

AGREEMENT FOR PROFESSIONAL SERVICES BY INDEPENDENT CONTRACTOR

THIS AGREEMENT FOR PROFESSIONAL SERVICES BY INDEPENDENT CONTRACTOR is made and effective as of the 2nd day of September 2025, by and between the CITY OF BEAUMONT (“CITY”) whose address is 550 E. 6th Street, Beaumont, California 92223 and GHD, INC. (“CONTRACTOR”), whose address is 320 Goddard Avenue, Suite 200, Irvine, CA 92618.

RECITALS

This Agreement is entered into on the basis of the following facts, understandings and intentions of the parties to this Agreement:

- A. The CITY Public Works Department desires to engage CONTRACTOR to provide Professional Design Services for the Downtown Beaumont Revitalization Preliminary Design Project (CIP R25-15);
- B. The CITY published a Request for Proposals, using the formal RFP procedures, on March 28, 2025; The Request for Proposals (RFP) is attached hereto as Exhibit “A”;
- C. The CONTRACTOR responded to the Request on May 13, 2025; CONTRACTOR has made a proposal (“Proposal”) to the CITY to provide such professional services, which Proposal is attached hereto as Exhibit “B” and incorporated herein by this reference; and,
- D. The CONTRACTOR agrees to provide such services pursuant to, and in accordance with, the terms and conditions of this Agreement, and represents and warrants to CITY that CONTRACTOR possesses the necessary skills, licenses, certifications, qualifications, personnel and equipment to provide such services.
- E. The CITY desires to engage CONTRACTOR to provide the services provided in the Proposal.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing Recitals and mutual covenants contained herein, CITY and CONTRACTOR agree as follows:

1. Term of Agreement. This Agreement is effective as of the date first above written and shall continue until terminated as provided for herein. Notwithstanding anything in this Agreement to the contrary, this Agreement shall automatically terminate after five (5) years unless extended by the parties with the approval of the City Council of the CITY.
2. Services to be Performed. CONTRACTOR agrees to provide the services (“Services”) as follows: Proposal per Exhibit “B”. All Services shall be performed in the manner and according to the timeframe set forth in the Proposal. CONTRACTOR designates Todd Tregenza, AICP as CONTRACTOR’S professional(s) responsible for overseeing the Services

provided by CONTRACTOR.

3. Associates and Subcontractors. CONTRACTOR may, at CONTRACTOR's sole cost and expense, employ such competent and qualified independent associates, subcontractors and consultants as CONTRACTOR deems necessary to perform the Services; provided, however, that CONTRACTOR shall not subcontract any of the Services without the written consent of CITY.

4. Compensation.

4.01 CONTRACTOR shall be paid at the rates set forth in the Cost Proposal and shall not increase any rate without the prior written consent of the CITY. Notwithstanding anything in this Agreement to the contrary, total fees and charges paid by CITY to CONTRACTOR under this Agreement shall not exceed One Million Four Hundred Eighty-Three Thousand Six Hundred Thirty-Four Dollars (\$1,483,634).

4.02 CONTRACTOR shall not be compensated for any Services rendered nor reimbursed for any expenses incurred in excess of those authorized unless approved in advance by the CITY, in writing.

4.03 CONTRACTOR shall submit to CITY, on or before the fifteenth (15th) of each month, itemized invoices for the Services rendered in the previous month. The CITY shall not be obligated to pay any invoice that is submitted more than sixty (60) days after the due date of such invoice. CITY shall have the right to review and audit all invoices prior to or after payment to CONTRACTOR. This review and audit may include, but not be limited to CITY's:

- a. Determination that any hourly fee charged is consistent with this Agreement's approved hourly rate schedule;
- b. Determination that the multiplication of the hours billed times the approved rate schedule dollars is correct;
- c. Determination that each item charged is the usual, customary, and reasonable charge for the particular item. If CITY determines an item charged is greater than usual, customary, or reasonable, or is duplicative, ambiguous, excessive, or inappropriate, CITY shall either return the bill to CONTRACTOR with a request for explanation or adjust the payment accordingly, and give notice to CONTRACTOR of the adjustment.

4.04 CONTRACTOR shall receive payment by the CITY for the services provided specified in Exhibit "B".

- a. CONTRACTOR shall submit all invoices to the City of Beaumont's Accounts Payable at the email address listed below.
- b. CONTRACTOR will send the original invoices to:

City of Beaumont
Attn: Finance Department-Accounts Payable
ap@beaumontca.gov

c. Each invoice shall contain a minimum of the following information: invoice number and date; PO number (once issued by the CITY), remittance address; bill-to and ship-to addresses of ordering department/division; Agreement number (24-157), quantities; item descriptions, unit prices, extensions, sales/use tax if applicable, an invoice total, and any other information requested by the CITY.

4.05 If the work is satisfactorily completed, CITY shall pay such invoice within thirty (30) days of its receipt. Should CITY dispute any portion of any invoice, CITY shall pay the undisputed portion within the time stated above, and at the same time advise CONTRACTOR in writing of the disputed portion.

5. Obligations of CONTRACTOR.

5.01 CONTRACTOR agrees to perform all Services in accordance with the terms and conditions of this Agreement and the Proposal. In the event that the terms of the Proposal shall conflict with the terms of this Agreement, or contain additional terms other than the Services to be rendered and the price for the Services, the terms of this Agreement shall govern and said additional or conflicting terms shall be of no force or effect.

5.02 Except as otherwise agreed by the parties, CONTRACTOR will supply all personnel, materials and equipment required to perform the Services. CONTRACTOR shall provide its own offices, telephones, vehicles and computers and set its own work hours. CONTRACTOR will determine the method, details, and means of performing the Services under this Agreement.

5.03 CONTRACTOR shall keep CITY informed as to the progress of the Services by means of regular and frequent consultations. Additionally, when requested by CITY, CONTRACTOR shall prepare written status reports.

5.04 CONTRACTOR is responsible for paying, when due, all income and other taxes, fees and withholding, including withholding state and federal taxes, social security, unemployment and worker's compensation, incurred as a result of the compensation paid under this Agreement. CONTRACTOR agrees to indemnify, defend and hold harmless CITY for any claims, costs, losses, fees, penalties, interest, or damages suffered by CITY resulting from CONTRACTOR's failure to comply with this provision.

5.05 In the event CONTRACTOR is required to prepare plans, drawings, specifications and/or estimates, the same shall be furnished in conformance with local, state and federal laws, rules and regulations.

5.06 CONTRACTOR represents that it possesses all required licenses necessary or applicable to the performance of Services under this Agreement and the Proposal and

shall obtain and keep in full force and effect all permits and approvals required to perform the Services herein. In the event CITY is required to obtain an approval or permit from another governmental entity, CONTRACTOR shall provide all necessary supporting documents to be filed with such entity.

5.07 CONTRACTOR shall be solely responsible for obtaining Employment Eligibility Verification information from CONTRACTOR's employees, in compliance with the Immigration Reform and Control Act of 1986, Pub. L. 99-603 (8 U.S.C. 1324a), and shall ensure that CONTRACTOR's employees are eligible to work in the United States.

5.08 In the event that CONTRACTOR employs, contracts with, or otherwise utilizes any CalPERS retirees in completing any of the Services performed hereunder, such instances shall be disclosed in advance to the CITY and shall be subject to the CITY's advance written approval.

5.09 Drug-free Workplace Certification. By signing this Agreement, the CONTRACTOR hereby certifies under penalty of perjury under the laws of the State of California that the CONTRACTOR will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code, Section 8350 et seq.) and will provide a drug-free workplace.

5.10 CONTRACTOR shall comply with all applicable local, state and federal laws, rules, regulations, entitlements and/or permits applicable to, or governing the Services authorized hereunder.

6. Insurance. CONTRACTOR hereby agrees to be solely responsible for the health and safety of its employees and agents in performing the Services under this Agreement and shall comply with all laws applicable to worker safety including but not limited to Cal-OSHA. Therefore, throughout the duration of this Agreement, CONTRACTOR hereby covenants and agrees to maintain insurance in conformance with the requirements set forth below. Attached hereto as **Exhibit "C"** are copies of Certificates of Insurance and endorsements as required by Section 7.02. If existing coverage does not meet the requirements set forth herein, CONTRACTOR agrees to amend, supplement or endorse the existing coverage to do so. CONTRACTOR shall provide the following types and amounts of insurance:

6.01 Commercial general liability insurance in an amount of not less than \$1,000,000 per occurrence and \$2,000,000 in the aggregate; CONTRACTOR agrees to have its insurer endorse the general liability coverage required herein to include as additional insured's CITY, its officials, employees and agents. CONTRACTOR also agrees to require all contractors and subcontractors to provide the same coverage required under this Section 6.

6.02 Business Auto Coverage in an amount no less than \$1 million per accident. If CONTRACTOR or CONTRACTOR's employees will use personal autos in performance of the Services hereunder, CONTRACTOR shall provide evidence of personal auto liability coverage for each such person.

6.03 Workers' Compensation coverage for any of CONTRACTOR's employees that will be providing any Services hereunder. CONTRACTOR will have a state-approved policy form providing statutory benefits as required by California law. The provisions of any workers' compensation will not limit the obligations of CONTRACTOR under this Agreement. CONTRACTOR expressly agrees not to use any statutory immunity defenses under such laws with respect to CITY, its employees, officials and agents.

6.04 Optional Insurance Coverage. Choose and check one: Required ___ /Not Required ___; Errors and omissions insurance in a minimum amount of \$2 million per occurrence to cover any negligent acts or omissions committed by CONTRACTOR, its employees and/or agents in the performance of any Services for CITY.

7. General Conditions pertaining to Insurance Coverage

7.01 No liability insurance coverage provided shall prohibit CONTRACTOR from waiving the right of subrogation prior to a loss. CONTRACTOR waives all rights of subrogation against CITY regardless of the applicability of insurance proceeds and shall require all contractors and subcontractors to do likewise.

7.02. Prior to beginning the Services under this Agreement, CONTRACTOR shall furnish CITY with certificates of insurance, endorsements, and upon request, complete copies of all policies, including complete copies of all endorsements. All copies of policies and endorsements shall show the signature of a person authorized by that insurer to bind coverage on its behalf.

7.03. All required policies shall be issued by a highly rated insurer with a minimum A.M. Best rating of "A:VII"). The insurer(s) shall be admitted and licensed to do business in California. The certificates of insurance hereunder shall state that coverage shall not be suspended, voided, canceled by either party, or reduced in coverage or in limits, except after thirty (30) days' prior written notice has been given to CITY.

7.04 Self-insurance does not comply with these insurance specifications. CONTRACTOR acknowledges and agrees that that all insurance coverage required to be provided by CONTRACTOR or any subcontractor, shall apply first and on a primary, non-contributing basis in relation to any other insurance, indemnity or self-insurance available to CITY.

7.05 All coverage types and limits required are subject to approval, modification and additional requirements by CITY, as the need arises. CONTRACTOR shall not make any reductions in scope of coverage (e.g. elimination of contractual liability or reduction of discovery period) that may affect CITY's protection without CITY's prior written consent.

7.06 CONTRACTOR agrees to provide immediate notice to CITY of any claim or loss against CONTRACTOR or arising out of the Services performed under this Agreement. CITY assumes no obligation or liability by such notice, but has the right (but

not the duty) to monitor the handling of any such claim or claims if they are likely to involve CITY.

8. Indemnification.

8.01 CONTRACTOR and CITY agree that CITY, its employees, agents and officials should, to the extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, defense costs, court costs or any other costs arising out of or in any way related to the performance of this Agreement by CONTRACTOR or any subcontractor or agent of either as set forth herein. Accordingly, the provisions of this indemnity are intended by the parties to be interpreted and construed to provide the fullest protection possible under the law to CITY. CONTRACTOR acknowledges that CITY would not enter into this Agreement in the absence of the commitment of CONTRACTOR to indemnify and protect CITY as set forth herein.

a. To the fullest extent permitted by law, CONTRACTOR shall defend, indemnify and hold harmless CITY, its employees, agents and officials, from any liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses, damages or costs of any kind, whether actual, alleged or threatened, actual attorneys' fees incurred by CITY, court costs, interest, defense costs, including expert witness fees and any other costs or expenses of any kind whatsoever without restriction or limitation incurred in relation to, as a consequence of or arising out of, or in any way attributable actually, allegedly or impliedly, in whole or in part to the performance of this Agreement. CONTRACTOR's obligation to defend, indemnify and hold harmless shall include any and all claims, suits and proceedings in which CONTRACTOR (and/or CONTRACTOR's agents and/or employees) is alleged to be an employee of CITY. All obligations under this provision are to be paid by CONTRACTOR as they are incurred by CITY.

b. Without affecting the rights of CITY under any provision of this Agreement or this Section, CONTRACTOR shall not be required to indemnify and hold harmless CITY as set forth above for liability attributable solely to the fault of CITY, provided such fault is determined by agreement between the parties or the findings of a court of competent jurisdiction.

8A. Indemnification Design Professionals.

8A.01 In the event that CONTRACTOR is a design professional under California Civil Code Section 2782.8 this Section 8A shall apply instead of Section 8. To the fullest extent permitted by California law and in accordance with California Civil Code section 2782.8, CONTRACTOR shall indemnify, and hold harmless the City, its officers, employees, trustees and members ("Indemnified Parties") from any and all actions, assessments, counts, citations, claims, costs, damages, demands, judgments, liabilities (legal, administrative or otherwise), losses, notices, expenses, fines, penalties, proceedings, responsibilities, violations, attorney's and consultants' fees and causes of action including, but not limited to those for, injury to property or persons, including personal injury and/or death ("Claim(s)"), to the extent that the Claim(s) arises out of,

pertains to, or relates to the negligence, recklessness, or willful misconduct of CONTRACTOR, its directors, officials, officers, employees and consultants arising out of, connected with, or resulting from the performance of the Services, the Project, or this Agreement. This indemnity excludes liability caused by the negligence or willful misconduct of any of the Indemnified Parties. The cost to indemnify, hold harmless, and defend charged to CONTRACTOR shall not exceed CONTRACTOR'S proportionate percentage of fault.

9. Additional Services, Changes and Deletions.

9.01 In the event CONTRACTOR performs additional or different services than those described herein without the prior written approval of the City Manager and/or City Council of CITY, CONTRACTOR shall not be compensated for such services. CONTRACTOR expressly waives any right to be compensated for services and materials not covered by the scope of this Agreement or authorized by the CITY in writing.

9.02 CONTRACTOR shall promptly advise the City Manager and Finance Director of CITY as soon as reasonably practicable upon gaining knowledge of a condition, event or accumulation of events which may affect the scope and/or cost of Services. All proposed changes, modifications, deletions and/or requests for additional services shall be reduced to writing for review and approval by the CITY and/or City Council.

10. Termination of Agreement.

10.01 Notwithstanding any other provision of this Agreement, CITY, at its sole option, may terminate this Agreement with or without cause, or for no cause, at any time by giving twenty (20) days' written notice to CONTRACTOR.

10.02 In the event of termination, the payment of monies due CONTRACTOR for undisputed Services performed prior to the effective date of such termination shall be paid within thirty (30) business days after receipt of an invoice as provided in this Agreement. Immediately upon termination, CONTRACTOR agrees to promptly provide and deliver to CITY all original documents, reports, studies, plans, specifications and the like which are in the possession or control of CONTRACTOR and pertain to CITY.

11. Status of CONTRACTOR.

11.01 CONTRACTOR shall perform the Services in CONTRACTOR'S own way as an independent contractor, and in pursuit of CONTRACTOR'S independent calling, and not as an employee of CITY. However, CONTRACTOR shall regularly confer with CITY'S City Manager as provided for in this Agreement.

11.02 CONTRACTOR agrees that it is not entitled to the rights and benefits afforded to CITY'S employees, including disability or unemployment insurance, workers' compensation, retirement, CalPERS, medical insurance, sick leave, or any other employment benefit. CONTRACTOR is responsible for providing, at its own expense, disability, unemployment, workers' compensation and other insurance, training, permits,

and licenses for itself and its employees and subcontractors.

11.03 CONTRACTOR hereby specifically represents and warrants to CITY that it possesses the qualifications and skills necessary to perform the Services under this Agreement in a competent, professional manner, without the advice or direction of CITY and that the Services to be rendered pursuant to this Agreement shall be performed in accordance with the standards customarily applicable to an experienced and competent professional rendering the same or similar services in the same geographic area where the CITY is located. Further, CONTRACTOR represents and warrants that the individual signing this Agreement on behalf of CONTRACTOR has the full authority to bind CONTRACTOR to this Agreement.

12. Ownership of Documents; Audit.

12.01 All draft and final reports, plans, drawings, studies, maps, photographs, specifications, data, notes, manuals, warranties and all other documents of any kind or nature prepared, developed or obtained by CONTRACTOR in connection with the performance of Services performed for the CITY shall become the sole property of CITY, and CONTRACTOR shall promptly deliver all such materials to CITY upon request. At the CITY's sole discretion, CONTRACTOR may be permitted to retain original documents, and furnish reproductions to CITY upon request, at no cost to CITY.

12.02 Subject to applicable federal and state laws, rules and regulations, CITY shall hold all intellectual property rights to any materials developed pursuant to this Agreement. CONTRACTOR shall not such use data or documents for purposes other than the performance of this Agreement, nor shall CONTRACTOR release, reproduce, distribute, publish, adapt for future use or any other purposes, or otherwise use, any data or other materials first produced in the performance of this Agreement, nor authorize others to do so, without the prior written consent of CITY.

12.03 CONTRACTOR shall retain and maintain, for a period not less than four years following termination of this Agreement, all-time records, accounting records and vouchers and all other records with respect to all matters concerning Services performed, compensation paid and expenses reimbursed. At any time during normal business hours and as often as CITY may deem necessary, CONTRACTOR shall make available to CITY's agents for examination all of such records and shall permit CITY's agents to audit, examine and reproduce such records.

13. Miscellaneous Provisions.

13.01 This Agreement, which includes all attached exhibits, supersedes any and all previous agreements, either oral or written, between the parties hereto with respect to the rendering of Services by CONTRACTOR for CITY and contains all of the covenants and agreements between the parties with respect to the rendering of such Services in any manner whatsoever. Any modification of this Agreement will be effective only if it is in writing signed by both parties.

13.02 CONTRACTOR shall not assign or otherwise transfer any rights or interest

in this Agreement without the prior written consent of CITY. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

13.03 CONTRACTOR shall timely file FPPC Form 700 Conflict of Interest Statements with CITY if required by California law and/or the CITY's conflict of interest policy.

13.04 If any legal action or proceeding, including an action for declaratory relief, is brought to enforce or interpret the provisions of this Agreement, the prevailing party will be entitled to reasonable attorneys' fees and costs, in addition to any other relief to which that party may be entitled.

13.05 This Agreement is made, entered into and shall be performed in the County of Riverside in the State of California and shall in all respects be interpreted, enforced and governed under the laws of the State of California. The parties agree that venue in any litigation between them shall be in Riverside County, California.

13.06 CONTRACTOR covenants that neither it nor any officer or principal of its firm has any interest, nor shall they acquire any interest, either directly or indirectly, which will conflict in any manner or degree with the performance of their Services hereunder. CONTRACTOR further covenants that in the performance of this Agreement, no person having such interest shall be employed by it as an officer, employee, agent, or subcontractor.

13.07 CONTRACTOR has read and is aware of the provisions of Section 1090 et seq. and Section 87100 et seq. of the Government Code relating to conflicts of interest of public officers and employees. CONTRACTOR agrees that they are unaware of any financial or economic interest of any public officer or employee of the CITY relating to this Agreement. It is further understood and agreed that if such a financial interest does exist at the inception of this Agreement, the CITY may immediately terminate this Agreement by giving notice thereof. CONTRACTOR shall comply with the requirements of Government Code section 87100 et seq. and section 1090 in the performance of and during the term of this Agreement.

13.08 Improper Consideration. CONTRACTOR shall not offer (either directly or through an intermediary) any improper consideration such as, but not limited to, cash, discounts, services, the provision of travel or entertainment, or any items of value to any officer, employee or agent of the CITY in an attempt to secure favorable treatment regarding this Agreement or any contract awarded by CITY. The CITY, by notice, may immediately terminate this Agreement if it determines that any improper consideration as described in the preceding sentence was offered to any officer, employee or agent of the CITY with respect to the proposal and award process of this Agreement or any CITY contract. This prohibition shall apply to any amendment, extension or evaluation process once this Agreement or any CITY contract has been awarded. CONTRACTOR shall immediately report any attempt by any CITY officer, employee or agent to solicit (either directly or through an intermediary) improper consideration from CONTRACTOR.

13.09 Severability. If any portion of this Agreement is declared invalid, illegal or otherwise unenforceable by a court of competent jurisdiction, the entire balance of this Agreement not so affected shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereby have made and executed this Agreement to be effective as of the day and year first above written.

CITY:

CITY OF BEAUMONT

By:

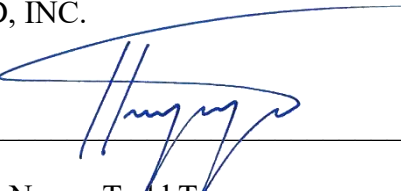
Mike Lara, Mayor

Date:

CONTRACTOR:

GHD, INC.

By:


Print Name: Todd Tregenza

Title: Principal

Date: 8/28/2025

ATTEST:

By:

Nicole Wheelwright, Deputy City Clerk

Date:

APPROVED AS TO FORM:

By:

John O. Pinkney, City Attorney

Date:

EXHIBIT "A"

REQUEST FOR PROPOSALS

(insert behind this page)



Website:
www.beaumontca.gov

Address:
550 E. 6th Street
Beaumont, CA 92223

Phone:
951.769.8520

Request for Proposal for Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization

Item	Dates
Questions in by:	April 18, 2025, 12:00 p.m. PST
Answers posted by:	April 24, 2025, 12:00 p.m. PST
Proposals due by:	May 13, 2025, 3:00 p.m. PST

Contact:

Raveena Chara
Procurement & Contracts Specialist
rchara@beaumontca.gov

RFP Available

City of Beaumont Planet Bids portal:
<https://vendors.planetbids.com/portal/66785/bo/bo-search>

Introduction

The City of Beaumont (City) is seeking proposals from qualified firms and individuals (Consultants) interested in preparing the Preliminary Design Report (PDR) for the City's Downtown Beaumont Revitalization Plan (boundaries shown in Red below). The PDR will provide a high-level overview of the proposed Downtown Beaumont Revitalization project and its design approach before moving into detailed engineering phases. A PDR typically includes a project overview, design objectives, site analysis, conceptual design descriptions, system breakdowns, key technical specifications, preliminary cost estimates, schedule timelines, risk assessments, environmental considerations, and a discussion of potential design alternatives.



All services provided by the Consultant shall be performed by individuals who meet the qualifications, education, and certification/licensing requirements for the position. The successful Consultant shall also have the resources to provide cost-effective and timely services, including providing customer service to the City.

Qualified firms that submit a proposal will be evaluated in accordance with the requirements defined within this RFP. Upon successful negotiations with the City, the selected firm will provide professional engineering services as described in the scope of this RFP.

City of Beaumont

The City of Beaumont was incorporated in November 1912. The City is located in the western portion of Riverside County and is bounded on the west by Calimesa and unincorporated areas, on the north by the unincorporated County areas (Cherry Valley), on the south by unincorporated County areas, and the City of San Jacinto, and on the east by the City of Banning. The land area within the City's boundaries is approximately 26 square miles.

The City interacts with other government agencies, including but not limited to the California Department of Transportation, the County of Riverside, RCTC, and the Santa Ana Regional Water Quality Control Board.

Background

The City is seeking proposals from qualified Consultants to prepare a Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization Plan. The PDR shall include, but is not limited to, engineering research, surveying, preparation of assessments, studies, reports, exhibits, preliminary plans, and environmental determination needed to complete the PDR and advancement into Final Design.

Scope of Services

The Scope of Services for a Preliminary Design Report for the Downtown Revitalization Feasibility Study is attached as Exhibit A.

Additional Responsibilities

The Consultant shall be responsible for completing the specified services in accordance with the City's Professional Services Agreement (PSA) by Independent Contractor, a sample of which is attached (Exhibit B).

Term

The term of the Professional Services Agreement shall be determined upon the need for services and consistent with the City's policies. The initial period of the contract is three (3) years, with two one-year extensions as approved by the City Council, subject to agreement terms and the Beaumont Municipal Code.

Proposal Requirements

Proposals shall clearly address all the information requested and describe the methodology to be used to accomplish each of the project tasks. Please note: this RFP cannot identify each specific, individual task required to successfully and completely implement this project. The City relies on the professionalism and competence of the selected firm to be knowledgeable of the general areas identified in the scope of services. The City will not approve an addendum to the selected firm's agreement which do not involve a substantial change from the general scope of work identified in this RFP.

The proposal shall clearly address all the information requested herein. To achieve a uniform review process and obtain the maximum degree of comparability, it is required that proposals be organized and contain all information as specified below. Proposers shall submit one copy of the proposal and one copy of the cost proposal on the Planetbids portal, both proposals will need to be submitted separately.

- A. Cover Letter: Maximum of two (2) pages serving as an Executive Summary which shall include an understanding of the scope of services. The RFP shall be transmitted with a cover letter that must be signed by an official authorized to bind the consultant contractually. That letter accompanying the RFP shall also provide the name, title, address, and telephone number of individuals with the authority to negotiate and contractually bind the consultant. The cover letter constitutes certification by the consultant, under penalty of perjury, that the consultant complies with nondiscrimination requirements of the State and Federal Government. An unsigned proposal or one signed by an individual unauthorized to bind the consultant may be rejected.

- B. Introduction/Information: Introduction of the service proposal, including a statement of understanding for the types of services contemplated shall be a maximum of two (2) pages. Any participating firms and proposed sub-consultants shall be identified and included in the proposal (all sub-consultants must be approved by the City prior to signing the agreement with City).

- C. Firm Profile: The Firm Profile shall be a maximum of five (5) pages. Provide a description of the firm, including number of professional personnel, years in business, office location(s), organizational structure (e.g., corporation, partnership, sole practitioner, etc.), areas of particular expertise, etc. Location of the principal office that will be responsible for the implementation of this contract.

In addition, any participating firms and proposed subcontractors shall be identified and included in the proposal (all subcontractors must be approved by the City prior to signing the agreement with the City).

- D. Key Personnel: The Key Personnel shall be a maximum of two (2) pages. Provide a summary description of the key personnel who will be involved in this project, their roles and responsibilities, and their experience in similar, past projects. The proposal must name a project manager. In addition to this summary, full resumes should be provided.

- E. Scope of Services: Provide a description of the tasks, sub-tasks, and deliverables that will be provided, in a maximum of ten (10) pages. The scope of work should be presented in logical format that can be easily attached to the Professional Services Agreement. Any additional items not mentioned in Exhibit A (Scope of Services) required to obtain final approval, shall be included in the proposal as additional items for consideration. The fully recommended Scope of Services should be presented as an attachment to the proposal and shall be in a logical format that can be easily attached to the Professional Services Agreement (Exhibit B). Provide a discussion on how the objectives of the Scope of Services will be accomplished.

- F. Approach: The proposal should set forth a detailed work plan, including an explanation of the methodology and process for providing the services required in this RFP. Detailed project schedule, identifying all tasks and deliverables to be performed, durations for each task, and overall time of completion. The firm's approach to delivering the scope of services shall be a maximum of six (6) pages. Describe the firm's approach to communicating effectively with City staff and officials, other jurisdictional stakeholders, and the public, to facilitate successful delivery of assigned tasks.
- G. Additional Information: The Additional Information section shall be a maximum of two (2) pages. Any other information that should be considered, such as any special services or customer service philosophy, which defines your firm's practice.
- H. References: The References section shall be a maximum of three (3) pages. Six to nine references including name, address, contact person, and phone number of the company, length of time services were provided, and a description of the services provided.
- I. Resumes: The Resume section of the proposal shall not exceed thirteen (13) pages. Provide professional resumes for the key personnel and sub-consultants assigned to the project.
- J. Cost proposal (including hourly rates) must be submitted in a separate sealed envelope. The separate Cost Proposal is not included as part of the page count for the proposal.
- K. The firm will be required to maintain an active City of Beaumont Business License and professional liability insurance including liability at a minimum of one million per occurrence, worker's compensation, and vehicle coverage including comprehensive and collision insurance naming the City of Beaumont as additional insured. The proposal shall state whether such insurances will be in force at the time of contract execution.

