual or entity for which Consultant is legally liable, including but not limited to officers, agents, employees or subconsultants of Consultant. Said indemnification shall include any claim that Consultant, or Consultant's employees or agents, are considered to be employees of the City or are entitled to any employee benefits from City, including but not limited to those available under Public Employees Retirement Law.

(c) General Indemnification Provisions. Consultant agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subconsultant or other person or entity involved by, for, with, or on behalf of Consultant in the performance of this Agreement. In the event Consultant fails to obtain such indemnity obligations from others as required here, Consultant agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder. This obligation to indemnify and defend City as set forth here is binding on the successors, assigns or heirs of Consultant and shall survive the termination of this Agreement or this section.

10. INSURANCE

(a) Types of Required Coverages. Without limiting the indemnity provisions of the Contract, the Consultant shall procure and maintain in full force and effect during the term of the Contract, the following policies of insurance. If the existing policies do not meet the insurance requirements set forth herein, Consultant agrees to amend, supplement or endorse the policies to do so.

- (1) *Commercial General Liability*: Commercial General Liability Insurance which affords coverage at least as broad as Insurance Services Office “occurrence” form CG 00 01, with minimum limits of at least \$1,000,000 per occurrence for bodily injury, personal injury and property damage, and \$2,000,000 aggregate total bodily injury, personal injury and property damage. Commercial General Liability insurance and endorsements shall be kept in force at all times during the performance of this Agreement.
- (2) *Automobile Liability Insurance*: Automobile Liability Insurance with coverage at least as broad as Insurance Services Office Form CA 0001 covering “Any Auto” (Symbol 1), including owned, non-owned and hired autos, or the exact equivalent, with minimum limits of \$1,000,000 for bodily injury and property damage, each accident. If Consultant owns no vehicles, auto liability coverage may be provided by means of a non-owned and hired auto endorsement to the general liability policy. Automobile liability insurance and endorsements shall be kept in force at all times during the performance of this Agreement.
- (3) *Professional Liability*: Professional Liability Insurance with minimum limits of \$1,000,000 each claim and \$2,000,000 aggregate. Covered Professional Services shall specifically include all work to be performed under the contract and delete any exclusion that may potentially affect the work to be performed.
- (4) *Workers’ Compensation*: Workers’ Compensation Insurance, as required by the State of California and Employer’s Liability Insurance with a limit of not less than \$1,000,000 each accident for bodily injury and \$1,000,000 each employee for bodily injury by disease.

(b) Endorsements. Insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval.

- (1) The insurance coverages required by Section (a)(1) Commercial General Liability; and (a)(2) Automobile Liability Insurance shall contain the following provisions or be endorsed to provide the following:

Additional Insured: The City, its elected officials, officers, employees, volunteers, boards, agents and representatives shall be additional insureds with regard to liability and defense of suits or claims arising out of the performance of the Contract. Coverage for the additional insureds shall apply to the fullest extent permitted by law.

Additional Insured Endorsements shall not:

1. Be limited to “Ongoing Operations”
2. Exclude “Contractual Liability”

3. Restrict coverage to the “Sole” liability of contractor
4. Exclude “Third-Party-Over Actions”
5. Contain any other exclusion contrary to the Contract)

Primary Insurance: This insurance shall be primary and any other insurance whether primary, excess, umbrella or contingent insurance, including deductible, or self-insurance available to the insureds added by endorsement shall be in excess of and shall not contribute with this insurance.

- (2) The policy or policies of insurance required by Section (a)(4) Workers’ Compensation shall be endorsed, as follows:

Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against the indemnified parties.

(c) Notice of Cancellation. Required insurance policies shall not be cancelled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(d) Waiver of Subrogation. Required insurance coverages shall not prohibit Consultant from waiving the right of subrogation prior to a loss. Consultant shall waive all rights of subrogation against the indemnified parties and Policies shall contain or be endorsed to contain such a provision.

(e) Evidence of Insurance. The Consultant, concurrently with the execution of the contract, and as a condition precedent to the effectiveness thereof, shall deliver either certified copies of the required policies, or original certificates and endorsements on forms approved by the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15 days) prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced, Consultant shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

(f) Deductible or Self-Insured Retention. Any deductible or self-insured retention must be approved in writing by the City and shall protect the indemnified parties in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

(g) Contractual Liability. The coverage provided shall apply to the obligations assumed by the Consultant under the indemnity provisions of this contract.

(h) Failure to Maintain Coverage. Consultant agrees to suspend and cease all operations hereunder during such period of time as the required insurance coverage is not in effect and evidence of insurance has not been furnished to the City. The City shall have the right to withhold any payment due Consultant until Consultant has fully complied with the insurance provisions of this Contract. In addition, the City may either immediately terminate this Agreement or, if insurance is available at a reasonable cost, City may take out the necessary insurance and pay, at Consultant's expense, the premium thereon.

In the event that the Consultant's operations are suspended for failure to maintain required insurance coverage, the Consultant shall not be entitled to an extension of time for completion of the Work because of production lost during suspension.

(i) Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to do business in the State of California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law. Any other rating must be approved in writing in accordance with the City.

(j) Claims Made Policies. If coverage is written on a claims-made basis, the retroactive date on such insurance and all subsequent insurance shall coincide or precede the effective date of the initial Consultant's Contract with the City and continuous coverage shall be maintained or an extended reporting period shall be exercised for a period of at least three (3) years from termination or expiration of this Contract. Upon expiration or termination of coverage of required insurance, Consultant shall procure and submit to City evidence of "tail" coverage or an extended reporting coverage period endorsement for the period of at least three (3) years from the time that all work under this contract is completed.

(k) Insurance for Subconsultants. Consultant shall be responsible for causing Subconsultants to purchase the same types and limits of insurance in compliance with the terms of this Contract/Agreement, including adding the City as an Additional Insured to the Subconsultant's policies.

(l) Insurance Obligations of Consultant. The insurance obligations under this contract shall be: (1) all the insurance coverage and/or limits carried by or available to the Consultant; or (2) the minimum insurance coverage requirements and/or limits shown in this contract; whichever is greater. Any insurance proceeds in excess of or broader than the minimum required coverage and/or minimum required limits, which are applicable to a given loss, shall be available to the City. No representation is made that the minimum insurance requirements of this contract are sufficient to cover the obligations of the Consultant under this contract.

11. INDEPENDENT CONTRACTOR

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

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

12. LEGAL RESPONSIBILITIES

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

13. UNDUE INFLUENCE

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

14. NO BENEFIT TO ARISE TO LOCAL EMPLOYEES

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect,

in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the project performed under this Agreement.

15. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

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

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

(c) Consultant covenants that neither he/she nor any office or principal of their firm have any interest in, or shall acquire any interest, directly or indirectly, which will conflict in any manner or degree with the performance of their services hereunder. Consultant further covenants that in the performance of this Agreement, no person having such interest shall be employed by them as an officer, employee, agent or subconsultant. Consultant further covenants that Consultant has not contracted with nor is performing any services, directly or indirectly, with any developer(s) and/or property owner(s) and/or firm(s) and/or partnership(s) owning property in the City or the study area and further covenants and agrees that Consultant and/or its subconsultants shall provide no service or enter into any agreement or agreements with a/any developer(s) and/or property owner(s) and/or firm(s) and/or partnership(s) owning property in the City or the study area prior to the completion of the work under this Agreement.

16. NOTICES


Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in

the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To City: Noel Castillo
Public Works Director/City Engineer
City of Montclair
5111 Benito
Montclair, CA 91763

To Consultant: 

17. ASSIGNMENT

The Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City. Because of the personal nature of the services to be rendered pursuant to this Agreement, only  (responsible employee) shall perform the services described in this Agreement.

Consultant's responsible employee may use assistants, under his direct supervision, to perform some of the services under this Agreement. Consultant shall provide City fourteen (14) days' notice prior to the departure of the responsible employee from Consultant's employ. Should he leave Consultant's employ, the City shall have the option to immediately terminate this Agreement, within three (3) days of the close of said notice period. Upon termination of this Agreement, Consultant's sole compensation shall be payment for actual services performed up to, and including, the date of termination or as may be otherwise agreed to in writing between the City Council and the Consultant.

18. LICENSES

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

19. GOVERNING LAW

The City and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with jurisdiction over the City of Montclair.

20. ENTIRE AGREEMENT

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

21. CONTENTS OF REQUEST FOR PROPOSALS

Consultant is bound by the contents of City's Request for Proposal, Exhibit "C" hereto and incorporated herein by this reference, and the contents of the proposal submitted by the Consultant, Exhibit "D" hereto. In the event of conflict, the requirements of City's Request for Proposals and this Agreement shall take precedence over those contained in the Consultant's proposals.

22. CONFIDENTIALITY

Information and materials obtained by the Consultant from City during the performance of this Agreement shall be treated as strictly confidential and shall not be used by the Consultant for any purpose other than the performance of this Agreement.

23. DISCRIMINATION

The Consultant agrees that no person shall be excluded from employment in the performance of this Agreement on grounds of race, creed, color, sex, age, marital status, or place of national origin. In this connection, the Consultant agrees to comply with all County, State and Federal laws relating to equal employment opportunity rights.

24. EFFECT OF PARTIAL INVALIDITY

If any term or provision of this Agreement shall be held invalid or unenforceable, the remainder of this Agreement and any application of the terms shall remain valid and enforceable under this Agreement or California law.

25. AUTHORITY TO EXECUTE THIS AGREEMENT

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

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

CITY OF MONTCLAIR

By: _____
Mayor

Attest:

By: _____
City Clerk

Approved as to Form:

By: City Attorney

CONSULTANT

By: _____
(Name, Title)

By: _____
(Name, Title)

EXHIBIT "C"
Consultant Evaluation Form

EXHIBIT C CONSULTANT EVALUATION SHEET *

<u>CONSULTANT/FIRM NAME:</u>		
Criteria	Max Points	Rating
Understanding of the work to be done	30	
Experience with similar kinds of work	30	
Quality of staff for work to be done	20	
Capability of developing innovative or advanced techniques	20	
Total	100	

Evaluator

Print Name: _____

Signature: _____

Date: _____

Contract Office

Initials: _____

Date: _____

*Notes:

1. To maintain the integrity of a competitive negotiation/qualifications based selection procurement, the total of all allowable non-qualifications based evaluation criterion (such as local presence or DBE participation) cannot exceed ten (10) percent of the total evaluation criteria. The ten percent limitation applies only to non-qualifications based evaluation criterion and should not be considered as a limitation for specific DBE contract goals established by a contracting agency in accordance with its approved DBE program. (see http://www.fhwa.dot.gov/programadmin/172qa_07.cfm).
2. For projects other than "Architectural & Engineering" services, as defined in Section 10.1, cost is one of the criteria, or may be the sole criterion. DBE participation by the consultant shall not be used as one of the criteria listed above.
3. The evaluation criteria and suggested maximum points shown above are not mandatory, but are recommended in the interest of maintaining consistency among the hundreds of agencies utilizing federal or state funds.
4. The evaluation criteria and weighted values must be identified in the RFP. If the RFP has different evaluation criteria or weighted values then the information above would have to be changed to match. The Contract Office is to initial and date in the space provided to verify that the criteria and weighted values used in the evaluation sheet are appropriate and that the sheet has been completed correctly.
5. Caltrans participation on the interview panel does not relieve the local agency of its responsibility to ensure that proper procurement procedures are followed and requirements are met.

Distribution: Local Agency Project Files

EXHIBIT D - Proposal



MULTIMODAL CONNECTIVITY PLAN FOR

San Antonio Creek Channel

City of Montclair - Engineering Division

JANUARY 14, 2021

PREPARED BY:
ALTA PLANNING + DESIGN, INC.

IN ASSOCIATION WITH:
EPIC LAND SOLUTIONS, INC.
BENGAL ENGINEERING, INC.

alta

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Noel Castillo
Public Works Director/City Engineer
City of Montclair
5111 Benito Street
Montclair, CA 91763

JANUARY 14, 2021

Request for Proposals for Multimodal Connectivity Plan for San Antonio Creek Channel

Dear Mr. Castillo,

Alta Planning + Design, Inc. (Alta) is pleased to submit this proposal to prepare a Multimodal Connectivity Plan for the San Antonio Creek Channel. This trail presents a tremendous opportunity for Montclair to dramatically expand its recreational amenities, enhance safety, and better connect its parks, schools, and neighborhoods to one another and to regional assets like the Pacific Electric Trail.

Alta's 25 years of experience leading more than 500 trail projects across the country and developing many of the standards or best practices for bicycle, pedestrian and trail facilities, will provide the City of Montclair with a proven approach to getting projects planned, approved, funded, and built.

Alta's Project Manager, Lydia Kenselaar, has deep knowledge of Montclair's planning vision and community priorities through her work on local projects over the years, most recently leading Open Space Element of the Montclair General Plan Update which studied the San Antonio Creek in detail and engaged community members and stakeholders in conversations about the trail's role in connecting the community and expanding access to recreation.

We bring a team of skilled planning, design, and engineering experts that have delivered trail projects together across the region for decades which includes Bengal Engineering and Epic Land Solutions. Establishing this first segment of the San Antonio Creek Trail in Montclair will be a major accomplishment for both the City and San Bernardino County.

We offer the City the following key qualifications:

- **Depth of trail planning and design experience:** The Alta team has delivered trail and on-street active transportation projects throughout the county, region, and state. We understand the City's goals and requirements for this project as well as the site conditions that will influence its design. Our approach to project delivery will focus on maintaining the overall vision while addressing constraints related to available right-of-way and grade changes. Nationally, Alta has designed over 10,000 miles of trails and bikeways, many of which are in use today. Locally, these trail projects include leading the design of an 8-mile segment of the LA River Path through downtown LA, the 50-mile CV Link Trail in the Coachella Valley, and right now we are working with the City of Rialto on a feasibility study to expand the Pacific Electric Trail.
- **Innovation and creative solutions that work for on- and off-street design:** We will develop tailored solutions for the City derived from our national work on signature trail projects and best practice development. Alta co-authored and led the development of key bicycle and pedestrian best practices including the National Association of County Transportation Officials (NACTO)'s *Urban Bikeway Design Guide* and *Don't Give Up at the Intersection*, as well as the FHWA *Small Town and Rural Multimodal Networks Guide*, and are leading the design for protected intersections and trails across the country. The trail's crossing of multiple rail lines, the I-10 freeway, and Holt Boulevard will be areas for close study of both on-street and grade-separated crossings. Our team is adept at solving complex issues regarding parcel ownership, easements, and structural feasibility of over/undercrossing like those presented at these particular locations.

- **We know how to get projects funded and built:** We are adept at delivering work that seamlessly translates into winning grant applications—and because we often write these applications on behalf of our client communities, we are deeply familiar with the narrative and technical requirements and high-scoring criteria needed to be competitive and plan our projects to set our clients up for success. Alta has assisted jurisdictions across the country in winning over \$565 million in grant funding.
- **Efficient and effective project team:** The Alta team has decades of experience working together on challenging trail projects throughout the state and providing solutions that meet client goals, are constructible, and seamlessly serve trail users. This experience will provide the City with effective and efficient processes throughout the project, from design collaboration to budget and schedule management. We understand that the work has been promised to be complete one year from the grant award deadline. Our familiarity with the study corridor and its context combined with our working relationships with stakeholders, staff availability, and project management expertise will enable us to meet that deadline.

As Principal-in-Charge, I will bring expertise leading many of Alta’s signature trails projects, from urban trails to bicycle superhighways, to this project. Please contact me at emilyduchon@altago.com or (734) 678-7096, or Project Manager Lydia Kenselaar at lydiakenselaar@altago.com or (862) 368-4567, to discuss our qualifications in more detail. The Alta team looks forward to a continued working relationship with the City of Montclair.

Sincerely,



Emily Duchon, ASLA, LEED AP
Principal-in-Charge
Alta Planning + Design, Inc.



Greg Maher, PLA, ASLA
Vice President
Alta Planning + Design, Inc.
Individual Authorized to Bind the Firm

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Project Team



Team Structure

The Alta team will leverage our personal experiences, technical knowledge, lessons learned, and community and jurisdictional relationships to develop a successful, community-supported Multimodal Connectivity Plan for the San Antonio Creek Channel.

Our team will deliver this project for the City of Montclair within the planned schedule. We will accomplish this through a proven approach to project management that has delivered excellent results for our clients. We collaboratively define the project objectives, develop a plan to achieve those objectives, and then execute that plan. Execution is achieved through a deep bench of technical resources guided by a strong management team.

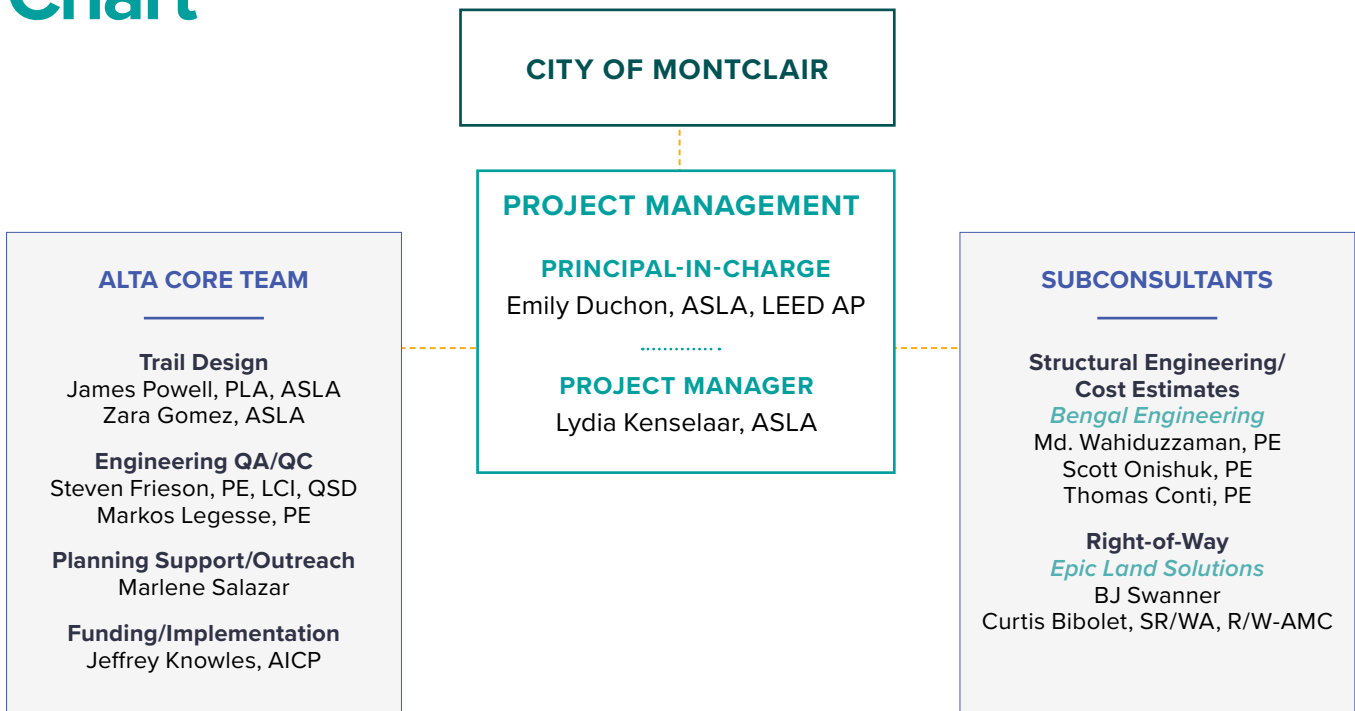
Based on our experience in providing similar services, we have structured our project team organization to reflect the actual reporting structure and communications process that has accounted for our past project successes.