Submittal

All questions or requests for clarifications (RFC) regarding this RFP shall be submitted on Planetbids by **April 18, 2025, 12:00 p.m.** No RFC or questions will be accepted after 12:00 p.m. on April 18, 2025. Responses to all questions will be posted on the City's Planetbids portal to allow all users to review the City's responses to all questions within one (1) week of the question's due date.

Submit one (1) digital color copy of proposal and one (1) digital copy of the cost proposal in PDF format on Planetbids in accordance with the bid submission deadline of **May 13, 2025, 3:00 p.m.** Proposal must be titled "Proposal for City of Beaumont Preliminary Design Report", and Cost proposal must be titled "Cost Proposal for City of Beaumont Preliminary Design Report"

By proposing on this project, you are indicating that you agree to all terms and conditions of the City's Professional Services Agreement (PSA), which is attached to this RFP as Exhibit A.

If prior to the date fixed for submission of Proposals, a prospective Company discovers any ambiguity, conflict, discrepancy, omission or other errors in this RFP or any of its appendices, exhibits or attachments, the Company shall immediately notify the City of such error in writing and request modification or clarification of the document. Modifications shall be made by written Addenda to the RFP.

If a Company fails to notify the City, prior to the date fixed for submissions of Proposals, of an error in the RFP known to the Company, or an error that reasonably should have been known to the Company, the Company shall submit its Proposal at its own risk, and if the Company is awarded a Contract, it shall not be entitled to additional compensation or time by reason of the error or its later correction.

All communications regarding technical, scope, and/or project related questions and requests for clarifications, changes, exceptions, and deviations to the terms and conditions set forth in this RFP shall be submitted via “Q&A” through the City’s Electronic Bidding System, Planetbids, before the deadline and according to these specifications herein. Any and all other bidding communications shall only be with **Raveena Chara, Procurement Contract Specialist**, rchara@beaumontca.gov.

The Final day for receipt of questions from the Proposer shall be on or before the due date indicated in the RFP event schedule section below. To ensure fairness and avoid misunderstandings, all communications must be in written format and submitted only in the format set forth above. Any verbal communications will not be considered or responded to. All questions received by the due date will be logged and reviewed.

No postmarked proposals will be accepted. Once submitted, proposals cannot be altered without prior written consent of the City. The prospective bidder assumes sole responsibility for submitting a complete bid proposal in response to this RFP. No special consideration will be given after bid proposals are opened due to a bidder’s failure to comply with all requirements of the RFP.

All costs associated with preparation of any proposal shall be the sole responsibility of the proposer. Each proposal shall be limited to a maximum of 45 pages, using a minimum 12-point font size.

Event	Date
RFP Issued	March 28, 2025
Questions submitted on Planet Bids deadline	April 18, 2025 @ 12:00 p.m.
Answers to Questions on Planet Bids will be posted by	April 24, 2024 @ 12:00 p.m.
Proposals Due	May 13, 2025 @ 3:00 p.m.
Interviews (if required)	May 26 – May 30, 2025
Award Date (Tentatively)	June 17, 2025

Confidentiality

Prior to the proposal submittal deadline, all proposals will be designated as confidential to the extent permitted by the California Public Records Act. After the proposal submittal deadline, all responses will be regarded as public records and will be subject to review by the public. Any language purported to render confidential all or portions of the proposals will be regarded as non-effective and will be disregarded.

Amendments to Request for Proposals

The City reserves the right to amend the RFP by addendum prior to the final proposal submittal date. The addenda will be posted on the City's Planet Bids Portal: <https://vendors.planetbids.com/portal/66785/bo/bo-search>

City of Beaumont Rights and Options

This RFP does not commit the City of Beaumont to award a contract or to pay any cost incurred with the preparation of a proposal or contract for services described herein.

The City may, in its sole discretion and without any obligation to act reasonably, reject any and all proposals, waive informalities and minor irregularities in any proposal reviewed, negotiate with any qualified source submitting a proposal, extend deadlines, and/or request additional information. Subsequent to negotiations, prospective trustees may be required to submit revisions to their proposals. The City may reject any proposal that does not conform to the instructions provided in this RFP. Additionally, the City reserves the right to negotiate all final terms and conditions of any proposal received before entering into final contract.

The City reserves the right to postpone selection for its own convenience, to withdraw this RFP at any time, and to reject any and all proposals without indicating any reason for such rejection. As a function of the RFP process, the City of Beaumont reserves the right to remedy technical errors in response to the RFP and to modify the published scope of services and scope of work. Proposals submitted in response to the RFP will not be returned.

All property rights, including publication rights of all reports produced by respondents in connection with services performed under this agreement will be vested in the City. In addition, respondents will not publish or release any of the results of its examination without the express written permission of the City.

Responses must be submitted no later than the date and time stated on this RFP. Responses shall be reviewed and rated as set forth in the Selection Process section of this RFP. The City will then determine which firm best meets the City's requirements.

During the evaluation process, the City reserves the right (where it may serve the City's best interest) to request additional information or clarification from respondents. At the discretion of the City, firms submitting proposals may be requested to make oral presentations as part of the evaluation process.

The City reserves the right to retain all proposals submitted and to use any ideas in a proposal regardless of whether the proposal was selected. Submission of a proposal indicates acceptance by the firm of the conditions contained in this Request for Proposals, unless clearly and specifically

noted in the proposal as submitted and confirmed in the contract between the City and the firm selected.

The City reserves the right to negotiate final pricing with the most qualified firm.

The City's standard Professional Services Agreement is included as Exhibit A. Upon award of the contract, it is expected that the successful proposer will accept the Agreement terms and conditions "as is" without modification. Any contract modifications are to be stated prior to the time of submittal.

Any costs incurred in the preparation of the response, presentation to the City, travel in conjunction with such presentations, or samples of items shall be the responsibility of the respondent. The City assumes no responsibility and no liability for costs incurred by respondents prior to the issuance of a contract.

The proposer shall furnish the City with such additional information as the City may reasonably require.

Non-Commitment to City

The City reserves the right to reject any and all proposals and to waive informalities and minor irregularities in any proposal reviewed. The City may reject any proposal that does not conform to the instructions provided in this RFP. Additionally, the City reserves the right to negotiate all final terms and conditions of any proposal received before entering into a final contract.

Conflict of Interest

The Consultant shall disclose any personal or professional financial, business, or other relationships with the City that may have an impact on the outcome of this contract or any resulting project. The consultant shall also list current clients who may have a financial interest in the outcome of this contract.

Proposal Evaluation/Selection

The City intends to engage the most qualified consultant available who demonstrates a thorough understanding of the City's needs. City staff will use the following criteria to evaluate the proposals:

Criteria	Points
Demonstrated Professional Skill and Credentials	20
Approach to Performing These Types of Services	25
Related Experience and Previous Projects	15
Understanding of the Scope of Services	25
Ability and Available Resources to perform the required Services	15
Total	100

The City may request a qualification interview with the highest-ranked consultant(s) prior to determining the final ranking. This selection will be conducted according to the City's adopted procedures. The City may select the top two firms and enter into negotiation. The City reserves the right to reject any and all proposals.

CONTACT WITH ANY CITY EMPLOYEE OTHER THAN THE CONTACT NAMED IS STRICTLY PROHIBITED AND WILL BE CAUSE FOR DISQUALIFICATION OF THE PROPOSAL.

Reference Information

Links to applicable design standards can be found on the City's website:

<https://www.beaumontca.gov/1236/Standards>

Exhibits

- A. Scope of Services
- B. Sample Professional Services Agreement (PSA)
- C. Downtown Beaumont Revitalization Plan
- D. 2040 General Plan PEIR

----- END OF REQUEST FOR PROPOSAL -----
EXHIBITS TO FOLLOW

EXHIBIT "A"

SCOPE OF SERVICES

(insert behind this page)



EXHIBIT "B"

SAMPLE PROFESSIONAL SERVICES AGREEMENT (PSA)

(insert behind this page)

EXHIBIT A

Scope of Services

General Outline

The Scope of Services will require the Consultant to provide all labor, equipment, tools, and furnishings necessary to prepare a Preliminary Design Report (PDR) that includes the associated assessments, studies, reports, findings, and preliminary design for the Downtown Beaumont Revitalization Plan (DBRP). Project tasks shall include, but are not necessarily limited to, those items noted below. If the Consultant feels that additional tasks are warranted, they must be clearly identified in the Consultant's proposal. The Scope of Services shall generally include the following tasks:

1. Task 1: Project Management
2. Task 2: Data Gathering and Analysis
3. Task 3: Investigations
 - Survey and Centerline Control
 - Right-of-Way Analysis
 - Utility Research and Potholing
 - Geotechnical Investigation
 - Hydrological/Drainage Analysis
 - Traffic Studies and Assessments
 - Street and Pedestrian Lighting Analysis
 - Tree Impact Analysis
4. Task 4: Design Options
 - Renderings, exhibits, color boards, etc. for public presentation.
5. Task 5: Preliminary Design Report (PDR)
 - Introduction
 - Project Features and Design Criteria
 - Preliminary Design (30%)
 - Street Improvement Plans
 - Sidewalk, Pedestrian, and ADA Plans
 - Intersection Signalization Plans
 - Street and Pedestrian Lighting Plans
 - Signing and Striping Plans (Bike Lanes)
 - Landscaping and Irrigation Plans
 - Utility Plans (Existing, Proposed, and Relocation)
 - Street Furniture Plans
 - Monument and Overhead Sign Plans
 - Way Finding Signage Plans

- Preliminary Design Specifications
- Preliminary Construction Cost Estimates
- Statement of Limitations
- Reports and Studies
 - Survey and Boundary Control Technical Memorandum
 - Right-of-Way Technical Memorandum
 - Utility Research and Potholing Technical Memorandum
 - Geotechnical Report
 - Hydrology Report
 - Traffic Studies and Analysis
 - Lighting Analysis Technical Memorandum
 - Tree Impact Analysis Technical Memorandum

6. Optional - Task 6: Environmental Services

Detailed Scope of Services

Task 1 – Project Management

- Coordinate and lead the Project Kick-Off meeting with the City to discuss and review the following:
 - List of all stakeholders (other than City), and who will be invited in future meetings, and/or special meetings with “other” stakeholders
 - Project background, goals, constraints, and approach
 - Project reporting/communication protocols/coordination
 - Design Approach
 - Project Schedule
 - Critical/High Priority Scope Items
- Provide project design schedule (baseline and monthly progress updates) in MS Project format. At a minimum, the schedule shall include all submittals, meetings, and milestones. The schedule shall be updated regularly and reviewed during the monthly progress meetings.
- Coordinate monthly progress meetings with the City. Coordinate meetings with other agencies and stakeholders as necessary.
- Establish effective quality assurance and quality control procedures.
 - All notes and design calculations, along with design drawings and specifications, shall be reviewed by an appropriate reviewer independent of the Project design team prior to each design submittal. Independent reviewer can be in-house staff or a subconsultant.
 - Perform constructability and operational review of the Preliminary Design.
 - Perform Value Engineering of the proposed design.
- It is assumed the selected Consultant has developed a complete scope of work to achieve the goals of the project as necessary. However, if the Consultant believes during the project development, an additional task will be necessary, which could not have been assumed previously to be part of the scope, before proceeding with any additional work, the Consultant shall notify the City. The Consultant shall submit to the City an additional task order request with detailed explanation and justification for the additional task, including cost and schedule impacts. The City will review and respond to the Consultant's request within a reasonable time.

Submittals: Submit all documents prepared in each task for review and comments. Incorporate review comments and update these documents as necessary. Documents shall be submitted electronically in original file formats (AutoCAD, Word, Excel, PowerPoint, MS Project, etc.), as well as pdf formats.

Project Documents shared file: Create a shared file for project documents and provide access to the City. The format of the filing system for shared files shall be discussed with the City and developed accordingly.

- **Deliverables:** Consultant shall submit all meeting agendas and presentations to the City a minimum of 2 working days prior to meetings. Draft meeting minutes shall be submitted within three (3) working days following each meeting. Within 3 working days of receiving City and stakeholders' comments, these comments shall be incorporated and final minutes published for distribution and record.

Task 2 – Data Gathering and Analysis

- Gather, review, and understand information on the City's previous planning and design efforts for the Project, including a detailed review of all associated reference documents.
- Conduct field visits, inquiries, and investigations to acquire and review all relevant records of existing and proposed utilities including review of record drawings, property boundaries, and right-of-way, environmental and geologic information, as well as to document physical conditions, features, and constraints within the Project area.
- Acquire mapping, record drawings, and relevant information (aerial, utility, topographic, geologic, environmental, etc.) from City, County, USGS, and other agency sources.
- Compile base mapping.
- Review the conditions of the existing Downtown area and the best options and ways to integrate the proposed features described in the Downtown Beaumont Revitalization Plan.
- Complete an independent review of all reference documents provided to either confirm the design recommendations or suggest alternatives. Alternative recommendations shall be identified and discussed in this Scope of Services. At a minimum, Consultant review shall include the following:
 - Potential environmental concerns
 - Potential regulatory requirements and permits
 - Potential utility conflicts and concerns
 - Hydrological concerns
 - Downtown Beaumont Revitalization Plan - Elevate 2025
 - 2040 General Plan PEIR
 - General Plan and Downtown Zoning Ordinance
- Meet with City staff and discuss standards, expectations, project approach, and results of data gathering and analysis.
- **Deliverables:** Consultant shall summarize the results of this task into the Preliminary Design Report (PDR) and submit one (1) electronic copy (searchable pdf), for City review. City comments shall be incorporated into the final PDR.

Task 3 - Investigations

Task 3.1 Survey and Centerline Control

- Consultant shall conduct topographical and/or aerial surveys of the Downtown area

including the full width of the adjacent rights-of-way with 1-foot contours and cross sections as necessary.

- Consultant shall set centerline control to establish and mark the legal boundaries of the Right-of-way using surveying techniques and existing street and centerline monuments.
- Consultant shall place physical markers like iron pins or concrete monuments to indicate the centerline and property lines.
- **Deliverables:** Results of the Survey and Centerline Control shall be documented and summarized in a Technical Memorandum (TM) that includes exhibits and maps. Results of the Survey and Boundary Control shall be incorporated into the Preliminary Design Report (PDR).

Task 3.2 Right-of-Way Analysis

- Confirm Existing ROW - Consultant shall perform a Right-of-Way Analysis based on the collected information of the Topographic Survey and Centerline Control. Consultant shall identify the existing right-of-way and ROW boundaries within the project area. The scope of work includes acquiring title reports of all properties fronting the ROW.
- Develop Proposed ROW – Develop the additional right-of-way within the Downtown boundaries the City will need to acquire to construct gateway roundabouts, sidewalks, curbs and gutters, and associated infrastructure.
- **Deliverables:** Results of this Right-of-Way Analysis shall be documented and summarized in a Technical Memorandum (TM) that includes a ROW Plan showing existing property line, proposed ROW acquisitions from adjacent properties, proposed ROW dedications, and final proposed ROW lines. Results of the Right-of-Way Analysis shall be incorporated into the Preliminary Design Report (PDR).

Task 3.3 Utility Research and Potholing

- Request and acquire utility maps for all utilities within the project area. Develop a utility matrix and create maps for all utilities.
- Define the quantity of utility poles and appurtenances that will need to be undergrounded, removed, and/or relocated in the Downtown Beaumont project area.
- Define the quantity and location of utility potholing efforts required for Final Design.
- **Deliverables:** Results of the Utility Research and Potholing shall be documented and summarized in a Technical Memorandum (TM) that includes associated costs for undergrounding, removing, and/or relocating utilities. Results of the Utility Research and Potholing shall be incorporated into the Preliminary Design Report (PDR) and Preliminary Design Plans.

Task 3.4 Geotechnical Investigation

- Perform a geotechnical investigation within the proposed Downtown area boundaries to

include any regional seismicity, seismic parameters, fault line evaluation, liquefaction, site preparation, trench stability, suitability of onsite materials for backfill, trench excavation, shoring, dewatering, pipeline bedding, and backfill recommendations, asphalt coring, structural sections for concrete and asphalt, and all other necessary information required for a complete design.

- **Deliverables:** Results of the Geotechnical Investigation shall be documented and summarized in a Geotechnical Report that includes preparation of street pavement and structural sections. Results of the Geotechnical Investigation shall be incorporated into the Preliminary Design Report (PDR) and Preliminary Design Plans.

Task 3.5 Hydrological/Drainage Assessment

- The Consultant shall perform a hydrological assessment of the runoff entering and exiting the Downtown area and maintain the routing of historical flows as a result of the proposed improvements. This shall include a risk assessment of the current and proposed drainage capacity of the Downtown area, as well as an assessment of how the proposed project may alter flows. Report shall include all necessary street grading or infrastructure modifications needed to maintain historical flows. Varying storm events should be modeled, including the 10-year and 100-year storm events.
- The Consultant shall also perform a regional hydrological assessment to quantify regional runoff volumes tributary to the Downtown Beaumont project area. As opposed to just maintaining the routing of historical flows, this assessment shall identify potential deficiencies in the existing infrastructure and existing conditions, and propose solutions that can be implemented with the new design to improve stormwater capture and runoff volumes. This may include installation of new storm drains or upsizing of existing storm drains, as well as alteration of existing upstream and downstream infrastructure to improve the existing runoff conditions in the project area. Varying storm events should be modeled, including the 10-year and 100-year storm events.
- If the hydrological assessment or any proposed improvements to the Downtown area result in recommendations to alter the existing grade elevations, these changes shall be coordinated, reviewed, and approved by the City.
- **Deliverables:** Results of the Hydrological/Drainage Assessment shall be documented and summarized in a draft Hydrology Report. Results of the Hydrological/Drainage Assessment (Report) shall be incorporated into the Preliminary Design Report (PDR) and Preliminary Design Plans.

Task 3.6 Traffic Studies and Assessments

- A Traffic Impact Analysis (TIA) shall be conducted to assess the potential improvement impacts on existing traffic conditions in Downtown Beaumont. The TIA shall review the impacts of all the proposed elements recommended in the DBRP, including but not limited to, traffic slowing measures, bike lane additions and modifications, additional cross walks and pedestrian paths, road striping modifications, additional parking, and all other aspects of the proposed DBRP.
- A roundabout analysis shall be conducted to determine the type and size of the proposed

roundabouts, number of lanes, speed limit, etc.

- **Deliverables:** Results of Traffic Studies and Assessments shall be documented and summarized by individual types of Study and Assessments. Results of the Traffic Studies and Assessments shall be incorporated into the Preliminary Design Report (PDR) and Preliminary Design Plans.

Task 3.7 Street and Pedestrian Lighting Analysis

- Part of the preliminary design will be proposed new lighting in the downtown project area. This may include decorative streetlights, post lights, pathway lights, lighted bollards, and landscape lighting that address safety, mobility, and aesthetics to accommodate a vibrant pedestrian downtown area. A lighting analysis shall be conducted to determine adequate lighting needs throughout the project area. Calculations shall determine the appropriate spacing, height, and lumens for all proposed lighting improvements.
- **Deliverables:** Results of the Lighting Analysis shall be documented and summarized by a technical memorandum. Results of the Lighting Analysis shall be incorporated into the Preliminary Design Report (PDR) and Preliminary Design Plans.

Task 3.8 Tree Impact Analysis

- The Downtown Beaumont Revitalization Plan (DBRP) exhibits depict the installation of trees within the project area. Consultant shall define and determine the impacts of adding and removing trees along these corridors.
- The Analysis shall include the cost impacts to existing trees in Downtown Beaumont.
- **Deliverables:** Results of the Impacted Trees Analysis shall be documented and summarized by a Technical Memorandum (TM). Results of the Impacted Trees Analysis shall be incorporated into the Preliminary Design Report (PDR) and Preliminary Design Plans.

Task 4 – Design Options

- With the information and results from the Data Gathering and Analysis (Task 2) and the Investigations (Task 3), the Consultant shall prepare a minimum of three (3) Design Options best feasible for Downtown Beaumont; as necessary to achieve the goals outlined in the Downtown Beaumont Revitalization Plan (DBRP); and, construct the proposed improvements in an efficient and cost-effective manner, as well as, minimize impacts on adjacent properties, traffic flow and the public.
- Each Design Option shall incorporate a comprehensive summary of all features analyzed in the previous tasks, including both engineering options and aesthetic options (color, material, themes, etc.).
- Each Design Option shall be presented using detailed full color renderings showing all aspects of each option (sidewalk colors and materials; landscaping themes and plant types; lighting themes, materials and types; roundabout sizing, landscaping, and themes; options for striping, crosswalks, and pedestrian paths; bike lane options; parking options;

and all other items that will help create the full picture for each design option.

- Each Design Option shall be accompanied by a full physical architectural color board that includes material samples and colors that go along with each design alternative.
- Renderings and color boards for each Design Option will be used for presentation and to solicit feedback from City Executive Management, City Commissions, and the City Council.
- Upon selection of a Design Option, Consultant shall prepare a Preliminary Design Report (PDR), Preliminary Design Plans, and Preliminary Specifications based on the selected Option.
- **Deliverables:** Consultant shall create, construct, and/or assemble three (3) Design Option packages to be submitted to the City for feedback. Each Design Option package shall include large-scale full color renderings of the design options, accompanied by a maximum of five (5) physical architectural color boards to showcase each Option. A Preliminary Construction Cost Estimate shall be included for each design option.

Task 5 – Preliminary Design Report (PDR)

Task 5.1 Introduction

- Consultant shall prepare and include a summary of the project background, project description, benefits,
- The Introduction will serve as an executive summary of the Preliminary Design Report (PDR).

Task 5.2 Project Features and Design Criteria

- The Preliminary Design Report (PDR) shall include all design features described and illustrated in the Downtown Beaumont Revitalization Plan including, but not limited to, gateway roundabouts, intersection signalization, raised medians, landscaping, monument signs, parallel median parking, bike lanes, artistic crosswalks and striping, etc.
- In addition to the Downtown Beaumont Revitalization Plan, the Consultant shall also reference the design criteria and guidelines in the City's General Plan and Downtown Zoning Ordinance.

Task 5.3 Preliminary Design (30% Plans)

- The Consultant shall prepare Preliminary Design plans based on the Preliminary Design Report (PDR) and Downtown Beaumont Revitalization Plan.
- Preliminary Design Plans shall include preliminary Street Improvement Plans, Sidewalk, Pedestrian and ADA improvement Plans, Intersection Signalization Plans, Street and Pedestrian Lighting Plans, Signing and Striping Plans that includes adequate bicycle lanes, Landscaping and Irrigation Plans, Utility Plans with existing, proposed, upgrades

and relocation plans, Street Furniture Plans, Monument and Overhead Sign Plans, and Way Finding Signage Plans.

- Preliminary Design plans shall encompass the design features described and illustrated in the Downtown Beaumont Revitalization Plan including, but not limited to, gateway roundabouts, intersection signalization, raised medians, landscaping, monument signs, parallel median parking, bike lanes, artistic crosswalks and striping, wayfinding signage, etc.
- Plans shall show construction easements that will be necessary from adjacent properties.
- Plans shall show the extent of areas impacted within the adjacent impacted properties, such as grading to properly transition new street/sidewalk grades to existing adjacent property grades and any improvements that need to be reconstructed within adjacent properties. These include any relocation/reconstruction of utility service connections, utility boxes, pull boxes, backflow devices, fire service connections, mailboxes, and any other improvements as necessary.
- **Deliverables:** Preliminary Design Plans, including 30%, 60%, 90%, and final Preliminary Design plans for City review and approval. Final Preliminary Design Plans shall be incorporated into the PDR in the Exhibit section.

Task 5.4 Preliminary Design Specifications

- The Consultant shall prepare Preliminary Design Specifications, including General Provisions (provided by the City), Special Conditions, Supplemental Special Conditions, Technical Specifications, and detailed Bidding Tables, showing Bid Items, Quantities, Estimated Unit Prices and Total Prices.
- Preliminary Design Specifications shall be prepared in accordance with the City of Beaumont Standards, Riverside County Transportation Department (RCTD) Road Improvement Standards & Specification, Riverside County Flood Control Standards, and the Standard Specifications for Public Works Construction, current edition.
- The Preliminary Design Specifications shall be incorporated into the PDR in the Reference section.
- **Deliverables:** Preliminary Design Specifications, including 30%, 60%, 90%, and final preliminary design specification for City review and approval.

Task 5.5 Preliminary Construction Cost Estimates

- The Consultant shall prepare Construction Cost Estimates in the form of Bidding Tables, showing Bid Items, Quantities, Estimated Unit Prices and Total Prices. In addition to Total Construction Cost, estimated cost escalation and contingency factors shall be shown.

- Estimated costs/charges/fees shall be obtained from utility companies for the work they will perform.
- Estimated charges and fees by regulatory/permitting agencies shall be shown (if such costs cannot be obtained, assumed costs shall be indicated).
- Estimated costs for any ROW takes, construction easements, work on adjacent private properties.
- Estimated costs for soft costs (final engineering, construction management, inspection, materials testing/inspection, etc. shall be shown as a percentage of construction cost, which is generally approximately 20% of construction cost). In summary, the City is asking for a total project budget inclusive of all potential costs.
- The Preliminary Construction Cost Estimates shall include any or all associated costs such as materials testing, inspection, etc.
- Preliminary Construction Cost Estimates shall be incorporated into the PDR in the Exhibits section.
- **Deliverables:** Preliminary Construction Cost Estimates

Task 5.6 Statement of Limitations

- The Preliminary Design Report (PDR) shall include a Statement of Limitations section discussing the limitations or challenges of the project.
- The Statement of Limitations is a description of each limitation, why it exists, and how it impacts the study's findings. It also considers whether the limitations could lead to further research.
- Consultant shall describe each limitation concisely but in detail, explain why each limitation exists, and assess the impact of each limitation on the PDR's findings.

Task 5.7 Reports and Studies

- The Preliminary Design Report (PDR) shall include an Exhibit section that includes the primary Deliverables of the Scope of Work such as the Preliminary Design (30%), Preliminary Design Specifications, Preliminary Construction Schedule, etc.
- Reference material and/or Exhibits shall be incorporated into the PDR after final City review and approval.

Optional Task 6 - Environmental Services

- The Consultant shall provide an addendum to the 2040 General Plan PEIR consistent with section 15164 of the CEQA guidelines, as recommended in the DBRP. A link to the 2040 General Plan PEIR is provided for reference with this RFP. The addendum shall provide sufficient environmental coverage under CEQA for completion of all the proposed work.

If additional environmental studies are necessary, the Consultant shall prepare the determination of the necessary level of environmental documentation, surveying, technical studies, and mitigation based on the proposed improvements.

- **Deliverables:** One (1) electronic copy of the draft environmental documents for City review. City comments shall be incorporated prior to the public notification period. One (1) electronic copy of the final approved environmental documents. All preliminary mitigation measures shall be incorporated into the final environmental document.

EXHIBIT "B"

PROPOSAL

(insert behind this page)



Proposal for the City of Beaumont

→ Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization

Technical Proposal | May 13, 2025

→ The Power of Commitment



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A.

Cover Letter



320 Goddard Avenue
Suite 200
Irvine, CA 92618

949.648.5200
www.ghd.com

A.

Cover Letter

May 13, 2025

Raveena Chara | Procurement & Contracts Specialist | City of
Beaumont | 550 E. 6th Street | Beaumont, CA 92223 | rchara@
beaumontca.gov

Re: Technical Proposal for Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization

Dear Ms. Chara and RFP Review Panelists:

As the authors of the City's 2024 Downtown Beaumont Revitalization Plan (DBRP), GHD, Inc. (GHD) is uniquely positioned to carry forward the City of Beaumont's (City) transformative work. Our team understands the planning vision, technical framework, and community aspirations behind it—and we're ready to translate it into implementable design solutions that will shape a more vibrant and connected downtown.

Our understanding of the PDR effort is clear: this is not a conceptual planning exercise, but a critical technical step toward implementation and obtaining funding. The PDR will be more than a project document – it will be a roadmap to construction. We will refine the priority improvements identified in the Plan such as roundabouts, corridor reconfigurations, pedestrian and bicycle enhancements, and public realm improvements along 6th Street and Beaumont Avenue into a 30% design package that is grounded in engineering, feasibility, cost, and environmental compliance. The final deliverable will support grant readiness, permitting, and capital programming while also remaining responsive to evolving stakeholder input and coordination needs.