Our project management team, which includes our Principal-in-Charge and Project Manager, is the backbone and strength of our team and is comprised of locally knowledgeable experts. Direct lines of authority

and overview of the responsibilities and interfaces of our Project Manager and other staff are summarized in the table and organizational chart below.

- **Principal-in-Charge:** **Emily Duchon** will be responsible for making sure that our Project Manager and team are bringing the best ideas forward, performing to the City’s satisfaction, and that all of the resources needed are available to meet your requirements.
- **Project Manager:** **Lydia Kenselaar** will report directly to the City of Montclair and Principal-in-Charge Emily Duchon. Lydia will be responsible for all activities associated with this contract, with full responsibility and authority for project delivery. As the City’s primary point-of-contact, Lydia will oversee and coordinate the efforts of every member of our team, including subconsultants.
- **Core Team:** Our core project team provides a deep bench of technical resources. All project staff’s time and involvement will be managed by the Project Manager and Principal-in-Charge. Project staff will deliver the highest level of services in all phases of the project.

Organizational Chart



Project Manager Spotlight

Lydia brings over a decade of experience managing projects that help communities envision innovative active transportation solutions, with a particular expertise in trail planning and design, placemaking, resilient and climate-responsive design, and the integration of green infrastructure into streets and trails. Lydia excels at inter-agency collaboration, bringing key players together for decision making, and public engagement strategies. Lydia will be the main point-of-contact and will collaborate closely with the City's Project Manager to meet the project's needs in a timely and efficient manner.

Key Responsibilities

As Project Manager, Lydia will be responsible for the following key functions:

- Keep the project on time and on budget through continuous maintenance of a project schedule that highlights key milestones and the relationships between deliverables
- Coordinate and direct the work of subconsultants
- Create opportunity to bring added value to the project, including time and cost-savings, and report project schedule and progress to the City
- Coordinate with project team to ensure consistency, quality, timeliness, and uniformity of all common work
- Attend and facilitate Project Management Team meetings and coordination meetings
- Participate in community outreach events
- Resolve internal/external conflicts in a timely manner

Relevant Project Experience

1. Montclair General Plan

Lydia has worked on three different projects in Montclair over the last five years. Most recently she served as Alta's Project Manager for its work on the Montclair General Plan Update, leading the development of the Parks and Open Space Element. **A centerpiece of this work was the San Antonio Creek Trail—thinking about its potential as a green spine that runs through the city to connect its parks, schools, and open spaces.** Over the week-long community design charrette, Lydia

led presentations and facilitated discussions with community members about their vision for a trail, and met with critical stakeholders across numerous City departments (including public works, engineering, planning, and community development) and with external stakeholders like the Chino Basin Water Conservation District. These conversations, along with field visits to the challenging crossing points of the Creek like the I-10 Freeway, resulted in preliminary conceptual studies of the trail, including the opportunities and constraints assessment we further developed for this proposal effort; cross sections; and an illustrative hand-rendered plan for the trail that considered its relationship to the larger parks and active transportation network as well as locations for amenities. Alta has delivered all work content in coordination with the schedule maintained by the Prime consultant, Rangawla Associates.



2. Fullerton Priority Bike Connection Plan

Lydia is one of Alta's leaders in urban trail design, working on signature trail projects such as CV Link, the LA River Path, and the Atlanta BeltLine, as well as local trail projects like the Brea Creek Trail Feasibility study she completed as part of the larger Fullerton Bike Connection Plan. **Much like the feasibility study that will be developed for the San Antonio Creek Channel, the Fullerton project included developing a**



Lydia led the Brea Creek Trail Feasibility study as part of the larger Fullerton Priority Bike Connection Plan.

conceptual alignment using an existing maintenance path for the creek channel, cross sections, roadway crossing details, and a grant-ready cost estimate.

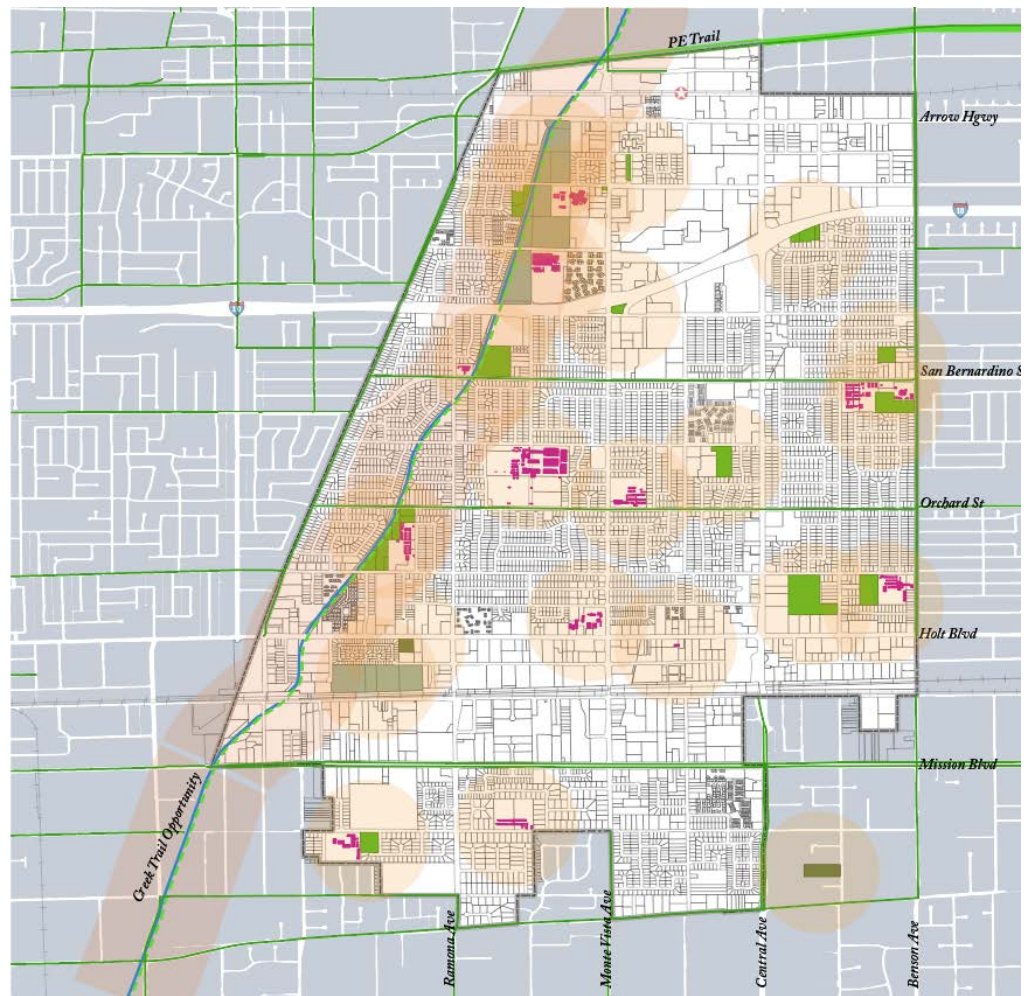
The trail provides a much needed connection to CSU Fullerton, which many students currently access by biking on a narrow sidewalk along the busy roadway that parallels the creek. Outreach events, including a pop-up with an intercept survey, were conducted so that the trail design considered the needs of community members. **The project was delivered on time and on budget.**

3. City of Pomona Caltrans Cycle 4 ATP Application

In Lydia's first career, she worked as a full-time grant-writer, and she has carried that skill into her work at Alta. **Lydia worked with the City of Pomona to develop a winning Caltrans ATP Cycle 4 grant that awarded \$9.2M to support bike and pedestrian projects throughout the City, including 10 miles of bike**

facilities and key network gap closures. Once these improvements are built, the City will have more than **50% of its active transportation network in place.** Lydia developed all of the application content, from narratives to engineering drawings, cost estimates, and attachments, and developed a Spanish-first public engagement strategy specifically for the grant, which was submitted in advance of the application deadline to prevent any technical glitches that often come with online submission platforms. This deep knowledge and expertise means that Lydia knows what goes into a winning application and is adept at structuring her projects so that they seamlessly translate into grant applications that get projects built.

Lydia served as Alta's Project Manager for its work on the Montclair General Plan Update, leading the development of the Parks and Open Space Element.



Resumes



YEARS OF EXPERIENCE

19 years

EDUCATION

Masters of Landscape Architecture, University of Michigan, School of Natural Resources, 2007

Bachelors in Environmental Policy, University of Michigan, School of Natural Resources, 2001

AREAS OF EXPERTISE

Bicycle, pedestrian, and trail master planning

Multi-use trail design

Wayfinding

Complete Streets

REGISTRATIONS

American Society of Landscape Architects

LEED Accredited Professional

PROFESSIONAL HIGHLIGHTS

International Trails Symposium 2019, Thinking Big-Lesson's Learned from Large Urban Trail Corridors

California Trails and Greenways Conference 2019, Building Big Through Community Engagement: LA River Strategies

California Trails and Greenways Conference 2018, Trails and Industry: From the LA River to Swan Island, the Good, the Bad, the Ugly

International Federation of Landscape Architects, Jury Award

ASLA Student Merit Award

Emily Duchon, ASLA, LEED AP

Principal-in-Charge



Emily's creativity, energy, and experience in bicycle and pedestrian infrastructure design, transportation circulation development, innovative active transportation facilities, wayfinding, and ecological design give her the tools to create vibrant public spaces and transportation networks in communities. Emily's ability to conduct successful community outreach efforts is a valuable asset for building community investment in her projects.

Relevant Experience

Metro LA River Path, Los Angeles, CA

Alta is co-leading the team to design the landmark LA River Path project. Emily is a Design Principal and part of the project management team working closely with Metro to deliver this project. Emily was the Task Lead for the development of the LA River Path Concept Design report, which included an alternative analysis to narrow down the wide-range of alignments, path typologies, and access points into three Metro Board approved alternatives. These alternatives are now being studied as part of the environmental phase.

Vernon LA River Path Feasibility Study, CA

Emily was the Project Manager working with the City of Vernon to deliver a pathway study that explored alignment options and design solutions for a regionally connected bikeway on the City's three-mile portion of the Los Angeles River. The study determined a preferred alignment and provided the groundwork for establishing the next steps to seek funding for design and construction through the Metro-led LA River Path. The project was guided by a stakeholder group of agencies, local businesses, and non-profits.

Santa Monica North Beach Trail Improvement Project, CA

Emily has been working closely with the City of Santa Monica since 2011 on three separate projects to improve the Beach Trail. Emily was the Project Manager on the recently completed North Beach Trail Improvement Project leading outreach, circulation design, and signing and striping plans. The team developed construction plans to improve the beach path north of the Santa Monica Pier to provide separate paths for people riding, skating, walking.

Additional Experience:

- CV Link, Coachella Valley (*Senior Advisor*)
- Mojave Riverwalk, CA (*Senior Designer*)
- Montclair Place Redevelopment, CA (*Principal-in-Charge*)
- Fullerton Brea Creek Feasibility Study, CA (*Principal-in-Charge*)
- Metro Rail to River Segment B Supplemental Alternative Analysis, Los Angeles, CA (*Project Manager*)
- City of Vernon LA River Active Transportation Access Plan (*Principal-in-Charge*)
- Park to Playa Trail Feasibility Study and Wayfinding Plan, Los Angeles (*Project Manager*)
- Iron Horse Trail Active Transportation Corridor Study, Contra Costa County, CA (*Project Manager*)



Lydia Kenselaar, ASLA

Project Manager



YEARS OF EXPERIENCE

13 years

EDUCATION

Master of Landscape Architecture, University of Texas at Austin, 2015

BFA, Fiber, Maryland Institute College of Art, 2007

AREAS OF EXPERTISE

Multimodal pathway design

Complete Streets design

Grant writing

Placemaking

Streetscape design

Green infrastructure

Urban cooling and climate adaptation strategies

Charrette and design workshop facilitation

PROFESSIONAL HIGHLIGHTS

Co-Lead, Alta Climate Incubator

Member, American Society of Landscape Architects

International Making Cities Livable Symposium 2019, Green Infrastructure + Active Transportation

National ASLA Annual Conference 2017 Co-Planner, Field Session - Biking LA's Coastal Waterways

Lydia leads projects focused on the intersection between active transportation and placemaking—from urban trails to streetscapes and corridor studies, Lydia understands the transformative and empowering potential of design to deliver projects that are celebrated and loved. Her grant writing expertise has won tens of millions of dollars in funding for Alta's client communities to expand and improve their bicycle and pedestrian infrastructure.

Relevant Experience

Montclair General Plan Update - Parks, Open Space, and Green Infrastructure, CA

Alta led the Parks, Open Space, and Green Infrastructure elements of Montclair's General Plan Update. This included the development of innovative green infrastructure policies and streetscape typologies that maximize green space and better connect the community's parks and schools. As part of this project, Alta completed a feasibility analysis for a Class I trail that will connect a series of detention basins and expand the city's stormwater-receptive public green space. Lydia was the Project Manager.

Fullerton Brea Creek Feasibility Study, CA

Lydia managed this project to address challenging bicycle and pedestrian gaps at two priority locations in the City, a 1.3-mile stretch along a channelized creek, and three key intersections near Cal State Fullerton. Lydia led the alignment development, intersection design, community engagement, and wrote the final plan.

Montclair Place Redevelopment, Montclair, CA

The Montclair Plaza project will convert a former traditional mall dominated by surface parking into a new mixed-use community with hundreds of residential units, new retail, entertainment, dining, and open space destinations. Located two blocks from a current Metrolink station and future Metro Gold Line stop, this project will be a new model for Transit-Oriented Development in Montclair. Alta's role on this project was to consider the site's context within the City's larger mobility network, identifying key connections to existing and proposed destinations and routes, such as the San Antonio Creek Trail, area schools, and transit stops, as well as make recommendations for pedestrian and bike connectivity through the site. Lydia was Alta's Project Manager.

Additional Experience

- City of Pomona Caltrans Cycle 4 ATP Application (*Project Manager*)
- Metro LA River Path, CA (*Associate Designer and Access Studies Leader*)
- Vernon LA River Path Feasibility Study, CA (*Senior Designer*)
- Atlanta BeltLine Westside Extension, CA (*Associate Designer & SITES Lead*)
- CV Link, Coachella Valley (*Senior Designer*)
- Mojave Riverwalk, CA (*Senior Designer*)
- Fort Ord Regional Trail (FORTAG) Feasibility Study, CA (*Associate Designer and Conceptual Design Lead*)
- Inyo County Olancha Cartago Trail, CA (*Associate Designer and Conceptual Design Lead*)
- Arrow Highway Multimodal Corridor Plan and Demonstration Project, San Gabriel Valley, CA (*Associate Designer*)



James Powell, PLA, ASLA

Trail Design Expert

YEARS OF EXPERIENCE

16 years

EDUCATION

Master of Landscape Architecture, California State Polytechnic University, Pomona, 2013

BA, Humanities, New College of Florida, 2001

AREAS OF EXPERTISE

Trail design
Streetscape design
Complete Streets
Landscape design

REGISTRATIONS

Professional Landscape Architect:
CA (#6416)

PROFESSIONAL HIGHLIGHTS

American Society of Landscape Architects, Associate Member
Council of Landscape Architectural Registration Boards (CLARB)

James brings a wide range of solutions to his work, drawing upon experience managing and leading design processes in a variety of settings. These include trail master plans from local to regional scales, trail design services from grant writing and feasibility through PS&E, construction support, Complete Streets and streetscape design, corridor planning, and implementation plans. His recent projects have included green infrastructure and protected bikeway design, trail prioritization modeling, facility evaluation frameworks, and landscape designs for streetscapes, medians, and trailheads.

Relevant Experience

San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study, CA

The primary objective of this project is to develop Active Transportation Master Plans for five partner cities (Glendora, Irwindale, La Puente, Monrovia, and Montebello), prioritizing programs and infrastructure improvements that will increase the number of people walking, bicycling, and using other human-powered modes. James led the greenway element of the project, building a model to analyze and prioritize over 150 miles of waterways, rail corridors, and utility easements for the potential development of a regional greenway network, and guided feasibility review of the top-ranking 50 miles of these potential corridors.

Mojave Riverwalk, Victorville, CA

The City of Victorville selected Alta as the lead design firm to create a master plan and oversee the environmental assessment work for this pristine and highly sensitive riparian corridor. After completing the Master Plan phase, Alta managed the trail environmental assessment work and authored a Caltrans Active Transportation Program (ATP) Grant Application effort for this project. Alta then managed final design PS&E for a four-mile segment of multi-use trail along the Mojave River, as well as a seven-mile on-street network that is a mix of Class II and III bike lanes, looping through Old Town Victorville. James served as the Lead Designer and Assistant Project Manager.

Vernon LA River Path Access Plan, CA

Alta led the evaluation of non-motorized connections between the City of Vernon and the LA River. Alta specifically evaluated three potential protected bikeways that span the city from east to west, and four potential gateways from the city to the future LA River path through Vernon. The project coalesced interests of the city's business, residential, and working communities with agencies and stakeholders for the LA River. James was the Project Manager.

Metro LA River Path, Los Angeles, CA

Alta is co-leading the team selected by LA Metro to design the landmark Los Angeles River Bike Path Gap Closure project. This \$365 million project will close an eight-mile gap in the path along the Los Angeles River (LA River) in downtown Los Angeles and Vernon. Once complete, the LA River Path will be a 32-mile continuous pathway for walking and biking from Long Beach to the San Fernando Valley. James coordinated equity and demand projection analyses for the project.



Steven Frieson, PE, QSD, LCI

Principal Engineer



YEARS OF EXPERIENCE

37 years

EDUCATION

BS, Civil Engineering, Stanford University, 1983

AREAS OF EXPERTISE

- Technical project management
- Transportation planning and design
- Construction management
- Trail design
- Signing and striping

REGISTRATIONS

- Professional Engineer: CA (#42110)
- League of American Bicyclists - League Cycling Instructor: (#3460)

Steven has 37 years of extensive experience in managing active mobility and transportation projects throughout California. His technical expertise includes planning, design, and construction management. He augments his engineering skills with strong administrative abilities in the oversight and direction of technical professionals, client relations, quality control, subconsultant coordination, public outreach, and resource allocation to ensure the timely delivery of project deliverables. Steven excels in pedestrian and bike paths, freeway and interchanges, signing and striping, street lighting, traffic-handling plans, roadway drainage, grading, and traffic studies.

Relevant Experience

Rialto Pacific Electric Trail Expansion Feasibility Study, CA

Steven is serving as Project Manager for a feasibility study to assess different alternatives for extending the Pacific Electric Trail in Rialto. Alternatives for trail development will be evaluated against probable costs and community benefits, including benefits to the mobility, health, and wellness of disadvantaged communities. Alta will prepare a concept plan up to the 30% stage for the preferred alternatives, including an engineer’s estimate. The result of the study will be a preferred alternative that is the most innovative and constructible option reflective of the needs of community members.

CV Link, Coachella Valley, CA

Steven is serving as the Principal Engineer providing engineering QA/QC and design management for CV Link, an innovative, multimodal facility of national importance that connects communities in the Coachella Valley. In 2013, Alta began development of the CV Link Master Plan for a nearly 80-mile portion of the multimodal pathway connecting the nine cities of the Eastern Riverside County region. The proposed pathway system will accommodate low-speed electric vehicles in addition to bicyclists and pedestrians.

Monterey County Fort Ord Regional Trail and Greenway, CA

Steven is the Principal Engineer for the environmental review and preliminary design of the Fort Ord Recreational Trail and Greenway, a 24+-mile long trail corridor comprised of multiple loops that connect communities in Monterey County. The primary outcomes of this project will be a design strategy with a branded identity; a report of agency and utility coordination, permitting, and acquisition requirements; a core trail alignment; environmental review and document preparation; and a suite of grant-ready project benefits and core data that will facilitate future funding opportunities.

Pershing Separated Bikeway, San Diego, CA

Alta led a planning study and final engineering design for a 2.6-mile protected bikeway along Pershing Drive through historic Balboa Park. Alta led community engagement, alternative development and analysis, visual renderings, preliminary environmental review, and agency coordination. Steven is currently serving as the Principal-in-Charge for the development of 100% construction drawings where Alta is serving as the traffic engineer and landscape architect.



Markos Legesse, PE

Associate Engineer



YEARS OF EXPERIENCE

7 years

EDUCATION

MS, Structural Engineering,
University of Southern
California, 2014

BS, Civil Engineering, Loyola
Marymount University, 2012

AREAS OF EXPERTISE

Transportation planning and
engineering

Curb ramp design

Cost estimating

Utility coordination

REGISTRATIONS

Professional Civil Engineer:
CA (#88152)

Markos has seven years of diversified engineering experience on a wide array of projects including curb ramp design, sewer design, cost estimating, alternatives development, utility coordination, and program management. Interfacing with City constituents has allowed Markos to sharpen his communication abilities while understanding these skills are paramount to the success of a project. Markos has built numerous relationships throughout the City of Los Angeles and with the consulting community which he leverages to bring success to his projects.

Relevant Experience

Los Angeles River Path Project, CA

This \$365 million project—one of the largest active transportation trail projects in the country—will close an eight-mile gap in the bike path along the Los Angeles River. Alta is leading design development, assisting with the CEQA/NEPA process, developing construction documents, supporting Army Corps and local agency permitting, and providing construction support. As an Associate Engineer on the project, Markos is supporting construction document development.

CV Link, Coachella Valley, CA

Markos is serving as an Associate Engineer for QA/QC and design management for construction of this regional pathway in the Coachella Valley. This innovative multimodal facility connects nine cities and is nearly 80 miles long. Alta developed recommendations for on-street segments at the highest design standard, and supporting infrastructure, including LSEV charging facilities.

La Ballona Elementary School Protected Bike Lane and Safe Routes to School Project, Culver City, CA

Alta led conceptual design, outreach, and preparation of construction documents for Culver City's first separated bikeway on Elenda Street, as well as neighborhood improvements to create Safe Routes to La Ballona Elementary School. The separated bikeway design includes parking and traffic analysis, streetscape and pedestrian lighting, striping, and bicycle signal design. Markos was an Associate Engineer on the project.

28th Avenue Bicycle Boulevard Design, San Mateo

Alta is providing outreach and design support for a proposed Bicycle Boulevard along 28th Avenue from Mason Lane to El Camino Real. Alta is reviewing an existing plan, developing concepts for review by the City and the community and producing final design for the proposed bike boulevard. Markos is an Engineering Associate on this project.

Pedestrian and Bicycle Safety Improvements for Ojai Avenue/SR 150 and Maricopa Highway/SR 33, Ojai, CA

As an Engineering Associate, Markos is providing professional design services to prepare Plans, Specifications, and Estimates and Project Approval for this pedestrian and bicycle safety improvement project. The proposed design includes Class II and Class IV bike lanes on along the 2.75-mile road corridor and includes landscaping and sidewalk infill improvements.



Zara Gomez, ASLA

Senior Designer

YEARS OF EXPERIENCE

15 years

EDUCATION

Landscape Architecture Certification, with Highest Honors, University of California, Los Angeles, 2013

BA, University of Southern California, Los Angeles, 2004

AREAS OF EXPERTISE

Graphic visualization tools (photo simulations, 3-D video fly-throughs)

Green infrastructure

Streetscape and Complete Streets design

Mixed-use and commercial space design

PROFESSIONAL HIGHLIGHTS

“Quality of Life” Merit Award, ASLA 2014

American Society of Landscape Architects

Zara’s wide range of design experience includes mixed-use and commercial projects, streetscapes, large-scale commercial developments, and parks. Through her formal education in both architecture and landscape architecture, Zara developed an appreciation for the possibilities of the built environment as a combined product of nature and human design. Zara is passionate about improving public health through greening the urban fabric that connects the built and natural environments.

Relevant Experience

The Fort Ord Regional Trail and Greenway (FORTAG), Monterey, CA

FORTAG is a 24-mile regional Class I bikeway that connects the cities of Del Rey Oaks, Marina, Seaside, and Monterey with CSU Monterey Bay, the former Fort Ord site, the future Fort Ord National Monument, and the Monterey Bay Scenic Sanctuary Trail. Alta’s roles is to evaluate feasibility and create concept design for the trail, including wayfinding and branding recommendations, materials, amenities, trailhead and viewpoint design, implementation steps, and future grant assistance. Zara is serving as a Senior Designer on the project.

StreetsLA Urban Cooling Strategies for Neighborhoods Serviced by the Orange Line, Los Angeles, CA

Alta was hired by StreetsLA (previously the Bureau of Street Services) to develop a conceptual plan to mitigate the climate change threat of heat burden along the neighborhood pathways within the first- and last-mile connections of the LA Metro Orange Line (Bus Rapid Transit) Sherman Way Station in the working-class community of Canoga Park. Zara developed photo simulations and 3D video fly-throughs of the proposed design using Sketch-Up, Lumion, and other software.

Bakersfield Bicycle and Pedestrian Safety Plan, CA

Alta is taking a holistic and measured approach to this safety-focused work to consider all modes of transportation in order to develop a more equitable and safe transportation network. Alta has pioneered systemic safety analyses for walking and biking to identify areas of concern before crashes occur, as well as areas with latent demand where walking would increase with safety improvements. Alta is coupling the technical analysis with practical field observations to provide accurate results and sound safety recommendations. Zara is a Senior Designer on the project.

LA River Valley Bikeway and Greenway Design Completion Project, Los Angeles*

Zara was involved in completing a detailed feasibility study, environmental reviews and documentation services, and design services for a 13-mile bikeway and greenway concept along the Los Angeles River in the San Fernando Valley. The project included a bike path, shade elements, stormwater capture features, pedestrian walkways, landscaped areas to support habitat, as well as fencing, gates, lighting, signage and additional educational and interpretive elements. This project improves regional livability by providing expanded active transportation options with new access to transit, homes, schools, jobs, nature, and recreation.

*Completed prior to joining Alta



Jeffrey Knowles, AICP

Funding and Implementation Advisor



YEARS OF EXPERIENCE

11 years

EDUCATION

Master of City and Regional Planning, University of Pennsylvania, 2009
BA, History, Rhodes College, 2006

AREAS OF EXPERTISE

Grant writing
Trail feasibility planning and design
Traffic calming
Safe Routes to School

REGISTRATIONS

American Institute of Certified Planners (#026414)

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design, 2015–
Pennsylvania Department of Conservation and Natural Resources, 2013–2015
Pennsylvania Environmental Council, 2009–2013

Jeff brings 11 years of experience working with multi-disciplinary teams of planners, landscape architects, and engineers, having assisted over 100 local governments and regional agencies in the planning, fundraising, design, and construction of bikeways, trails, parks and open spaces. Jeff works with communities across the country to develop pedestrian and bicycle master plans, trail and separated bikeway feasibility studies, traffic calming designs, Safe Routes to School plans, tactical urbanism demonstrations, competitive grant proposals, and much more. He has raised over \$40 million in competitive grant funding for non-motorized infrastructure projects in California, Pennsylvania, and New Jersey.

Relevant Experience

Oakland Doolittle Drive Bay Trail Caltrans Active Transportation Program Grant Application, Oakland, CA

Jeff provided application support and to fund construction of the Doolittle Drive South Segment of the San Francisco Bay Trail. A large portion of the approximately half-mile new segment of trail will be built on an elevated structure above the San Leandro Bay. Other portions will be routed behind and existing boat ramp and dock as well as across a drainage channel. The East Bay Regional Parks District was successfully awarded \$4 million.

Matadero Creek Trail Feasibility Study, Palo Alto, CA

As Project Manager, Jeff provided feasibility planning, public outreach, and design services for developing a creek trail within the Midtown neighborhood of Palo Alto. Up to five on-creek and off-creek (on-street) corridors were assessed for suitability/feasibility using a multi-criteria and GIS-based analysis. Additional trail analysis included compatibility and access to future potential over/undercrossings of the Caltrain and Highway 101 corridors, which are key barriers in the City.

Diablo Road Trail Conceptual Alignment and Feasibility Analysis, Danville, CA

Alta is leading a conceptual alignment and feasibility analysis for the Diablo Road Trail in Danville. The multi-use trail will be an extension of an existing half-mile long asphalt multi-use trail located along the north side of Diablo Road between Green Valley Road to the west and Calle Arroyo to the east within the Town. Alta is working with Town staff to develop a technical memorandum consisting of analysis of three conceptual trail alignment options including plan view maps, feasibility summary of each alignment option, and preliminary environmental, design and construction costs for each alignment option. Jeff is leading this project as Project Manager.

Lower Russian River Trail Feasibility Study, Sonoma County, CA

Jeff served as Project Manager for a feasibility study in Sonoma County to identify the safest and most feasible route for a 19.3-mile long separated paved trail along the Lower Russian River between Forestville and Highway 1. Alta performed site analyses through environmentally sensitive areas, prepared community surveys, maps, and sketches, facilitated community workshops and meetings, responded to community feedback, and prepared and presented draft and final feasibility study report.



Marlene Salazar

Planner/Outreach Specialist



YEARS OF EXPERIENCE

7 years

EDUCATION

Master of Urban and Regional Planning, University of California, Los Angeles, 2019

BA, History and Environmental Analysis, Pitzer College, 2013

AREAS OF EXPERTISE

Community economic development

Social equity-focused community planning

Bilingual outreach

LANGUAGES SPOKEN

Spanish

PROFESSIONAL HIGHLIGHTS

American Planning Association

Marlene brings a range of skills including research evaluation, community engagement, program operations, and a background in finance. Her work has focused on the intersection of urban planning and community economic development with an emphasis on active transportation planning, land use, and social equity. Marlene is skilled at smoothly managing lines of communication with stakeholders and clients regarding project goals, as well as managing the day-to-day coordination of project tasks. With fluency in Spanish, Marlene has extensive experience conducting bilingual outreach and translation.

Relevant Experience

Vernon LA River Path Active Transportation Access Plan, CA

Alta evaluated three potential protected bikeways that span the city from east to west, and four potential gateways from the city to the future LA River path through Vernon. The project coalesces interests of the city’s business, residential, and working communities with agencies and stakeholders for the LA River. Marlene served as a Planner.

LA Metro LA River Path Project, CA

Alta is co-leading the team selected by LA Metro to design the landmark Los Angeles River Path Gap project. This \$365 million project will close an eight-mile gap in the path along the Los Angeles River (LA River) in downtown Los Angeles and Vernon. Once complete, the LA River Path will be a 32-mile continuous pathway for walking and biking from Long Beach to the San Fernando Valley. Marlene is providing bilingual outreach for this project.

Los Angeles Vision Zero Design and Community Outreach Support, CA

Alta worked with the City of Los Angeles Department of Transportation to support the implementation of the City’s Vision Zero Action Plan. Alta assisted with conceptual design of ten Vision Zero Priority corridors in 2017, and ten additional corridors in 2018. As Project Planner, Marlene assisted with these efforts by providing translation and interpretation services.

San Bernardino County Safe Routes to School, CA

Marlene is the Assistant Project Manager on this countywide Safe Routes to School program that targets 25 priority schools throughout the county with education, encouragement, enforcement, and evaluation activities. The program involves student and parent workshops, school and community rodeos, walking events, and bike and pedestrian audits.

Arrow Highway Multimodal Corridor Plan and Demonstration Project, San Gabriel Valley, CA

Marlene was a Planner for this multimodal corridor plan to improve bicycle and pedestrian facilities within five jurisdictions along the Arrow Highway Corridor in San Gabriel Valley. Alta worked closely with the five cities along the corridor, as well as the San Gabriel Valley Council of Governments, to understand their priorities and concerns and to reach consensus for a preferred active transportation network in the study area.



Md. Wahiduzzaman, PE

Lead Bridge & Structure Engineer



EDUCATION

BS Civil Engineering, BUET
Bangladesh

MBA International Business,
Pacific States University, Los
Angeles, CA

REGISTRATIONS

Civil Engineer, CA (#49838)

PROFESSIONAL HIGHLIGHTS

Software Skills: CSiBridge,
CTBridge, CTAbut, SAP 2000,
Civil 3D, HEC-RAS, LIPE,
PYWall, StabiPro, PTC Mathcad,
Slope, Enercalc, Retain Pro

Md., with over 30 years of experience, has a broad background in analysis, design, construction support and project management for major public works bridge, structure, hydraulics and transportation projects. His expertise in bridge and structure design, hydraulics and hydrology, geotechnical engineering, roadway and trail design and understanding regulatory environmental permit conditions makes him an exceptional engineering professional for public works projects. His structural design experience includes multi-span bridges, bridge seismic retrofit, Stress Ribbon Bridge, Steel Truss Structures, FRP structure capacity enhancement, retaining walls and hydraulic structures following Caltrans, AASHTO LRFD, NRCS and USACE Guidelines. He is the Founding Principal of Bengal Engineering.

Relevant Experience

Broadway Brommer Pedestrian and Bicycle Bridges and Retaining Walls, Santa Cruz, CA

Bengal Engineering designed two pedestrian/bicycle bridges for the City of Santa Cruz over Arana Creek and Hagemman Gulch. Both bridges were uniquely designed to fit the environmental and geologic constraints. Md. met the City's desire to use a thin structure that would reduce visual obstruction and eliminate an intermediate support by designing a Stress Ribbon Bridge Structure. Using advanced analysis and computer programming skills, Md. designed a structure that complies with ADA requirements and has a minimum construction footprint.

Cabrillo Boulevard Bridge, Santa Barbara, CA

This high profile structure is located at the busiest intersection in Santa Barbara's heavily trafficked tourist area. Bengal Engineering designed the bridge to meet the demands of property owners, utility companies, environmental commissions, and state and city agents. Md. was the lead bridge and structure designer and also completed hydraulic and geotechnical analysis and reports. The superstructure was designed to eliminate falsework over the sensitive creek.

CV Link Pedestrian and Bike Multi-Use Trail Bridge and Retaining Walls, CA

Bengal Engineering teamed with Alta to provide the structure design for a 198-foot long bicycle causeway bridge at Highway 111 and several retaining walls on the CV Link Path in Coachella Valley. Each retaining wall site is complicated by levees, private property, geotechnical issues, and access. Md. led the Bengal design team and was responsible for the bridge and technical specs for the retaining walls.

Cacique Soledad Pedestrian and Bicycle Bridges, CA

Two new pedestrian/bicycle bridges and pathway completely transformed a neighborhood and greatly increased residents' access to downtown. Bengal's design saved enough money to expand pedestrian safety by filling-in sidewalks and providing pedestrian lighting along 8 city blocks. Md. was lead bridge designer. He also completed the geotechnical investigation and developed unique and innovative foundation solutions to meet the demands of the agency and landed a prestigious "Bridge Project of the Year" award from ASCE Los Angeles Section in 2019.



Scott Onishuk, PE
Senior Bridge & Structure Engineer



EDUCATION

B.S. Civil Engineering, Montana State University

REGISTRATIONS

Civil Engineer, CA (#48052)

PROFESSIONAL HIGHLIGHTS

Vice President of International Right-of-Way Association, Chapter 47, Ventura, Santa Barbara, San Luis Obispo Counties, 2018 & 2019

Member of the Santa Barbara County Council of Science and Engineering

American Public Works Association/Board positions: 2000-2010

Scott has over 30 years of experience in major public works civil engineering, bridge and structure design and project management. His expertise includes bridge and heavy structure, highway and bikepath design, and flood control projects. His thorough understanding of both Caltrans procedures and ADA requirements gives him an edge in managing a broad array of design guidelines, elements, and challenges throughout transportation projects. Scott oversees project scope, budget and schedule compliance and identifies critical path elements, facilitates value engineering and brainstorming sessions to develop optimum and effective design solutions. Scott actively leads design, creation of PS&E packages, and oversees construction.

Relevant Experience

Broadway Brommer Pedestrian and Bicycle Bridges and Retaining Walls, Santa Cruz, CA

Bengal Engineering designed two pedestrian/bicycle bridges for the City of Santa Cruz over Arana Creek and Hagemman Gulch. Both bridges were uniquely designed to fit the environmental and geologic constraints. In addition to the bridges, Bengal also designed the mechanically stabilized, earth retaining wall system to create the elevated causeway along the north edge of the small craft harbor and the soldier pile retaining walls along Brommer St. Scott provided Project Management and design oversight and QA/QC with special emphasis on troubleshooting the construction sequence for the stress ribbon bridge and the layout for the Arana Gulch bridge.

San Jose Creek Pedestrian and Bike Pathway and Bridge, Goleta, CA

Scott was the Project Manager and Lead Civil & Bridge Engineer for this ADA-compliant multi-use path, including a 140-foot long bridge for Santa Barbara County. This project required coordination between Santa Barbara County Flood Control District, utility companies, and private land owners. Bengal’s work also included geotechnical recommendations and stream hydraulics evaluation for permitting.

Cohansey Ave. Bridge, Gilroy, CA

Bengal Engineering designed this new 119-foot long single span bridge over a Santa Clara Valley Water District flood control channel in a quickly developing community. Scott was responsible for Project Management, civil engineering, Structure Independent Design Check and the PS&E package per Caltrans/City guidelines. The project included an innovative retaining wall system which is several hundred feet long. Scott also served as the construction “Structure Representative” responsible for the oversight of building the bridge.

CV Link Pedestrian and Bike Multi-Use Trail Bridge and Retaining Walls, CA

Bengal Engineering teamed with Alta to provide the structure design for a 198-foot long bicycle causeway bridge at Highway 111 and several retaining walls on the CV Link Path in Coachella Valley. Each retaining wall site is complicated by levees, private property, geotechnical issues, and access. As Project Manager, Scott oversaw all plan production and completed QA/QC.



Thomas Conti, PE

Senior Engineer



EDUCATION

AAS, Architecture/Construction Technology, SUNY Alfred, 1994
BSCE, Civil Engineering, University of Utah, 2002

REGISTRATIONS

Civil Engineer, CA (#73108)

Tom has over 33 years of experience in construction, heavy equipment operation and civil engineering. His project management experience includes administration of transportation projects, flood control projects, railroad construction, utility design and analysis, and pavement inspection including system-wide condition assessment reporting. He is a key member of Bengal Engineering; Bengal knows he is a good fit for the project because of his skill, perseverance, and positive attitude. His familiarity with tight urban environments for transportation projects will be a benefit to any project. Tom has graduated from the “Local Assistance Residential Engineer Academy”, and is certified APWA Construction Inspector.