Entrance to Downtown Napa

→ Understanding of the Scope of Services

Our scope of services will include:

- Field investigations (surveying/mapping, utility research, geotechnical, potholing, drainage, lighting, and traffic analysis)
- Development of design alternatives and 3D visualizations
- Preparation of 30% engineering plans, preliminary specifications, preliminary cost estimates, and phasing strategies
- CEQA strategy and consistency review with the 2040 General Plan PEIR
- Stakeholder engagement, business owner coordination, and public outreach support
- Grant-ready documentation and GIS/CAD base files



→ In-House Comprehensive Services

As a fully integrated team, we provide in-house planning, engineering, environmental, and public engagement services. Project Manager Steven Latino, PE, TE, is located 10 minutes from City Hall and has extensive knowledge of the City, it's past projects, and stakeholders. Steven along with Assistant Project Manager Erin McPherson, PE, will lead a seasoned group of professionals with deep experience in downtown revitalization and complete streets design. The team's previous work in Beaumont, La Quinta, Temecula, Fairfield, Twentynine Palms, and other cities has resulted in renewed, award-winning community revitalizations backed by successful grant pursuits and strong public support

→ Cost Effective, Timely Services and Approach for the City

Our in-house services enable team members to work nimbly and efficiently, deliver cost-effective and timely services, and maintain quality and consistency without the delays of multi-firm coordination. Steven can develop a process that not only works for all the stakeholders, but will set the path going forward for GHD. By streamlining communication and approvals internally, we can quickly respond to City requests, evolving project priorities, and stakeholder needs. We are committed to providing exceptional customer service through dedicated points of contact, proactive conversations, and a collaborative problem-solving approach that prioritizes the City's goals, timelines, and budget.

We hereby certify, under penalty of perjury, that GHD complies with all applicable non-discrimination requirements of State and Federal laws. Our proposal is signed by an official authorized to bind GHD contractually.

On behalf of GHD, we are pleased to submit our proposal to prepare the PDR for the City's DBRP. We look forward to continuing our successful partnership with the City and supporting your efforts to bring this community-driven vision to life.

Todd Tregenza, AICP
Principal in Charge/
Mobility & Places Group Leader

Steven Latino, PE, TE
Project Manager/
Client Relations Lead

Contact Information

- ☑ **Project Manager:** Steven Latino, PE | 320 Goddard Way, Suite 200, Irvine CA 92618 | office 657.622.4920, mobile 951.252.4916 | steven.latino@ghd.com
- ☑ **Authorized Person:** Todd Tregenza, AICP | Principal in Charge | 2600 Capitol Avenue, Suite 100, Sacramento, CA 95816 | 916.235.4216 | todd.tregenza@ghd.com

→ Trusted Teaming Partners

Geocon West, Inc.: Geotechnical Services | Lisa Battiatto, CEG, LEED AP | 41571 Corning Place, Suite 201, Murrieta, CA 92562 | 951.304.2300 | battiatto@geoconinc.com

KDM Meridian: Surveying/Mapping/ UAV | Richard Maher, PLS | Principal | 1340 Reynolds Avenue, Suite 110, Irvine, CA 92614 | 949.768.0731 | Richard Maher <rmaher@kdmmeridian.com

MNS Engineers, Inc.: Traffic Engineering/ Geometrics | Tony Salas | Project Manager | 3850 Vine Street, Suite 110, Riverisde, CA 92507 | 909.963.6233 | tsalas@mnsengineers.com

T2 Utility Engineers: Utility Research | Glen Robison, PE | Senior Project Manager | 5622 Resesarch Drive, Unit A, Huntington Beach, CA 92649 | 714.487.6786 | glen.robison@T2ue.c



B.

Introduction/Information

B.

Introduction/Information



The Downtown Area of the City of Beaumont (City), centered around 6th Street and Beaumont Avenue, is the heart of the community, hosting seasonal events and home to many unique, locally-owned small businesses. The Downtown Beaumont Revitalization Plan (DBRP) aims to enhance this area by

transforming streets into pedestrian-friendly spaces, improving safety, and supporting local businesses. Key projects include narrowing and reconfiguring 6th Street to balance regional traffic with pedestrian needs, and evolving Beaumont Avenue to serve as both a crucial link between neighborhoods and an event space. Grace Avenue is envisioned as a bespoke pedestrian space with historic features, while the Civic Center and adjacent lands are considered for capital improvements to reshape their role as a community hub. The Plan also includes consistent branding elements such as gateway landscapes and identifying signage to create a cohesive Downtown identity.

GHD's team is experienced in similar projects across California, will deliver constructable designs, and support community outreach through workshops and engagement with local stakeholders. This collaborative approach aims to ensure the final roadway configurations align with long-term growth and local needs, fostering a sense of local decision ownership and regional interagency buy-in.

Highlighted below and on the following page is our understanding of the services that will be provided as well as the firm's collaborative teaming partners that will aid in the successful completion of the Preliminary Design Report (PDR) for the City's Plan.



→ Creating Resilient Communities Through a Collaborative Approach

GHD is experienced in working with local communities to create innovative, resilient communities that can adapt to environmental, social, and economic challenges. By collaborating with the City and community stakeholders together, we can build a sustainable and inclusive community-centered Downtown space that supports safe mobility, connectivity, and future expansion and growth.



→ Services Understanding

GHD understands that a PDR typically includes a project overview, design objectives, site analysis, conceptual design descriptions, system breakdowns, key technical specifications, preliminary cost estimates, schedule timelines, risk assessments, environmental considerations, and a discussion of potential design alternatives. We have taken those items into consideration as well as our the services outlined below.

- Field investigations (surveying/mapping, utility research, geotechnical, potholing, drainage, lighting, and traffic analysis)
- Development of design alternatives and 3D visualizations
- Preparation of 30% engineering plans, preliminary specifications, preliminary cost estimates, and phasing strategies
- CEQA strategy and consistency review with the 2040 General Plan PEIR
- Stakeholder engagement, business owner coordination, and public outreach support
- Grant-ready documentation and GIS/ CAD base files

A more detailed scope of services write up is included within Section E.

→ Subconsultants

Highlighted on this page are our teaming partners that will round out our services for the City on this project. Teaming partners were hand selected based on their familiarity of working on similar projects, with the City, and ability to provide efficient and cost effective services.



T2 Utility Engineers (T2ue) | Utility Research

T2ue specializes in professional Subsurface Utility Engineering

(SUE), utility coordination, and surveying services. Since 1993, T2ue has provided professional insight and quality and reliable data to manage and mitigate utility risk before construction begins. Project benefits include reduced redesign costs, reduced construction delays and claims, and improved project safety. T2ue's highly trained SUE teams conduct utility investigations based on the unique requirements of each project. T2ue recommends and use the appropriate technologies for designating, locating, and mapping utility data based on project scope. They provide clients with services in accordance with the SUE industry Standard, ASCE 38, or to meet client-specified, custom needs.



GEOCON

Geocon West, Inc. (Geocon) | Geotechnical

Geocon is a California corporation that was established in 1971 and has over 300 employees. They are a professional engineering consulting firm providing comprehensive geotechnical, geologic, construction inspection, and environmental engineering and consulting services. In addition to these services, they operate in-house soils and materials testing laboratories and provide environmental remediation contracting (cleanup) services. Geocon is fully staffed, responsive, and sized so that trained professional, technical, and support staff can respond quickly to varying task requirements and multiple concurrent projects. This is achievable through Geocon's unique organizational structure that permits efficient, competent, professional services for every project, irrespective of the size or complexity of the task. The firm is has a Riverside County office located in Murrieta

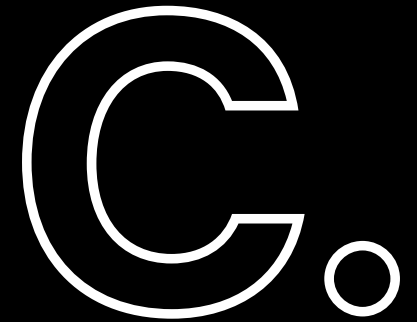
and the firm's headquarters is located in San Diego.

KDM Meridian (KDM) | Surveying/Mapping

KDM Meridian is a full-service land survey consulting firm serving public and private clients since 2000. With over 25 years of experience, KDM specializes in GPS and conventional surveying, LiDAR scanning, aerial mapping, ALTA surveys, and related services. The firm employs a skilled team of 20 professionals, including five licensed surveyors, and regularly supports public works and infrastructure projects throughout California. Led by founder Richard C. Maher, PLS, KDM is known for technical precision, responsiveness, and reliable service. KDM is a certified Small Business Enterprise (SBE) based in Irvine.

MNS Engineering, Inc. (MNS) | Traffic Engineering/Geometrics

Founded in 1962, MNS provides quality infrastructure consulting services to the transportation, water resources, and government service markets throughout California. Specializing in the core services of engineering, construction management, land surveying, and planning, MNS' has been built on clear and direct communication and quality services. MNS understands the technical aspects required for traffic signal upgrades and are highly experienced with utility and multi-agency coordination. MNS uses the latest CADD equipment and technologies to prepare PS&Es. Engineering and technical teams stay current with material and construction method developments as well as public agency specification and code requirements. MNS' local office is located in Riverside.



Firm Profile

→ The Power of Commitment



Firm Profile

→ Firm Description

Established in 1928, GHD is a privately-held, multidisciplinary, professional services firm owned by our people and operating across five continents. We are one of the world's leading professional services companies operating in the global markets of transportation, water, environment, energy and resources, and property and buildings. Our people offer decades of knowledge, as well as an understanding of the challenges facing our clients and communities today. We deliver projects with high standards of safety, quality, and ethics. Driven by a client-service led culture, we connect the knowledge, skill, and experience of our people with innovative practices, technical capabilities, and robust systems to create lasting community benefits.

GHD has 5,000+ employees in North America and 12,000+ employees globally. GHD has a long tradition of repeat, local government clients. 90% of our clients are municipal agencies or government entities, and 75% of our work comes from repeat clients.

Committed to sustainable development, GHD improves the physical, natural, and social environments of the many communities in which we operate. We are guided by our workplace health, safety, quality, and environmental management systems, which are certified by Lloyds Register QA to the relevant international standards (ISO and OHSAS).

→ Transportation

The issues influencing transportation sustainability today; and, in the future for industry, business and communities, involve a complex array of factors. We understand these issues and their impacts, and we partner with you to deliver solutions appropriate for every project, business, location, and desired social, economic and environmental outcome.



96+ years in operation
135+ countries served
160+ offices worldwide
1.9^B USD revenue 2024
5 global markets
12^K people
45+ service lines

↳ Providing engineering, environmental, advisory, architecture, digital and construction services



→ GHD At a Glance

Company Name: GHD, Inc.

Years in Business: 96+

Organizational Structure: C Corporation

Core Work Areas: architecture | digital | engineering | environmental | construction | planning

Areas of Expertise (for this project): environment | mobility & places | natural resources/impact assessment | property & buildings | transportation (highways, roads, bridges, rail, transit) | urban design/planning | water linear infrastructure

Number of Professional Personnel: Globally: 12k | Nationwide: 2K+ | California: 450+ | Southern California: 150+

Southern California Offices: Irvine | Los Angeles | Long Beach | Tustin | San Diego

Project Office Location: 320 Goddard Avenue | Suite 200 | Irvine, CA 92618

GHD has an excellent performance record with municipal and government agencies throughout California. Many of GHD's past and current projects include the following:

- Civil engineering
- Transportation planning/design
- Complete streets and streetscape planning/design
- Active transportation planning/design
- Roundabout planning/design
- Landscape architecture/wayfinding

GHD is at the forefront of endeavors to secure a sustainable, safe, accessible, and efficient transport network in a future of greater autonomy and flexibility.

We believe that transport is about the movement of people, not vehicles. We are driven by the belief that as our cities grow, and as demand for movement increases, there are always better ways of doing things.

To help realize the vision of fully integrated and effective transport networks, our team offers the full range of technical and strategic skills required to shape the future, including:

- Active transportation, bicycle, and pedestrian advice
- Demand management
- Freight planning and advice
- Integrated land use, transport advice and studies
- Parking strategies, analysis, and advice
- Pedestrian simulation and traffic and transport modeling
- Public transport infrastructure and service advice
- Road safety audits and analysis
- Strategic route planning and feasibility studies
- Traffic engineering assessments and advice

- Traffic impact assessments
- Transport strategies
- Travel behavior change
- Urban revitalization transport advisor

Seamless integration - both between modes, and transport and the public realm - is the future of a successful society, and we seek the best outcomes for our clients and for communities to realize this vision.

→ Road Corridors

Our teams provide services in planning, design, construction management and maintenance of all elements of the road corridor including highways, complex interchanges, toll roads, bridges and tunnels.

We understand our clients' challenges and apply imaginative thinking to deliver the optimum outcome to achieve lasting community benefit.

For more than 70 years, GHD has planned, investigated, designed, and delivered innovative road systems in urban and rural environments in many parts of the world.

Road systems design involves a collaborative vision and approach by a team of competent planners, engineers and scientists. From planning and procurement through to feasibility, investigation, design, construction support, delivery and maintenance. Our clients enjoy personalized solutions for roads that incorporate master planning, funding and economic analysis, transport planning, asset management, environmental management, risk management and more. Work has included rehabilitation, expansion, development rehabilitation, and construction of new highways, complex



→ Enhanced Roadways in California

GHD has delivered numerous roadway improvement projects throughout CA including complete streets, roundabouts and downtown revitalizations, and intersections.

SAMPLE PROJECTS

Complete Streets:

- Artesia Great Boulevard Complete Streets | Long Beach
- Avenue 64 Complete Streets | Pasadena
- Broadway Avenue Complete Streets | Long Beach
- Imola Avenue Corridor Complete Streets Improvement Plan | Napa
- La Quinta Complete Street, Road Diet, ATP | La Quinta
- Milpas Street Crosswalk Safety and Sidewalk Widening | Santa Barbara
- Shoreline Drive Realignment | Long Beach
- West Texas Complete Streets | Fairfield

Roundabouts:

- Avenue 52 at Jefferson Roundabout Roadway/Safety Improvements | La Quinta
- De Portola/Jedediah Smith Roads Roundabout | Temecula
- Rocklin Road Complete Street Roundabout | Rocklin
- Tank Farm/Orcutt Roads Roundabout | San Luis Obispo,
- Twin Cities Road Roundabouts | Galt

Downtown Revitalization/Roadways

- Downtown Revitalization Plan | Beaumont
- Downtown Revitalization/Street Circulation/Community-Based Transportation Plan | Redding
- Downtown Specific Plan | Twentynine Palms
- TAMC South Salinas PSR-PDS | Salinas

Intersections/Interchanges

- 5-Way Intersection Improvements PSR-PDS | Napa
- I-710 Transitional Projects | Pasadena
- SR 121/8th Street East Intersection Improvements | Sonoma County
- SR 29/SR 221 Interchange, Soscal Junction | Napa County

interchanges, roundabouts, toll roads, bridges and tunnels. Our planners and engineers provide integrated services to plan, design, construct, revamp, maintain and manage all aspects of the road corridor life cycle.

GHD's road systems teams are able to respond to projects that range from an urban or rural intersection design to multi-billion dollar complex highways and freeways both at, above and below ground level. Our depth of experience and diverse skills base ensures that we provide the right team to deliver the best project for our clients.

We are innovative and flexible in our approach to managing and delivering our projects. We are able to work independently or in collaboration with other design teams, alongside clients and contractor teams either in our offices or dedicated project offices to suite the project needs.

Our services include:

- **Planning:** Master planning, transportation, traffic and strategic route planning, bicycle and pedestrian planning studies, roundabout planning studies, road safety audits, parking and corridor studies, and procurement strategies
- **Feasibility:** Economics, concept design, roundabout feasibility studies, financing, environmental appraisals, funding options and grant preparation/grant assistance Investigation – Geotechnical, risk and option analysis, surveys, estimates, geological assessments, foundations, contract documentation and tender evaluation
- **Design and engineering:** Geometric design, roundabout design, structural advice and design, bridges, tunnels,

tollways, signals, Intelligent Transport Systems (ITS) and pavements

- **Construction:** Project, risk and tender management, procurement, design and construct owner's agent and alliances, engineering construction support
- **Maintenance:** Network, asset and life cycle management, systems/process pavement management and deteriorating modeling

Our clients appoint GHD for their technically challenging projects as our people are well skilled and abreast of latest developments in their areas of expertise.

The engineering design and digital world is rapidly changing and with the advent of new design tools, big data, including Building Information Management and we continue to stay abreast with the latest innovative design tools and software to secure our future and provide value for money efficient design.

Main Streets/Complete Streets

GHD provides urban planning, transportation planning, and engineering to private and public sector clients around the world. With local intelligence and global perspective, we offer clients the ability to develop a working relationship with the responsiveness and focus of a local office with the award-winning breadth and depth of a major international consulting firm.



Avenue 64 Complete Street in Pasadena, CA.

Complete streets design can lead to better safety, functionality and accessibility, as well as opportunities to preserve open space and implement 'Green Streets' elements such as capturing, cleaning, and retaining stormwater within the upgraded corridor.

We've been refining our approach to complete streets through innovative and creative solutions that integrate all modes of travel into the roadway prism. Our team verifies that roadway sections reflect appropriate widths for complete street elements to minimize or eliminate R/W impacts and optimize the corridor's functionality for all modes of transportation. We provide design services for the following Complete Streets elements:

- **Road Repurposing:** repurposing the existing roadway by reducing the number of vehicle travel lanes is a common means to create room within the existing corridor to accommodate Active Transportation provisions and balance the needs of all corridor users.
- **Traffic Calming:** various measures of traffic calming such as reduced roadway sections, roundabouts, curb extensions, median islands and pedestrian refuges.
- **Bicycle Facilities:** bicycle trails, buffered bicycle lanes, separated/protected bicycle lanes, bicycle signals and signal priority, green colored pavement markings and conflict locations, bicycle boxes at signalized intersections, bicycle parking and stalls, bicycle detection loops, rumble strips, bicycle friendly grates and rails, and bicycle friendly light rail or train track crossings
- **Pedestrian Facilities:** sidewalks, ADA related elements, crosswalks, high visibility crosswalks, crossing islands, pedestrian activated traffic control devices, curb bulb outs, lighting ,shade structures and street furniture.

- **Shared-Use Facilities:** Shared-use paths, roundabouts, intersection treatments for bicycles and pedestrians, grade separated (overpass or underpass) crossings and improved signage and pavement markings.
- **Transit Facilities:** Transit stop improvements, park and ride facilities, transit boarding islands, bus build-outs, new transit stops, transit signal priority, transit-only lanes, light rail transit, and real-time traveler information.
- **Landscaping Green Infrastructure, and Stormwater Management:** includes landscaping of buffer areas or open spaces, shade landscaping, bio filtration swales, infiltration trenches, rain gardens and drought tolerant plants.
- **Grant Applications:** writing successful grant applications for various local agencies to obtain funding for active transportation and complete streets projects.

As part of our designs, we are able to provide all associated support services such as survey, traffic engineering, R/W, utility relocation, public outreach, geotechnical, environmental, traffic control and landscape design. Our capabilities span the planning and preliminary design stage through to final engineering/contract documents and construction support services. Additional relevant services include:

- Community outreach/stakeholder engagement
- Connectivity analysis
- Green infrastructure
- Placemaking services
- Implementation strategies

Active Transportation Planning

GHD's team helps create active, connected communities where bicycling and walking are part of a healthy lifestyle and sustainable

transportation system. We have considerable experience assisting local agencies with planning and creating bicycle and pedestrian infrastructure and providing safe, efficient, and accessible connectivity for local communities and regional networks. In addition, our transportation professionals bring experience from planning and funding through design and construction, giving us the ability to craft actionable, feasible plans that the City can implement.

Pedestrian and Bike Network Design

From the perspective of someone biking, jurisdictional boundaries are often irrelevant and seamless. Continuous routes are essential. Similarly, the active transportation network is not independent, and must be designed in the context of a multimodal transportation system and an evolving built environment. The Project will recommend bicycle facility connections to urban areas that create a continuous riding experience.

Preliminary Engineering (PE) and PDR Services

GHD has robust experience delivering streetscape projects from concept to construction. Having a team that knows what it takes to set a project up for successful grant funding and implementation is key to a successful project. A recent example of this is Lindsey Van Parys and Todd Tregenza's success with the City of Pasadena. Todd led the planning effort of the I-710 Transitional Project for the city. Lindsey, along with Todd helped with concept development and analysis. This document was then used to secure funding through LA Metro, which the city is now implementing pieces of that plan. So far four of the identified projects

have funding and will move to the next phase of work.

Future Communities

While the concept of “community” is simple and universally understood, communities are inherently dynamic systems, and we are mindful of local challenges impacting the physical and economic realms they occupy.

Because no two communities are the same, our mission is to address the qualities that make communities unique and enhance them to support our clients' strategic vision and community members' values. GHD's collective term for this integrated Initiative is called “Future Communities.” It is part of a strategic trio of enterprise-wide organizational principles. By connecting our capabilities in urbanization and asset management across GHD—architects, urban designers, scientists, engineers, planners and economists working across our global network—our multidisciplinary teams are able to address the most unique and pressing challenges of communities globally. From dense cities to rural towns, our experts work together across typologies, geographies, and markets to help our most valuable clients lay the foundation for future success.

Loveable Places

GHD Loveable Places helps to plan and design places that people want to live in, visit, spend time in, and travel to—places people love. This goes beyond new bike lanes, storefronts, or landscaping – this approach seeks to understand how people experience getting between places they love, how safe they feel, their social interactions, and developing a plan that aligns with a community's “place identity” and “people's experience.”

“Place identity” celebrates the uniqueness of each place. Just like culture shapes

an individual, a unique heritage, and history shapes a place. Place identity is an association, the image that springs to mind when thinking of somewhere. Whether that's a desire to maintain a small town charm, celebrate diversity, or highlight recreational opportunities.

“People's experience” celebrates the lived reality of a place. We are all different, experiencing our towns in dynamic and contrasting ways depending on the time of day, the season, or our reason for being there. Our experience also changes with time. What we experience in a place as a year-round resident is different than how we experience it as a visiting tourist.

Loveable Places applies various indicators and dimensions that measure “loveability.” These are applied in a multi-criteria analysis to help select and prioritize projects. These are also used to generate positive community energy from the start of a project. We start with a community engagement strategy that asks the following questions:

- What do you love?
- What do you wish for?
- What do you wonder?

This approach stands in stark contrast to traditional outreach efforts that often begin by asking people where their “pain points” are – where they have concerns about safety, or traffic, or connectivity. By starting our conversation with the community in a positive manner, we initiate a constructive self-reflection on what people love about the City already, what they'd like to see more of, and then reflect on the future vision.

Community Outreach

We believe community engagement is the core and the foundation of successful planning efforts. Plans that fail to seek out,

understand, and respond to the needs of the community end up gathering dust on a shelf or encountering passionate opposition during implementation. Plans that place community engagement at the center of the project, however, can foster collaborative partnerships and catalyze transformations that bring residents' vision to life. Our team has significant experience facilitating successful community engagement programs that include multilingual engagement, prioritize reaching members of disadvantaged communities, and is familiar with many of the community groups in Beaumont through our work on past and ongoing projects in the city.



GHD community engagement for the DBRP.

For this Project, we understand the City's priority is to engage the community in a meaningful dialogue throughout the planning process, establishing community buy-in for proposed improvements, and document an inclusive and broad process for future grant applications. GHD will lead the engagement strategy. We pride ourselves on our ability to couple community and stakeholder input with our urban design, active transportation, and engineering experience to develop concepts that communities embrace, are visionary, and are technically feasible. This approach is a powerful and cost-effective way to engage with residents, business and property owners, and other stakeholders.

Our team knows from our prior work that Beaumont is home to many local groups that are passionate about their neighborhood or interest, are deeply invested in their community, and are fiercely committed advocates. Engaging these groups early in the project will be essential to learn about their priorities, respond to concerns, and allow residents to feel their needs are heard and reflected in the final plan. Where groups have competing needs or interests, early engagement will allow for informed discussions so that residents are empowered to participate in decision-making, influence the balancing of multiple priorities, and feel ownership over the resulting PDR.

We are confident and experienced in facilitating both in-person and on-line community engagement, including workshops, focus group or advisory meetings, and interactive virtual platforms. We use a variety of web-based tools on our projects, customized to local needs and preferences, and understand that not all tools work in all communities. Working with our clients, we adapt our methods to meet local needs and preferences as well as achieve deep and robust engagement. Communicating the availability of different feedback methods is critical, and listening to the community on how they would like to be engaged is also vital to the project's success. In each project, virtual engagement methods are a supplement to, and not a replacement for, direct engagement such as pop-up tables at existing community events, presentations at existing community meetings, and workshops or focus groups.

Our Urban Design Lead has led dozens of design workshops in communities across California and is committed to crafting a schedule that allows for transparency and a charrette environment that encourages meaningful engagement that can directly

influence design outcomes.

Responding to Agency Requirements

Our team understands that local agencies are under increasing requirements at the local, regional, and state levels. Cities like Beaumont are seeking to develop complete streets networks to meet the needs of residents, as well as develop active transportation infrastructure to meet local needs and fulfill regional funding requirements. In addition, greenhouse gas and vehicle miles traveled reduction targets are an important focus of transportation planning efforts, requiring a deep understanding of the day-to-day transportation needs of residents to develop solutions which will shift trips from driving to walking, bicycling, and transit. Our diverse experience in planning, engineering, and analysis will support development of recommendations that are strategically targeted to advance agency objectives and meet applicable standards, as well as aligning with competitive grant funding guidelines to position the City to pursue implementation.

Grant Funding

Stable funding systems are needed to achieve the City's goals and promote prosperity in the community. GHD has a long history of successfully obtaining grant funds for both municipal and private projects, including the Caltrans ATP, which would offset the financial impact to rate payers. We are experienced in identifying funding and matching it with project needs. We have the in-house capacity to create competitive grant packages and the skills necessary to design, engineer, and develop your project. Our team routinely monitors the grant cycles of numerous state, federal, and private grants.

Visual Modeling Software of Final Corridor Concepts

GHD can produce high-quality, realistic renderings and data visualizations and for translating transportation-speak into conversational language, all of which makes for graphics and plans that members of the public can easily understand. Our team is skilled in preparing photo renderings to depict before and after design treatments, developing artist renderings and design visualizations, and bringing fully realized 3D scenes to life as animated videos and interactive experiences.



Sample visual provided by GHD of a complete street.

Managing a Multidisciplinary Team

Our in-house team includes planners, engineers, urban planners, and landscape architects working side-by-side to provide local and regional networks. Traffic engineers are skilled in impact analysis, VMT analysis, and signal design. Because we provide all services in-house, we develop ATPs that balance bicycle and pedestrian needs with other factors, including transit access, commercial activity, and vehicle circulation. The end result is a project that advances active transportation with broad community support and one that is constructible. Our experience spans the entire project development process, from planning documents such as bicycle master plans, through PS&E and the construction phase.



D.

Key Personnel

D.

Key Personnel

→ Key Personnel Overview

Our team is truly an integrated, customized team designed to leverage previous experience with the Plan and the experience of our technical resources to meet the needs of the City. The team presented in the organizational chart indicates the roles and hierarchy so that it is clear to all involved how work is communicated, from subconsultants through our Project Manager, and the QA/QC. As the Principal in Charge, Todd was involved in the approved Revitalization Plan, supported by a deep bench of resources and a Project Manager who has been performing work in the region for over 21 years. In addition, our Project Manager is only a 10-minute drive from City Hall, and can be available at a moments notice.

GHD’s approach to this setup is to provide continuity and efficiency and optimize value and maximize benefits to the City. Additionally, as part of our commitment to expand our award-winning team, GHD continues to add new and localized staff to the Inland Empire region. Please refer to Section I of this document for detailed resumes of all key team members working on this project. We are committed to keeping the same project team we are proposing for the life of the project. Should an unexpected change result in a key team member being unavailable to serve the City on this project, we are backed with the resources of a global network. No changes will be made to the project team without consent of the City.

→ Key Personnel Experience on Past Projects


We have chosen our key team members based on their project understanding, relevant experience, and technical skills required for this project. Team members have worked on many types of roadway improvement projects from downtown revitalizations and streetscapes to complete streets, roundabouts, roadway

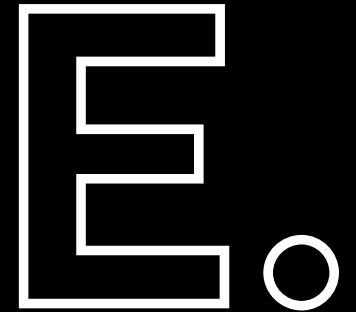


Key staff. Subconsultants: 1. MNS Engineers, Inc.; 2. KDM Meridian; 3. Geocon West, Inc.; 4. T2 Utility Engineers. Other staff resources available in each service category, as needed.

modifications for ADA compliance, and major intersections and interstates. Please see the chart for key team members experience on the projects listed in the

References section as well as some additional projects for crossover with resumes.

	KEY PERSONNEL RELEVANT EXPERIENCE PROJECTS																	
	Beaumont Downtown Revitalization Plan	La Quinta Village Complete Streets	West Texas Complete Streets	De Portola/Jedidiah Smith Roads Roundabout	Avenue 52 Roundabout	SR 29/SR 221 Interchange, Socal Junction	Twentynine Palms Downtown Specific Plan	Milpas Street Crosswalk and Sidewalk ATP	SR 121 at 8th Street East Intersection Improvements	Artesia Boulevard Complete Streets	Avenue 64 Complete Streets	Highway 111 Specific Plan	Imola Corridor Complete Street	Tank Farm/Orcutt Roads Roundabout	Shoreline Drive Realignment	East Broadway Complete Streets	Fort Ord Regional Trail and Greenway	Beaumont First Street Feasibility Study
Steven Latino, PE, TE (GHD)				✓	✓										✓		✓	
Lindsey Van Parys, PE, QSD/P (GHD)		✓	✓	✓	✓			✓	✓		✓	✓			✓	✓	✓	
Todd Tregenza, AICP (GHD)	✓	✓	✓				✓					✓	✓					
Erin McPherson, PE (GHD)							✓								✓		✓	
Michael Pitcock, PE (GHD)		✓				✓		✓										
Byung Lee, PE, TE (GHD)		✓							✓							✓	✓	
Hector Salcedo, PE (MNS)																		✓
Erik Fanselau, PE (GHD)			✓						✓						✓			
Nicole Greenberg (GHD)	✓			✓								✓						
Jonathan Linkus, AICP, LEED AP (GHD)	✓						✓					✓	✓					
Ronald Boyle, PE (GHD)	✓	✓		✓	✓	✓						✓	✓	✓				
Lucas Piper, PLA, QSD/P (GHD)	✓	✓			✓					✓	✓	✓	✓	✓			✓	



Scope of Services

E.

Scope of Services

→ Scope of Services Overview

To meet the requirements of the Request for Proposal (RFP), we have abbreviated our scope of services in this section. However, our full scope of services with deliverables and assumptions included is provided in an attachment section at the back of the proposal. Considerable time has been taken to meticulously craft this scope, ensuring that our team has prepared a "right-sized" scope aimed at delivering a final product that will set the City up for successful grant applications. Our goal is to clearly convey the need and the proposed solution to stakeholders, decision-makers, and the community.

→ Scope of Services Tasks

Task 1: Project Management

GHD will be responsible for the general project management, project coordination, monitoring project progress for adherence to schedule and budget, reporting project progress and administering the project, including interfacing with the City of Beaumont and the various project stakeholders. More specifically, GHD will:

Subtask 1.1: Quality Management

GHD will prepare a Quality Management Plan (QMP) that will generally follow the current Caltrans QMP guidance and template. GHD will conduct Quality Assurance and Quality Control (QA/QC) for the project and conduct QA/QC reviews of all documents, including documents prepared by our teaming partners throughout the project. It is assumed one draft QMP will be prepared, comments will be addressed, and the report will be finalized by GHD and the City of Beaumont.



→ Perfect Balance of City Familiarity and a Comprehensive Understanding of the PDR Process

The differentiating strength of our team is the perfect balance of intimate familiarity with the City and a comprehensive understanding of various aspects of the PDR process. Our team has established a proven record of working cooperatively with City staff, community stakeholders, and City residents to develop and sustain the DBRP. Furthermore, our team has replicated this scope and approach to successfully complete streets, roundabouts, ATP, multimodal corridors, feasibility studies, and the full range of other transportation planning and engineering for numerous local and regional agencies throughout California.

Subtask 1.2: Project Management and Administration

This task will include the supervision and scheduling of project staff, review of work prepared by GHD staff and subconsultants, project coordination, client liaison, and schedule and budget monitoring.

1.2.1: Project Management and Administration

Upon Notice to Proceed (NTP), GHD will prepare a Project Management Plan (PMP) that will include a detailed scope, schedule, and budget in accordance with the final signed contract. The PMP will detail communication and data sharing processes as well as the data collection, engagement, and analysis tasks. The PMP will also specify mapping outputs and templates for project deliverables. The PMP schedule will note major milestones, deliverables and meetings, and estimate engagement events. While this is an added step in the project management process, our prior project experience shows that having this document enhances the effective management of the project from both our and our clients' perspectives.

To be more efficient with the City's partner agencies' resources, GHD recommends identifying a Project Development Team (PDT) that will include the City's project manager, representatives from other City departments, and other stakeholders identified by the City and GHD. The PDT will be incorporated into the project administration as needed. PDT development and engagement is described in Task 1.3.1 below.

GHD will manage the preparation of invoices and progress reports monthly. The monthly progress reports will summarize budget, schedule status, and identify any

project issues requiring attention by the City. Other project management activities include coordinating meetings, scheduling and managing staff, and overseeing the quality assurance effort.

GHD will monitor work progress and budget expended against the level of completion from the original task assignment.

1.2.2: Meetings and Coordination

GHD's Project Manager, relevant lead, and select team members will organize and attend the following meetings (held virtually unless otherwise noted):

- Project kick-off meeting held in-person at the City with GHD leadership, including Lindsey Van Parys, Steven Latino, Erin McPherson and Todd Tregenza
- PDT meetings with the City, and other agency/stakeholder representatives, which will be scheduled to be conducted once per month (our scope assumes 17 meetings)
- Bi-weekly 30-minute check-in meetings with City staff (our scope assumes 34 bi-weekly check-ins)

GHD will coordinate, schedule, and facilitate meetings, which includes preparing PDT meeting notes and project schedule updates. GHD staff will provide meeting agendas with a minimum of two (2) working days prior to meetings. Draft meeting minutes will be submitted within three (3) working days following each meeting. Within three (3) working days of receiving City and stakeholder's comments, these comments will be incorporated and final minutes published for distribution and record.

Subtask 1.3: Community and Stakeholder Engagement

Subtask 1.3.1: Stakeholder Engagement Plan and Stakeholder Database

Our team will develop a comprehensive Stakeholder Engagement Plan (SEP) to support the project and generate meaningful input from key stakeholders within the project area. The SEP will describe the engagement goals, propose engagement tactics, timeline, and stakeholder audience. The SEP will act as a flexible blueprint, ensuring proactive and strategic stakeholder engagement. It will be responsive to the project's needs, allowing for adjustments in approach if certain stakeholders and community segments are not being adequately reached. At a minimum, the engagement plan will identify:

- Engagement goals
- Overall engagement timeline
- List of stakeholder audience and their level of involvement
- Project messaging and communication strategy
- Proposed list of engagement tactics and activities

Our team will also maintain a stakeholder database, building from our previous experience with the DBRP. The database will comprise of the City as well as key stakeholder groups within the project area including civic groups, local community-based organizations (CBOs), regional institutions, public agencies, residents, businesses, and mobility advocacy groups. The database will also include relevant departments for all regional partner agencies. GHD will facilitate an "opt-in" campaign to gather and update the database throughout the project.

1.3.2: Project Collateral, Templates, Outreach Notifications and Communications

Our team will develop a project style guide that includes a logo, color palette, fonts, and other key document design elements that can be applied to outreach materials, fact sheets, website content, digital/social content, and project reports and presentations. GHD will also develop a template for project related PowerPoint presentations.

Our team will develop the following outreach notification and communication material. GHD will be responsible for the design of collateral. For printed materials, GHD will provide digital files to the City for plotting, printing and/or physical mailing.

- **E-blasts/Meeting Invitations:** Our team will use e-blasts to engage stakeholders listed in the project database leading up to public workshops and stakeholder meetings.
- **Fact Sheet and Workshop Flyers:** Our team will design a project fact sheet and two flyers to provide an overview of the project and promote attendance at public workshops.

All materials will ensure accessibility, including translation to Spanish.

1.3.3: Engagement Activities

As mentioned above, our team will create an engagement strategy that aligns with the project's engagement goals, such as garnering project support, soliciting feedback from key stakeholders, and understanding operational needs and concerns. The engagement strategy will also include proposed engagement activities to achieve the engagement goals, subject to City approval, GHD will facilitate up to two (2) focused workshop/interview

with key stakeholders (i.e. businesses, property owners, community-based-organizations), up to two (2) pop-up events at high-traffic local events/locations, and up to two (2) board/public presentations (i.e. City Council, Planning Commission, or advisory meetings). All activities are assumed to occur virtually.

GHD will work with the City to plan all logistics including venue coordination and set up and will coordinate with the project team to support the development of workshop materials and summaries.

Task 2: Data Gathering and Analysis

Under this task, data and information will be collected and planning level base mapping will be prepared. GHD understands that the City is expecting the work plan to incorporate the collection of any required data not already available.

Subtask Task 2.1: Existing Data Collection

GHD will collect readily available project and location data. The types of information collected will include:

- Photos, observations, and features based on a field review
- GIS data
- Existing planning and environmental studies
- Regional plans
- City general plan
- Previous traffic forecasts
- Previous conceptual design drawings
- Existing mapping
- As-built plans
- Utility maps
- Record improvement drawings and reports
- Floodplain mapping

- SWITRS collision data
- City collision data (Crossroads database)
- Right-of-way (R/W) mapping and monument records maps

Subtask 2.2: Field Investigations

In addition to collecting all the above-mentioned data, our team will conduct a site visit to investigate existing conditions. During this visit, the team will bring a smart level and check existing ADA improvements to identify any deficiencies that may need to be addressed .

Subtask 2.3: Environmental Review

- Review and analyze all relevant planning and design documents provided by the City, including previous studies, planning efforts, and community vision plans.
- Conduct a detailed review of existing land uses and environmental constraints, including an overview of the project under CEQA, to identify items that may impact future development. Evaluate the following key reference documents:
 - DBRP – Elevate 2025
 - 2040 General Plan Program Environmental Impact Report (PEIR)
 - General Plan and Downtown Zoning Ordinance
- Identify gaps, inconsistencies, or areas requiring additional analysis to inform PDR development.
- Evaluate potential permitting challenges, policy conflicts, and mitigation needs from an environmental planning perspective.

Task 3: Investigations

Subtask 3.1: Survey and Centerline Control

3.1.1: Aerial Photogrammetry & Base Mapping

GHD's survey team, KDM, will perform aerial photogrammetry using either manned aircraft or UAVs to capture detailed images of downtown Beaumont streets and corridors. The mapping will be conducted at a scale of one (1) inch = 40 feet, with a contour interval of one (1) foot, covering the entire public R/W plus an additional 10 feet beyond it. All streets and alleys within the designated project area will be included, with an option to exclude alleys if necessary. The orthorectified color aerial imagery will be processed and delivered at a 0.2-foot pixel resolution, making it suitable for use in renderings and stakeholder presentations. This comprehensive approach ensures high-quality, detailed imagery and mapping data for the project.

3.1.2: Survey Control & R/W

Survey control and R/W include three key tasks: establishing ground control for photogrammetric processing, surveying existing centerline monumentation, and delineating and depicting center lines and R/W lines. Initially, ground control points will be set up to ensure accurate photogrammetric processing, aligning and scaling aerial imagery to the correct geographical coordinates. Following this, sufficient existing centerline monumentation will be surveyed to reestablish the record centerline alignment of mapped streets, ensuring alignment with historical records. Finally, center lines and R/W lines will be delineated and depicted from record documents on the base mapping, without the need for obtaining title reports. This comprehensive approach ensures precise and reliable mapping and surveying results, essential for planning, development, and legal purposes.

Subtask 3.2: R/W Analysis

GHD will perform a comprehensive R/W Analysis based on the information collected from the Topographic Survey and Centerline Control. This analysis aims to identify the existing R/W and proposed R/W boundaries within the project area.

Subtask 3.3: Utility Research (T2UE)

T2UE will utilize the CI/ASCE 38-22 standards for collecting and depicting subsurface utilities. This approach will help build a comprehensive utility model of the project site. Generally, the investigation will provide Quality Level D and C with some Level B to be collected in key locations. This scope includes R/W to R/W along Beaumont Avenue and East 6th Street, approximately 10,000 lf.

T2UE will generate record requests to the various utility companies using Underground Servicer Alert Design Ticket Request Systems, track correspondence and create records, file electronic drawings, create a utility base map, and depict overhead facilities.

Subtask 3.4: Geotechnical Investigation

Geocon will undertake a comprehensive geotechnical investigation as part of the Downtown Beaumont Revitalization project. This investigation will include reviewing available geologic and as-built information, performing site reconnaissance, and coordinating with City representatives and GHD for encroachment permits and boring locations. Geocon will hire a drilling subcontractor to drill up to sixteen (16) geotechnical borings at various locations within the project area, ranging from 5 to 20 feet deep. Soil samples will be

collected for laboratory testing to evaluate pertinent physical and chemical properties. The findings will be compiled into a preliminary geotechnical report, which will include boring logs, geologic conditions, laboratory test results, and preliminary recommendations for project planning and design.

Subtask 3.5: Hydrological/Drainage Assessment

As part of the PDR, GHD will prepare a preliminary drainage design and floodplain assessment of the proposed improvements. The results of this analysis will be summarized in the PDR narrative. Detailed calculations will not be performed until a preferred alternative is selected and the design is advanced to the 65% level. The analysis in this task will include the following:

- Site visit to review the existing drainage system.
- Review of existing facility information such as drainage facility maps, as-builts, etc.
- FEMA floodplain determination and analysis of impact to the project, if any.
- Determination of applicable drainage and water quality design standards including peak storm event requirements, likely to include both the 10- and 100-year events.
- Determination of location of receiving system for the project drainage.
- Initial assessment of the tributary areas for both onsite and offsite runoff. Identification, to the extent possible, of any known problems.
- Discussion with City staff regarding existing drainage system issues.
- Development of the proposed design methodology for final design.

Subtask 3.6: Traffic Studies and Assessments

3.6.1: Gather Existing Conditions Data

GHD, in partnership with the City's team, will work together to assemble Geographic Information System (GIS) and multimodal transportation data. This includes compiling and reviewing existing transportation, land use, and mapping data for the project area. GHD will also gather available traffic volume data provided by the City, Caltrans, and relevant traffic information that is available on SWITRS and TIMS. The information collected under this task will be used to prepare GIS figures that clearly present the data.

GHD will use a combination of field data collection and past document review to better understand issues related to active transportation along the corridor. Maps showing existing and proposed classification maps for the study corridor will be assembled. GHD also maintains access to the Replica platform, which provides derived mobility information such as travel origins and destinations, trip purposes, and trip modes from anonymized mobile sources. This information will be available to enhance field-collected information and outputs from the available travel demand models with "big picture" real-world travel information. GHD will prepare an existing conditions memo which will include a description of the corridor, multimodal facilities, collision history and identify any deficiencies.

3.6.2: Design Year Conditions

For this study, GHD will obtain the most current version of the relevant Travel Demand Model (TMD). GHD will review the current and future land use assumptions, both within the project area. Additionally,

GHD will verify the highway network coding within the project study area for the existing and future year networks to ensure that they are consistent with future year circulation and land development assumptions.

Opening Year forecasts will also be developed using straight line interpolation between Existing and Design Year volumes.

3.6.3: Transportation Operations

Traffic operations will be performed for all modes of travel for the Existing, Opening Year and "No-Build" conditions. Although Highway Capacity Manual 6th Edition provides multimodal level-of-service (MMLOS) methodologies, the analysis steps are relatively data-intensive and may yield counterintuitive results. GHD proposes the Plan instead focus on assessing level of traffic stress (LTS). LTS, as developed by the Mineta Transportation Institute and San Jose State University, quantifies the level of discomfort experience by bicyclists based on the speed and volume of traffic, their separation from vehicles, and frequency of conflict points on roadways and through intersections. GHD will document bicycle and pedestrian LTS along the corridor, and through each study intersection, before and after improvement. The resulting LTS maps and analysis can be used to evaluate proposed concepts for their ability to improve safe non-motorized access between community points of interest like schools, shops, services, parks, transit, and other important destinations.

Subtask 3.7: Street and Pedestrian Lighting Analysis

MNS will complete the Street and Pedestrian lighting analysis which will focus on approximately four blocks along 6th Street, between California and Palm

Avenue. It will also cover approximately six (6) blocks along Beaumont Avenue, between 5th and 11th Streets. This area will include pedestrian-scale lighting, such as bollards and decorative lighting fixtures, designed to enhance safety, aesthetics and create an inviting atmosphere. Specific emphasis will be placed on ensuring that lighting solutions meet the aesthetic and functional needs of the downtown area. A photometric analysis of the existing condition and proposed conditions will be developed to highlight deficiencies and improvements.

Lighting Standards: The lighting design will be based on the RP-8-22 standard, which provides guidelines for roadway and walkway lighting. This will ensure that the proposed lighting meets the required levels of illumination, uniformity, and energy efficiency appropriate for pedestrian pathways, public spaces, and downtown corridors. The study will evaluate fixture types, placement, and spacing in line with this standard to achieve optimal safety and visual appeal.

Subtask 3.8: Tree Impact Analysis

GHD's certified arborist will perform a tree impact analysis for the projects and streetscape corridors identified in The DBRP and as listed below. Where proposed improvements overlap existing trees or where new trees are proposed, resulting impacts and potential associated costs will be analyzed. Cost impacts of new shade trees will also include a summary table of urban tree planting strategies to mitigate tree root and hardscape conflicts and maximize health of the future urban canopy.

GHD will define and determine the impacts of adding and removing trees in the following proposed improvement areas:

- Proposal revitalization hubs
- Proposed private developments
 - 6th Street and California Avenue
 - 6th Street and Magnolia Avenue
 - 6th Street and Maple Avenue
- Walkable Housing Projects
- Downtown Mobility Projects
 - 6th Street reconfigurations
 - Gateway roundabouts
 - Beaumont Avenue reconfigurations downtown alleys
- Proposed parking reconfigurations (general impacts and recommendations for new tree planting)
- Stewart Park

The Tree Impact Analysis will include up to two (2) site visits by an ISA Certified Arborist who will perform a walk-by limited visual assessment of accessible existing trees in the proposed improvement areas. The visual assessment will focus on the following attributes:

- Overall tree health
- Tree structure
- Obvious defects or impacts to existing hardscape.

Task 4: Design Options

Subtask 4.1: Design Options for Roadway Improvements (Conceptual Design)

With the information and results from the Data Gathering and Analysis (Task 2) and the Investigations (Task 3) GHD to review and evaluate three alternatives. The approximate length of new roadway along 6th street is 6,000 lf from Veile Avenue to Pennsylvania Avenue and 3,300 linear feet along Beaumont Avenue from E. 5th Street to 11th Street. GHD will prepare three

(3) memorandums to share with project stakeholders. The evaluation may consider important design features including adjacent R/W, sensitive environmental resources, planned and proposed purpose, need, synergies and overlap, connections to key locations, access, and other considerations in coordination with the City.

GHD will prepare concept level plans (equivalent to 10 percent) using Autodesk Civil 3D 2025 and utilizing GHD CAD standards. This will be achieved by development of two (2) strip maps per alternative to showcase planned corridor improvements, one (1) along 6th Street and one (1) along Beaumont Avenue for each alternative. These strip maps will show hardscape improvements, one to two (1-2) typical roadway sections, striping, parking, and GIS level utilities. These documents will be used as attachments in the PDR to highlight reasoning for the preferred alternative.

4.1.1: Preliminary Sketch Mark Ups (Optional)

GHD to provide preliminary design sketch mark ups of revitalization hubs included in the DBRP, September 2024.

- 6th Street and N. California Avenue
- 6th Street and Magnolia Avenue
- Beaumont Avenue and 8th Street

Subtask 4.2: Lighting Design Options

Using the information compiled in Task 3.7, MNS will develop a minimum of three (3) distinct lighting design options for the downtown area that align with the goals outlined in the DBRP. Each option will be fully informed by the lighting analysis and will include both engineering and aesthetic considerations, such as fixture

type, placement, intensity, and visual character. To support the City's review and decision-making process, each option will be presented using large-scale, full-color renderings that depict lighting impacts and design intent within key areas of downtown. In addition, we will provide up to five physical architectural color boards per option to showcase material finishes, fixture types, and thematic concepts. A preliminary cost estimate will also be included for each alternative to help evaluate feasibility within future budget planning. Final design concepts will be submitted to the City for feedback prior to down-selection.

Subtask 4.3: Design Options for Streetscape Amenities and Enhancements (Conceptual Design)

Following the same design parameters and extents/limitations as identified under Task 4.1, GHD's landscape architecture and streetscape design team will develop concept level (10% design) rendered streetscape improvement plans, cross-sections, schedules, and design descriptions to illustrate sidewalks (colors and materials); landscaping themes and plant types; lighting themes, materials, and types; options for striping, crosswalks, pedestrian paths, bike lanes, and parking options (as developed by civil team under task 4.1); and other site furnishings and streetscape amenities that will help create the full picture for each design option.

GHD will develop three (3) design alternative options that will be applied to the 6th Street corridor and the Beaumont Avenue corridor (as defined in task 4.1). The three (3) design alternative options will be used to create a complete rendered plan

set package. The rendered plan package will consist of the following sheets:

- Rendered plan-view drawings, covering both Beaumont Avenue and 6th Street
 - A set of three (3) rendered plan view sheets for each of the three (3) alternatives, nine (9) sheets in total
- Render typical cross sections (one for Beaumont Avenue and one for 6th Street)
 - Sections will be developed for each of the three (3) alternatives
 - Three (3) sheets with two (2) typical illustrative sections per sheet
- Schedule notes sheet(s) for each alternative design concept that will:
 - Describe the design intent of the alternatives
 - Summarizing potential planting and irrigation strategies for each alternative
 - Preliminary plant and furnishing material palettes for each alternative to identify the different styles and themes.

GHD will provide the City with a draft version of the rendered plan package for review and comment. After receiving all comments from the City, GHD will update the submittal to reflect the comments and submit as the final design packages. These rendered packages will be used as attachments in the PDR to highlight reasoning for the preferred alternative.

Task 5: PDR

Subtask 5.1: PDR

GHD will prepare a PDR for the DBRP, that is a comprehensive document that outlines the Project's background, design features, limitations, and key deliverables. The Report serves as an executive summary, providing a detailed overview of the project's objectives, scope, and anticipated

benefits. It includes several critical sections such as the Introduction, Project Features and Design Criteria, Statement of Limitations, and Reports and Studies.

The Introduction section summarizes the project background, description, and benefits, highlighting the plan's aim to enhance Beaumont's digital presence and improve customer engagement. The Project Features and Design Criteria section details the design elements described in the DBRP, including gateway roundabouts, intersection signalization, raised medians, landscaping, monument signs, parallel median parking, bike lanes, and artistic crosswalks. Additionally, the design criteria and guidelines from the City's General Plan and Downtown Zoning Ordinance are referenced to ensure alignment with the city's long-term vision.

The Statement of Limitations section discusses the Project's limitations and challenges, providing a concise yet detailed description of each limitation, its origins, and its impact on the study's findings. This section also considers whether these limitations could lead to further research.

The Report appendices will house the reports and studies and encompasses the primary deliverables of the Scope of Work, such as the Preliminary Design (30%), Preliminary Design Specifications (PDS), and Preliminary Construction Schedule. Reference materials and exhibits are incorporated into the PDR after final City review and approval. This structured approach ensures that the PDR provides a thorough and cohesive overview of the DBRP, facilitating informed decision-making and successful project execution.

Subtask 5.2: Preliminary Design (30% Plans)

GHD will prepare Preliminary Design Plans based on the PDR and the DBRP. These plans will encompass various elements, including Preliminary Street Improvement Plans, Sidewalk, Pedestrian and ADA Improvement Plans, Intersection Signalization Plans, Street and Pedestrian Lighting Plans, Signing and Striping Plans with adequate bicycle lanes, Landscaping and Irrigation Plans, existing Utility Plans with noted conflicts, Street Furniture Plans, Monument and Overhead Sign Plans, and Wayfinding Signage Plans.

Drawings will be prepared using GHD CAD standards and City title block in AutoCAD C3D Version 2025 software at 1"=40' scale. Please see the items described below for additional details.

A preliminary sheet list is as follows:

TITLE	Estimated # of Sheets
Title 1	1
Key Map	1
Project Notes	1
Legend and Abbreviations	1
Survey Control	1
Typical Sections	5
Layout & Striping Plans	18
Utility & Drainage Plans	18
Construction Details	20
Street & Pedestrian Lighting Plans	10
Traffic Signal Modifications/Removals	6
Landscaping & Irrigation Plans	18
TOTAL	100

The traffic signal preliminary plans will include:

- 6th Street & California Avenue: Roundabout conversion (one signal removal sheet)
- 6th Street & Palm Avenue: Roundabout conversion (one signal removal sheet)
- 6th Street & Edgar Avenue: Signal modification (one sheet)
- 6th Street & Magnolia Avenue: Signal modification (one sheet)
- Beaumont Avenue & 6th Street: Signal removal (one sheet)
- Beaumont Avenue & 7th Street: Signal removal (one sheet)

Subtask 5.2.1: Signal Modifications and Removals

This component will focus on the removal of existing traffic signals at specific intersections and the evaluation of appropriate modifications for safer, more pedestrian-friendly crossings at others. For pedestrian safety, we will also consider the implementation of H.A.W.K. signals and Rectangular Rapid Flashing Beacons (RRFBs) at strategic crossings.

The lighting plans will cover approximately four blocks along 6th Street, between California and Palm Avenues. It will also cover approximately six (6) blocks along Beaumont Avenue, between 5th and 11th Streets.

- Six (6) Street and Pedestrian Lighting Preliminary Plans along 6th Street
- Four (4) Street and Pedestrian Lighting Preliminary Plans along Beaumont Avenue

The preliminary design plans for the DBRP should include key features such as gateway roundabouts, intersection signalization, raised medians, landscaping, monument signs, parallel median parking, bike lanes, artistic crosswalks and striping, and wayfinding signage. Additionally, the

plans must show a preliminary assessment of construction easements needed from adjacent properties to ensure minimal disruption to the community and secure necessary permissions.

5.2.2 Additional Plans (Optional)

Additional plans showing the extent of areas impacted outside of preliminary conflict analysis within the adjacent impacted properties, such as grading to properly transition new street/sidewalk grades to existing adjacent property grades and any improvements that need to be reconstructed within adjacent properties. This includes any relocation/reconstruction of utility service connections, utility boxes, pull boxes, backflow devices, fire service connections, mailboxes, and any other improvements as necessary can be negotiated under a contract amendment, if requested by the City. 30% design would be required for approval prior to start of work as well as detail of the ground survey prior to commencement of work.

Subtask 5.3: Preliminary Design Specifications (PDS)

GHD will prepare PDS as part of the project requirements. This includes incorporating the general provisions provided by the City, outlining any specific conditions that apply to the project, and including additional conditions that supplement the special conditions. Additionally, the task requires detailing the technical requirements for the project and creating detailed bidding tables that show bid items, quantities, estimated unit prices, and total prices. The specifications must comply with the City's Standards, Riverside County Transportation Department Road Improvement Standards and Specifications, Riverside County Flood Control and Water Conservation District

Standards, and the Standard Specifications for Public Works Construction, current edition. Furthermore, the PDS should be included in the PDR in the Reference section.