Relevant Experience

Cacique Soledad Pedestrian and Bicycle Bridges, CA

This sought-after project created a better bicycle connection through the lower Eastside of Santa Barbara. This Cycle 1 ATP grant not only succeeded in fulfilling the desired connection, it also won acclaim as the 2019 ASCE LA Section Bridge POY and later was highlighted in the Caltrans ATP profile of success. Tom served as an extension of City staff providing near-daily help to the City of Santa Barbara. Besides being Project Manager for Bengal Engineering on this project, he acted as the environmental technical studies lead, the utility coordinator and the lead civil designer. He also led all presentations at local discretionary Review Board meetings.

Quintos Street Bridge Replacement, Santa Barbara, CA

As Project Manager for this Highway Bridge Program bridge replacement project, Tom oversaw coordination of all subconsultants, discretionary approvals, project design and plan production. Tom’s leadership was instrumental in completion of a complicated environmental (NEPA) process in 18 months. The project included bridge replacement, roadwork, creek retaining walls, drainage, stormwater compliance, utility relocation and sidewalk modifications.

Cota Street Bridge Replacement, Santa Barbara, CA

Tom served as Project Manager and Lead Civil Engineer on this Highway Bridge Program project that included bridge replacement, roadway and sidewalk realignment, geotechnical analysis, hydraulic modeling, riparian restoration, multiple utility relocations along with bridge/ structure design. Tom also supported City staff with their day-to-day needs by providing exhibits, supporting documents, and attending meetings.

Lower Mission Creek Flood Control Project, Santa Barbara, CA

Bengal Engineering’s lead for this long-envisioned project includes design of the channel improvements for multiple reaches dating back to 2006. Previously Mr. Conti served as a Project Engineer at the City of Santa Barbara on key elements of this approx. \$80 million project. His work included grant funding, Coastal Commission permitting, and coordination with the Corps of Engineers and Santa Barbara County.



BJ Swanner Right-of-Way Lead



EDUCATION

BA, Geography Emphasis in GIS and Remote Sensing, University of California, Los Angeles

AREAS OF EXPERTISE

- Project management
- Impact analysis
- Cost estimating
- Geographic information systems (GIS)
- Geospatial data synthesis
- Database management
- Software development and implementation

PROFESSIONAL HIGHLIGHTS

Member, International Right-of-Way Association (IRWA)

With 13 years of experience at EPIC, BJ has managed right-of-way projects and developed EPIC’s right-of-way project development services, with dedicated teams providing conceptual feasibility studies, cost estimates, and, ultimately, property appraisal, acquisition and relocation assistance for complex public works projects throughout the State of California. BJ is skilled at identifying potentially costly or long-lead acquisitions that can protract project timeframes. BJ is currently teamed with Alta on innovative Active Transportation Programs across the state.

Relevant Experience

Los Angeles River Bike Path Gap Closure Project, Los Angeles County Metropolitan Transportation Authority (LACMTA), Los Angeles, CA

BJ was responsible for preparing the existing conditions assessment documenting current ownership and rights along the LA River, analyzing the impact of proposed designs on existing ownerships, and preparing a relocation impact analysis to support planning phase.

Los Angeles River Valley Bikeway and Greenway Design Completion Project, City of Los Angeles, CA

Epic worked with City staff, architects, and civil engineering consultants to evaluate right-of-way impacts associated with a proposed bike path and greenway facility in the eastern San Fernando Valley. The proposed facility would require new right-of-way along the river’s edge as well as easements and permits from utilities and other agencies throughout the project’s limits. BJ led a team of GIS analysts, right-of-way agents, and appraisers who identified and valued potential acquisitions along the corridor for incorporation into a feasibility study design report.

Ocean Boulevard Bike Trail Connector ATP, Port of Long Beach, Long Beach, CA

Epic is providing right-of-way and utility cost estimates, utility relocation coordination, right-of-way acquisition, and Caltrans certification for this ATP-funded bike trail connector project for the Port of Long Beach. Due to the ATP funding, Epic will also obtain certification of right-of-way and utilities from Caltrans at project close.

PS&E Ojai Avenue and Maricopa Highway Active Transportation Program (ATP), City of Ojai, CA

As a subconsultant to Alta Planning + Design, BJ is currently leading the team providing right-of-way and utility clearance for this bicycle and pedestrian safety improvements project. Initial tasks include providing property ownership and title research and appraisals for the acquisitions of rights and easements.

Avenue R Complete Streets & Safe Routes to School Active Transportation Program, City of Palmdale, CA

A new design for Avenue R incorporates signage upgrades, bus turnouts, Class II bicycle lanes, continuous sidewalks, ladder-style crosswalks, and other safety features. BJ served as the Right-of-Way Project Manager and oversaw the completion of 61 parcel acquisitions and Caltrans Certification.



Curtis Bibolet, SR/WA, R/W-AMC

Utility Coordination Manager



EDUCATION

B.S., Communication Studies,
Minor in Business, University
of Idaho

REGISTRATIONS

Real Estate Salesperson, CA
#02008725

Senior Right-of-Way
Professional (SR/WA),
International Right-of-Way
Association (IRWA), #6822

Right-of-Way Asset
Management Certification
Program (R/W-AMC), IRWA

Safety Certified with BNSF
Railway and Southern California
Regional Rail Authority

PROFESSIONAL HIGHLIGHTS

Member, International Right-
of-Way Association (IRWA),
Chapter 57

Curtis is the Manager of the Utility division at Epic. As a certified right-of-way professional, Curtis possesses an abundance of real estate transaction, utility relocation, and property management expertise. He has over 13 years of experience managing best practices, regulatory procedures, and logistics for utility relocation and property management projects on behalf of public agencies. With his friendly demeanor and proven business acumen, Curtis provides oversight and quality review for Epic agents. He is focused on maximizing revenue, clearing encroachments, and mitigating utility conflicts for his clients.

Relevant Experience

Metrolink Station Accessibility Improvement Project Independent Cost Estimate, San Bernardino County Transportation Authority (SBCTA), Montclair, CA

SBCTA is constructing bicycle and pedestrian improvements to six transit stations. As the Utility Encroachment Lead, Curtis provided utility identification and relocation coordination services for this project. Epic also provided right-of-way certification and planning services.

Ocean Boulevard Bike Trail Connector, Port of Long Beach, Long Beach, CA:

Epic is providing right-of-way and utility cost estimates, utility relocation coordination, right-of-way acquisition, and Caltrans certification for this ATP-funded bike trail connector project for the Port of Long Beach. Twenty-five utility companies are possibly in conflict with the project construction. Curtis is obtaining as-builts from each utility company, coordinating pothole investigations at eight locations, and coordinating the relocation of three facilities. Due to the ATP funding, Epic will also obtain certification of the right-of-way and utilities from Caltrans District 7 at the close of the project. Curtis served as the Utility Manger for this project.

Juan Bautista de Anza National Historic Trail Extension, City of Moreno Valley, CA

As the Utility Relocation Coordination Lead, Curtis identified utility owners and collected utility as-builts for utility facilities affected by this federally funded trail project. The greater Epic team performed right-of-way cost estimation and preliminary utility research and relocation coordination for the initial phase of the current City of Moreno Valley Juan Bautista De Anza Multi-Use Trail project, previously known as the Moreno Valley Bike Path or Aqueduct Trail System project.

Ojai Ave (SR 150) and Maricopa Hwy (SR 33) Active Transportation Program, PS&E Phase, City of Ojai, CA

As a subconsultant to Alta, Curtis is performing utility research and identification, coordinating potholing services, and coordinating the protection and/or relocation of utilities impacted by this ATP project in Ojai. Curtis is the Utility Relocation Coordination Lead for the project

Additional Projects with Alta Planning + Design

- City of Rialto Pacific Electric Trail Expansion Feasibility Study, CA

Firm's Experience





Alta's mission is to create active communities.

Alta is North America's leading multimodal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, park, and trail corridors and systems. Founded in 1996, Alta has more than 175 staff in 22 offices across North America and an international workload. On any given day, most staff walk, bike, or take transit to work.

Alta provides services ranging from master plans to construction documents, including visioning, alternatives analysis, property acquisition strategies, maintenance and management plans, accurate cost estimation, and funding action plans.

Greenways and Trails

Alta is the nation's leading firm specializing in the planning and design of trail and pathway facilities and systems, and has studied, planned, designed, and implemented more than 9,000 miles of bikeways, walkways, and trails. We provide services ranging from master plans to construction documents, including visioning, alternatives analysis, property acquisition strategies, maintenance and management plans, accurate cost estimation, and funding action plans. We are experienced with addressing technical and community issues and objectives associated with pathways and regional trails, such as seeing that applicable standards are met, the intended users are well-served, conflicts and impacts are avoided, and end-user and stakeholder feedback is incorporated throughout the planning and design process.

Alta authored or helped prepare many of the documents that provide standards or best practices for bicycle, pedestrian and trail facilities. We know the necessary elements that contribute to a successful trail, including the nuances of the physical improvements (reduction of conflicts at complicated intersections,

transitions between on- and off-road sections and sidewalk facilities, mitigation of impacts in sensitive environmental and constrained areas), the aesthetic qualities (landscaping, surfacing, amenities), site security elements (rules signing, fencing, visibility, lighting), and maintenance and management (pathway maintenance and monitoring, police patrolling, and community stewards).

Funding Assistance

Alta staff can complete a range of tasks for projects and plans that include comprehensive funding strategies, accurate cost estimation, maintenance and management plans, and property acquisition strategies. Alta staff have assisted jurisdictions across the country in winning nearly \$500 million in grant and project funding. Funding sources range from federal TIGER and BUILD grants to state, regional, local, and private sources.

Community Outreach

Through our straightforward communication style, ability to engage citizens, and use of the latest technology, we are able to produce outreach strategies and successful designs and plans that meet the needs of the community. Alta's professionals are experts at listening to the public, conveying technical issues in a clear manner, offering distinct choices and options to the public, and explaining trade-offs. Our outreach process is inclusive, interactive, and productive.

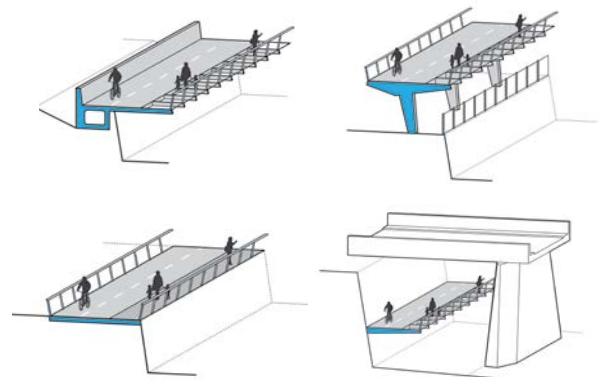
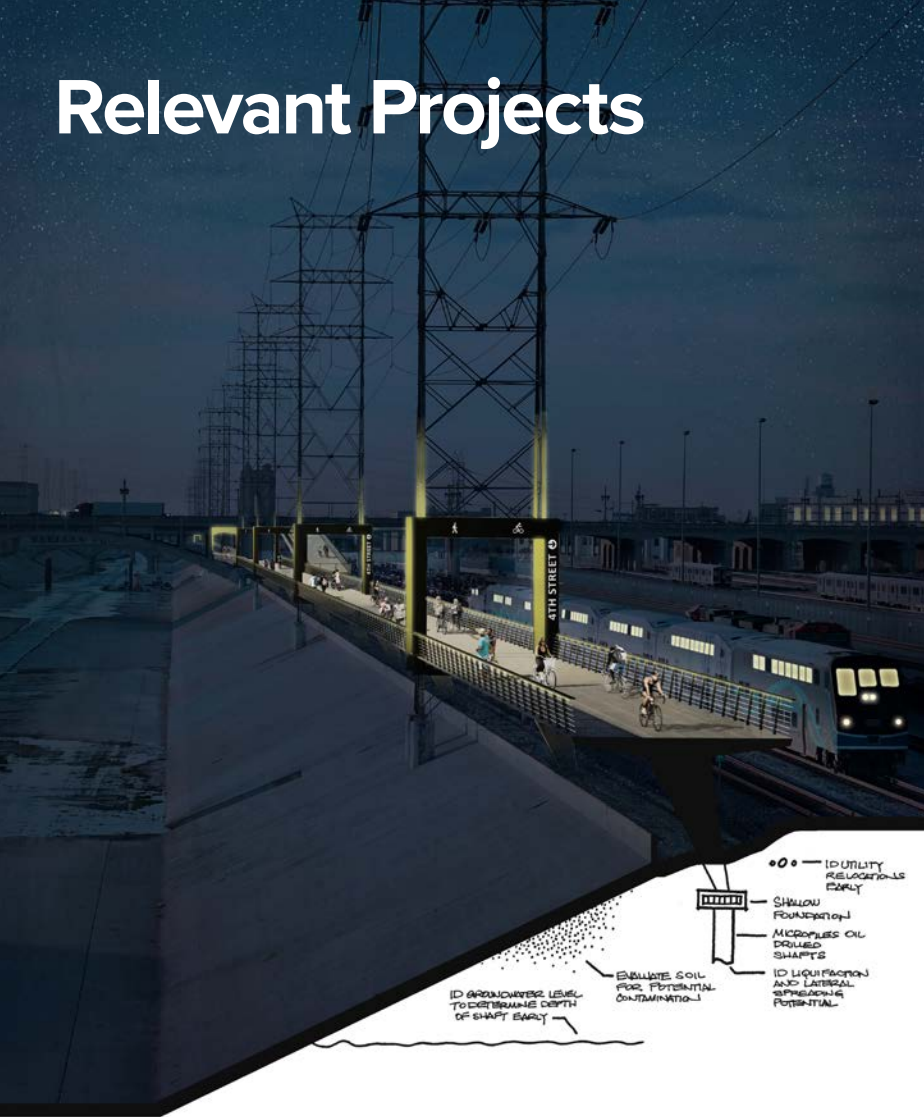
Alternative Meeting and Engagement Strategies for Addressing Social Distancing

In light of the ongoing COVID-19 pandemic, Alta has shifted conversations from in-person meetings and events to virtual ones. We have been a leader in using visually engaging methods of communication and outreach, and are ready to help the City incorporate new approaches to keep this project in motion. Alta can provide access to digital video conferencing software that can accommodate up to 1,000 simultaneous participants for webinars or interactive meetings, which can include polling, virtual "breakout sessions", screen sharing, and live-chats.

Alta brings a wealth of experience working on projects similar in scope and context to the San Antonio Creek Trail. We know how to bring projects from concept to built reality and will set the City of Montclair up for success in not only this phase of the project, but future phases as well. Projects followed by a double asterisk (**) indicate collaborations between Alta, Epic Land Solutions, and/or Bengal Engineering.

Firm Name	Relevant Project Name	PROJECT PHASE			SCOPE			CONTEXT			
		Grant Application Assistance	Feasibility Study	PS&E	Trail Design	Grade-Separated Crossings	ROW Assessment	Complex Stakeholder & Agency Coordination	Community Engagement	Located in Montclair or in close proximity	Similar Context
Alta	Arrow Highway Multimodal Corridor Plan and Demonstration Project, San Gabriel Valley, CA		●					●	●	●	●
Alta	Atlanta BeltLine Westside Extension, GA			●	●	●		●	●		
Alta	City of Rialto Pacific Electric Trail Expansion Feasibility Study, CA**		●		●			●	●	●	●
Alta	City of Vernon LA River Active Transportation Access Plan, CA		●		●			●	●		●
Alta	CV Link, Coachella Valley**	●	●	●	●	●	●	●	●		●
Alta	Diablo Road Trail Conceptual Alignment & Feasibility Analysis, Danville, CA		●		●				●		
Alta	Fullerton Brea Creek Feasibility Study, CA		●		●				●	●	●
Alta	Iron Horse Trail, CA		●	●	●	●	●	●	●		
Alta	LA River Path, CA**			●	●	●	●	●	●		●
Alta	Lower Russian River Trail Feasibility Study, CA		●		●			●	●		
Alta	Metro Rail to River Segment B Supplemental Alternative Analysis, CA		●		●	●		●	●		●
Alta	Mojave Riverwalk, Victorville, CA	●	●	●	●		●	●	●		●
Alta	Montclair General Plan Update, CA				●			●	●	●	●
Alta	Montclair Place Redevelopment, CA									●	●
Alta	Monterey County Fort Ord Regional Trail and Greenway, CA		●		●	●		●	●		
Alta	Olancha Cartago Trail, Inyo County, CA		●		●			●	●		
Alta	Park to Playa Trail, CA			●	●		●	●	●		
Alta	Pomona Caltrans ATP Cycle 4 Grant Application	●				●			●	●	●
Alta	San Bernardino County Safe Routes to School, CA							●	●	●	●
Alta	San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study, CA		●		●				●		●
Alta	Santa Monica North Beach Trail Improvement Project, CA			●	●			●	●		
Alta	Vernon LA River Feasibility Study, CA	●	●		●	●		●	●		●
Bengal	San Jose Creek Pedestrian and Bike Pathway Bridge, Goleta CA			●	●			●			●
Bengal	Cacique Soledad Pedestrian and Bicycle Bridges, CA			●	●			●			●
Epic	Ojai Avenue and Maricopa Highway Active Transportation Program**		●	●			●	●	●		
Epic	Metrolink Station Accessibility Improvement Project Independent Cost Estimate, SBCTA, CA			●			●	●		●	●
Epic	LA River Valley Bikeway and Greenway Design Completion Project, CA			●	●	●	●	●			●

Relevant Projects



1. Metro LA River Path

LOS ANGELES, CA | 2018-ONGOING

**TRAIL DESIGN | PS&E | GRADE-SEPARATED CROSSINGS | ROW ASSESSMENT
STAKEHOLDER & AGENCY COORDINATION | COMMUNITY ENGAGEMENT**

Alta is co-leading the team selected by Metro to design the landmark LA River Path project. This project—one of the largest active transportation trail projects in the country—will close an eight-mile gap in the path along the Los Angeles River (LA River) in downtown Los Angeles and Vernon. Once complete, the LA River Path will be a 32-mile continuous pathway for walking and biking.

The team’s community-driven design approach focuses on user experience and legibility. To-date, the Alta team has led Metro through an Alternatives Analysis process that led to board consent and approval to move into environmental and conceptual engineering. Over the next six years, Alta will be leading path geometrics, assisting with the CEQA/NEPA process, developing construction documents, supporting Army Corps and local agency permitting, and providing construction support.

Epic Land Solutions is a subconsultant on this project, responsible for evaluating potential impacts to properties in and adjacent to the LA River, preparing a relocation impact study, and performing a right-of-way cost to support the project design report.