Subtask 5.4: Preliminary Construction Cost Estimates

GHD will prepare a comprehensive Construction Cost Estimates in the form of Bidding Tables, which will include detailed Bid Items, Quantities, Estimated Unit Prices, and Total Prices. These tables should also reflect the Total Construction Cost, incorporating estimated cost escalation and contingency factors. Additionally, our team will attempt to obtain and include estimated costs, charges, and fees from utility companies for the work they will perform. Charges and fees from regulatory and permitting agencies should also be shown; if these costs cannot be obtained, the assumed costs must be indicated. Estimated costs for any R/W takes, construction easements, and work on adjacent private properties will be incorporated into the estimates. Furthermore, our team will estimate soft costs, such as final engineering, construction management, inspection, and materials testing/inspection. GHD will deliver an estimated project budget that is inclusive of all potential costs, including any associated costs such as materials testing and inspection. These Preliminary Construction Cost Estimates must be incorporated into the PDR in the Exhibits section.

Task 6: Environmental Services (Optional)

GHD will work with the City to complete an Addendum to the 2040 General Plan PEIR previously certified for the General

Plan Update. The Addendum to the 2040 General Plan PEIR will be completed in accordance with CEQA Guidelines (Section 15164 of CEQA guidelines, as recommended in the DBRP.

Subtask 6.1: Prepare Background and Project Description

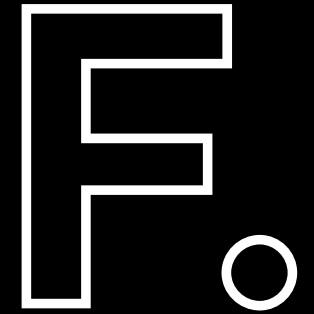
In coordination with the City, GHD will first prepare a draft Background and Project Description section of the Addendum, prior to proceeding with the Addendum analysis. This iterative process is proposed to ensure that the Project described in the Addendum is clear and accurate. The Background will include a discussion of the relationship of the 2040 General Plan PEIR to the DBRP. GHD will submit the Draft to the City for review.

Subtask 6.2: Prepare PEIR Addendum

GHD will prepare an Addendum to the certified 2040 General Plan PEIR to document an analysis of impacts associated with implementation of the DBRP. The PEIR Addendum will be completed in accordance with the CEQA Guidelines. This will include: 1) Brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162; 2) Revised Background and Project Description prepared under Task No. 6.1; 3) Completion of an environmental checklist evaluating the DBRP relative to the environmental topics in the 2040 General Plan PEIR and subsequent Addenda; and 4) Inclusion of applicable mitigation measures. An Administrative Draft document will be prepared and submitted to the City for review. After the review, GHD will update the Addendum, incorporating City comments, and will provide a Screencheck Draft to the City for review.

Subtask 6.3: CEQA Coordination and Public Hearing

GHD will assist the City with the CEQA aspects of the City's resolution and staff report, attendance at public hearing where the PEIR Addendum is approved, filing of final CEQA documentation with the State Clearinghouse if the City desires.



Approach

→ The Power of Commitment

F.

Approach

→ Project Understanding

The Downtown Area of Beaumont has always been the heart of the community. While outlying suburban residential tracts, nearby retail centers, and expansive logistics districts grab attention and enhance the regional profile of the City, the soul and history of Beaumont remains wedded to Downtown at 6th Street and Beaumont Avenue. There, seasonal events such as the Cherry Valley Festival, 4th of July and Holiday Parades, and weekly Nights at Towncenter are social highlights in the community. Downtown's corridors are also home to the City's many independent, unique, locally-owned small businesses.

Here, the DBRP defines distinct and actionable physical projects to secure and grow this success story by "tailoring the suit to fit the role," through safer complete streets, welcoming gateways and a public realm that orients and protects visiting pedestrians, accommodates ever larger events, and catalyzes the next wave of small business that expand within or arrive as newcomers to the City's "Town Center."

The revitalization roadway proposals are as much about reclaiming Downtown streets as places for people, rather than as the regional conduits they are today. It is a bold investment in safety, community wellbeing, attracting visitors, and securing investor interest. Today, 6th Street frequently serves as a bypass for Interstate 10 (I 10), with vehicles stacking in from neighboring cities. Narrowing and reconfiguring this "main street" corridor will require careful consideration of use flexibility, regional traffic impact, emergency service access, and balance those factors with crucial pedestrian safety and small business needs.

Likewise, Beaumont Avenue's role is already evolving. Where it provides crucial linkage to neighborhoods north and south, a new section design will balance its role as event space,



→ Restoration and Regeneration of Our Local Communities is Not a Foreign Concept to GHD's Team!

We hope you take a few minutes to watch the video linked below (or by scanning the QR Code) to see how we transformed the vehicle-centric La Quinta Village/Old Town from a road into a destination where people can walk, bike, and enjoy all the Village has to offer. Much like the City's project will be once completed, the American Public Works Association (APWA) National *Project of the Year* award winning La Quinta Village Complete Streets – A Road Diet project was more than a roadway, it was a way of life.

<https://vimeo.com/790182298>]



La Quinta Village Complete Streets, Road Diet, ATP

frontage for new commercial at 8th, and for frontage improvements between 8th and 6th. Grace Avenue, in particular is a special opportunity for a bespoke pedestrian space that can be a regional draw, laden with historic narrative, paving features, pedestrian lighting, and outdoor dining. The Civic Center and adjacent city-owned lands are under consideration for future capital improvements that reshape their role as a community center flanked by supportive retail and district-wide parking. These key projects need to be framed by consistent, Downtown or Town Center brand-specific gateway landscapes, archways, and identifying signage. The outlay of these wayfinding “bread-crumbs” amid a consistent street tree canopy, and in conjunction with the Stewart Park renovation, are part of an image overhaul that will elevate Downtown Beaumont to match the vision of its business owners and economic development team.

Our team frequently prepares these projects for small communities across California and is ready to deliver bid-ready designs for Beaumont. We also understand this PDR effort entails a degree of strategic decision-making and design finalization, to ensure the final roadway configuration and use cases comport with long-term growth factors and local stakeholders needs. Our team will continue it’s intensive community outreach support through ongoing City-led downtown business engagement and our highly illustrative outreach workshops that explain and confirm the direction we’re taking. GHD recognizes that the collaborative relationship between Beaumont’s Economic Development team, the Downtown business stakeholders, and locals who lean-in brings intrinsic value to the workshops we held in creating the Revitalization Plan. Our goal is to ensure

this engineering design phase is no less co-creative with regional interagency buy-in and a sense of local decision ownership.



The City stands on the cusp of a thrilling reformation embarking on the next transformative phase of its DBRP—turning vision into reality. We understand that this PDR effort will provide the bridge between the bold planning concepts developed in the Downtown Beaumont Revitalization Plan (DBRP, 2024) and the technical precision required for the next phase of work, the successful design, permitting, and construction. The intent is to advance a set of catalytic projects that will restore downtown as the heart of Beaumont’s community and economic life.

Nestled within the historic core of the City, the revitalization effort is centered on the vibrant corridors of 6th Street and Beaumont Avenue and aims to improve mobility, enhance public space, and enable new development through targeted capital improvements. The DBRP identifies a series of “Revitalization Hubs” and mobility enhancements, including reconfigured intersections, new roundabouts, improved pedestrian infrastructure, and reimagined

public realms that will nurture small businesses and walkable housing, crafting an environment where community spirit flourishes.

Our team understands that the PDR is not merely a collection of concepts but a technical blueprint that embraces environmental, geotechnical, utility, drainage, right-of-way (R/W), and traffic studies necessary to advance priority improvements into final design. We will navigate feasibility constraints (like R/W availability and utility conflicts), prepare preliminary civil plans (30%), identify permitting pathways, estimate costs, and evaluate design alternatives that support decision-making and funding applications.

Coordination with ongoing initiatives, such as updates to the Downtown Code, ensuring CEQA consistency with the 2040 General Plan PEIR, and meeting community engagement expectations, is paramount. We will craft the PDR to document and resonate with the community’s aspirations while aligning with City standards, financial realities, and operational needs.

Ultimately, this PDR effort is more than technical documentation. It is a dynamic milestone on the path to realizing Downtown Beaumont’s long-range vision. Our commitment is to deliver a Report and concepts that is not only actionable and visionary, but is also rooted in solid engineering and planning principles.

→ Approach

Our approach to delivering the PDR for Downtown Beaumont is grounded in experience, collaboration, and a proven

ability to translate visionary plans into final design-ready designs. As the authors of the Downtown Beaumont Revitalization Plan, our team begins this project with a head start—we know the vision, the context, the community voices behind it, and the physical and regulatory realities that must be addressed to bring it to life. We also bring lessons learned and best practices from similar corridor transformations such as the La Quinta project mentioned above, West Texas Complete Streets "The Heart of Fairfield", and the East Broadway Complete Streets Project in Long Beach to name just a few. These efforts involved phasing strategies, complete streets retrofits, traffic modeling, roundabout design, transit coordination, ADA compliance, and creative yet pragmatic design to overcome significant physical and funding constraints.

Our local and seasoned Project Manager Steven Latino, along-side our Assistant Project Manager Erin McPherson will work with and guide the City with a structured, adaptable approach that anticipates challenges, fosters alignment across departments and agencies, and results in an actionable, fundable, and community-supported 30% design package, as well as a roadmap to construction.

Together, we will build on what we helped create

Leveraging our planning and traffic teams, we come equipped with intimate knowledge of the project area, technical content, and stakeholder priorities. We'll refine the City's priority improvements—such as those on 6th Street, Beaumont Avenue, and near key Revitalization Hubs—into preliminary designs based on updated conditions and engineering analyses. This continuity saves

time, reduces startup costs, and ensures that technical development reflects the intent and outcomes of the original Plan.

Technical grounding for an informed design

We will lead with robust data collection: topographic and utility surveys, traffic operations assessments, geotechnical borings, drainage and lighting evaluations, and R/W research. In the "Heart of Fairfield" project, these steps were critical to overcoming physical constraints like constrained cross slopes and aging infrastructure—similar challenges we anticipate in the City's historic downtown.

This early technical grounding allows us to produce design concepts that are not just visionary, but feasible, scalable, and cost-aligned.



"Heart of Fairfield" Early Alternative Option.

Design alternatives and visualizations that empower decisions

We will develop and refine concept alternatives for key streets and intersections including roundabouts, road diets, widened sidewalks, bike facilities, and placemaking features with clear decision matrices that highlight the benefits and the impacts that each alternative may have, not

only on the built environment, but also on the benefits and impacts to the roadway users (pedestrians and bicyclists) users, adjacent land owners/operators and the motoring public.



Sample visualizations.

As the saying goes, "a picture is worth 1000 words", we embrace that on many of our projects, but especially of projects that will change the way the roadway will look and feel for the community. Our 3D visualizations have helped decision-makers and the public visualize dramatic corridor changes. It can also help the City to balance stakeholder priorities with environmental, engineering, and funding constraints.

To this end, our landscape architectural team will lead a streetscape and landscape design approach that helps the community

visualize the potential appearance and continuity of each selected corridor – each expressing the context-sensitive character. The visualizations will help enable citizens and stakeholders to determine the change in conditions, character, streetscape elements, and circulation enhancements for each roadway while enhancing existing connections, circulation/user needs, and design for continuity of a unified corridor. For the City, we will prepare plan-view exhibits, renderings, and typical sections for staff and stakeholder review, highlighting trade-offs and providing clarity.

Guiding the CEQA strategy and regulatory navigation

We will coordinate closely with City staff and the 2040 General Plan PEIR to confirm CEQA consistency and determine whether a CEQA Addendum, Negative Declaration (ND), or Mitigated Negative Declaration (MND) is required. Our environmental team will also help scope identify federal, state and local permitting needs early including environmental constraints, Caltrans coordination, utility relocations/considerations, stormwater compliance, and potential Section 106 or resource agency consultation cultural and historic resources to streamline future phases.

Understanding the environmental requirements and potential mitigation needs is key to developing a concept that can be permitted by the various agencies. Identifying what technical studies are required (e.g., biological, cultural, noise, traffic, air quality) and determining the appropriate level of CEQA documentation will be critical in shaping the scope, budget, and schedule of final design and construction. Our team will evaluate these factors early in the process to ensure that

the PDR reflects realistic assumptions and prepares the City for successful environmental clearance and permitting.

Providing clear and consistent communication with the City

We know that great projects require collaboration. As a fully integrated in-house team, we are nimble and responsive with planners, engineers, and environmental professionals working side by side. Our approach includes: monthly project meetings and milestone workshops; real-time coordination using collaborative platforms like the AutoCAD Cloud, Bluebeam, and teams; and early and clear coordination with other agencies such as Caltrans, Western Riverside Council of Governments (WRCOG), utility agencies, and others.

Project Manager Steven Latino will be the City's main point of contact and Erin McPherson will serve as a secondary point of contact, when needed. We have found – and proven on other projects – that having a management team provides a very effective way to balance the needs of the internal and external project team allowing us to be responsive in a timely manner.

Having Steven and Erin will result in ensuring that even if the one of them is on a short vacation, traveling for business, or out sick, you will have a contact here at GHD who knows the ins and outs of the project and can respond to your requests and needs in a timely manner.

We will provide regular updates and remain responsive to the City's evolving needs throughout the project duration.

Meaningful engagement with the community, stakeholders and business owners

Downtown revitalization is most successful when shaped by those who live, work, and invest there. Our approach centers community voices especially those of business owners, property owners, and residents who will be directly impacted by construction and long-term changes. Having already led extensive outreach for the Downtown Beaumont Revitalization Plan, we will build on those relationships and the feedback previously gathered to maintain momentum and ensure continued alignment with community priorities. Some of the recommendations that came out of the last round of engagement were to conduct a community survey, prepare an economic development brochure, and continue promoting the Revitalization Plan through business leadership events.

We will use a targeted, scalable engagement approach focused on accessibility, transparency, and impact. Our strategy is detailed further below.

In the Fort Ord Regional Trail and Greenway (FORTAG) project, similar outreach led to tangible design improvements such as safer crossings and beautification, a seating node at the Butterfly Garden, hardscape and amenity theme selection and more. In Downtown Beaumont, we will ensure that business continuity, safety, and access are central considerations during the concept design phase.



A mailer from one of the hundreds of outreach meetings conducted on the FORTAG project.

Our in-house outreach engagement specialists will coordinate closely with City staff to align messages, avoid outreach fatigue, and ensure that all voices—especially increase project accessibility to those historically underrepresented—have an opportunity to influence the future of their downtown.

If you would like to read more about the outreach efforts completed on FORTAG, you can view more information here:

[A trailblazing journey: Navigating community engagement for the FORTAG: Canyon Del Rey project.](#)



Our plan is to deliver a roadmap, not just a report

The final PDR will include 30% design plans, cost estimates, a phasing and funding strategy, CEQA documentation guidance, and construction staging concepts. We will make the document implementation-

ready—enabling the City to pursue grants, initiate final design, and confidently plan capital improvements.



West Texas Gateway Improvements outreach handout.

In the "Heart of Fairfield", this approach directly led to a \$10.7M ATP award and a successful bid-ready PS&E package, which is scheduled for construction this season. We aim to deliver the same momentum for the City.

Our approach to delivering the work plan. The following is a high-level look at our approach to each of the main tasks identified in the request for proposals.

Task 1: Project Management

We will begin with a detailed project kick-off meeting with City staff to confirm project goals, priority projects from the Revitalization Plan, and a list of stakeholders and coordination needs. During this task, we will review and validate the list of priorities, define a communications protocol and confirm key contacts, host project team meetings and more. Our team's familiarity with the Downtown Plan ensures we can move quickly and collaboratively from day one.

This task will also include our QA/QC process, which includes discipline leads

reviewing each deliverable against scope and City standards, with checklists and redline tracking. We will maintain a live project schedule, updated bi-weekly, with critical path tracking.

Task 2: Data Gathering and Analysis

We will mobilize immediately to gather the critical base information needed to inform design alternatives. Our in-house knowledge of the work done to date will help us streamline this process and start off quickly.

In both Fairfield and Long Beach, early data gathering uncovered R/W limitations, poor drainage conditions, and outdated utilities that directly shaped our design solutions. We will bring the same proactive lens to Downtown Beaumont.

Task 3: Investigations

We will work with the City to obtain all necessary encroachment permits from day one to start investigating the existing infrastructure and collecting the field data we need as identified in our scope of work.

In the La Quinta and Heart of Fairfield projects, early data gathering uncovered R/W limitations, poor drainage conditions, outdated utilities, and utilities that could not be relocated, that directly shaped our design solutions. We will bring the same proactive lens to Downtown Beaumont.

Task 4: Design Options

Based on field data, public input, and agency feedback, we will develop conceptual alternatives for each major improvement. Our engineers will build these from the Revitalization Plan

concepts and evolve them into technically feasible detailed conceptual drawings. The concepts will be the basis for the visualization and rendering work that will be done in a manner that clearly shows the City, stakeholders, and the community what the project alternatives could look like. All alternatives will include concept-level drawings, visual renderings, and a summary of benefits, costs, and constraints.

Task 5: PDR

Our team will deliver a fully developed PDR that includes:

- 30% preliminary design drawings (plan, profile, sections, signing and striping, lighting, utilities)
- Design criteria and Basis of Design (BoD) memorandum
- Detailed cost estimates with contingencies and unit cost assumptions
- Phasing recommendations aligned with available funding and development
- CEQA and permitting and strategy documentation
- Summary of public/stakeholder input and responses
- GIS-compatible base files and CAD drawing sets

As part of this scope, our environmental team will review the proposed improvements for consistency with the City's 2040 General Plan PEIR. We will prepare a CEQA Consistency Memo identifying whether an addendum or supplemental documentation is needed and identify regulatory requirements. This step ensures that design alternatives are not only feasible, but implementable under CEQA.

In addition, we will prepare exhibits and technical narratives suitable for ATP, HSIP,

and other grant applications. In the "Heart of Fairfield" and the City of Fremont's Dumbarton to Quarry Lakes Trail project, this enabled the City of Fairfield to quickly apply for and secure \$10.7M in Active Transportation Program funding and the City of Fremont to leverage a grant from the local COG to obtain \$2M for preparation of the environmental document and final design.

Task 6: Environmental Services (Optional)

Based on the recommendations in the PDR, our team will prepare documentation needed to pursue environmental clearance.

Task 7: Stakeholder Coordination and Communication (Optional)

Effective communication is central to our approach. If desired by the City, we will work hand-in-hand with City staff, external partner agencies, key stakeholders and the community to shape designs that reflect shared goals and can move forward with the project in confidence. As an extension to the City, we'll propose an engagement strategy and activities that align with the project's engagement objectives, such as understanding operational needs and concerns. These engagement activities could include targeted workshops with key stakeholders meetings, one-on-one and small group meetings interviews with business owners, property owners, and community-based organizations to understand operational needs and concerns, pop-up engagement events at high-traffic local events and locations, digital engagement materials, and public presentation (i.e. support including City Council, Planning Commission, or advisory meetings) as needed. We can also prepare engagement summaries with key takeaways and , a comment matrix documenting how community input shaped project direction—supporting both

transparency and future grant applications.

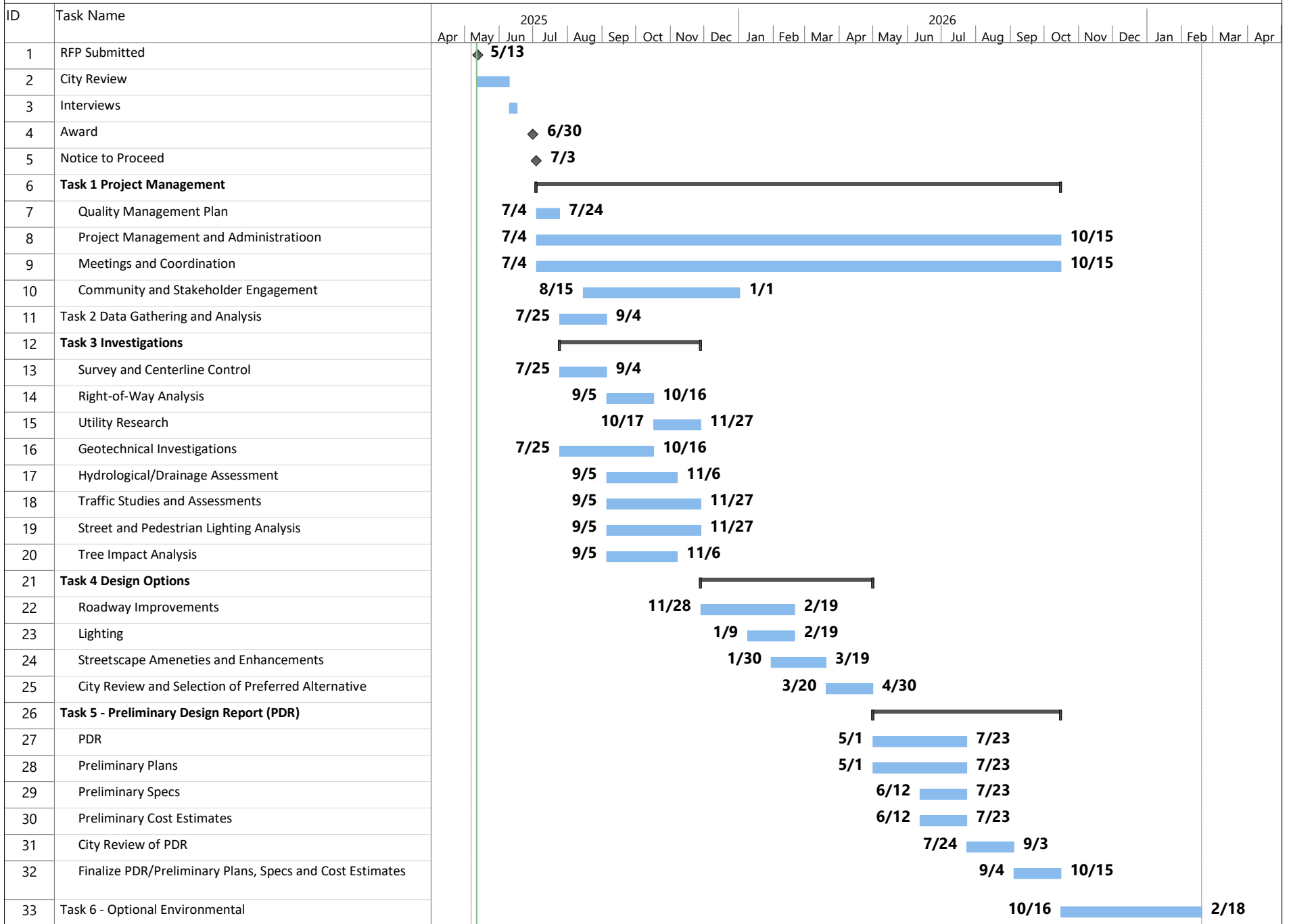
→ Project Schedule

GHD has prepared a preliminary schedule based on our proposed scope that outlines the timeframe necessary to complete the project. Upon kick-off of the project, the schedule will be revised with detail to layout exact submittals and further break down tasks for better tracking throughout the life of the project. GHD anticipates the work to take approximately 16 months from NTP.

→ Conclusion

Our approach is informed by real-world experience, a deep understanding of the City's context, and a commitment to implementation. Our approach emphasizes feasibility, phasing, regulatory readiness, and design excellence across every task. As demonstrated in our sample projects, our in-house team can guide complex downtown revitalization projects from vision to reality—responsively, collaboratively, and efficiently. Should we be selected for this opportunity, we will join the City as a partner to delivery.

City of Beaumont - Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization





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Additional Information

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Additional Information

→ Staffing and Managing Tasks Efficiently

GHD realizes that efficiency and staffing will be key in order to guarantee a smooth Project for the City. Our Project Manager Steven Latino will be the representative who spends time at the City. Due to his extensive knowledge of the City, the City's past project, knowledge of City Staff, and location, this will allow for him to develop a process not only that works for all the stakeholders but will set the path going forward for GHD. It is assumed that GHD, once brought into the Project, will review all items associated with the Project and scope and schedule accordingly for the Project kick-off meeting. Steven will work with the City, GHD staff, and subconsultants to determine the best methodology for communication and Project tracking. Currently, GHD uses several tracking tools, including Microsoft Loop and GHD People Planner. In addition, Steven has previously used the Planner add on within Teams to track Projects.

Once the methods have been determined and everything is up and running smoothly, Steven will work with the City to develop a PMP documenting the process so that there is an understanding between all parties how the work will be carried out. This will allow for consistency for the City and its stakeholders throughout the life of the contract. Additionally, that PMP and staff will stay with them through the life of the Project.

Initially, GHD has identified numerous internal employees that can assist in carrying out the Project duties. As discussed in other sections, we are very aware of the ebbs and flows as it relates to PDRs. GHD employs over 12,000 people worldwide and understands that the need to add additional staff may become necessary. Our team has extensive internal resources to match the ebb and flow of the PDR environment. We will make sure that sufficient trained resources are available to support the



→ Differentiators

Extensive Experience: With over 95 years in operation, GHD has a long history of successfully delivering engineering services across various sectors.

Local Expertise: Our Irvine office, where the majority of the work for this contract will be performed, is home to more than 80 professionals with extensive experience in Southern California. Our local team is supported by over 425 staff members throughout California and 5,000+ staff members across North America.

Client-Centric Approach: Driven by a client service-led culture, we connect the knowledge, skill, and experience of our people with innovative practices, technical capabilities, and robust systems to create lasting community benefits.

Proven Track Record: GHD has a proven track record of success in working with numerous municipalities and agencies in Southern California, ensuring timely and effective project and task delivery.

volume of work required in this contract, if more are needed.

→ Other Value-Added Services

Digital Engagement Tools: GHD provides a suite of digital engagement tools to support project development, planning approval, and delivery for major infrastructure projects globally.

Our services are enabled with a digital toolkit and processes to support projects and programs of work, including Multi Criteria Assessments, Web GIS and 3D Digital Engagement and Visualization platforms, which incorporate customizable information to effectively inform, consult and engage with stakeholders in a more immersive and accessible way.

Our digital toolkit, leverages design and planning data developed during the project lifecycle, to provide a central gateway that uses interactive maps, digital content, dashboards, and visual tools to allow internal, agency and community stakeholders to engage on a project from their computer, tablet, or mobile phone. Our tools and processes provide an engaging and accessible executive summary of complex project information like reports, plans, environmental impact statements, maps, design visualizations, and construction information.

The toolkit also can be used by internal stakeholders to access a broader suite of technical delivery content and project information and brings a customizable suite of features and options, powered by



a robust content management system, including:

- Interactive project maps powered by ESRI
- Collateral and visual content library
- Expandable information panels
- An immersive community engagement tool with clickable hotspots to view images, videos, FAQs, and documents
- Visualization tools, 3D models and photorealistic renderings
- Before and after slides
- In addition, GHD Engage can integrate with several existing public engagement and storytelling platforms including:
 - Social Pinpoint and other third-party API integration
 - Built within the GHD Engage platform, the EIS Portal, was created using a combination of ESRI technical maps streamed within an 'Easy to Use' navigation system to help stakeholders explore key information associated with the EIS technical reports and location-based imagery and illustrations.



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References

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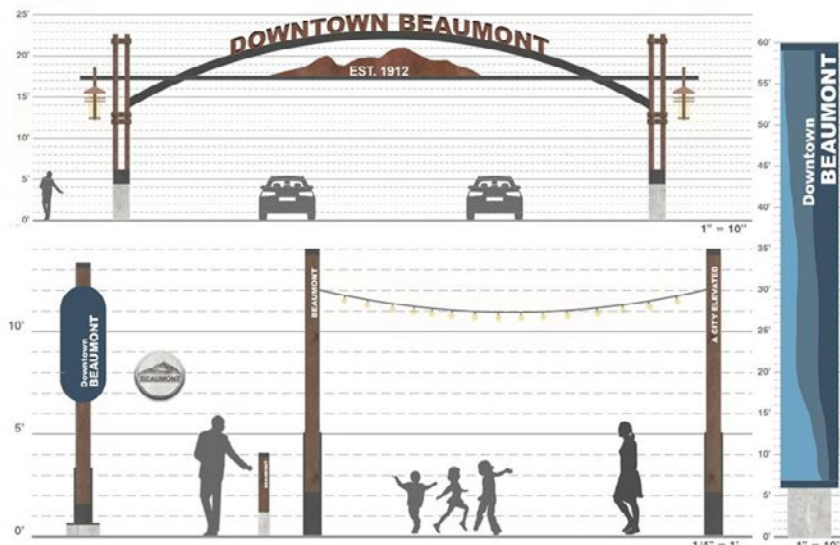
References

→References Overview

GHD has actively collaborated with the City and stakeholders on the PDBR, delivering urban planning and intensive community outreach services. Additionally, our proposed team members have been active in the planning, design, development, and construction of numerous roadway, complete streets, roundabout, ATP, and PSR projects in the Inland Empire and throughout California for various clients. Sensitive to community and agency concerns, we offer strong project management to keep projects on schedule and within budget.