OWNER

Los Angeles County
Metropolitan Transportation
Authority

CONSTRUCTION COST

\$300 million

DESIGN COMPLETION DATE

2024

CONSTRUCTION COMPLETION DATE

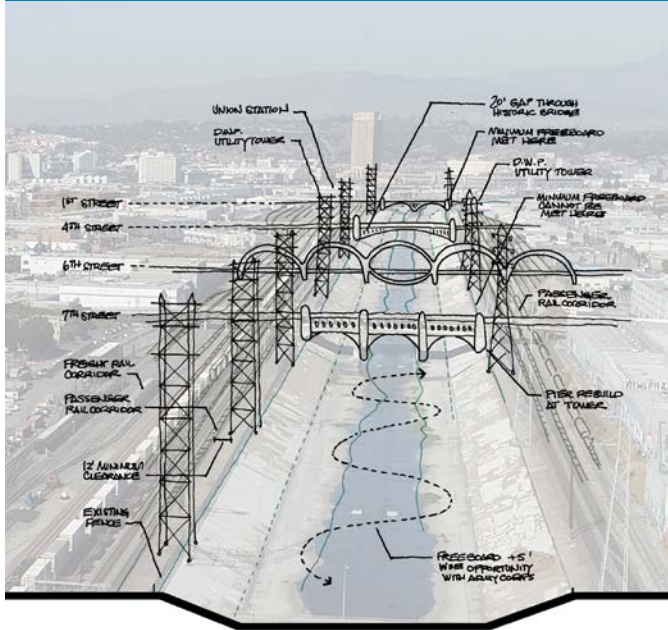
2028

ALTA STAFF

- ✓ Emily Duchon, Design Principal and Project Management Team Lead
- ✓ Lydia Kenselaar, Associate Designer and Access Studies Leader
- ✓ Markos Legesse, Associate Engineer
- ✓ James Powell, Demand/Equity Analysis Lead

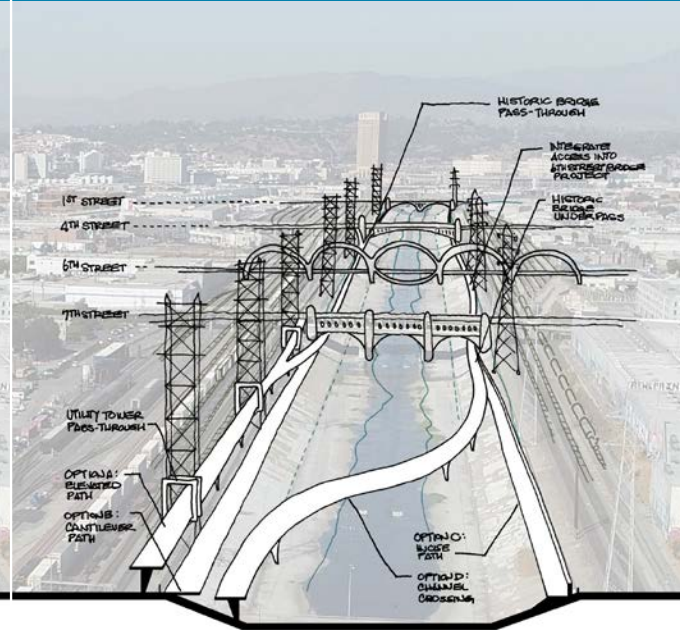
PHASE 1 TECHNICAL STUDIES AND CONCEPTUAL DESIGN

JULY 2018 - DECEMBER 2018



PHASE 2 ENVIRONMENTAL DOCUMENTATION/ CLEARANCE AND DESIGN DEVELOPMENT

JANUARY 2019 - DECEMBER 2021



PHASE 3 FINAL DESIGN AND PERMITS

JANUARY 2022 - AUGUST 2022



PHASE 4 CONSTRUCTION SUPPORT

SEPTEMBER 2022 - NOVEMBER 2025



For the Metro LA River Path, Alta's community-driven design approach focuses on user experience and legibility.



2. CV Link Master Plan, Design, and Engineering

COACHELLA VALLEY, CA | 2013-ONGOING

GRANT APPLICATION | FEASIBILITY STUDY | PS&E | TRAIL DESIGN | GRADE-SEPARATED CROSSINGS | ROW ASSESSMENT | STAKEHOLDER & AGENCY COORDINATION | COMMUNITY ENGAGEMENT

CV Link is an innovative, multimodal facility of national importance that connects communities in the Coachella Valley while providing significant environmental, health, wellness, and economic benefits. In 2013 **Alta** began development of the CV Link master plan for the multimodal spine of on- and off-street shared use facilities that connect the nine cities of the Eastern Riverside County region. The team prepared a Parkway Master Plan and a Neighborhood Electric Vehicles (NEV) Plan to meet legislative requirement. Alta is currently providing project management, civil engineering, and architectural site design services, and construction oversight for a core 50-mile segment. This includes agency and JPA coordination, pathway grading, drainage, and setting overall design standards. The pathway system accommodates low speed electric vehicles (LSEVs) in addition to bicyclists and pedestrians. Alta is providing recommendations for on-street segments—five miles of which are currently out to bid for construction—and supporting infrastructure, including LSEV charging facilities.

This iconic project utilizes unique design elements that contrast with and complement the desert context and site character. Solar panel mounted shade structures with undulating forms emphasize fluidity and motion, while pathway bridge structures maintain a ‘lighter-than-air’ look and feel. The wayfinding is intuitive through its bold cues of color that indicate one’s orientation by the direction one is facing. Light tubes are employed to capture the attention of passing motorists through motion activation and digitally projected art enlivens blank concrete walls and dark underpasses.

OWNER

Coachella Valley Association of Governments

CONSTRUCTION COST

\$100 million

DESIGN COMPLETION DATE

Planning work: 2013-2016

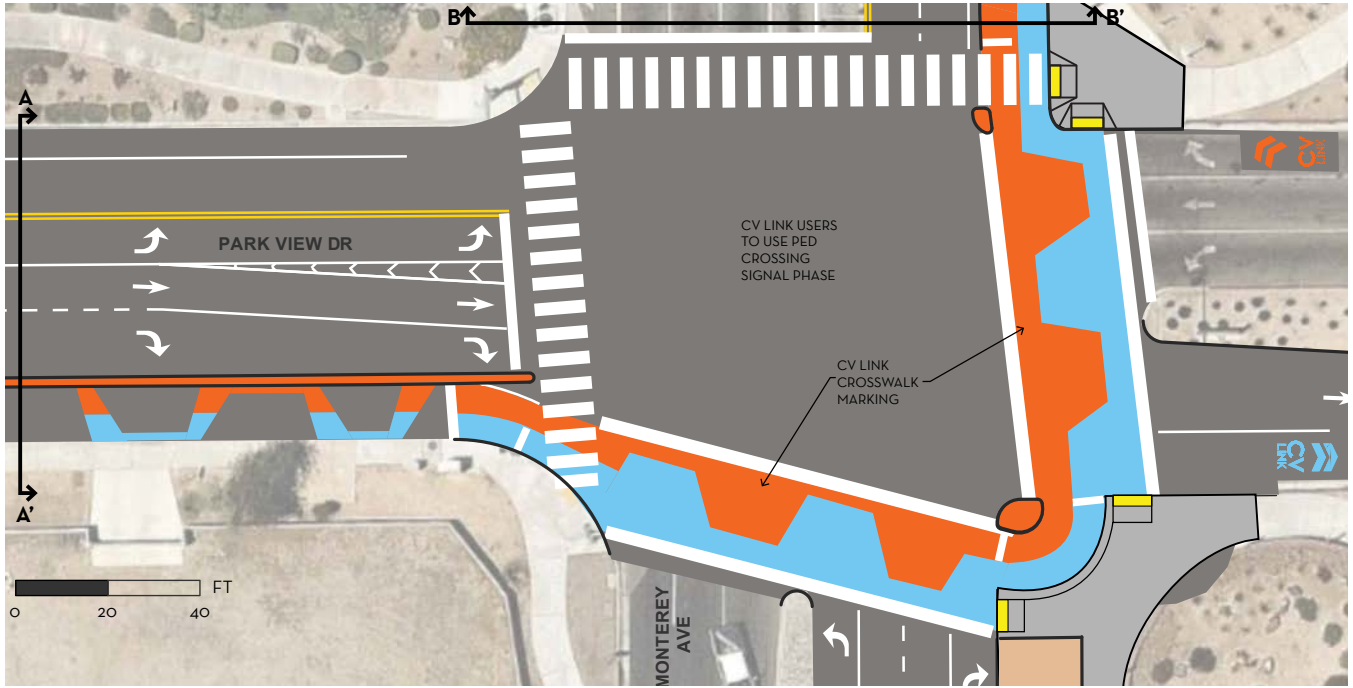
Engineering work: 2015-2018

CONSTRUCTION COMPLETION DATE

Construction on the first segments broke ground in 2019

ALTA STAFF

- ✓ Emily Duchon, Senior Advisor
- ✓ Lydia Kenselaar, Senior Designer
- ✓ Steven Frieson, Principal



CV/LINK
 CONNECTING THE COACHELLA VALLEY



3. Victorville Mojave Riverwalk Trail Master Plan and Final Design

VICTORVILLE, CA | 2001-2006 (TRAIL MASTER PLAN);
2014-2019 (FINAL DESIGN)

GRANT APPLICATION | FEASIBILITY STUDY | PS&E | TRAIL DESIGN | ROW ASSESSMENT | STAKEHOLDER & AGENCY COORDINATION | COMMUNITY ENGAGEMENT

Located east of Los Angeles in the Mojave Desert, the City of Victorville selected **Alta** as the lead design firm to create a master plan and oversee the environmental assessment work for this pristine and highly sensitive riparian corridor. The nine-mile trail follows the Mojave River, passing along areas rich in cultural and natural history. Additional issues included negotiating with the Burlington Northern/Santa Fe Railroad for trail use within the rail right-of-way; addressing concerns of citizens who live adjacent to the trail; routing the trail through the “Narrows”, a constricted canyon containing the river, railroad, and proposed trail; identifying trail alignments before rapid development makes the alignment obsolete; addressing public safety in isolated portions of the trail; meeting the needs of multiple users, including portions heavily used by equestrians and mountain bikers; and arriving at a strong design concept that reflects the uniqueness of this riparian corridor.

After completing the Master Plan phase, Alta managed the trail environmental assessment work and authored a Caltrans Active Transportation Program Grant Application effort for this project, securing \$3.8 million in implementation funding.

OWNER

City of Victorville Public Works Department

CONSTRUCTION COST

\$4.7 million

DESIGN COMPLETION DATE

September 2018

CONSTRUCTION COMPLETION DATE

October 2019

ALTA STAFF

- ✓ Emily Duchon, Senior Designer
- ✓ Lydia Kenselaar, Design Associate
- ✓ James Powell, Senior Design Associate
- ✓ Steven Frieson, Principal Engineer

Mojave Riverwalk Trail Master Plan

Preferred Alignment Map: Reach 4
FIGURE 9

30' Required Trail Setback/Separation From BNSF Outer Track See Figure 8 for Illustration

Natural Area Trail See Common Greenway Elements for trail cross section and regulatory signage

Existing Maintenance Road "Tree Line Road"

Existing Nature Trail for Handicapped Proposed Interpretive Loop from primary trail



- LEGEND**
- Trailhead Location
 - Preferred Alignment
 - Key Connection
 - Existing Restroom
 - Neighborhood Access
 - Secondary Trail



TRAIL TYPE KEY

- | | |
|---|---|
| A Multi-Use Path: 12' wide asphalt surface | B Pre-Fabricated Concrete/Steel Bridge |
| C Multi-Use Path: 12' wide concrete surface | E Equestrian Use: 6' Wide Native Soil Pathway |
| N Multi-Use Path: 12' wide gravel surface | |

Spur Trail to Neighborhood Access Point See Common Greenway Elements For Illustration

Existing Spring Valley Lake Levee Preferred Trail Alignment designated with minimum 300' setback and vegetation screening



Subconsultant Relevant Projects



Cacique and Soledad Pedestrian/ Bicycle Bridges and Corridor Improvements

SANTA BARBARA, CA | 2015-2017

Bengal Engineering was the Prime consultant for this ATP Cycle 1 project which completed a key transportation link, long envisioned in Santa Barbara's Bicycle Master plan, to provide a connection between two major corridors. While the project was centered on two new mixed-use bridges over Sycamore Creek, Bengal was able to get even more ADA-compliant improvements out of the funding.

Because Bengal's creative engineering saved so much money on the bridges, the project was expanded to improve pedestrian safety by filling-in sidewalks and providing pedestrian lighting along 8 city blocks. The completed project brought a beautiful new path and creek crossings to a busy neighborhood and allowed residents to easily reach downtown and the beach areas.

The design contract was awarded in February 2015, the kick-off meeting was March 2015, and the project's contract documents were sealed for bidding in February 2017. All within the bounds of federal and state funding grants requiring NEPA/CEQA certification.

Bengal Engineering provided the civil and bridge engineering, geologic investigation, hydrology & hydraulics, environmental support and right-of-way mapping.

OWNER

City of Santa Barbara

CONSTRUCTION COST

\$24 million

DESIGN COMPLETION DATE

August 2014

CONSTRUCTION COMPLETION DATE

August 2017

BENGAL ENGINEERING PROJECT MANAGER

Scott Onishuk



Arana Gulch Bridge, Broadway/ Brommer Multi-Use Path Project

SANTA CRUZ, CA | 2012-2015

The Broadway/Brommer Multi-Use Path Project included four different structures designed by **Bengal Engineering**—two bridges and two walls. Each component was built on varying geology, and Bengal also created the geotechnical “Foundation Reports” needed for the project. Traveling eastward from Hagemann Gulch, users encounter a second bridge which crosses Arana Creek near Brommer Street. Here, the trail design face challenges in profile because of the steep Brommer Street to the east. To overcome these challenges, Bengal designed a unique bridge which blends into different types of retaining walls.

Bengal addressed the following challenges in their design:

- Poor existing soils which required deep bridge foundations.
- Preservation of a nearby, frail, multi-barrel corrugated metal storm drain which carries Arana Creek under the Small Craft Harbor parking lot, and preservation of nearby trees.
- Constricted construction access, especially to the east.
- Accommodation for a curvy path alignment and sight distance for users.
- Minimizing environmental impact within the creek corridor.

Bengal Engineering was responsible for the complete bridge design, incorporating the City of Santa Cruz’s unique fish railing and connecting to the pathway designed by the Prime consultant.

OWNER

City of Santa Cruz

CONSTRUCTION COST

\$5 million

DESIGN COMPLETION DATE

March 2013

CONSTRUCTION COMPLETION DATE

March 2015

BENGAL ENGINEERING PROJECT MANAGER

Md. Wahiduzzaman, Lead Bridge &
Structure Engineer



Ocean Boulevard Coastal Bike Trail Connector

LONG BEACH, CA | 2018-ONGOING

The majority of this project is located within the Harbor District Port of Long Beach. The proposed Class I Bike Path will follow the alignment of the Ocean Boulevard Bridge, from Pico Avenue to Golden Shore. This is a Class I bike path on Ocean Boulevard Bridge. **Epic Land Solutions** is providing right-of-way and utility cost estimates, utility relocation coordination, right-of-way acquisition, and Caltrans certification for this ATP-funded bike trail connector project for the Port of Long Beach. Twenty-five utility companies are possibly in conflict with the project construction. Due to the ATP funding, Epic will also obtain certification of the right-of-way and utilities from Caltrans at the close of the project.

OWNER

Port of Long Beach

CONSTRUCTION COST

N/A

DESIGN COMPLETION DATE

Ongoing

CONSTRUCTION COMPLETION DATE

N/A

EPIC LAND SOLUTIONS PROJECT MANAGER

BJ Swanner

Plan

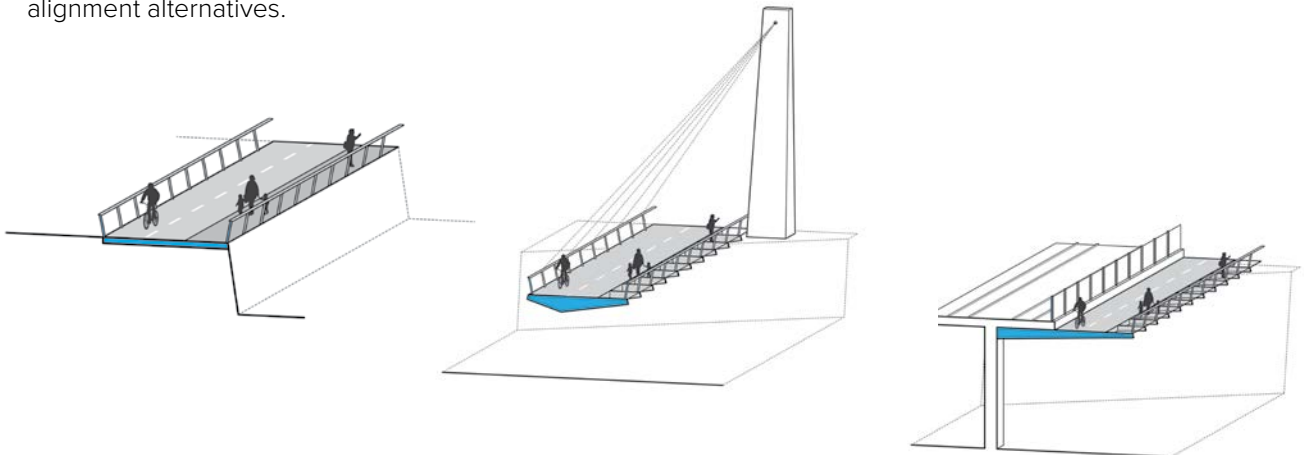


Project Understanding and Approach

The San Antonio Creek Trail presents a tremendous opportunity for the City to expand its open space and active transportation networks both locally and regionally. We recognize the significance of creating this key component of the larger planned 10-mile San Antonio Creek Trail, which has the potential to extend south into Pomona and Chino and to connect to the PE Trail. Locally, it will connect parks and schools and enhance safety by providing a continuous trail largely separated from vehicular traffic. It will further enhance the development of major public and private investments—like the Montclair Place redevelopment and mixed-use and multi-family developments along Arrow Highway and elsewhere cropping up in anticipation of the Metro L Line extension to Montclair Station. It is also an exciting outgrowth of the Montclair General Plan Update, for which Alta led significant community and stakeholder visioning around the San Antonio Creek Trail, and the recent Safe Routes to School and Active Transportation Planning processes.

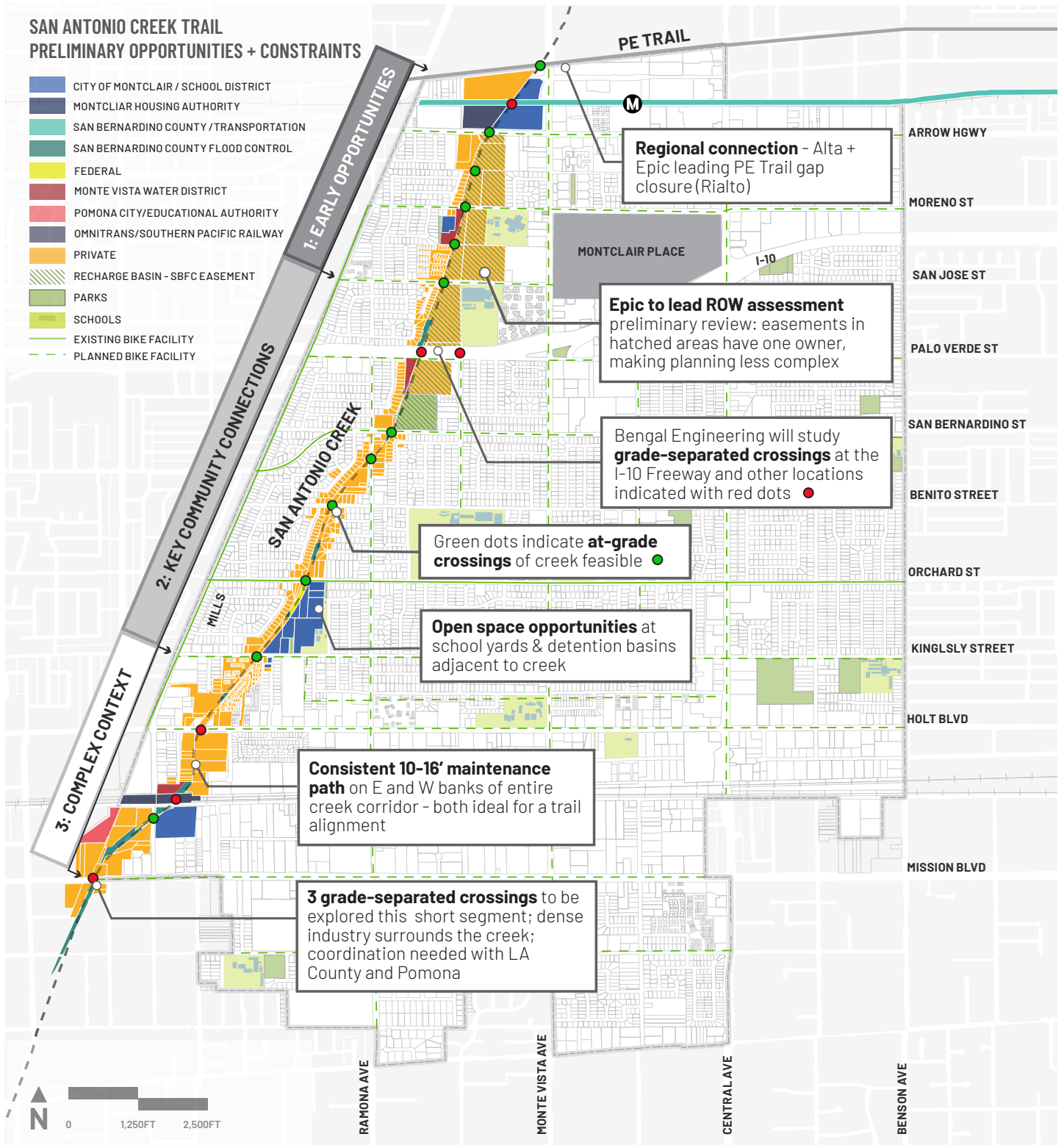
The primary purpose of this feasibility study is to:

- 1. Identify a preferred trail alignment:** Both east and west banks of the channel have a continuous maintenance path. We'll take into consideration opportunities and constraints such as channel configuration, property ownership, maintenance access and needs, potential for amenities, and community preferences, to help us determine the best bank for the trail alignment (east or west) through the study area. We are adept at using innovative tools to help the design team, stakeholders, and community members visualize alternatives. For example, for the LA River Path we developed 3D animations to visualize the experience and impacts for four different alignment alternatives.
- 2. Explore the feasibility of trail crossings** at roads and railways, investigating both at-grade and grade-separated solutions. As part of this proposal effort, the Alta team completed a preliminary feasibility assessment that determined grade-separated crossings will need to be explored at five of the 17 road or rail crossings of the creek, as seen in [Figure 1](#) (Metrolink rail, I-10, Holt Blvd, Omnitrans Rail, and Mission Blvd). At the Metrolink rail crossing, an at-grade alternative appears feasible ([Figure 2](#)). At the I-10, two potential locations for a grade-separated crossing present themselves, as well as at-grade alternatives ([Figure 3](#)).
- 3. Identify opportunities for access points** that connect the trail to neighborhoods, parks, schools, Montclair Station, and other community destinations. As part of our community engagement work, we will identify these potential connections as part of our desktop assessment, and ask the community to help in prioritizing access opportunities.
- 4. Develop a strategy for implementation.** This feasibility study will lay the groundwork for the City to submit a successful Caltrans ATP application to provide implementation funding for the trail. Alta has authored dozens of winning ATP applications throughout the state, including nearly \$10 million in funding for bike and pedestrian improvements in neighboring Pomona. Because of our experience writing these grants on behalf of our client communities, we know how to structure a project so it will deliver materials and narratives that will seamlessly translate into grant applications.



For the Metro LA River Path project, Alta developed 3D animations to visualize the experience and impacts for four different alignment alternatives.

Figure 1. San Antonio Creek Trail Preliminary Opportunities and Constraints



The Alta team is uniquely positioned to lead this work:

Renowned Trail Expertise: We have a proven track record of delivering signature trails, like the Santa Monica Beach Trail and CV Link Trail, that balance innovation with practicality, are renowned for our unparalleled technical expertise, and have both the local, regional, and national experience needed to make the San Antonio Creek Trail the jewel of Montclair’s green and active network. From our experience, we know how to create a plan that not only works on paper, but is fundable, feasible, and will get permitted and built.

Local Knowledge: Our team is ready to hit the ground running. Our local experience working in the City of Montclair, on the PE Trail, and our experience working with critical stakeholders like the Army Corps of Engineers means we already have a strong understanding of the critical issues at play, as detailed in the Challenges and Opportunities section of this proposal.

Stakeholder Engagement: We are experts at engaging and working with complex stakeholder groups including the Army Corps of Engineers, San Bernardino County Transportation Administration, San Bernardino County Flood Control, Monte Vista Water Conservation District, Omnitrans and Southern Pacific Railway, the Montclair-Ontario School District, Claremont Colleges, and the City of Pomona. During the kick-off meeting, we will confirm the list of key stakeholders so we can collaboratively determine the best approach. That is why in addition to dedicated community meetings we are proposing a series of stakeholder interviews, detailed under Task 2.

Public Outreach: Feedback and buy-in from both individual property owners, residents adjacent to the creek, and community members will also be critical. We bring innovative digital and in-person engagement so people

want to participate. Alta recognizes that encouraging engagement requires outreach that excites people about the project and provides a meaningful platform to give their input and feel heard. Our team’s adaptable menu of engagement strategies gives us the flexibility to reach the community in a variety of ways. During the COVID-19 public health crisis, we are as committed as ever to helping our clients meaningfully engage with community virtually as well through socially distanced in-person events as appropriate. Our menu of innovative virtual and in-person outreach methods include:

- Dynamic, interactive workshop activities that spark people’s imagination and stimulate dialogue
- Surveys and pop-up shops
- Demonstration events/mobile workshops
- Interactive map comment tool
- Virtual Open House events
- Project websites
- Animations, project videos, and compelling graphics to clearly show proposed concepts to community audiences

We are a leader in using visually engaging methods of communication and outreach. We can provide access to digital video conferencing software accommodating up to 1,000 simultaneous participants for webinars or interactive meetings, which can include polling, virtual breakout sessions, screen sharing, and live-chats. Our in-house graphics and web development team can help you create all kinds of creative tools for virtual engagement. We provide agile solutions tailored to the project’s budget and schedule. We have developed and rolled out digital whiteboard tools to facilitate online charrettes for interagency coordination.



Project Manager Lydia Kenselaar (left) and Principal-in-Charge Emily Duchon (right) are pictured above leading a community design charrette for the Montclair General Plan Update.

Multilingual Engagement Approach: The latest Census data shows that 63% of Montclair residents speak a language other than English at home, Spanish being the largest of that percentage. This tells us that to reach the broadest possible audience, we need a multilingual engagement strategy. At the kick-off meeting, we will determine the best approach to achieve an inclusive outreach process. At minimum, this means all public-facing materials will be in English and Spanish. At the kick-off, we will learn: Does the Spanish-speaking community in Montclair have a history of actively engaging in public projects? If so, Alta’s bilingual staff or a translation service provider may be sufficient to support live translation/closed captioning needs for the two virtual community events described in Task 2. However if historic participation has not been strong, we may engage a Community Based Organization with a trusted relationship with the community to assist in encouraging participation and to support translation needs.

Challenges and Opportunities

For this proposal effort, the Alta team completed a preliminary assessment of the San Antonio Creek corridor (*Figure 1*) to identify potential challenges and opportunities.

CHALLENGES

- Property ownership along the creek channel is complex, will require research and coordination with multiple entities. Epic Land Solutions will be leading the desktop assessment of right-of-way and easements to better understand viable alignments, opportunities and constraints.
- Easement status: A preliminary conversation with San Bernardino Flood Control revealed that, due to the meander of the channel through both LA and San Bernardino County, the two were unable to reach a shared agreement for maintenance, so the US Army Corps of Engineers was engaged and is responsible for maintenance along the channel. The areas hatched in green represent parcels that the San Bernardino County Flood Control Division of Engineering has a direct easement with, however easement bounds were very recently renegotiated with the land owner and are more constrained to the maintenance path vs. the entirety of the detention basin. The remaining parcels likely have easements between the Corps and individual property owners. Those with an easement with SB Flood Control will be easier to plan as there is a local agency contact and a single lang owner to explore easement renegotiation with.

- There are five locations at which a grade-separated crossing may be required to create a seamless trail experience, which increases project cost and complexity. Bengal Engineering will be leading the feasibility assessment and cost estimation tasks related to these crossing points.

OPPORTUNITIES

- Existing 10-16’ maintenance paths are continuous on both the east and west bank of the creek will provide an excellent location for trail alignment--the only exception being the short segment between Arrow Highway and the PE Trail.
- At-grade crossings are feasible at 11 of the 17 crossings
- The detention basins that fan off of the creek are a major open space opportunity—there is potential in the future to create park spaces at these locations similar to Wilderness Basin Park. This trail can help make those ideas feel more feasible.
- Radically expanding regional and local connectivity: PE Trail + SRTS connections, parks, and connecting neighbors across barriers that have previously separated the city.

This preliminary assessment revealed three key segments.

1. Early Opportunities: PE Trail to San Jose Street

Making the connection to the PE trail as part of the first phase of this project could provide critical momentum—it creates an instant regional connection of the San Antonio Creek Trail and will serve both Montclair residents and draw people in from nearby communities. Proximity of this segment to the existing Metrolink station and future Metro L Line station and Montclair Place redevelopment will capitalize on the City’s investments there, making investment around these areas more desirable.

This segment is most feasible to be developed entirely at-grade. The conditions where the Metrolink/future Metro L Line crosses the creek are quite constrained. A grade-separated crossing will be explored but rail overcrossings are costly as it requires at least 24’ clearance leading to long ramps. A preliminary assessment by Bengal Engineering determined it is likely the at-grade alignment will prove more viable.

The existing north-south sidewalk on Monte Vista Avenue connects directly to the PE trail and could be widened to function as a multi-use path (*Figure 2*) and

a connection back towards the creek can potentially be made along the north western edge of the Montclair Police Department, rejoining the creek at Arrow Highway, as shown in **Figure 3**.

South of Arrow Highway are a series of parcels occupied largely by three large stormwater detention and percolation basins, indicated with green crosshatching in the corridor map (**Figure 1**). These parcels have

easement agreements with San Bernardino County’s Flood Control Engineering Department and have a land owner, making coordination and development with that single entity a more straightforward process. Serrano Middle School is located at the terminus of this segment, the intersection of San Jose Street and the Creek, providing a critical SRTS link.



Figure 2: Potential to widen existing sidewalk on the east side of Monte Vista.



Figure 3: Metrolink rail crossing at-grade alternatives

2. Key Community Connections: San Jose Street to Kingsley Street

From a city connectivity standpoint, one of the most transformative aspects of this trail project is to create a new safe crossing of the I-10 Freeway, which acts as a significant barrier between the northern and southern portions of the city, as there are few through streets. A new grade-separated crossing over the I-10 is recommended and is feasible either at the intersection with the creek, or at Helena Avenue if the trail alignment weaves its way through one of Montclair's most loved parks, Wilderness Basin Park. This park is a great example of how detention basins can also function as public open space. This segment's logical terminus is at Kingsley Street, where Sunset Park and Lehigh Elementary School are located. This segment could potentially continue one block further south to Holt Boulevard; community input and a deeper understanding of the City's development plans for key parcels along this stretch will determine how this block of the trail is phased.

Segment 1 (Early Opportunities) and Segment 2 (Key Community Connections) will make a for a competitive combined ATP package because it meets three key scoring criteria:

1. Regional connectivity via the PE Trail
2. Gap closure in the active transportation network of the City via the new connection across the I-10 Freeway
3. Community connections

There are numerous schools and parks it will connect, and the length of the trail is also appealing—these two segments combined are approximately two miles and run through nearly the entire city. Throughout the project process we will consider phasing in relation to funding competitiveness, constructability logistics, and property ownership and land use context.

3. Complex Context: Kingsley Street to Mission Boulevard

This segment presents the most challenges both in terms of crossings and in terms of adjacent land uses. While it is a short segment, in order for the trail alignment to remain consistent along the creek itself, this segment will require exploring grade-separation in three locations (Holt Boulevard, the Omnitrans rail line, and Mission Boulevard). On-street alternative alignments are possible, but circuitous—particularly at the Omnitrans rail line where the nearest streets feasible for crossing are either Ramona Boulevard (which has

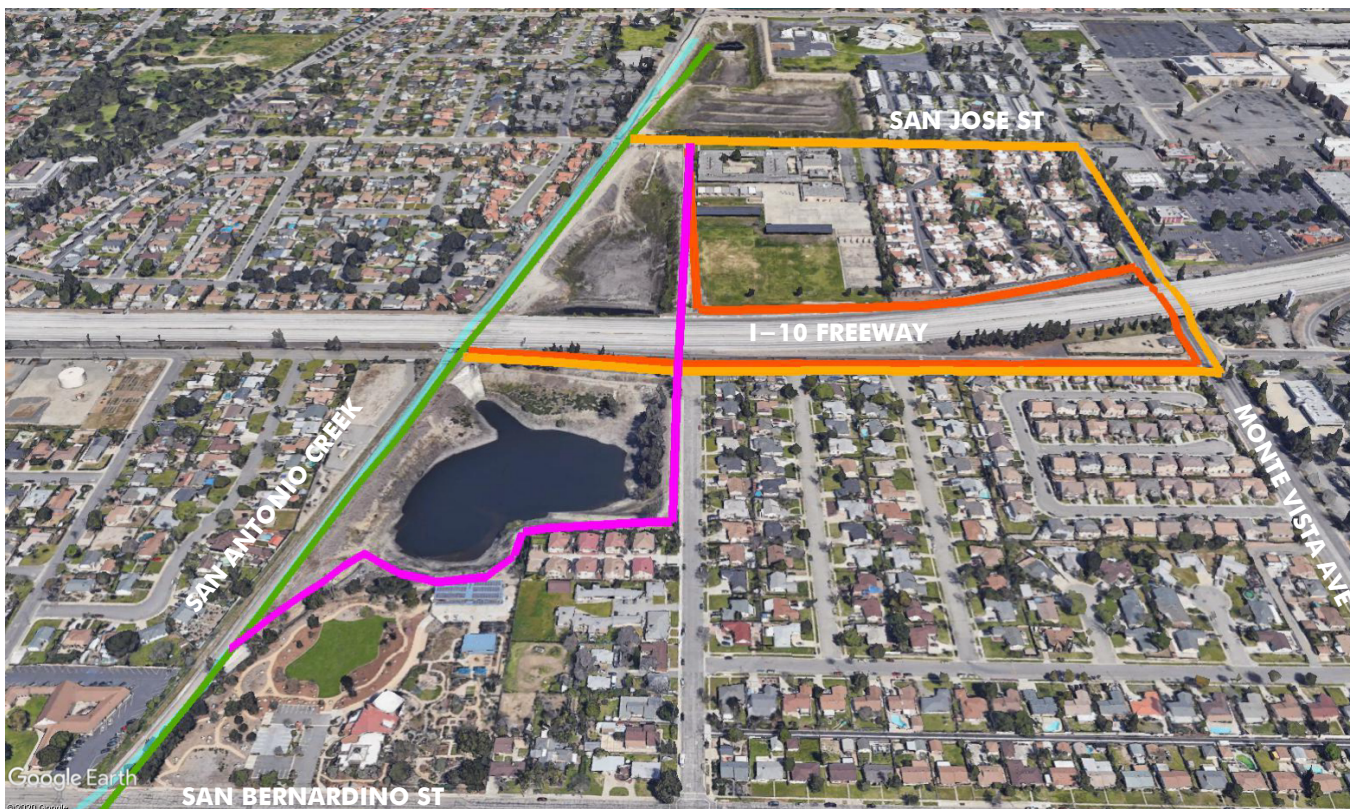


Figure 4: I-10 Freeway grade separated crossings can occur at the creek (green), or meander through Wilderness Basin Park (magenta); at-grade alignment alternatives are shown in orange.

an existing bridge that would need to be retrofitted to accommodate the trail), or Monte Vista Avenue, which has an at-grade roadway crossing but is over one mile away from the creek. And because the majority of land uses in this segment are industrial and there are few, there is less of a draw for trail users.

This segment is a good candidate to be completed in partnership with the City of Pomona as part of a multi-jurisdictional effort, which would also make the project more competitive for ATP funding.

Scope of Work

Task 1. Existing Conditions

The Alta team will complete an existing conditions assessment that consists of a desktop assessment, field assessment, and summary presentation. As the Prime consultant, Alta will coordinate efforts between and among the consultant team, lead the field assessment, demographic assessment, review of relevant plans, and synthesize all information into an Existing Conditions Assessment presentation.

Epic Land Solutions will lead all tasks related to right-of-way and utility/maintenance easements. Bengal Engineering will lead all tasks related to the structural engineering feasibility of grade-separated crossing alternatives. By delivering our findings in presentation format vs. as a lengthy written memo or report, we can better exchange ideas and engage in a dialogue with key decision makers. Pertinent information takeaways will be summarized in the Plan document, as part of Task 4.

Desktop Assessment

Prior to the kick-off meeting, Alta will prepare a data needs request memo that will identify information needed to prepare the desktop assessment.

Epic Land Solutions will lead this work and will begin by establishing a basemap of information using available data including high-resolution aerials, land use, parcel ownership, roadway network, and right-of-way dimensions. This will shed light on the legal constraints, ownership, access, and utility considerations. While the RFP indicates a desire to obtain individual agreements and MOUs, this would require obtaining preliminary title reports for every single property along the alignment—over 900 individual parcels. This process is costly, typically ranging from \$500 to \$2,000 per parcel, and we don't recommend going through this process at the

feasibility stage, only during later project phases when a property is to be acquired. For this project, we propose to identify categories of ownership and provide some assumptions about the nature of the existing ownership and what rights the City would need to acquire in order to construct the trail. The property ownership data will also provide the City with the names of creek-adjacent land owners who we will engage through our outreach process. Additionally, Epic will prepare a land use map so we can understand the zoning implications for trail alignment alternatives.

Epic will use a combination of DigAlert and field observations to generally locate major utilities (water, sewer, electric, gas, phone lines etc.) along the corridor so we can understand their relationship to potential trail alignments. In areas where more detail is required, we will request as-builts from utility companies and agencies to verify the facilities and their owners. Once a preliminary design is developed under Tasks 3 and 4, Epic will complete an impact analysis that responds to the alternatives to evaluate acquisition and/or easement agreement options.

Bengal Engineering will review the base maps prepared by Epic and any available as-builts of crossing locations that will require grade separation to better understand the structural engineering considerations.

In addition to the information described above, Alta will:

1. Review relevant planning documents, including the Active Transportation Plan and Safe Routes to School Plan
2. Review available historical traffic count data for all roadways intersecting the creek, and conduct new counts if needed for major arterials, to help determine the appropriate type of crossing treatments and traffic control that may be needed
3. Complete a demographic assessment of the community using available census data to get a better understanding of the cultural and socioeconomic characteristics of the community that will inform our approach to the project. This will include, but is not limited to: race and ethnicity; age; income; environmental vulnerability; access to a car; language preference, etc.