→Relevant Projects/References

The projects highlighted in this section demonstrate our team's technical capabilities and experience, as well as recent experience comparable to the City's Project. Furthermore, they illustrate our ability to address complex issues and demonstrate our history of working as a collaborative team.



Downtown Beaumont Revitalization Plan (DBRP) Beaumont CA



The City proposed to develop a DBRP along the 6th Street corridor, which would include two subdistricts called the Downtown District and the Extended Sixth Street District, as well as a north-south corridor called the Beaumont Avenue District. The new DBRP would offer economic diversity and housing/cultural opportunities in a pedestrian-friendly, mixed-use setting. GHD was selected to provide services for the DBRP that included Economic Development, Planning Commission, City Council, and Community Visioning workshops; coordinating and collaborating with key stakeholders for input; analyzing and documenting existing conditions; reviewing current vision concepts and policies and plans; developing market feasibility strategies for the implementation plan development, site recommendations, and strategic market-driven timing goalposts; providing an initial draft and final DBRP and implementation strategy; and developing key visualizations with published documentation findings.

Client/Contact

City of Riverside | Kyle Warsinski | Senior Project Manager (former Economic Development Manager at City of Beaumont) | 6927 Magnolia

Avenue, Riverside, CA 92506 | 951.926.5168 | KWarsinski@RiversideCA.gov

Project Dates

2022-2024

La Quinta Village Complete Streets, Road Diet, ATP | La Quinta, CA



The "La Quinta Village Complete Streets - A Road Diet Project" aimed to improve safety and accessibility of roadways for pedestrians, bicyclists, and golf cart users. The project transforms three, heavily vehicle-dominated corridors with three parks, an elementary school, and other destinations into pedestrian, bicycle, and neighborhood electric vehicle-friendly complete streets through the implementation of a road diet, road repurposing, and converting five signalized or stop controlled intersections to roundabouts. GHD provided preliminary cost estimates and benefits analysis, conceptual design, Cycle 3 ATP grant application narrative responses, pedestrian/bicycle counts, NEPA, public outreach, utility coordination, bidding/construction support/management. Due to firm's expertise in roundabout and streetscape design, GHD was also awarded the additional environmental clearance, R/W acquisition, and design work. The team's complete understanding of the City's objectives, grant funding requirements, SMEs, and an exceptional project approach allowed GHD to accelerate the schedule, resulting in clearing environmental, finalizing R/W acquisition and utility coordination, delivering the final plans, and submitting the request for allocation for construction funds more than one year in advance of the original schedule. GHD provided community engagement through educational videos and public outreach communicating expectations and proper usage for the community.

Client/Contact
City of La Quinta | Bryan McKinney | City Engineer | 79-495 Calle Tampico, La Quinta, CA 92253 | 760.777.7045 |
bmckinnney@laquintaca.gov

Project Dates
22018-2020

West Texas Complete Streets Fairfield, CA



West Texas Street is a five-lane arterial road that serves as a crucial connection between I-80 and significant transportation hubs. With average daily traffic volumes exceeding 25,000 vehicles per day at the expense of community connectivity, safety, and livability. The city embarked on a journey of developing the Heart of Fairfield Specific Plan. GHD was selected to build on the Plan to prepare initial feasibility for private funding opportunities with planned redevelopment, including analysis of Special Finance Districts and preparation of corridor transportation study and concepts. Concepts included implementation of a combination of bicycle facilities, pedestrian and motor vehicle safety features/enhancements, and comparison of the opportunities and constraints of each. They included evaluation of a roadway reconfiguration of a five-lane street section to either widened sidewalks, Class IV and Class IV parking protected, Class II buffered or Class II bike facilities, travel lane, and TWLT or raised meridian in certain portions of the corridor. Intersection control was evaluated, including both traffic signal and roundabout upgrades. GHD produced a variety of financing option study documents, transportation corridor study technical memorandum, four plan line concepts and analysis of construction phasing, and grant funding opportunities including for ATP, HSIP, and Urban Greening. GHD developed a Cycle 5 ATP application for this project which has been recommended for funding.

Client/Contact
City of Fairfield | Ryan Panganiban | Assistant Public Works Director/City Engineer | 1000 Webster Street, Fairfield, CA 94533 | 707.428.7017 | rpanganiban@fairfield.ca.gov

Project Dates
2018 - Present

De Portola/Jedidiah Smith Roads Roundabout | Temecula, CA



The De Portola/Jedidiah Smith Roads roundabout aims to address the City's growing traffic congestion and enhance roadway safety. This project involves the construction of a modern roundabout designed to calm traffic, accommodate non-motorized users, and maintain the rural character of the area. Key features include expanded splitter islands and increased roadway deflection to gradually slow approaching vehicles, as well as an oval-shaped roundabout for improved vehicle entry angles and a smaller footprint. Additionally, it incorporates angled crosswalks and bicycle ramps to enhance visibility and ease of use for pedestrians and cyclists. GHD is providing preliminary design, public outreach with the surrounding community, and PS&E for the proposed intersection improvements. Community engagement and consensus building are central to the project's success. GHD engaged the community with outreach meetings, receiving valuable feedback about concerns of the proposed improvements and adjacent property owners. Many of the concerns involved speeding, safety, and equestrian accessibility. All design aspects accommodated equestrian mobility in and around the roundabout, but also the increased trailer usage. GHD was able to accommodate the design of the roundabout within the existing City R/W requiring only temporary easements for construction. GHD has completed the 60% plans and estimates and is currently progressing the 90% PS&E package.

Client/Contact
City of Temecula | Traffic Engineering Division | Nick Minicilli | Senior Traffic Engineer | 41000 Main St., Temecula, CA 92590 | nick.minicilli@temeculaca.gov | 951.693.3912

Project Dates
2024 - Present

Avenue 52 Roundabout La Quinta, CA



The project is located at the intersection of Avenue 52 and Jefferson Street, where an existing roundabout serves as a critical hub for traffic movement in the area. While functional, the current configuration has identified opportunities for safety and accessibility enhancements. GHD is providing evaluation of the existing roundabout at the intersection of Ave. 52/ Jefferson Ave. to identify improvements to enhance safety and functionality. The existing intersection is a single lane roundabout with right-turn by pass lanes in all directions. Jefferson Ave. is striped as two lanes with trap right turn lanes and Ave. 52 is striped as a single lane. Approach speeds on the roundabout are relatively high, and the City's general plan identifies that future expansion of both roads is necessary. GHD is focusing improvements on functionality for future expansion of the roundabout including a two-lane roundabout to accommodate needed additional lanes. GHD will establish the ideal lane configuration and provide intersection geometrics and three concepts to modify the existing roundabout for compliance with the 2024 NCHRP Report 1043. GHD is in the preliminary stages and will begin the evaluation of the roundabout. GHD will present the alterations to the roundabout to the City Council to determine the next steps. Once the City Council and public outreach is complete, GHD will develop bid ready documents to facilitate the changes.

Client/Contact
City of La Quinta | Engineering Services | Bryan McKinney | City Engineer | 79-495 Calle Tampico, La Quinta, CA 92253 | 760.777.7045 | bmckinnney@laquintaca.gov

Project Dates
2024 - Present

SR 29/SR 221 Interchange, Soscol Junction | Napa County, CA



The Soscol Junction project improves safety, relieves congestion, and improves multimodal transportation at the Gateway of Napa Valley. As part of the project, the construction of two, new roundabouts within the SR 29/SR 221 interchange keeps the traffic flowing at one of the busiest highway interchanges. This reduces the risk of rear-end accidents and traffic delays by converting the existing signal-lights approaching the interchange into a series of roundabouts. The project consisted of design of a tight diamond interchange with two, multi-lane roundabouts on either side of SR 29. SR 29 was rebuilt as an overcrossing north of the intersection with SR-221, providing separation between SR-29 and Soscol Ferry Road and the adjacent roundabout entry. The project also constructed Class 1 facility to accommodate bicycles and pedestrians through the intersection. GHD assisted with the preparation of the PA/ED with Caltrans District 4 for a revision to the original Caltrans flyover concept to a diamond interchange at the SR 29 and 221 interchanges, proposing roundabouts for both ramp intersections. GHD also led portions of design and finalization of the project during Caltrans' review and approval process and led preparation of select plan sheets including layout, construction details, and grading plans. This is a high-profile project for Napa Valley Transportation Authority (NVTA), as the agency has been trying to update this integral intersection for the last decade.

Client/Contact
City of Napa
Engineering Division |
Julie Lucido | Deputy
Director of Engineering
| 955 School Street,
Napa, CA 94559 |

707.257.9520 |
jlucido@cityofnapa.org

Project Dates
2014-2015

**Downtown Specific Plan
Twentynine Palms, CA**



The City is creating a new Downtown Specific Plan to guide development for over a 20-to-25-year horizon. The Plan defines goals, policies, and implementation actions for economic development and employment, land use/zoning, housing, landscaping, open space, transportation/connectivity/mobility, and parking. Downtown should serve as the economic and social hub, but major retail businesses vacated downtown properties while developers favor larger lot sizes and car-oriented formats not suitable to a walkable and vibrant downtown. The new Plan fosters economic revitalization and reduces barriers to housing affordability with a land use strategy that invited sustainable growth, investments in safer multimodal roadways and green spaces, and forward-thinking catalytic projects for new business. GHD was challenged to reshape the regulatory and capital investment landscape to entice entrepreneurs, jobs, residents, and tourists. Key challenges included a lack of municipal sewer, adequate tourist-oriented public realm for events, and interest from retail developers. GHD led a multidisciplinary team including subconsultants in real estate strategy, VMT analysis, and archaeology. GHD's responsibilities included all land use, development planning, and urban design; an IS/MND; transportation/roadway concepts including improvements along the SR 62/Twenty-nine Palms Highway Corridor, Adobe Road Corridor, and Freedom Way Downtown Paseo; sewer funding strategies; public workshops; and draft/final Specific Plan document.

Client/Contact
City of Twentynine
Palms Department
of Community
Development | Travis
Clark | 6136 Adobe
Road, Twentynine

Palms, CA 92277
| 760.367.6799 |
tclark@29palms.org

Project Dates
2021-2022

**Milpas Street Crosswalk Safety and
Sidewalk Widening | Santa Barbara, CA**



Milpas Street is a busy arterial street in the Eastside neighborhood with five lanes of traffic carrying over 23,000 vehicles per day. Milpas ranks #2 in the City for the highest number of pedestrian-involved collisions. As a result, City Council designated Milpas as a Vision Zero Priority Corridor. The community advocated active transportation solutions including a bicycle boulevard and walking improvements. The City applied for an ATP Cycle 6 grant for the Milpas Street Crosswalk Safety and Sidewalk Widening Project in 2022 and was successful, with nearly \$8 million awarded to the City for final design and construction. The improvement project includes safety enhancements including: new curb extensions, high-visibility crosswalks, additional lighting, accessibility improvements, widened sidewalks at street corners and transit stops, leading pedestrian intervals at signalized intersections, mast arm mounted rectangular rapid flashing beacons, and a median refuge island at one non-signalized intersection. Three-foot-wide buffers will be added to the existing bike lanes between Cota and Canon Perdido Streets to improve cyclist safety and additional bicycle parking on Milpas Street will improve cyclist access. GHD is overseeing the design of nine blocks of intersection improvements in the main east side arterial street of Milpas Street. Construction is expected to occur in 2027.

Client/Contact
City of Santa Barbara
Public Works | Alexis
Lopez | 630 Garden
St., Santa Barbara, CA
93103 | 805.564.5526 |

aflores@SantaBarbara.
gov

Project Dates
2021-2022

**SR 121/8th Street Intersection
Improvements | Sonoma County, CA**

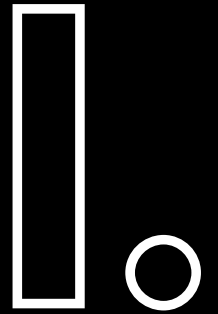


This project incorporates Vision Zero strategies by reducing the number of conflict points at the integral intersection forcing vehicles to reduce speeds as they approach the intersection [improving safety for all users]. The project also reduces GHG emissions by minimizing vehicle idle times and encouraging multimodal users for bicycles/pedestrians to cross SR 121/SR 12 to connect to the proposed Sonoma Schellville Trail with the planned San Francisco Bay Trail. GHD managed the first PID phase as part of an SCTA on-call task order. GHD developed and evaluated alternatives to provide a safe and equitable improvement, which best meet local and regional goals while minimizing impacts to the natural environment and protecting historically-significant structures. GHD oversaw alternative analysis and development and the PSR-PDS that included traffic operations analysis, ICEs, VMT assessment, complete street assessment, estimate, public outreach, and more. The PSR-PDS explored roundabout and signalized alternatives. GHD coordinated with many local stakeholders including SMART, Sonoma County, and Caltrans. The second phase included a PA/ED document and an IS/MND for CEQA and a CE under NEPA. GHD prepared various environmental technical studies in support of both. GHD prepared the draft Project Report and supporting studies. The PA/ED phase is carrying the roundabout and signal alternative forward through the initial analysis. The coordination with local stakeholders is continuing.

Client/Contact
Sonoma County
Transportation Authority
RCPA | David Ripperda
| Director of Projects &
Programming | 411 King
Street, Santa Rosa, CA

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| David.Ripperda@scta.
ca.gov

Project Dates
2024 - Present



Resumes

→ The Power of Commitment



Resumes



Steven Latino, PE, TE

Project Manager

Steven Latino has focused his career on providing services to local municipalities throughout Riverside and San Bernardino Counties. His experience as both a public and private employee provides a unique approach to project delivery. During his career, Steven has taken numerous projects from concept to completion, which provides a keen sense of awareness to agencies' needs. He believes that spending time in the field and familiarizing his team with the project before design kicks off and during the design process eliminates future challenges. This experience allows Steven to visualize the construction during the design phase eliminating constructibility challenges and alleviating potential for unnecessary change orders.

Relevant Experience

De Portola/Jedidiah Smith Roads Roundabouts | Temecula, CA | City of Temecula | Project Manager: The project involves the construction of a modern roundabout designed to calm traffic, accommodate non-motorized users, and maintain the rural character of the area. Key features include expanded splitter islands and increased roadway deflection

to gradually slow approaching vehicles, as well as an oval-shaped roundabout for improved vehicle entry angles and a smaller footprint. The project incorporates angled crosswalks and bicycle ramps to enhance visibility and ease of use for pedestrians and cyclists. GHD is providing preliminary design, public outreach with the surrounding community, and PS&E for the proposed intersection improvements. GHD has engaged in community outreach meetings, receiving valuable feedback about the concerns of the proposed improvements, and how to address design concerns for the adjacent property owners. GHD was able to accommodate the roundabout design within the existing City R/W requiring only temporary easements for construction. Steven is responsible for the delivery of a bid ready set of PS&E documents and coordinating task managers to deliver the various aspects of this project. He has provided extensive client coordination due to the concerns of the surrounding neighborhood.

Avenue 52 at Jefferson Roundabout Improvements | La Quinta, CA | City of La Quinta | Project Manager: GHD is providing evaluation of the existing roundabout at the intersection of Ave. 52/ Jefferson Ave. to identify improvements

Why Steven?

- ✔ Oversight of multidiscipline teams for roadway improvement projects
- ✔ Municipal roadway planning and engineering
- ✔ Lives in close proximity to the community...10 minutes from City Hall

Years of Experience

21

Education/Accreditations

- MBA, Business Administration, University of Redlands
- BS, Civil Engineering, Purdue University
- PE, CA #73430
- TE, CA #2902

to enhance safety and functionality. The existing intersection is a single lane roundabout with right-turn by pass lanes in all directions. Jefferson Ave. is striped as two lanes with trap right turn lanes and Ave. 52 is striped as a single lane. Approach speeds on the roundabout are relatively high, and the City's general plan identifies that future expansion of both roads is necessary. GHD is focusing improvements on functionality for future expansion of the roundabout including a two-lane roundabout to accommodate needed additional lanes. GHD will establish the ideal lane configuration and provide intersection geometrics and three concepts to modify the existing roundabout for compliance with the 2024 NCHRP Report 1043. GHD is in the preliminary stages and will begin the evaluation of the roundabout. GHD will present the alterations to the roundabout to the City Council to determine the next steps. Once the City Council and public

outreach is complete, GHD will develop bid ready documents to facilitate the changes.

Transportation Project Prioritization Study (TPPS) Update | Rancho Mirage, CA | CVAG | Technical Support/Agency Coordinating Lead: The project updates the TPPS and companion documents including the Traffic Census Report, the Regional Arterial Cost Estimate, ATP, and TUMF Nexus Study. CVAG also has received funding to conduct a study of impacts and resultant mitigation needs of logistics and trucking development in the Coachella Valley. The goal of the study is to: 1) identify likely areas for high-cube warehousing and logistics growth, with consideration given to compatible zoning, proximity to sensitive receptors, and accessible truck routes; 2) assess impacts resulting from increased truck use on regional transportation infrastructure, including such impacts as may be caused by both regional and long distance goods movement and delivery; and, 3) provide a cost estimation for impact mitigation actions for consideration and potential inclusion into the TPPS and TUMF updates, controlling for the proportion of any project cost already allocated to non-logistics development. The logistics study component is anticipated to result in a stand-alone report that can be distributed to member agencies to aid in the implementation of AB 98, and that further provides supplemental information, analysis and input to be incorporated into the update of the TPPS and related documents. GHD will manage and support the update of the TPPS for CVAG, including project management, participation in advisory group meetings, desktop surveys, field investigations, and verification of project data with member agencies.

Jackson Street Complete Streets | Indio, CA | City of Indio | Project Manager: The City successfully received roughly \$5M to beautify Jackson Street from Kenner Avenue to Avenue 45 (approximately .75 miles). The intent was to visually transform Jackson Street by encouraging pedestrians and bicyclists to use the corridor. Provided PS&E for the proposed improvements. The work includes upgrading sidewalk, ADA ramps and driveways, installation of an artistic shade structure, Big Belly trash cans and upgrading landscaping and irrigation throughout the project. As part of the project, the City is installing a decorative shade structure that was designed by an artist. Responsible to coordinate the design of the structure with the artist and worked with a structural engineering team to assist the artist with the design of the steel used for the work, as well as foundation design for the proposed structures. Led the team to perform a site visit with the City and artists to determine the best locations to install the structure, as well as identified deficiencies in sidewalk and ADA improvements along the corridor. As part of the curb ramp revisions, several crosswalks and intersections required upgrading and modifications to bring them into compliance with ADA. Additionally, the City worked with the team to perform the necessary public outreach as required through the grant funding opportunities.

Club Drive Complete Streets | Indian Wells, CA | City of Indian Wells | Project Manager: Led a team to prepare the PS&E for project. The project consisted of new sidewalks, ADA-compliant curb ramps, upgrading the bicycle facilities on Club Drive to connect pedestrians and bicyclists to a nearby shopping center, and a new walkway within the private shopping center.

The team prepared a landscape concept plan with drought tolerant landscaping and accent lighting. Led the team to prepare concept alternatives to present at a public outreach meeting. Assisted in selecting a preferred alternative based on nearby stakeholder and community feedback. Developed a pavement rehabilitation strategy due to Club Drive heavy deterioration and excessive cracking. Worked with the geotech to undertake borings and prepare different pavement rehabilitation strategies ranging from grind and overlay to full depth replacements and coordinated changes with the City.

Shoreline Drive Realignment/Complete Streets | Long Beach, CA | City of Long Beach | QA/QC/Technical Specification Writer: Providing services for the realignment of northbound/southbound Shoreline Dr. under the existing Ocean Blvd. overcrossing, allowing streamlined traffic flow and structural integrity. GHD is designing the Broadway to Shoreline extension, forming a new signalized intersection to improve traffic management. Led the reconstruction of Broadway from Shoreline to Maine, including the demolition of the existing bridge to accommodate the new infrastructure. Implemented converting one-way to two-way streets on Broadway, Third Street, and Seventh. Constructing Class I bike paths along Golden Shore and Broadway, providing connectivity to the LARIO Trail and proposed Drake/Chavez Soccer Fields, promoting sustainable transportation solutions. Facilitated the conveyance systems for stormwater and reclaimed water, allowing efficient flow and connection to LBMUST via the future Shoemaker Bridge project.



Lindsey Van Parys, PE, QSD/P

Technical Advisor/QA/QC



Lindsey Van Parys is a GHD Principal and Technical Advisor who provides overall support and guidance on project operations. For the past 17 years, she has focused her career on helping local agencies improve safety and equity in their communities through implementing a variety of transportation projects including roundabouts, complete streets/streetscapes, multi-use trails, roadway and highway improvements, and many other types of projects. She has expertise in delivering projects from the conceptual stage through to construction. Often, she steers community education and outreach for a variety of contentious projects throughout the region, collaborating with stakeholders, local businesses, agencies, and the public to build popular acceptance and ultimately construct the project without unnecessary impacts. Lindsey has been with GHD since 2012 and works on projects across North America.

Relevant Experience

La Quinta Village Complete Street, Road Diet, ATP | La Quinta, CA | City of La Quinta | Project Manager:

Responsible for the overall delivery of the environmental documentation, PS&E, R/W, and utility clearance for the three-mile, three street corridor complete street project consisting of five roundabouts,

water quality infrastructure, pedestrian and bicycle facilities, golf cart facilities, and landscape/beautification elements. Also coordinated stakeholder outreach, one-on-one meetings with impacted property owners and business owners and performed community outreach. Coordinated utility relocations with six different utility purveyors and coordinated with two adjacent projects constructed concurrently with the complete street project. Created a robust outreach effort which included a child focus education campaign to teach children how to navigate roundabouts through the creation “Rosita” a children’s cartoon character who teaches children how to walk and bike a roundabout. Oversaw development of a Rosita comic book. Developed four “How To” educational videos for adults that focus on how to navigate the roundabouts on foot, bike, by car and by golf cart.

West Texas Street Complete Streets | Fairfield, CA | City of Fairfield | QA/QC:

West Texas Street is a five-lane arterial road that serves as a crucial connection between I-80 and significant transportation hubs. GHD was selected to build on the Plan to prepare initial feasibility for private funding opportunities with planned redevelopment, including analysis of Special Finance Districts and preparation of corridor transportation study and concepts. GHD produced a variety of financing

Why Lindsey?

- ☑ Oversight of complete streets, roundabouts, streetscapes, roadway and highway improvements
- ☑ Steers community education and outreach on transportation projects

Years of Experience

17

Education/Accreditations

- BS, Civil Engineering, California State University, Sacramento; BS, Health Science/Spanish, California State University, Sacramento
- PE, CA #79989
- QSD/P, CA #23897

option study documents, transportation corridor study technical memorandum, four plan line concepts, and analysis of construction phasing, and grant funding opportunities including for ATP, HSIP, and Urban Greening. GHD developed a Cycle 5 ATP application for this project which has been recommended for funding.

Milpas Street Crosswalk and Sidewalk ATP | Santa Barbara, CA | City of Santa Barbara | Project Director:

For this Cycle 6 ATP grant, overseeing the design of nine blocks of intersection improvements in the main east side arterial street. Improvements include safety enhancements: new curb extensions, high visibility crosswalks, additional lighting, accessibility improvements, widened sidewalks at street corners and transit stops, leading pedestrian intervals at signalized intersections, mast arm mounted rectangular rapid flashing beacons, and a median refuge island at one non-signalized

intersection. Three-foot-wide buffers will be added to bike lanes to improve cyclist safety, and additional bicycle parking.

SR 121/8th Street East PSR-PDS and PA/ED | Sonoma, CA | SCTA | Project Manager:

Managed the first phase of this multimodal intersection improvement project. Developed and evaluated alternatives that provide a safe and equitable improvement which best meet the local and regional goals while minimizing impacts to the natural environment and protecting historically significant structures. Oversaw alternative analysis and development and completing the PID was determined to be a PSR-PDS that included traffic operations analysis, ICEs, VMT, assessment, complete street assessment, estimate, public outreach and more. The PSR-PDS explored roundabout and signalized alternatives. Coordinated with many local stakeholders including Sonoma County Regional Parks Department, SMART, Sonoma County, and Caltrans. PA/ED Phase: Managing the second phase of the SR 121/8th Street East, the PA/ED document is an IS/MND for CEQA and a CE under NEPA. Preparing various environmental technical studies in support of both the IS/MND and CE. Preparing the Draft PR and supporting studies. The PA/ED phase is carrying the roundabout and signal alternative forward through the initial analysis. The coordination with the local stakeholders is continuing.

Avenue 64 Complete Streets | Pasadena, CA | City of Pasadena | Project Manager:

Delivered the design of a roundabout intersection at Avenue 64 and Burleigh Drive, as well as an intersection bulb out with medians at Avenue 64 at Cheviotdale Drive in addition to other complete street, traffic calming, bicycle, and pedestrian

enhancements for the entrance into the City of Pasadena from Los Angeles. Led the team in designing a custom roundabout at Burleigh Drive to reduce vehicle speeds while providing full access to adjacent driveways completely within the City right of way while still accommodating property/driveway access and providing a space for refuse pickup, parking and more. Included water quality design, utility relocation, completed roadway resurfacing, lighting, outreach with property owners, and coordination with emergency responders.

Highway 111 Corridor Revisioning and Specific Plan | La Quinta, CA | City of La Quinta | Engineering Manager:

Overseeing the alternative development for the corridor to transform this into a “downtown setting” for new residents in a more walkable, liveable, and economically diverse mixed-use district. Assisting in informing the vision for a full specific plan that includes infill housing, new workplace uses, walkable main street environments, and improved public realm along regional bikeway and cultural trail corridors. Coordinating with GHD’s urban planners and transportation planners to develop four major elements of the specific plan: a comprehensive land-use driven district plan, a form-based code drive by architectural guidelines all-encompassing development standards, a CEQA environmental assessment expected to lead to an IS/MND, as well preliminary engineering designs for a compete streets enhancement, pedestrian safety and public realm improvement

Shoreline Drive Realignment | Long Beach, CA | City of Long Beach | Project Manager:

Overseeing the \$65M construction project involving the realignment of northbound and

southbound Shoreline Drive under the existing Ocean Boulevard Overcrossing, ensuring streamlined traffic flow and structural integrity. Directed the extension of Broadway to Shoreline, forming a new signalized intersection to improve traffic management. Led the reconstruction of Broadway from Shoreline to Maine, including the demolition of the existing bridge to accommodate the new infrastructure. Implemented Class I Bike Paths along Golden Shore and Broadway, providing connectivity to the LARIO Trail and proposed Drake/Chavez Soccer Fields, promoting sustainable transportation solutions. Facilitated the conveyance systems for stormwater and reclaimed water, ensuring efficient flow and connection to LBMUST via the future Shoemaker Bridge project.

FORTAG (California Avenue Segment) | Monterey County, CA | TAMC | Project Director:

Responsible for overall PS&E, environmental addendum, R/W, utility clearance, local agency and public stakeholder engagement, for another segment of the 28-mile trail. This almost two-mile trail will connect people to open spaces and removes barriers to access for active modes of travel within the City of Marina and provide connectivity to a third segment of the trail and to CSUMB. Responsible for evaluating concepts to cross the busy Imjin Road by either a bridge, a protected midblock crossing, a protected intersection, or at a “Dutch style” roundabout. The project also will incorporate a protected bicycle intersection/signal modification, almost 2.0 miles of Class I pathway, safety through environmental design, lighting/electrical, and equestrian accommodation.



Todd Tregenza, AICP

Principal in Charge

Todd Tregenza has 17 years of experience in transportation planning, assisting dozens of agencies in short- and long-range programming including the development of travel demand models, general plan circulation elements, specific and master plans, corridor studies, CIP, nexus and fee studies, transportation operational analyses, and impact analyses. This experience spans public and private sectors, extending into on-call contracts and arrangements with municipalities, where Todd prepares transportation studies and grant applications, performing peer reviews of impact studies and developing CEQA impact analyses for development projects of all sizes.

parking-protected Class IV or buffered Class II bikeways. (Preferred plan calls for a phased implementation of Class IV bikeways.) Led and assisted in preparation of HSIP and ATP grant applications for plan components, then selected project components to maximize cost-benefit in a single HSIP application.

San Fernando Road/Newhall Avenue Roundabout Feasibility Study | Santa Clarita, CA | City of Santa Clarita |

Transportation Planner: Responsible for determining the alternatives and modeling for the feasibility of a roundabout at this location.

Imola Corridor Complete Streets Improvement Plan | Napa, CA | Napa Valley Transportation Authority | Project

Manager: Managed the development of a 3.5-mile multimodal complete streets plan for Imola Avenue. The plan primarily addressed safety improvements for all road users and improved pedestrian and bicyclist mobility. Coordinated plan development with agency and community stakeholders to ensure a community-driven process, then prioritized and programmed improvements according to measures of effectiveness, such as cost-benefit, constructibility, and environmental stewardship.

Rocklin Road Complete Street Roundabout Corridor Master Plan | Rocklin, CA | City of Rocklin |

Why Todd?

- ✔ Specializes in transportation planning and programming
- ✔ Prepares transportation studies, grant applications
- ✔ Provides peer reviews, review of impact studies, and develops CEQA impact analyses

Years of Experience

17

Education/Accreditations

- BS, Community and Regional Development, University of California, Davis
- AICP, #29678

Transportation Planner: Responsible for corridor alternatives testing, modeling, microsimulation, and capacity analysis for a complete street corridor through six intersections including two I-80 freeway ramp intersections.

Sacramento Avenue Complete Street Corridor Improvement Plan (CSCIP) | West Sacramento, CA | City of West Sacramento | Project

Director: Overseeing preparation of the Sacramento Avenue CSCIP that aims to deliver a transformative vision for the communities it serves. The CSCIP includes a robust trilingual hybrid public engagement program, streetscape improvement concepts, separate zoning and infrastructure planning studies.

Relevant Experience

Downtown Revitalization Plan | Beaumont, CA | City of Beaumont |

Project Director: This 506-acre overlay plan and economic strategy project required coordinating detailed urban designs with guidelines and economically catalyzing CIP.

West Texas Street Complete Streets | Fairfield, CA | City of Fairfield | Senior

Transportation Planner: Assisted in the analysis of corridor alternatives guided by the vision and goals of the Heart of Fairfield Specific Plan along West Texas Street. Corridor concepts included roundabouts, mid-block crossing locations for pedestrians, and



Erin McPherson, PE

Assistant Project Manager

Erin McPherson’s quick grasp of difficult issues has driven her 15 years of roadway design work in California. She is a star problem-solver, especially for complex projects with compressed schedules requiring Caltrans coordination and design manual knowledge. With experience in construction inspection, she understands constructibility, foresees potential problems and safety concerns, and adjusts the design to avoid delays and change orders. Erin develops staging plans and SWPPPs to reduce traffic and environmental impacts selects materials and structures for floodplain crossings, and designs grading, drainage, and utilities plans. Experienced with habitat plans, she is aware of local environmental constraints and community concerns.

Relevant Experience

Milpas Street Crosswalk and Sidewalk ATP Project | Santa Barbara, CA | City of Santa Barbara | Assistant Project Manager: For this Cycle 6 ATP grant, serving as Assistant Project Manager for the design of nine blocks of intersection improvements in the main east side arterial street, Milpas Street. Improvements include safety enhancements: new curb extensions, high visibility crosswalks, additional lighting, accessibility improvements, widened sidewalks at street corners and transit stops, leading pedestrian intervals at signalized intersections, mast arm mounted Rectangular Rapid Flashing Beacons, and a

median refuge island at one non-signalized intersection. Three-foot-wide buffers will be added to bike lanes between Cota and Canon Perdido Streets to improve cyclist safety, and additional bicycle parking.

Shoreline Drive Realignment | Long Beach, CA | City of Long Beach | Lead Designer: Served as Lead Designer for the \$65 million construction project involving the realignment of northbound and southbound Shoreline Drive under the existing Ocean Boulevard Overcrossing, ensuring streamlined traffic flow and structural integrity. Involved in the extension of Broadway to Shoreline, forming a new signalized intersection to improve traffic management. Led the reconstruction of Broadway from Shoreline to Maine, including the demolition of the existing bridge to accommodate the new infrastructure. Helped implement Class I Bike Paths along Golden Shore and Broadway, providing connectivity to the LARIO Trail and proposing Drake/Chavez Soccer Fields, promoting sustainable transportation solutions. Involved in facilitating the conveyance systems for stormwater and reclaimed water, ensuring efficient flow and connection to the LB MUST via the future Shoemaker Bridge project.

FORTAG (California Avenue Segment) | Monterey County, CA | TAMC | Project Designer: Responsible for overall PS&E,

Why Erin?

- ✓ Roadway design and understanding of design standards in California
- ✓ Works with the local community to address their concerns

Years of Experience

17

Education/Accreditations

- BS, Civil Engineering, California State University, Sacramento
- PE, CA #91111

environmental addendum, R/W, utility clearance, local agency and public stakeholder engagement, for another segment of the 28-mile trail. This almost two-mile trail will connect people to open spaces and removes barriers to access for active modes of travel within the City of Marina and provide connectivity to a third segment of the trail and to CSUMB. Responsible for evaluating concepts to cross the busy Imjin Road by either a bridge, a protected midblock crossing, a protected intersection, or at a “Dutch style” roundabout. The project also will incorporate a protected bicycle intersection/signal modification, almost 2.0 miles of Class I pathway, safety through environmental design, lighting/electrical, and equestrian accommodation.

SR 57 Northbound Improvement, (Orangewood to Katella) | Orange County | Parsons | Erosion Control Designer:

Provided hydraulic analysis for the Santa Ana River in Orange County, Stormwater Data Report, and water quality plan sheets. Project required coordination with flood control agencies, cities, and various Caltrans disciplines.



Michael Pitcock, PE

Engineering

Michael Pitcock works on a variety of project types including roadway extensions, widenings, and rehabs; Intersections; Interchanges and Multimodal improvements. Michael's primary focuses are alternatives intersections and California state highway infrastructure, having worked on more than 30 roundabout projects and dozens of projects on the California State Highway System. Michael prepares, concepts, designs, and documents for all project phases, from feasibility studies to full PS&E. Michael specializes in the Caltrans approvals process having developed multiple PSRs, PRs, and other memorandums required for approvals (intersection control evaluation, DSDDs and Stormwater Data Reports). Michael uses this experience, across multiple project phases, to address potential conflicts in future phases ahead of time, streamlining other phases.

Geometric Design for both build alternatives, including one signalized alternative and roundabout alternative. Led the preparation of the PSR-PDS and numerous project attachments including the Design Alternatives and the project cost estimate. This project aims to provide long awaited improvements to a high traffic intersection which have been in limbo for decades. This project is a fast-paced project aimed to initiate Caltrans oversight allowing for additional funding to be pursued to provide longstanding vehicular and pedestrian traffic improvements to Sonoma and the surrounding area.

SR 29/SR 221 Interchange, Soscol Junction | Napa County, CA | NVTA | Assistant Project Engineer: Assisted with the preparation of the PA/ED with Caltrans District 4 for a revision to the original Caltrans flyover concept to a diamond interchange at the SR 29 and 221 interchanges, proposing roundabouts for both ramp intersection. Later, led portions of design and finalization of the project during Caltrans' review and approval process, led preparation of select plan sheets, including Layout, Construction Details, and Grading Plans. This is a high-profile project for Napa Valley Transportation Authority, as the agency has been trying to update this integral intersection for the last decade.

Why Michael?

- ✔ Works on roadway projects of all types throughout California providing PS&E, PSR, PDS, PR, and other phases
- ✔ Worked on more than 30 roundabouts and California State Highway System projects

Years of Experience

5

Education/Accreditations

- BS, Civil Engineering, California State University, Sacramento
- PE, CA #93542

SR 121 Napa 5-Way Intersection Improvements | Napa County, CA | City of Napa | Project Engineer: Leading the preparation of the design of two modern roundabouts, replacing the existing, substandard, signalized intersection at Route 121, 3rd Street, Coombsville Road, and East Avenue in the City of Napa. This project required adherence to the Caltrans Project Development Procedures Manual, Highway Design Manual, and other Caltrans guidelines, to facilitate the completion of a Project Report under tight schedule constraints. This project would provide critical circulation improvements for all modes of transportation, streamlining access for nearby businesses and schools.

SR 49 San Andreas Commercial Gateway | San Andreas, CA | Calaveras County | Project Engineer: Prepared a PSR-PDS report and associated appendices for the SR 49 Commercial Gateway Project, constructing approximately two miles of new multimodal facilities and three intersection improvements in the town of San Andreas.

Relevant Experience

La Quinta Village Complete Street, Road Diet, ATP | La Quinta, CA | City of La Quinta | Engineer: Assisted with the preliminary estimates and design for three complete street corridors that would have five roundabouts and several road diet improvements. Project included roundabouts, water quality infrastructure, pedestrian and bicycle facilities, and landscape/beautification elements.

SR 121 at 8th Street East Intersection Improvements | Sonoma County, CA | SCTA | Project Engineer: Prepared



Hector Salcedo, PE

Geometrics (MNS)

Hector Salcedo is an experienced engineer who understands the key aspects of all Caltrans project phases. He has experience working on all three phases of Caltrans project delivery phases which include the PID, PA/ED, PS&E. His vast project experience includes review and preparation of technical reports and preliminary geometric designs in the planning and development of major interchanges throughout Southern California, environmental technical studies, utility coordination, and project coordination. His recent project experience includes design on the Interstate 10 Design-Build Project where he was responsible for a three-mile segment of roadway modeling and preparation of over 100 roadway plans complying to the Caltrans HDM, Standard Plans and Plan Preparation Manual. Hector uses his vast experience to ensure the most practical, and safe designs on his projects with a full understanding of the Caltrans delivery process. He has technical experience with AutoCAD/Civil 3D and MicroStation/Inroads platforms.

Relevant Experience

First Street Feasibility Study | Beaumont, CA | City of Beaumont, CA | Project Manager: MNS developed a feasibility study along First Street from Beaumont Avenue to Pennsylvania Avenue analyzing the impacts, cost and improvements needed to upgrade First Street to four-lane facility with sidewalks. This street serves as

a critical connection between Beaumont Avenue and Pennsylvania Avenue for local circulation and access to State Route 60. The study focused on the following: preparing a constraints memorandum discussing the existing conditions and determined the potential level of environmental document needed for future phases; preparing preliminary design concepts for the ultimate roadway width along the corridor; identifying potential R/W impacts along the corridor; identifying potential conflicts to existing utilities and sending out utility as-built requests to owners; surveying and R/W mapping.

Hollis Street Transit and Pedestrian Improvements | Emeryville, CA | City of Emeryville, CA | Assistant Project Manager: Providing land surveying and design services along the Hollis Street corridor between 40th and Powell St. The project removed a channelized right-turn lane and required traffic signal modification. The design consists of removing two existing signal poles, installing new signal poles and push button posts, and confirming ADA compliance of pedestrian push button locations. Additional elements include bicycle and pedestrian improvements such as bulbout sidewalks, bus pads, dedicated loading areas to improve transit safety and efficiency, and pavement/utility upgrades.



Why Hector?

- ☑ Experienced roadway engineer providing local PID, PA/ED, PS&E, PSR/PDR phase services
- ☑ Worked on over 100 roadway plans.

Years of Experience

10

Education/Accreditations

- BS, Civil Engineering/Transportation, California State Polytechnic University, Pomona
- PE, CA #90382

Calle Contento and La Serena Way Roundabouts along Rancho California Road | Riverside County | RCTD | Project Manager:

Negotiated and established an approved contract of over \$1M, managed and reviewed subconsulting invoices and project deliverables, responsible for overseeing the project schedule to achieve environmental clearance (CEQA) and final design approval, communicated monthly with the county, oversaw the project design of the roundabouts to ensure meeting roundabout design standards and constructability, and provided design oversight on the roundabout performance analysis and plan and profile exhibits.

PSR/PDS for SR 60/Redlands Boulevard, Moreno Valley, CA | City of Moreno Valley/Caltrans | Roadway Lead:

Designed three interchange alternatives, coordinated on choosing a locally preferred alternative, reviewed and coordinated the TEPA/PEAR Reports, prepared exhibits for a Caltrans kick-off meeting to introduce alternatives and schedule, and developed preliminary cost estimates.



Nicole Greenberg

Environmental

Nicole Greenberg is a skilled professional in environmental permitting and impact assessment, specializing in land use planning and natural resource management. She develops permit strategies, streamlines the environmental regulatory process for clients, and coordinates their needs with agencies, utilities, and municipalities. Nicole effectively addresses permitting requirements for public works infrastructure, coastal development, and energy sector projects. Her expertise includes CEQA and NEPA compliance, water infrastructure, coastal planning, energy development, and sustainability.

Relevant Experience

Downtown Beaumont Revitalization Plan | Beaumont, CA | City of Beaumont |

Technical Lead: Conducted a due diligence review by assessing the City's general plan and creating an Existing Site Conditions Report. This Report evaluates the General Plan and Program-level Environmental Impact Report's effectiveness in addressing potential environmental impacts of the Downtown Beaumont Revitalization Plan. It also includes an assessment of potential future developments in downtown Beaumont and provides guidance on reviewing future projects under CEQA.

De Portola/Jedediah Smith Roads Roundabout | Temecula, CA | City of Temecula | CEQA and Regulatory Compliance Lead: Effort included

assessing environmental and community impacts associated with the roundabout design for CEQA and NEPA exemptions, including relevant categorical exemptions and exclusions. The environmental review, addressing CEQA and NEPA requirements, focuses on aesthetics, biological and cultural resources, safety, and traffic. The project secured partial funding from a federal Housing and Urban Development grant. The project aims to reduce traffic delays and congestion on De Portola/ Ynez Road, a key artery next to a busy commercial area. A single-lane roundabout at the project site will enhance traffic flow, preserve the rural character, and introduce traffic calming measures to meet the City's circulation goals.

Highway 111 Corridor Specific Plan | La Quinta, CA | City of La Quinta | CEQA

Lead: Serving as CEQA Lead and manages the Draft IS/MND document for this highway corridor improvement project. The City of La Quinta is preparing a Specific Plan and form-based code to facilitate the establishment of Highway 111 as a vibrant mixed-use corridor to guide the orderly development and redevelopment of local infrastructure, businesses, and housing. Responsible for tracking project deliverables, client and project manager coordination, and task delegation to deliver the IS/MND document on time and on budget.



Why Nicole?

- ✔ Worked on transportation projects in Riverside and San Bernardino Counties
- ✔ Specializes in environmental permitting and impact assessment

Years of Experience

13

Education/Accreditations

- MS, Environmental Studies, College of Charleston
- BS, Marine/Environmental Biology and Policy, Monmouth University

Randolph Corridor ATP | Commerce, CA | City of Commerce | CEQA/Regulatory Compliance Lead:

Prepared/submitted the NOE including cultural records requests to meet regulatory requirements. The City, in secured \$6,703,891 from the LA Metro for active transportation upgrades. This project will enhance Randolph Corridor, improve connectivity to the LA River and transit network, and include streetlight upgrades to fill gaps in biking and walking routes. Additionally, Nicole coordinates with clients and participates in progress meetings with to monitor schedule and budget.

Camp San Luis Obispo Vehicular Bridge 3 Replacement | San Luis Obispo, CA | California Military Department |

Technical Lead: Managed the Draft and Final IS/MND document to support CEQA requirements for this vehicular bridge replacement project. Project support included section writing, address comment responses, and client coordination to track project milestones in accordance with CEQA guidelines. Additional responsibilities included budget tracking, team calibration meetings, and managed client deliverables.



Jonathan Linkus, AICP, LEED AP

Urban Design

Jonathan Linkus is GHD’s urban design + planning lead in the Americas. His 14 years delivering public and private planning projects are based on thoughtful client and stakeholder relationships and integrated thinking across urban scales. His work pioneers novel community uplift strategies which have garnered 11 regional, state, and national planning and civil engineering awards as lead planner or project manager. His project types include downtown specific plans, mixed use university plans (long range development plans), community parks, coastal resiliency, and airport-connected projects. wards as lead planner or project manager. His project types include university plans (long range development plans), mixed-use, downtown specific plans, community parks, coastal resiliency, and airport-connected projects.

Relevant Experience

Downtown Revitalization Plan | Beaumont, CA | City of Beaumont | Project Manager/Lead Planner:

Served as Project Manager/Lead Planner for 506-acre overlay plan and economic strategy coordinating detailed urban designs with guidelines and economically catalyzing CIP. The City proposed to develop a DBRP along the 6th Street corridor, which would include two subdistricts called the Downtown District and the Extended Sixth Street District, as well as a north-south corridor called the Beaumont Avenue District. The new DBRP would offer economic diversity

and housing/cultural opportunities in a pedestrian-friendly, mixed-use setting. GHD was selected to provide services for the DBRP that included Economic Development, Planning Commission, City Council, and Community Visioning workshops; coordinating and collaborating with key stakeholders for input; analyzing and documenting existing conditions; reviewing current vision concepts and policies and plans; developing market feasibility strategies for the implementation plan development, site recommendations, and strategic market-driven timing goalposts; providing an initial draft and final DBRP and implementation strategy; and developing key visualizations with published documentation findings.

Downtown Specific Plan | Twentynine Palms, CA | City of Twentynine Palms | Project Manager/Lead Planner:

Served as Project Manager/Lead Planner for this long-range, 210-acre comprehensive master plan for economic revitalization of a liveable, walkable, and vibrant heart of the community; with two public workshops and CEQA.

Highway 111 Corridor Specific Plan | La Quinta, CA | City of La Quinta | Lead Planner/Urban Designer:

Served as Lead Planner/Urban Designer for this 450-acre comprehensive master plan for infill mixed-use development for a liveable and vibrant heart for the community along a 3.0-mile retail corridor.

Why Jonathan?

- ❑ Worked in coordination with the City on the previous Downtown Beaumont Revitalization Feasibility Study
- ❑ Knows the project area, City standards, and community wants/needs

Years of Experience

14

Education/Accreditations

- BArch, Architecture, University of Southern California
- MAUD, Urban Design, Harvard University
- Certified Planner (AICP), #30431
- LEED AP, US Green Building Council

General Plan and Gateway Overlay | Arcata, CA | City of Arcata | Lead Planner/Urban Designer:

Served as Lead Planner/Urban Designer for this 52-acre conceptual housing (2,500 dwelling units) and mixed-use development planning for opportunity sites within the Gateway Overlay District.

Imola Corridor Complete Street Master Plan | Napa, CA | City of Napa | Team Planner/Urban Designer:

Responsible for public outreach visioning guidance and event participation, conceptual streetscape design and visualization, and mobility hub for the 2.5 mile corridor.

Canberra City Centre Transit-Oriented Study | Canberra, ACT, AU | City Renewal Authority | Lead Planner/Urban Designer:

Served as Lead Planner/Urban Designer for a 12-acre urban concept that integrates transit infrastructure and walkable mixed-use development to activate the heart of Canberra as a national crossroads.



Ronald "Ron" Boyle, PE

Roundabout Design



Ron Boyle serves as lead designer and provides QA/QC on a variety of public works and private projects in California, where his specialties in roundabouts, interchange, and roadway design are required. He has over 39 years of design experience and 32 years of project management experience and is skillful at working with state and local agency staff. Ron has been involved in the planning design or construction of over 100 roundabouts, many of which were the first of their type in communities requiring extensive public outreach. In addition to playing a lead role on projects, he provides peer review of roundabout projects, including those developed by private developers, local agencies, and Caltrans.

Relevant Experience

Downtown Revitalization Plan | Beaumont, CA | City of Beaumont | Roundabout Alternative Designer:

Served as Roundabout Designer for this 506-acre overlay plan and economic strategy coordinating detailed urban designs with guidelines and economically catalyzing CIP.

La Quinta Village Complete Street, Road Diet, ATP | La Quinta, CA | City of La Quinta | QC/Design Review:

Reviewed the preparation of three complete street corridors including five roundabouts, a road diet to reduce travel lanes to provide bicycle lanes, and various pedestrian

crossing improvements outlined in the ATP grant application.

SR 29/SR 221 Interchange - Soscol Junction | Napa County, CA | NVTA | Lead Designer:

Developed geometrics for a new local interchange adjacent to an existing freeway-to-freeway interchange. Project entailed the horizontal and vertical relocation of SR 29 to facilitate stage construction of two multi-lane roundabouts and new freeway on- and off-ramps.

Roundabout at 40th Street East/ East Avenue S-8 | Palmdale, CA | JT Engineering | Roundabout Designer:

Prepared roundabout geometrics for a new hybrid lane roundabout at this semi-rural intersection with high-speed approaches.

Rocklin Road Complete Street Roundabout Corridor Improvement | Rocklin, CA | City of Rocklin | Project Manager/Lead Designer:

Project entailed a complete street corridor through six intersections, including two I-80 freeway ramp intersections. The corridor was divided into three projects, each utilizing federal CMAQ funds and included extensive public outreach, right of way acquisitions, and utility relocations.

Tank Farm Road at Orcutt Road Roundabout | San Luis Obispo, CA | City of San Luis Obispo | Roundabout Designer:

Prepared roundabout geometrics for a new single-lane

Why Ron?

- ✔ Specializes in roundabouts, interchanges, and roadway design
- ✔ Worked on over 100 roundabouts, many being the first of their type in communities requiring extensive public outreach

Years of Experience

42

Education/Accreditations

- BS, Civil Engineering, California State Polytechnic University, San Luis Obispo
- PE, CA #46387

roundabout at this semi-rural intersection with high-speed approaches.

SR 29, First Street, and Second Street Roundabouts along California Boulevard | Napa, CA | City of Napa | Project Manager/Lead Designer:

Performed project management, public outreach, and led design and plan production for three closely spaced roundabouts at SR 29 and First Street northbound ramps and California Boulevard at First Street and Second Street. Plans were processed through Caltrans Office Engineer and construction was completed in 2019 at a cost of \$11.2 million.

I-5/Deschutes Road Roundabout Interchange Reconstruction PA/ED, PSR, PR, PS&E, and CM | Anderson, CA | City of Anderson | QC/Design Review:

Performed the geometric layouts and the overall quality control for the freeway ramp modifications, deep utility construction, and staged construction/traffic handling plans on a roundabout with five-legs and new northbound off-ramp.



Lucas Piper, PLA, QSD/P

Landscape Architecture/Irrigation

Lucas Piper has over 17 years of design and project management experience. He has worked on a wide variety of projects ranging from roadway corridors, intersections, parks and trails, and habitat restoration. Lucas is a qualified QSD/P and has worked on several stormwater pollution management, stabilization, and LID projects. He is experienced in a wide range of design and consulting processes and services including site analysis and planning, geospatial analysis, conceptual design development, 3D renderings, public outreach, construction PS&E, and SWPPPs.

Relevant Experience

Downtown Revitalization Plan |

Beaumont, CA | City of Beaumont |

Landscape Architect: Served as the Landscape Architect for this 506-acre overlay plan and economic strategy coordinating detailed urban designs with guidelines and economically catalyzing CIP.

La Quinta Complete Streets, Road Diet, ATP | La Quinta, CA | City of La Quinta |

Landscape Architect: Assisted in the preparation of the streetscape design for five roundabouts and half mile of roadway. Desert plant materials, indigenous or adaptable to the area were incorporated in the design. Water quality swales/basins were incorporated in many of the parkway strips to provide stormwater detention/ water quality BMPs.

Imola Avenue Corridor Complete Street | Napa, CA | City of Napa | Landscape Architect:

Assisted in the development of the PS&E package that provided planting/ irrigation in four existing medians on a City roadway gateway. Plant materials were selected for their sustainability, low maintenance, and color/texture. Provided construction level PS&E that would provide an inviting roadway landscape.

Tank Farm/Orcutt Roads Roundabout | San Luis Obispo, CA | City of San Luis Obispo | Landscape Architect:

Served as Landscape Architect of Record for the preparation of the landscape PS&E documents. Assisted with LID water detention basin planning/design as well as erosion control seeding and BMP design. Unique challenges included the use and modification of existing City irrigation smart controllers and satisfying required water detention needs.

Artesia Great Boulevard Complete Streets | Long Beach, CA | City of Long Beach | Landscape Architect:

Project addresses ongoing vehicular congestion issues and improves bicycle, pedestrian, and transit elements through a complete street upgrade of 1.2 miles of an urban arterial boulevard. Responsible for assisting in the development of landscape architecture construction documents for roadway medians/adjacent parkways. Work included planting, irrigation, and site

Why Lucas?

- ❑ Experience working on roadway corridors, intersections, roundabouts, and complete streets
- ❑ Provides site analysis, planning, geospatial analysis, conceptual design, 3D renderings, and public outreach

Years of Experience

17

Education/Accreditations

- BArch, Landscape Architecture, University of Oregon
- PLA, CA #5873
- QSD/P, CA #25768

furnishing design. Additional responsibilities include QA/QC review and approval.

Avenue 64 Complete Streets | Pasadena, CA | City of Pasadena | Landscape Architect:

Provided Landscape Architecture design support to improve the safety of the intersection, while the proposed landscape design and plant material choices looked to transform a field of concrete to a safer and sustainable intersection. Primary responsibilities included design support, QA/QC review, and bid/construction services.

Shoreline Drive Realignment | Long Beach, CA | City of Long Beach |

Landscape Architect/QA/QC: Project includes realignment of southern terminus of I-710 into Downtown Long Beach. Responsible for developing planting/ irrigation concept and construction documents for roadway medians, LID water quality basins, and multi-use trail segments.



Byung Lee, PE, TE
Traffic Engineering

Byung Lee has 23 years of experience providing traffic operations, traffic engineering design, and ITS engineering design for projects throughout the State. His experience covers a wide range of project types including signal design, lighting design, signing & striping plans, traffic operations, and safety analyses. Byung has extensive hands-on experience in traffic operations/microsimulation models, including Synchro, SimTraffic, and VISSIM. Byung is also adept at preparing documents for changes to existing at-grade crossings, such as General Order 88B required by the CPUC.

Years of Experience: 23
Education/Accreditations
– MS, Environmental Engineering, University of California, Berkeley
– PE, CA #90221; TE, CA #2908

Relevant Experience:

Artesia Great Boulevard Improvements | Long Beach, CA | City of Long Beach | Traffic Engineer: Served as Project Traffic Engineer responsible for traffic signal modification plans for 12 traffic signals along the corridor with the addition of bicycle facility, pedestrian safety, and transit improvements. The improvements consist of Adaptive Traffic Control System signal enhancements, pedestrian improvements at all pedestrian crossings, Class II bike lanes between Atlantic Avenue and Susana Road, and variety of improvements including upgraded street lighting, improved bus shelters, and bulbouts.

Clements Avenue Complete Street | Alameda, CA | City of Alameda | Project Manager: Prepared traffic signal modifications to include bike signals, rectangular rapid flashing beacons, and PS&E.

Ukiah Streetscape and Road Diet - Phase 2 | Ukiah, CA | Traffic Engineer | Traffic Engineer: Responsible for traffic signal modifications for this federally, state and locally funded project as part of a road diet through the downtown. The project reduced travel lanes, improving parking and pedestrian improvements, added landscaping, and rebuilding the roadway.



Erik Fanselau, PE, CFM, QSD/P, LEED AP
Hydrological/Drainage Assessment

Erik Fanselau’s 25 years of civil engineering experience includes design, project management, utility coordination, and construction management with transportation and water resources projects. His expertise in hydrology/hydraulics covers drainage system analysis, water quality treatment, and erosion control, often involving basin delineation and peak flow determination using calculations and modeling software, such as StormCAD, EPA-SWMM, and HEC-RAS.