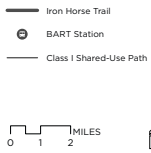
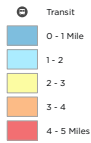
Field Assessment

Alta will plan and lead a socially distanced field assessment to ground-truth findings from the desktop assessment, particularly at the locations where there are significant constraints (e.g. narrowing of the available space for the trail alignment, or crossing locations that require grade-separation). Invitees to the field

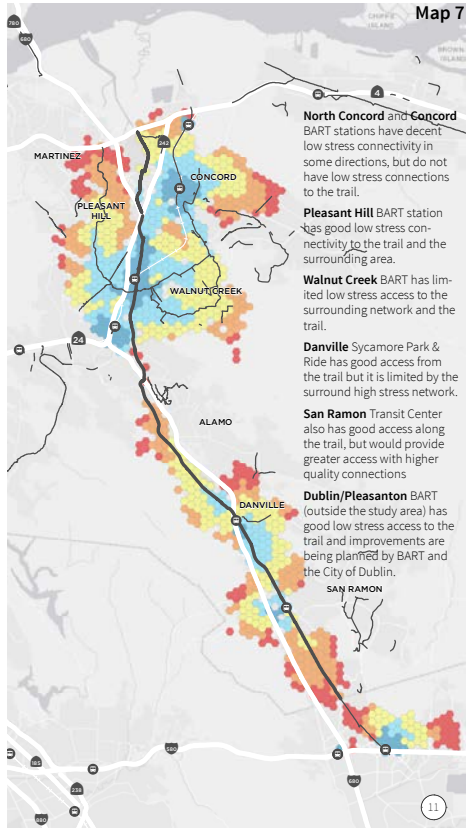
TRANSIT ACCESSIBILITY

CONTRA COSTA COUNTY
IRON HORSE TRAIL

Accessibility to Nearest School Along Low Stress Network



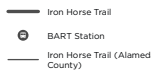
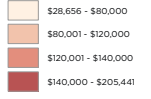
Map produced February 2016
Source: U.S. Census, Esri
Contra Costa County, OGD



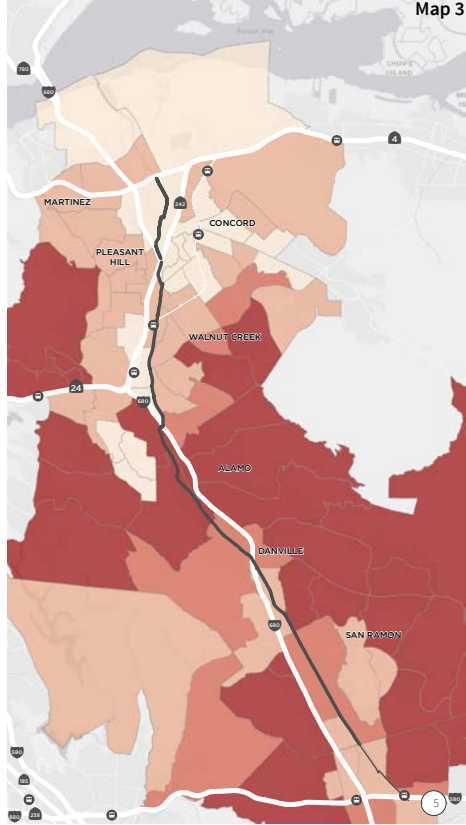
MEDIAN HOUSEHOLD INCOME

CONTRA COSTA COUNTY
IRON HORSE TRAIL

Median Household Income (Census tracts within 3 miles of Iron Horse Trail)



Map produced January 2016
Source: U.S. Census, Esri
Contra Costa County, ACS 2010



Alta analyzes a range of data to help communities understand and select bicycle and pedestrian facilities and corridors, such as access to transportation and socioeconomic factors. The above maps were developed for the Iron Horse Trail project led by Principal-in-Charge Emily Duchon.

assessment can include key City staff and/or staff from the Army Corps of Engineers, San Bernardino County Flood Control, or Chino Basin Water Conservation District.

Opportunities and Constraints Presentation

Alta will synthesize findings from the Desktop and Field Assessments and compile a presentation to be delivered at a Project Development Team meeting. The presentation will be shared ahead of time along with a list of question prompts for City staff and stakeholders to consider. Following the presentation, Alta will summarize feedback and direction received in a memo. During Task 4, this feedback and the assessment documentation will be used to develop an Existing Conditions chapter of the Plan document.

TASK 1 DELIVERABLES:

- Desktop assessment: GIS Maps, diagrams
- Field assessment: maps and site photos
- Opportunities and constraints presentation and summary memo

Task 2. Community Outreach

Community Outreach Action Plan

Alta will work closely with the City to develop a Community Outreach Action Plan (OAP) that outlines the strategies and resources that will be used to meaningfully engage with residents, developers, business owners and managers, freight and rail representatives, City departments, commissions, and committees, and other stakeholders, including those who are typically difficult to reach. We are sensitive to the limits on participants' time, and will structure outreach opportunities that align with existing meetings and events as much as possible.

The OAP will be the framework for our outreach and engagement activities throughout the life of the project. We envision the OAP will include, but not be limited to the following:

- Project vision, goals, objectives, and priority issues
- A demographic profile of the range of potential trail users and critical stakeholder groups
- Detailed information about the purpose, format, and audience of each community or stakeholder touch-point planned as part of this project

- Methods employed to publicly notice activities, such as direct mail, digital billboards, fliers, newsletter advertisements, emails, and social media, and through advocacy organizations such as the Inland Empire Biking Association
- Tools for gathering stakeholder feedback and input, such as surveys, maps, photos, and a project webpage
- Timeline for outreach and engagement activities

Multilingual Engagement

As described in our approach, we will work with the City to determine the most effective way to engage with Montclair’s Spanish-speaking community members. For the two virtual events, we have earmarked funds that may be used in one of three ways:

1. To support Alta’s in-house bilingual staff time at live events and in translating written materials
2. To hire a translation service to provide simultaneous live or captioning translation into Spanish (and potentially other languages such as American Sign Language)

3. To hire a Community Based Organization who will assist with event publicity and community engagement as well as supporting live events.

The most appropriate use of these funds will be confirmed at the kick-off meeting.

Community Meetings (Two)

As part of the Montclair General Plan Update, Alta participated with the in-person focus groups, a week-long community design charrette, and community surveys that shed light upon people’s attitudes toward the San Antonio Creek Trail and their vision for its use. Additionally, the recently completed Active Transportation and Safe Routes to School Planning efforts also conducted in-person events and community survey work that we can build upon for this project. This previous work will be very helpful as we anticipate that events for this project will most likely be in a virtual format. We will be flexible to respond to the current public health landscape to hold meetings either in-person or virtually. We will make it easy and fun for people to engage with the project at dedicated events and on their own schedule in meaningful and focused ways.

What's WITH THIS GAP?
¿Qué PASA CON ESTE SEPARACIÓN?

Future Connections / Conexiones Futuras
Metro Blue Line / Metro Línea Azul

Boxed Channel - Canal Encajonado

- Vertical channel walls
- Industry, train lines, and utilities about riverbank
- Very limited usable space along top bank of river
- Paredes Verticales del canal
- Vías de tren, zonas industriales e instalaciones de servicios cerca del río
- Muy poco espacio disponible sobre el banco del río

Trapezoidal Channel - Canal Trapezoidal

- Sloped channel walls
- Industry, train lines, and utilities front riverbank
- Constrained space along top bank of river
- Paredes inclinadas del canal
- Vías de tren, zonas industriales e instalaciones de servicios frente al banco del río
- El espacio disponible sobre el banco del río es limitado

Existing River Bikeway / Sendero Ciclista Existente

Proposed River Bikeway / Sendero Ciclista Propuesta

Proposed Bike Lanes / Ciclocarril Propuesto

Existing Bike Lanes / Ciclocarriles Existentes

Proposed Bikeway Access / Acceso a Sendero Ciclista

Existing Rail Lines / Vía de Tren Existente

Existing River Bikeway / Sendero Ciclista Existente

Proposed Bike Lanes / Ciclocarril Propuesto

Scale: 0 to 0.25 MILES

Alta understands the unique needs of multilingual communities. Our outreach process is inclusive, interactive, and productive, and we can provide for translation and interpretation if needed to make sure that all members of the community have a voice.

Two open house events are proposed. The first will gather feedback on project goals and values, as well as evaluation criteria and key access points, which will help inform the development of alignment alternatives and identify ideal locations for trailheads and amenities. This meeting will be complimented by a survey, distributed a minimum of two weeks prior to the first event, to collect feedback on these same topics. The second event will focus on getting community input on the two alignment alternatives developed under Task 4.

Stakeholder Interviews (up to Four)

Property ownership along and within the creek corridor is complex. A preliminary review of available parcel data shows that there are 12 different government, educational, or rail entities that own parcels along the corridor. We will identify key stakeholders, including adjacent property owners, local business leaders, and neighborhood and community groups, who we will engage through a series of stakeholder interviews (up to four). This will complement the Project Development Team meetings, detailed in Task 5, that will include key stakeholders like City departmental and external agency representatives who are key decision makers.

Animations, Renderings, and Outreach Graphics (up to Six)

In addition to the ATP-ready graphics to be developed as part of Task 4, Alta will prepare up to six different graphics that can be used to communicate complex ideas and tradeoffs to aid in decision making for both the City and Consultant team, as well as the general public. These graphics can also be used as supporting documents to supplement the City's grant applications to make this project stand out among the competition and increase the likelihood of implementation funding.

Council Meeting (One)

Alta will prepare a PowerPoint presentation to be used at a City Council meeting. During the kick-off meeting, we will establish whether this presentation would be most helpful midway through the project to gather feedback from Council, or as a presentation that can be delivered at the conclusion of the project.

TASK 2 DELIVERABLES:

- Community Outreach Action Plan
- Community meetings - up to two
- Meeting fliers and social media posts
- Community survey

- Stakeholder interviews - up to four
- Animations, renderings, outreach graphics - up to six
- Council meeting presentation

Task 3. Financial Feasibility

Cost Estimates and Phasing Plan

Alta will lead the preparation of feasibility-level itemized cost estimates for elements of the trail, including the path itself, landscape materials, and trail amenities. Epic Land Solutions will lead cost estimation for any land acquisition and/or easement purchases; Bengal Engineering will support structural estimates for grade-separated crossings. Cost estimates will reflect the phasing plan diagram and narrative, which will identify a recommended sequence for implementation. and be developed in parallel with the alternatives analysis process described under Task 4. To aid in decision making, preliminary cost estimates will be developed for up to two alignment alternatives, developed under Task 4, and presented at one of the monthly PDT meetings. The final cost estimate will be incorporated into the Plan document. Costs will be based upon available City data and comparable local projects and will be formatted to work seamlessly with grant application budget requirements. The format for the cost estimates will align with Caltrans ATP engineering estimate formats in order to prepare the City for its grant seeking process.

Operations and Maintenance Plan

Alta will provide typical management and maintenance budgets from similar trails to help estimate the ongoing operational and maintenance costs of the trail. Bengal Engineering will provide this information for grade-separated crossings. This will include a sample budget for staffing and maintenance, including all anticipated cost categories with projections of operating expenses per project phase. This will be presented as a chapter of the Plan Document, described in Task 4.

Funding Sources Chapter

Alta will prepare a funding sources chapter for the Plan Document, described in Task 4. This will identify potential sources for capital and operating revenues such as, but not limited to, grants, direct municipal contributions, private sector support, etc. We will develop a matrix to identify the most likely funding sources, typical deadlines, funding caps, match requirements, and other pertinent information to aid the City in prioritizing its grant seeking efforts and align its municipal allocations.

TASK 3 DELIVERABLES:

- Cost estimates - up to two preliminary alternatives and one preferred alignment
- Phasing plan - diagram and narrative
- Operations and maintenance plan
- Funding sources chapter

Task 4. Prepare the Plan

Develop Evaluation Criteria

Evaluation criteria measure how well the trail alignment alternatives fulfill project goals and plays an important role in establishing a clear and consistent methodology by which the trail alignment options are evaluated. This process is particularly critical as a means of communicating to the public the topics that the City will use to select a particular alignment. It is important therefore that the evaluation criteria clearly reflect the community's own goals and priorities.

The Alta team has found the greatest success in tying in stakeholder and community priorities using a goal-based evaluation approach. Our team will draft goals that are in-line with existing City goals and policies. Potential project goals could include:

- Enhance mobility and connectivity
- Access to major destinations
- Minimize transportation impacts
- Be cost effective
- Provide equitable community and environmental enhancements

Our team proposes to evaluate and screen trail options by constructing a tiered decision matrix. The matrix will score each corridor both quantitatively and qualitatively to assess the performance of alternatives and to inform a discussion of trade-offs.

A tiered evaluation allows for a number of potential alignment options to be explored and quickly screens out those that do not meet project goals and objectives.

Our differentiated approach puts people first and our evaluation and screening approach reflects this.

The criteria will be formulated collaboratively with City staff, the Project Development Team, and other partners identified through the outreach process. Feedback from the community survey developed in conjunction with Community Meeting #1 will help determine community priorities and inform the establishment of evaluation criteria.

The draft evaluation criteria will be presented to the City and at one of the ACG meetings for discussion, feedback, and prioritization, and revised to form the final criteria. The final criteria will be applied in Task 4.2 to concepts developed in Task 4.1 and used to select a preferred alternative.

Alignment Alternatives

Alta will build upon analysis conducted in Task 1, and feedback received in Task 2, to create up to two alignment alternatives for the trail. These will be developed in parallel with the cost estimates and phasing plan described under Task 3. Designs may include but are not limited to:

- Annotated alignment alternative plan diagrams of the trail corridor, identifying areas to celebrate or screen views, and locations for elements such as access points, trailheads and related facilities and amenities (e.g. restrooms, water, call boxes, lighting, parking, planting areas, auxiliary facilities needed to operate the trail).
- Proposed trail cross sections that illustrate ways to mitigate potential conflicts between trail users.
- Typical crossing treatments and appropriate traffic control for all roadways and rail crossings of the creek (both at-grade and grade-separated solutions to be explored). This will be based on analysis completed as part of Task 1 including examining sight distance, length of crossing, and ADT data.
- Linkages to parks, schools, neighborhoods, community destinations, regional facilities, and provisions for emergency and maintenance access.

Animations and/or photosimulations (included under Task 2) will be developed to communicate the differences between alignment alternatives and serve as a valuable decision making tool for community members, stakeholders, the City, and consultant team.

Using the Evaluation Criteria developed at the start of this task, alignment alternatives will be ranked side-by-side to evaluate how well each responds to community needs and goals, project objectives, and constructability.

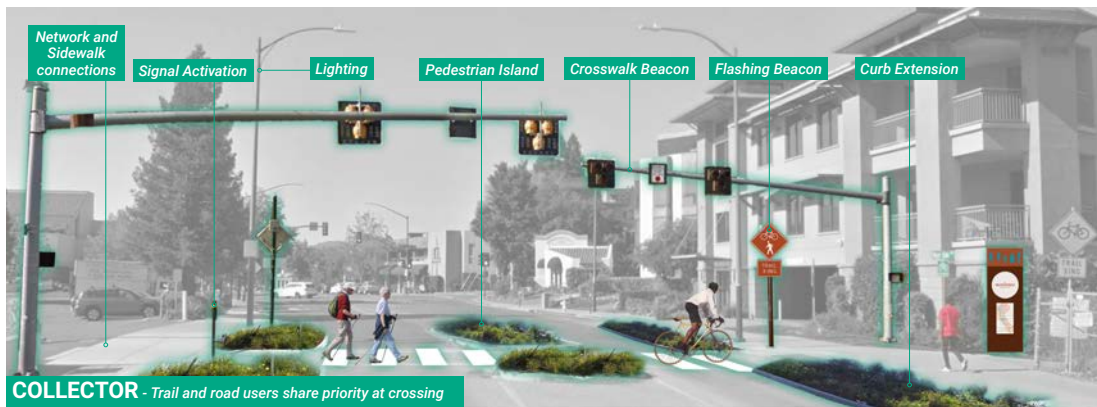
The alignment alternatives will be presented at a monthly PDT meeting to the City and key stakeholders for feedback.

Preferred Plan and Plan Document

A preferred alignment will be selected using the evaluation criteria and based upon feedback on the alternative alignments from the community, stakeholders,

INTERSECTIONS

Creating a higher priority and continuous movement for the Iron Horse Trail.



? What do you want addressed at intersections?
Add colored dots below your priorities!

Lower Vehicle Speeds	Smoother Ride Experience. Less stop and go.	Lighting / Wayfinding
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Alta developed design guidance for trail crossings at intersections for the Contra Costa County Iron Horse Trail and presented different options to the community for feedback.

and City. The preferred plan will be refined and all associated graphics, cost estimates, and phasing plans previously produced will be updated to share with the PDT, stakeholders, and community as part of the Plan document. The Plan document will include content developed under previous tasks, including the Existing Conditions Assessment, Funding Opportunities, and Operations and Maintenance Plan—which will include ownership, maintenance, and management options for involved entities.

Alta will lead the development of the Plan, which will be graphically rich and written in an accessible manner that will resonate both with the public and City staff. Alta will present the final plan at a monthly PDT meeting and provide one draft and one final version of the Plan to City and key stakeholders for review and comment.

TASK 4 DELIVERABLES:

- Evaluation criteria
- Alignment alternatives - plan diagrams, sections, crossing treatments, and associated graphics developed under Task 2 for up to two alternatives
- Preferred plan - update plan diagrams, sections, crossing treatments, and associated graphics developed under Task 2
- Plan document - one draft, one final

Task 5. Project Management

Alta will provide overall project management and team coordination from project inception to closeout. Quality work, cost control, and schedule compliance will result from a systematic management program tailored to the San Antonio Creek Trail Feasibility Study. Holding to the planned task budgets and anticipating workload and schedule changes will allow us to deliver this project on time and on budget. This will be accomplished by preparing and maintaining a detailed schedule that is treated as a living document throughout the project's life. We have already developed a draft schedule and included it in this proposal for your review and contemplation.

We use Deltek, a project management software and database, for budget planning, control and invoicing. Alta and subconsultants work are tracked in Deltek tasks and labor reports that indicate burn rates and make sure project billings correspond to production and milestones. Alta Project Manager Lydia Kenselaar will direct the activities of the project team, including subconsultants, throughout the life of the project.

The following meetings will provide structure throughout the lifetime of the project; we assume all meetings will occur virtually.

Kick-Off Meeting

Alta will host a project kick-off meeting with the consultant team and City Project Manager and staff to confirm project scope, goals, and key constraints and opportunities to confirm the study parameters and schedule. The kick-off meeting will also introduce the Alta team and City staff and discuss team member roles and responsibilities on the project.

Monthly Project Development Team Meetings

Our team prepares engaging and interactive PDT meetings to keep key decision makers consistently enthusiastic about participating. To this end, we have developed a series of design exercises, surveys, and activities to elicit critical feedback. Through employing this process on other corridor projects in the area, we have found PDT members look forward to our meetings and strive to participate consistently. This consistency results in more efficient decision making and reduces project re-work.

PDT Meetings will occur monthly, and Alta will maintain a running meeting agenda including minutes, and a summary of action items to keep the project on track. At the kick-off meeting we will work with the City to identify the core group of decision makers who will attend regularly and those who will be pulled in during specific phases only. These include stakeholders such as the San Bernardino County Transportation Authority, Chino Basin Water Conservation District, San Bernardino County Flood Control, Army Corps of Engineers, Union Pacific Railroad, and Ontario-Montclair School District.

The timing of Project Development Team meetings will coincide with submittals so as to provide more than just a regular check-in on the project status and schedule, but an opportunity for the City and Alta team to verbally discuss City comments and project concerns on deliverables.

As-Needed Bi-Weekly City PM/Alta PM Check-Ins

Lydia will set up a recurring 30-minute as-needed check-in with the City Project Manager to provide time and space to address questions that arise between monthly project progress meetings, keep action items moving forward, and to ensure the right City and stakeholder staff are being included at appropriate points in the Project Progress meetings.

Alta Internal Team Meetings

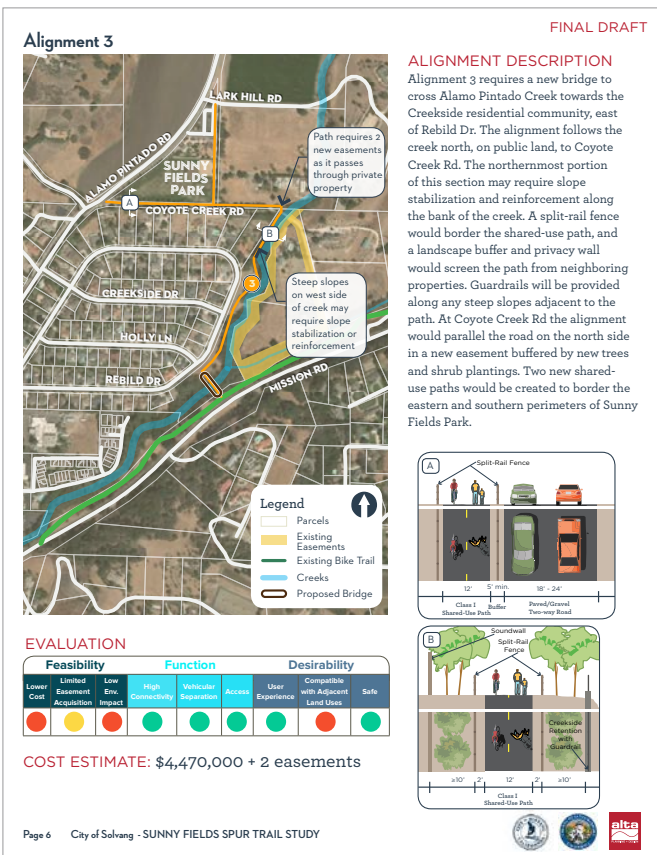
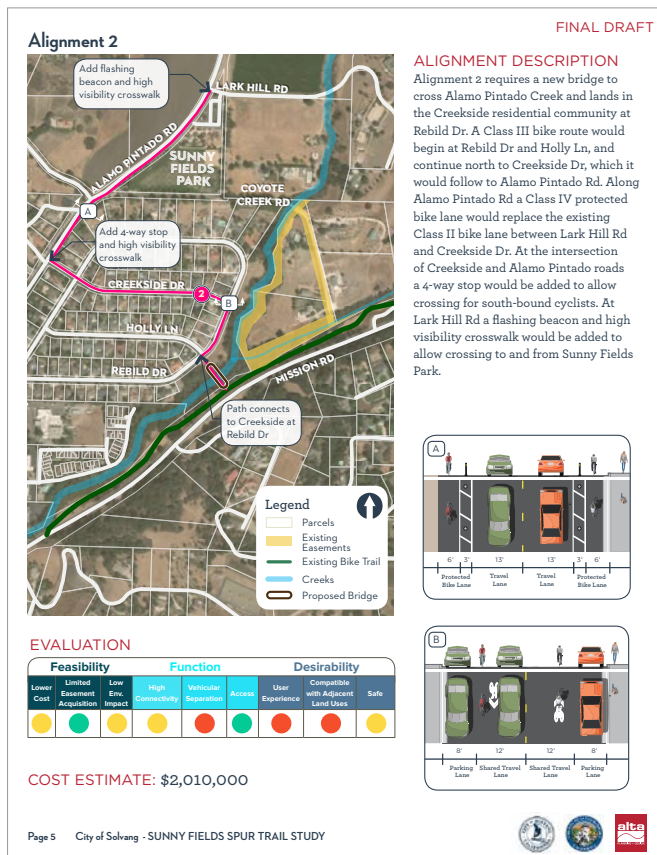
Alta's core project team will meet on a weekly basis to review work progress and technical issues, discuss upcoming tasks, and coordinate across disciplines.

In addition, Alta will prepare monthly invoices and quarterly reports for submission to the City's Project Manager.

We will incorporate our Alta Quality Assurance program (AQUA) into the project. AQUA is our approach to providing services and developing deliverables that satisfy client requirements in a systematic, reliable way. AQUA cannot guarantee the production of quality products, but our goal is to achieve the highest level of "Alta Quality" on everything we do. AQUA includes a three-tiered review process that records the originator, checker, back-checker, and verifier of each document that goes out the door.

TASK 5 DELIVERABLES:

- Kick-off meeting
- Monthly project development team meetings, agendas, and minutes
- As-needed City/Alta Project Manager check-ins
- Monthly invoices and quarterly progress reports
- Alta internal team meetings



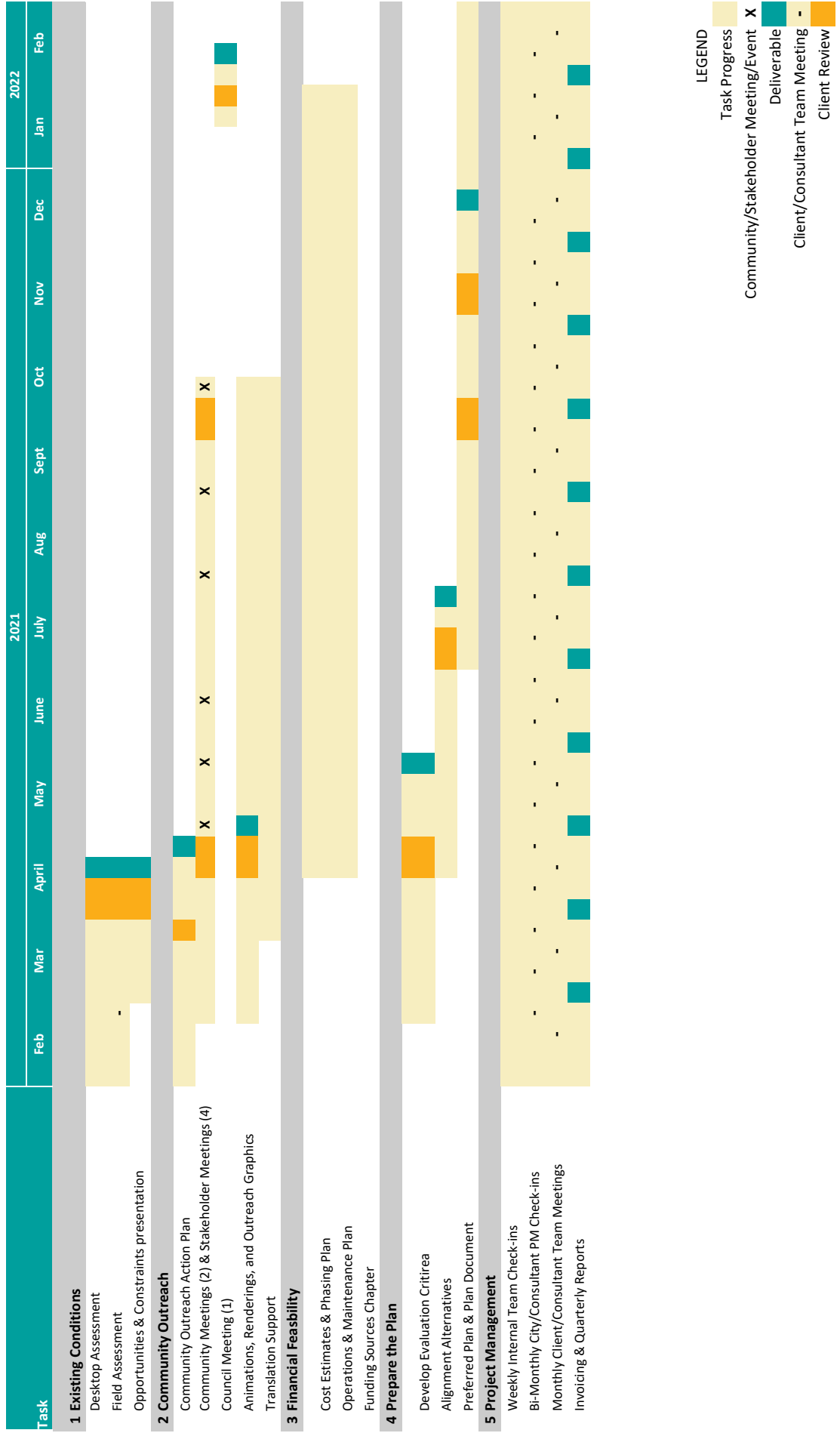
Alta has extensive experience developing decision matrices to score alignment options or trail segments by various criteria, including safety, environmental enhancement, cost and ease of implementation, aesthetics, topographical constraints, railroad needs, and public support.



Project Scheduling

Schedule

This proposed schedule reflects the scope outlined in this proposal. The Alta team is flexible in our approach and looks forward to working with the City to finalize the scope and schedule to meet the needs of the City and project.



- LEGEND**
- Task Progress
 - Community/Stakeholder Meeting/Event X
 - Deliverable
 - Client/Consultant Team Meeting -
 - Client Review

Insurance

Statement Certifying Insurance Coverage

Alta confirms that it will obtain the required insurance coverage and understands that said coverage is a prerequisite for entering into an agreement with the City. Alta has confirmed with its insurance carrier that it is able to meet all of the requirements for insurance.

References

1. Fullerton Priority Bike Connection Plan and Brea Creek Trail Feasibility

Client Agency: City of Fullerton

Contact Person: Matt Foulkes, Planning Manager/Acting Deputy Director

Address: 303 W. Commonwealth Avenue, Fullerton, CA 92832

Telephone Number: (714) 738-6878

2. Vernon Los Angeles River Bike Path Feasibility Study

Client Agency: City of Vernon and Southern California Association of Governments

Contact Person: Daniel Wall, Director of Public Works, City of Vernon

Address: 4305 S. Santa Fe Avenue, Vernon, CA 90058

Telephone Number: (323) 583-8811 x305

3. Victorville Mojave Riverwalk

Client Agency: City of Victorville

Contact Person: Brian Gengler, City Engineer

Address: 14343 Civic Drive, Victorville, CA 92392

Telephone Number: (760) 955-5156

Consulting Services Agreement

Alta has reviewed the City's Consulting Services Agreement, and would like to submit the proposed edits included on the following pages per RFP instructions. The reason for these edits is to provide greater clarity in responsibility for and assumption of risk. Text deletions are in red strikethrough and additions are in blue.

Legal Company Name: Alta Planning + Design, Inc.
State of Incorporation: California | Tax ID: 68-0465555
For all legal-related correspondence and information please use the following address:
711 SE Grand Avenue
Portland, OR 97214
(503) 230 9862
contracts@altago.com

Section / General Condition	Location	Proposed Amendment (Deletions in Red, Insertions in Blue)	Rationale and Benefit
3 Performance		<p>Consultant shall at all times faithfully, competently and to the best of his/her ability, experience and talent, perform all tasks described herein. CONSULTANT represents and warrants that it has the qualifications, experience and facilities necessary to properly perform the services required under this AGREEMENT in a thorough, competent and professional manner. Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons professionals of the same discipline engaged in providing similar services during a similar time and location as are required of Consultant hereunder in meeting its obligations under this Agreement.</p>	<p>This wording represents our professional standard of care which is essential for properly insured contract. Superlatives such as “best” can cause issues.</p>
8 Ownership of Documents (b)	After first sentence	<p>Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Consultant.</p>	<p>Alta cannot guarantee work which has been used for any purpose outside of that contemplated by the agreement (re-use/modification)</p>
8 Ownership of Documents (b)	After last sentence or new section (c)	<p>Consultant shall not be responsible for any alterations, modifications, or additions made in the electronic data by the Client or any reuse of the electronic data by the Client or any other party for this project or any other project without the consent of the Consultant. Client shall indemnify and hold harmless Consultant, its officers, directors, and employees against any claims, damages, or losses arising out of the reuse or distribution of the electronic data without consent of the Consultant and arising out of alterations, modifications, or additions to the electronic data made by anyone other than Consultant. Copies of documents that may be relied upon by Client are limited to the printed copies (also known as hard copies) that are signed or sealed by the Consultant. Electronic text, data, graphics, or other files furnished by the Consultant to Client is provided as a convenience only. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk.</p>	<p>Electronic files can be easily altered or corrupted. As stated, hard copies signed and sealed will only be relied upon.</p>
9. Indemnification (a)	Within the paragraph.	<p>Strike “protect, any and all, and agents” Add “reasonable” before “attorney’s fees and costs”</p>	<p>Agents are undefined, unknown & attorney’s fees should be reasonable.</p>

9. Indemnification (b)	First sentence	Strike “interest” and “are a consequence of, or are in any way attributable to, in whole or in part” Add “reasonable” before “attorney’s fees and costs” Add “negligent” before “performance of this Agreement”	More appropriately ensures contract will be fully insured.
10. Insurance (a) (2)	First sentence	Strike “exact”	Carriers use many forms with equivalent and appropriate coverage, however, “exact” is too limiting.
10. Insurance (b) (1)	Second paragraph, first sentence	Strike “arising out of” and replace with “from”	This is Hartford’s coverage language.
10. Insurance (b) (1) 5.		Strike “Contain any other exclusion contrary to the Contract”	This is too broadly worded- it is impossible to fully interpret which insurance exclusions may be contrary.
10. Insurance (e)	Second sentence	The Consultant, concurrently with the execution of the contract, and as a condition precedent to the effectiveness thereof, shall deliver either certified copies of the required policies, or original certificates and endorsements on forms approved by the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15 days) Prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City.	Certificates of insurance are proof of insurance – there is no “original,” they are handled digitally. An insurance broker who is authorized to sign and issue a certificate, may not be authorized to “bind coverage” – the two are not related. Additionally, endorsements are not always individually signed- typically there is one signature for the entire policy and all endorsements (blanket). Issuance of proof of insurance is handled by our insurance broker and is not fully in our control.
10. Insurance (h)	Second sentence	Strike “fully” and replace with “materially”	There are many insignificant details which are administrative & do not have to do with material compliance. Administrative issues should not hold up payment.
10. Insurance (g)		Add to the end “, subject to the limits, terms, conditions, and exclusions of the policy(ies).”	Indemnity and Insurance are two different remedies – insurance policy exclusions will still always apply.



FEE PROPOSAL

MULTIMODAL CONNECTIVITY PLAN FOR

San Antonio Creek Channel

City of Montclair - Engineering Division

JANUARY 14, 2021

PREPARED BY:
ALTA PLANNING + DESIGN, INC.

IN ASSOCIATION WITH:
EPIC LAND SOLUTIONS, INC.
BENGAL ENGINEERING, INC.

alta

Resource Requirements and Fee Schedule

This proposed budget reflects the scope outlined in this proposal. The Alta team is flexible in our approach and looks forward to working with the City to finalize the scope and budget to meet the needs of the City and project.

		Alta Planning + Design														Epic	Bengal	Task Hours	Total Task Fee
		Emily Duchon	Lydia Kenselaar	James Powell	Zara Gomez/ Hannah Hefner	Sean Carter/Chelsea Cole	Dan Schier	Zane Taylor	Steve Hernandez	Marlene Salazar	Principal Engineer	Markos Legese	Jeff Knowles	Devan Gelle	ROW Assessment Lead	Structural Engineering			
		PIC	PM	Senior Design Associate	Senior Designer	Designer I	GIS & Design Production	Web Developer	Graphic Design	Planner I	Steve Frieson	Engineering Assoc.	Planning Principal	Admin + Production Support					
		2021 Hourly Rate*	\$232	\$142	\$183	\$116	\$109	\$97	\$152	\$97	\$109	\$283	\$183	\$225	\$82	\$200	\$225		
Task #	Task Name																		
1	Existing Conditions	20.0	52.0	14.0	50.0	66.0	20.0	0.0	0.0	0.0	2.0	12.0	0.0	0.0	68	28	236.0	\$52,182	
	Desktop Assessment	4.0	20.0	4.0	20.0	20.0	20.0				2.0			50.0	20.0	90.00	\$26,006		
	Field Assessment	8.0	12.0			16.0						8.0		8.0	8.0	44.00	\$10,168		
	Opportunities & Constraints presentation	8.0	20.0	10.0	30.0	30.0						4.0		10.0		102.00	\$16,008		
2	Community Outreach	11.0	42.0	11.0	80.0	60.0	16.0	30.0	10.0	4.0	0.0	0.0	0.0	20.0	0.0	0.0	284.0	\$35,507	
	Community Outreach Action Plan	1.0	4.0	1.0										8.0		14.00	\$1,639		
	Community Meetings (2) & Stakeholder Meetings (4)	4.0	20.0	2.0			12.0	30.0	10.0					8.0		86.00	\$11,484		
	Council Meeting (1)		4.0				4.0									8.00	\$956		
	Animations, Renderings, and Outreach Graphics	6.0	12.0	8.0	80.0	60.0										166.00	\$20,380		
	Translation Support		2.0							4.0				4.0		10.00	\$1,048		
3	Financial Feasibility	4.0	14.0	5.0	0.0	0.0	20.0	0.0	0.0	0.0	1.0	10.0	8.0	0.0	32.0	20.0	62.0	\$20,584	
	Cost Estimates & Phasing Plan	2.00	8.0	2.0			8.0				1.0	10.0		30.0	20.0	31.00	\$15,355		
	Operations & Maintenance Plan	1.00	4.0	2.0			12.0									19.00	\$2,330		
	Funding Sources Chapter	1.00	2.0	1.0									8.0	2.0		12.00	\$2,899		
4	Prepare the Plan	8.0	38.0	5.0	32.0	50.0	60.0	0.0	0.0	0.0	1.0	5.0	0.0	12.0	28.0	24.0	221.0	\$35,481	
	Develop Evaluation Criteria	1.00	4.0	1.0		4.0						1.0		2.0	2.0	11.00	\$2,452		
	Alignment Alternatives	2.00	8.0	1.0	20.0	20.0	20.0					1.0		20.0	18.0	72.00	\$16,456		
	Preferred Plan & Plan Document	6.00	30.0	4.0	12.0	30.0	40.0				1.0	4.0		6.0	4.0	149.00	\$19,025		
5	Project Management	18.0	54.0	8.0	6.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	12	8	110.0	\$20,424	
	Weekly Internal Team Check-ins	6	12	4	6	6	6										40.00	\$5,760	
	Bi-Monthly City/Consultant PM Check-ins		10														10.00	\$1,420	
	Monthly Client/Consultant Team Meetings	8	20	4										10	6	32.00	\$8,778		
	Invoicing & Quarterly Reports	4	12											12	2	28.00	\$4,466		
Staff Hours		61.00	200.00	43.00	168.00	182.00	122.00	30.00	10.00	4.00	4.00	27.00	8.00	44.00	140.00	80.00	692	\$164,178	
Oureach & Translation Service																		\$12,000	
Reimbursable Expenses & Travel																		\$680	
Project Total		\$14,152	\$28,400	\$7,869	\$19,488	\$19,838	\$11,834	\$4,560	\$970	\$436	\$1,132	\$4,941	\$1,800	\$3,608	\$28,000	\$18,000		\$177,708	

GENERAL NOTES:

* Hours and staff assignments can be adjusted by the consultant as needed to implement the tasks described during the course of the project.

* Hourly rates are for calendar year 2021, and will be adjusted if work is continued into subsequent year(s).