Years of Experience: 25
Education/Accreditations
– BS, Civil Engineering, California State University, Sacramento
– PE, CA #64814; CFM, US #7220, QSD/P, LEED AP #10591588

Relevant Experience:

West Texas Street Improvements | Fairfield, CA | City of Fairfield | Water Quality Discipline Lead
Served as Water Quality Discipline Lead for 4,900 feet of road reconstruction and bicycle and pedestrian improvements. The design required a unique solution to incorporate permanent water quality treatment without dramatically changing the project. Bioretention treatment was incorporated into the proposed landscape planters.

Great Artesia Blvd. | Long Beach, CA | City of Long Beach | Drainage Lead: Served as Drainage Lead for three miles of bus stop and pedestrian improvements along Artesia Boulevard between Harbor Avenue and Downey Avenue. Work included a drainage analysis, water quality design, and custom drainage inlet design.

Shoreline Drive Improvements | Long Beach, CA | City of Long Beach | Drainage Lead: Served as Drainage Discipline Lead for the redesign and reconstruction of the western portion of Shoreline Drive in the vicinity of the 710 Freeway and Cesar Chavez Park in Long Beach. Roads will be reconstructed, trails created, water quality added, relocation of major utilities, and bike and pedestrian facilities created.



ATTACHMENT

Full Scope of Services

ATTACHMENT

Full Scope of Services

→ Scope of Services Tasks

Task 1: Project Management

GHD will be responsible for the general project management, project coordination, monitoring project progress for adherence to schedule and budget, reporting project progress and administering the project, including interfacing with the City of Beaumont and the various project stakeholders. More specifically, GHD will:

Subtask 1.1: Quality Management

GHD will prepare a Quality Management Plan (QMP) that will generally follow the current Caltrans QMP guidance and template. GHD will conduct Quality Assurance and Quality Control (QA/QC) for the project and conduct QA/QC reviews of all documents, including documents prepared by our teaming partners throughout the project. It is assumed one draft QMP will be prepared, comments will be addressed, and the report will be finalized by GHD and the City of Beaumont.

Deliverables: Quality Management Plan (QMP) in .doc and .pdf format.

Subtask 1.2: Project Management and Administration

This task will include the supervision and scheduling of project staff, review of work prepared by GHD staff and subconsultants, project coordination, client liaison, and schedule and budget monitoring.

1.2.1: Project Management and Administration

Upon Notice to Proceed (NTP), GHD will prepare a Project Management Plan (PMP) that will include a detailed scope, schedule, and budget in accordance with the final



→ Scope of Services Overview

Our full scope of services with deliverables and assumptions included is provided in this attachment section. Considerable time has been taken to meticulously craft this scope, ensuring that our team has prepared a "right-sized" scope aimed at delivering a final product that will set the City up for successful grant applications. Our goal is to clearly convey the need and the proposed solution to stakeholders, decision-makers, and the community.

signed contract. The PMP will detail communication and data sharing processes as well as the data collection, engagement, and analysis tasks. The PMP will also specify mapping outputs and templates for project deliverables. The PMP schedule will note major milestones, deliverables and meetings, and estimate engagement events.

While this is an added step in the project management process, our prior project experience shows that having this document enhances the effective management of the project from both our and our clients' perspectives.

To be more efficient with CVAG's partner agencies' resources, GHD recommends identifying a Project Development Team (PDT) that will include the City's project manager, representatives from other City departments, and other stakeholders identified by the City and GHD. The PDT will be incorporated into the project administration as needed. PDT development and engagement is described in Task 1.3.1 below.

GHD will manage the preparation of invoices and progress reports monthly. The monthly progress reports will summarize budget, schedule status, and identify any project issues requiring attention by the City. Other project management activities include coordinating meetings, scheduling and managing staff, and overseeing the quality assurance effort.

GHD will monitor work progress and budget expended against the level of completion from the original task assignment.

Deliverables:

- Project Management Plan (PMP)

- Monthly Invoicing/Progress Reports
- Project Schedule
- Monthly Updates

1.2.2: Meetings and Coordination

GHD's Project Manager, relevant lead, and select team members will organize and attend the following meetings (held virtually unless otherwise noted):

- Project kick-off meeting held in-person at the City with GHD leadership, including Lindsey Van Parys, Steven Latino, Erin McPherson and Todd Tregenza
- PDT meetings with the City, and other agency/stakeholder representatives, which will be scheduled to be conducted once per month (our scope assumes 17 meetings)
- Bi-weekly 30-minute check-in meetings with City staff (our scope assumes 34 bi-weekly check-ins)

GHD will coordinate, schedule, and facilitate meetings, which includes preparing PDT meeting notes and project schedule updates. GHD staff will provide meeting agendas with a minimum of two (2) working days prior to meetings. Draft meeting minutes will be submitted within three (3) working days following each meeting. Within three (3) working days of receiving City and stakeholder's comments, these comments will be incorporated and final minutes published for distribution and record.

Deliverables:

- Meeting Agendas
- Draft and Final Meeting Minutes

Assumptions and Exclusions:

- Scope assumes up to 16 meetings. Kick-off meeting will be in person. Other meetings will be virtual.

- Scope assumes 32 bi-weekly check ins. Check ins will be held virtually

Subtask 1.3: Community and Stakeholder Engagement

Subtask 1.3.1: Stakeholder Engagement Plan and Stakeholder Database

Our team will develop a comprehensive Stakeholder Engagement Plan (SEP) to support the project and generate meaningful input from key stakeholders within the project area. The SEP will describe the engagement goals, propose engagement tactics, timeline, and stakeholder audience. The SEP will act as a flexible blueprint, ensuring proactive and strategic stakeholder engagement. It will be responsive to the project's needs, allowing for adjustments in approach if certain stakeholders and community segments are not being adequately reached. At a minimum, the engagement plan will identify:

- Engagement goals
- Overall engagement timeline
- List of stakeholder audience and their level of involvement
- Project messaging and communication strategy
- Proposed list of engagement tactics and activities

Our team will also maintain a stakeholder database, building from our previous experience with the DBRP. The database will comprise of the City as well as key stakeholder groups within the project area including civic groups, local community-based organizations (CBOs), regional institutions, public agencies, residents, businesses, and mobility advocacy groups. The database will also include relevant departments for all regional partner

agencies. GHD will facilitate an “opt-in” campaign to gather and update the database throughout the project.

Deliverables:

- Stakeholder Engagement Plan
- Stakeholder Database

1.3.2: Project Collateral, Templates, Outreach Notifications and Communications

Our team will develop a project style guide that includes a logo, color palette, fonts, and other key document design elements that can be applied to outreach materials, factsheets, website content, digital/social content, and project reports and presentations. GHD will also develop a template for project related PowerPoint presentations.

Our team will develop the following outreach notification and communication material. GHD will be responsible for the design of collateral. For printed materials, GHD will provide digital files to the City for plotting, printing and/or physical mailing.

- E-blasts/Meeting Invitations: Our team will use e-blasts to engage stakeholders listed in the project database leading up to public workshops and stakeholder meetings.
- Fact Sheet and Workshop Flyers: Our team will design a project fact sheet and two flyers to provide an overview of the project and promote attendance at public workshops.

All materials will ensure accessibility, including translation to Spanish.

Deliverables: *E-blast/Meeting Invitations, Fact Sheets, and Workshop Flyers*

1.3.3: Engagement Activities

As mentioned above, our team will create an engagement strategy that aligns with the project’s engagement goals, such as garnering project support, soliciting feedback from key stakeholders, and understanding operational needs and concerns. The engagement strategy will also include proposed engagement activities to achieve the engagement goals, subject to City approval, GHD will facilitate up to two (2) focused workshop/interview with key stakeholders (i.e. businesses, property owners, community-based-organizations), up to two (2) pop-up events at high-traffic local events/locations, and up to two (2) board/public presentations (i.e. City Council, Planning Commission, or advisory meetings). All activities are assumed to occur virtually.

GHD will work with the City to plan all logistics including venue coordination and set up and will coordinate with the project team to support the development of workshop materials and summaries.

Deliverables:

- Up to two (2) key stakeholder workshops/interviews
- Up to two (2) pop-up events
- Up to two (2) board/public presentations

Task 2: Data Gathering and Analysis

Under this task, data and information will be collected and planning level base mapping will be prepared. GHD understands that the City is expecting the work plan to incorporate the collection of any required data not already available.

Subtask Task 2.1: Existing Data Collection

GHD will collect readily available project and location data. The types of information collected will include:

- Photos, observations, and features based on a field review
- GIS data
- Existing planning and environmental studies
- Regional plans
- City general plan
- Previous traffic forecasts
- Previous conceptual design drawings
- Existing mapping
- As-built plans
- Utility maps
- Record improvement drawings and reports
- Floodplain mapping
- SWITRS collision data
- City collision data (Crossroads database)
- Right-of-way (R/W) mapping and monument records maps

Subtask 2.2: Field Investigations

In addition to collecting all the above-mentioned data, our team will conduct a site visit to investigate existing conditions. During this visit, the team will bring a smart level and check existing ADA improvements to identify any deficiencies that may need to be addressed .

Subtask 2.3: Environmental Review

- Review and analyze all relevant planning and design documents provided by the City, including previous studies, planning efforts, and community vision plans.
- Conduct a detailed review of existing land uses and environmental constraints, including an overview of the project under CEQA, to identify items that may

impact future development. Evaluate the following key reference documents:

- DBRP – Elevate 2025
 - 2040 General Plan Program Environmental Impact Report (PEIR)
 - General Plan and Downtown Zoning Ordinance
- Identify gaps, inconsistencies, or areas requiring additional analysis to inform PDR development.
 - Evaluate potential permitting challenges, policy conflicts, and mitigation needs from an environmental planning perspective.

Deliverables: *One (1) electronic copy (PDF) of an Environmental Review Summary to be included in the PDR. Includes one (1) round of City comments to be incorporated into the final PDR.*

Assumptions and Exclusions:

- Land use and building permit reviews would be addressed by the construction contractor and are not evaluated under this scope.
- The City will provide all relevant background documents, including prior planning studies, environmental documents, and zoning regulations, in a timely manner.
- The environmental review will be limited to a high-level screening based on available public and City-provided data; no new field surveys, detailed modeling, or technical reports will be conducted at this stage.
- The review will not include analysis of private development proposals outside of the Downtown Revitalization Plan boundaries

Task 3: Investigations

Subtask 3.1: Survey and Centerline Control

3.1.1: Aerial Photogrammetry & Base Mapping

GHD's survey team, KDM, will perform aerial photogrammetry using either manned aircraft or UAVs to capture detailed images of downtown Beaumont streets and corridors. The mapping will be conducted at a scale of one (1) inch = 40 feet, with a contour interval of one (1) foot, covering the entire public R/W plus an additional 10 feet beyond it. All streets and alleys within the designated project area will be included, with an option to exclude alleys if necessary. The orthorectified color aerial imagery will be processed and delivered at a 0.2-foot pixel resolution, making it suitable for use in renderings and stakeholder presentations. This comprehensive approach ensures high-quality, detailed imagery and mapping data for the project.

Deliverables:

- Topographic Map (1"=40' w/ one (1)-foot contours)
- Color Orthophoto Mosaic (CAD referenced GeoTIFF or equivalent)

Assumptions: *No detailed field survey for sidewalks, ramps, or civil design elements; no subsurface utility mapping, potholing or ground augmentation aerial imagery; mapping assumes adequate visibility for aerial methods, tree cover or urban canyon effects may reduce accuracy or visibility in localized areas.*

3.1.2: Survey Control & R/W

Survey control and R/W include three key tasks: establishing ground control for photogrammetric processing, surveying existing centerline monumentation, and delineating and depicting center lines and R/W lines. Initially, ground control points will be set up to ensure accurate photogrammetric processing, aligning and scaling aerial imagery to the correct geographical coordinates. Following this, sufficient existing centerline monumentation will be surveyed to reestablish the record centerline alignment of mapped streets, ensuring alignment with historical records. Finally, center lines and R/W lines will be delineated and depicted from record documents on the base mapping, without the need for obtaining title reports. This comprehensive approach ensures precise and reliable mapping and surveying results, essential for planning, development, and legal purposes.

Deliverables:

- Centerline and R/W Base Map (1'=40")
- Survey Control Report

Subtask 3.2: R/W Analysis

GHD will perform a comprehensive R/W Analysis based on the information collected from the Topographic Survey and Centerline Control. This analysis aims to identify the existing R/W and proposed R/W boundaries within the project area.

Deliverables: *Technical Memorandum detailing findings of the R/W Analysis/R/W plan illustrating existing and proposed R/W boundaries.*

Assumptions:

- Legals and Plats will not be prepared

- Adequate R/W data will be collected under the survey task
- Title Reports are not included in this task at this time

Subtask 3.3: Utility Research (T2UE)

T2UE will utilize the CI/ASCE 38-22 standards for collecting and depicting subsurface utilities. This approach will help build a comprehensive utility model of the project site. Generally, the investigation will provide Quality Level D and C with some Level B to be collected in key locations. This scope includes R/W to R/W along Beaumont Avenue and East 6th Street, approximately 10,000 lf.

T2UE will generate record requests to the various utility companies using Underground Servicer Alert Design Ticket Request Systems, track correspondence and create records, file electronic drawings, create a utility base map, and depict overhead facilities.

Subtask 3.4: Geotechnical Investigation

Geocon will undertake a comprehensive geotechnical investigation as part of the Downtown Beaumont Revitalization project. This investigation will include reviewing available geologic and as-built information, performing site reconnaissance, and coordinating with City representatives and GHD for encroachment permits and boring locations. Geocon will hire a drilling subcontractor to drill up to sixteen (16) geotechnical borings at various locations within the project area, ranging from 5 to 20 feet deep. Soil samples will be collected for laboratory testing to evaluate pertinent physical and chemical properties.

The findings will be compiled into a preliminary geotechnical report, which will include boring logs, geologic conditions, laboratory test results, and preliminary recommendations for project planning and design.

Deliverables:

- Boring Location Exhibit
- Laboratory Test Results
- Preliminary Geotechnical Report

Assumptions:

- Access to core/boring locations during regular business hours (7:00 am to 5:00 pm) Monday through Friday. No night or weekend work
- Manned traffic control will not be required
- Traffic control will be per 2024 Watchbook Manual
- Encroachment Permit will be no fee.

Subtask 3.5: Hydrological/Drainage Assessment

As part of the PDR, GHD will prepare a preliminary drainage design and floodplain assessment of the proposed improvements. The results of this analysis will be summarized in the PDR narrative. Detailed calculations will not be performed until a preferred alternative is selected and the design is advanced to the 65% level. The analysis in this task will include the following:

- Site visit to review the existing drainage system.
- Review of existing facility information such as drainage facility maps, as-builts, etc.
- FEMA floodplain determination and analysis of impact to the project, if any.
- Determination of applicable drainage and water quality design standards including

- peak storm event requirements, likely to include both the 10- and 100-year events.
- Determination of location of receiving system for the project drainage.
- Initial assessment of the tributary areas for both onsite and offsite runoff. Identification, to the extent possible, of any known problems.
- Discussion with City staff regarding existing drainage system issues.
- Development of the proposed design methodology for final design.

Deliverables: Preliminary Drainage/ Floodplain Assessment

Subtask 3.6: Traffic Studies and Assessments

3.6.1; Gather Existing Conditions Data

GHD, in partnership with the City's team, will work together to assemble Geographic Information System (GIS) and multimodal transportation data. This includes compiling and reviewing existing transportation, land use, and mapping data for the project area. GHD will also gather available traffic volume data provided by the City, Caltrans, and relevant traffic information that is available on SWITRS and TIMS. The information collected under this task will be used to prepare GIS figures that clearly present the data.

GHD will use a combination of field data collection and past document review to better understand issues related to active transportation along the corridor. Maps showing existing and proposed classification maps for the study corridor will be assembled. GHD also maintains access to the Replica platform, which provides derived mobility information

such as travel origins and destinations, trip purposes, and trip modes from anonymized mobile sources. This information will be available to enhance field-collected information and outputs from the available travel demand models with “big picture” real-world travel information. GHD will prepare an existing conditions memo which will include a description of the corridor, multimodal facilities, collision history and identify any deficiencies.

3.6.2: Design Year Conditions

For this study, GHD will obtain the most current version of the relevant Travel Demand Model (TMD). GHD will review the current and future land use assumptions, both within the project area. Additionally, GHD will verify the highway network coding within the project study area for the existing and future year networks to ensure that they are consistent with future year circulation and land development assumptions.

Opening Year forecasts will also be developed using straight line interpolation between Existing and Design Year volumes.

3.6.3: Transportation Operations

Traffic operations will be performed for all modes of travel for the Existing, Opening Year and “No-Build” conditions. Although Highway Capacity Manual 6th Edition provides multimodal level-of-service (MMLOS) methodologies, the analysis steps are relatively data-intensive and may yield counterintuitive results. GHD proposes the Plan instead focus on assessing level of traffic stress (LTS). LTS, as developed by the Mineta Transportation Institute and San Jose State University, quantifies the level of discomfort experience by bicyclists based on the speed and volume of traffic, their

separation from vehicles, and frequency of conflict points on roadways and through intersections. GHD will document bicycle and pedestrian LTS along the corridor, and through each study intersection, before and after improvement. The resulting LTS maps and analysis can be used to evaluate proposed concepts for their ability to improve safe non-motorized access between community points of interest like schools, shops, services, parks, transit, and other important destinations.

Subtask 3.7: Street and Pedestrian Lighting Analysis

MNS will complete the Street and Pedestrian lighting analysis which will focus on approximately four blocks along 6th Street, between California and Palm Avenue. It will also cover approximately six (6) blocks along Beaumont Avenue, between 5th and 11th Streets. This area will include pedestrian-scale lighting, such as bollards and decorative lighting fixtures, designed to enhance safety, aesthetics and create an inviting atmosphere. Specific emphasis will be placed on ensuring that lighting solutions meet the aesthetic and functional needs of the downtown area. A photometric analysis of the existing condition and proposed conditions will be developed to highlight deficiencies and improvements.

Lighting Standards: The lighting design will be based on the RP-8-22 standard, which provides guidelines for roadway and walkway lighting. This will ensure that the proposed lighting meets the required levels of illumination, uniformity, and energy efficiency appropriate for pedestrian pathways, public spaces, and downtown corridors. The study will evaluate fixture types, placement, and spacing in line with

this standard to achieve optimal safety and visual appeal.

Deliverables: *Preliminary Lighting Study documenting key findings and recommendations technical memorandum. It will include a photometric analysis of the existing and proposed conditions. The memorandum will highlight energy-efficient recommendations in line with local and industry standards, including the use of LED fixtures where applicable.*

Subtask 3.8: Tree Impact Analysis

GHD’s certified arborist will perform a tree impact analysis for the projects and streetscape corridors identified in The DBRP and as listed below. Where proposed improvements overlap existing trees or where new trees are proposed, resulting impacts and potential associated costs will be analyzed. Cost impacts of new shade trees will also include a summary table of urban tree planting strategies to mitigate tree root and hardscape conflicts and maximize health of the future urban canopy.

GHD will define and determine the impacts of adding and removing trees in the following proposed improvement areas:

- Proposal revitalization hubs
- Proposed private developments
 - 6th Street and California Avenue
 - 6th Street and Magnolia Avenue
 - 6th Street and Maple Avenue
- Walkable Housing Projects
- Downtown Mobility Projects
 - 6th Street reconfigurations
 - Gateway roundabouts
 - Beaumont Avenue reconfigurations
 - downtown alleys

- Proposed parking reconfigurations (general impacts and recommendations for new tree planting)
- Stewart Park

The Tree Impact Analysis will include up to two (2) site visits by an ISA Certified Arborist who will perform a walk-by limited visual assessment of accessible existing trees in the proposed improvement areas. The visual assessment will focus on the following attributes:

- Overall tree health
- Tree structure
- Obvious defects or impacts to existing hardscape.

Deliverables: *Results of the Impacted Trees Analysis and on-site tree assessments will be documented and summarized in a Technical Memorandum (TM) Results of the Impacted Trees Analysis will be incorporated into the PDR (Task 5) and PDS (Task 4).*

Assumptions and Exclusions:

- Limited visual assessment of existing trees will be limited to accessible trees within the project area
- Trees behind fencing or on private property will not be assessed
- Tree analysis excludes tree risk assessments
- Geo-location of existing trees is excluded.
- For budgeting purposes, it is assumed that the TM will result in one draft submittal and one round of comments from the City and a final TM submittal

Task 4: Design Options

Subtask 4.1: Design Options for Roadway Improvements (Conceptual Design)

With the information and results from the Data Gathering and Analysis (Task 2) and the Investigations (Task 3) GHD to review and evaluate three alternatives. The approximate length of new roadway along 6th street is 6,000 lf from Veile Avenue to Pennsylvania Avenue and 3,300 linear feet along Beaumont Avenue from E. 5th Street to 11th Street. GHD will prepare three (3) memorandums to share with project stakeholders. The evaluation may consider important design features including adjacent R/W, sensitive environmental resources, planned and proposed purpose, need, synergies and overlap, connections to key locations, access, and other considerations in coordination with the CITY.

GHD will prepare concept level plans (equivalent to 10 percent) using Autodesk Civil 3D 2025 and utilizing GHD CAD standards. This will be achieved by development of two (2) strip maps per alternative to showcase planned corridor improvements, one (1) along 6th Street and one (1) along Beaumont Avenue for each alternative. These strip maps will show hardscape improvements, one to two (1-2) typical roadway sections, striping, parking, and GIS level utilities. These documents will be used as attachments in the PDR to highlight reasoning for the preferred alternative.

4.1.1: Preliminary Sketch Mark Ups (Optional)

GHD to provide preliminary design sketch mark ups of revitalization hubs included in the DBRP, September 2024.

- 6th Street and N. California Avenue
- 6th Street and Magnolia Avenue
- Beaumont Avenue and 8th Street

Deliverables:

- Three (3) Alternative Analysis Memorandums (electronic PDF)
- Two (2) Strip Maps per alternative totalling six (6) Strip Maps (electronic PDFs)

Assumptions and Exclusions:

- It is assumed that no Freeway on/off-ramp modifications will be needed.
- For budgeting purposes, it is assumed that this analysis will result in one round of comments from the City, which will eliminate two (2) of the alternatives and provide a preferred alternative moving forward to the 30% design phase.
- It is assumed that the optional task will be negotiated under a contract amendment, if requested by the City

Subtask 4.2: Lighting Design Options

Using the information compiled in Task 3.7, MNS will develop a minimum of three (3) distinct lighting design options for the downtown area that align with the goals outlined in the DBRP. Each option will be fully informed by the lighting analysis and will include both engineering and aesthetic considerations, such as fixture type, placement, intensity, and visual character. To support the City's review and decision-making process, each option will be presented using large-scale, full-color

renderings that depict lighting impacts and design intent within key areas of downtown. In addition, we will provide up to five physical architectural color boards per option to showcase material finishes, fixture types, and thematic concepts. A preliminary cost estimate will also be included for each alternative to help evaluate feasibility within future budget planning. Final design concepts will be submitted to the City for feedback prior to down-selection.

Deliverables:

- *Three (3) Preliminary Lighting Design Options each option to include engineering-based and aesthetic strategies using roll plots. Integration of fixture types, materials, pole styles, color temperature, and mounting heights. Emphasis on creating a safe, inviting atmosphere that supports the City's revitalization goals.*
- *Visual Representations in Large-scale, full-color renderings illustrating lighting effects and design intent. Up to five physical architectural color boards per option to convey material and finish selection.*
- *Preliminary Cost Estimates to include a conceptual-level cost breakdown for each lighting design option, including equipment, installation, and maintenance considerations.*

Subtask 4.3: Design Options for Streetscape Amenities and Enhancements (Conceptual Design)

Following the same design parameters and extents/limitations as identified under Task 4.1, GHD's landscape architecture and streetscape design team

will develop concept level (10% design) rendered streetscape improvement plans, cross-sections, schedules, and design descriptions to illustrate sidewalks (colors and materials); landscaping themes and plant types; lighting themes, materials, and types; options for striping, crosswalks, pedestrian paths, bike lanes, and parking options (as developed by civil team under task 4.1); and other site furnishings and streetscape amenities that will help create the full picture for each design option.

GHD will develop three (3) design alternative options that will be applied to the 6th Street corridor and the Beaumont Avenue corridor (as defined in task 4.1). The three (3) design alternative options will be used to create a complete rendered plan set package. The rendered plan package will consist of the following sheets:

- Rendered plan-view drawings, covering both Beaumont Avenue and 6th Street
 - A set of three (3) rendered plan view sheets for each of the three (3) alternatives, nine (9) sheets in total
- Render typical cross sections (one for Beaumont Avenue and one for 6th Street)
 - Sections will be developed for each of the three (3) alternatives
 - Three (3) sheets with two (2) typical illustrative sections per sheet
- Schedule notes sheet(s) for each alternative design concept that will:
 - Describe the design intent of the alternatives
 - Summarizing potential planting and irrigation strategies for each alternative
 - Preliminary plant and furnishing material palettes for each alternative to identify the different styles and themes.

GHD will provide the City with a draft version of the rendered plan package for review and comment. After receiving all comments from the City, GHD will update the submittal to reflect the comments and submit as the final design packages. These rendered packages will be used as attachments in the PDR to highlight reasoning for the preferred alternative.

Deliverables:

- *Draft Rendered Plan Package for each alternative (three separate alternative packages)*
- *Final Rendered Plan Package for each alternative*

Assumptions and Exclusions:

- *It is assumed that no freeway on/off-ramp modifications will be needed*
- *Plan-view drawings will be 24X36" sheets at 1"=50' scale*
- *For budgeting purposes, it is assumed that this analysis will result in one round of comments from the City which will eliminate two (2) of the alternatives for each of the corridors (Beaumont Avenue and 6th Street) and provide a preferred alternative to move forward into 30% design phase.*

Task 5: PDR

Subtask 5.1: PDR

GHD will prepare a PDR for the DBRP, that is a comprehensive document that outlines the Project's background, design features, limitations, and key deliverables. The Report serves as an executive summary, providing a detailed overview of the project's objectives, scope, and anticipated benefits. It includes several critical sections such as the Introduction, Project

Features and Design Criteria, Statement of Limitations, and Reports and Studies.

The Introduction section summarizes the project background, description, and benefits, highlighting the plan's aim to enhance Beaumont's digital presence and improve customer engagement. The Project Features and Design Criteria section details the design elements described in the DBRP, including gateway roundabouts, intersection signalization, raised medians, landscaping, monument signs, parallel median parking, bike lanes, and artistic crosswalks. Additionally, the design criteria and guidelines from the City's General Plan and Downtown Zoning Ordinance are referenced to ensure alignment with the city's long-term vision.

The Statement of Limitations section discusses the Project's limitations and challenges, providing a concise yet detailed description of each limitation, its origins, and its impact on the study's findings. This section also considers whether these limitations could lead to further research.

The Report appendices will house the reports and studies and encompasses the primary deliverables of the Scope of Work, such as the Preliminary Design (30%), Preliminary Design Specifications (PDS), and Preliminary Construction Schedule. Reference materials and exhibits are incorporated into the PDR after final City review and approval. This structured approach ensures that the PDR provides a thorough and cohesive overview of the DBRP, facilitating informed decision-making and successful project execution.

Deliverables: PDR (in .pdf and .doc format)

Subtask 5.2: Preliminary Design (30% Plans)

GHD will prepare Preliminary Design Plans based on the PDR and the DBRP. These plans will encompass various elements, including Preliminary Street Improvement Plans, Sidewalk, Pedestrian and ADA Improvement Plans, Intersection Signalization Plans, Street and Pedestrian Lighting Plans, Signing and Striping Plans with adequate bicycle lanes, Landscaping and Irrigation Plans, existing Utility Plans with noted conflicts, Street Furniture Plans, Monument and Overhead Sign Plans, and Wayfinding Signage Plans.

Drawings will be prepared using GHD CAD standards and City title block in AutoCAD C3D Version 2025 software at 1"=40' scale. Please see the items described below for additional details.

A preliminary sheet list is as follows:

TITLE	Estimated # of Sheets
Title 1	1
Key Map	1
Project Notes	1
Legend and Abbreviations	1
Survey Control	1
Typical Sections	5
Layout & Striping Plans	18
Utility & Drainage Plans	18
Construction Details	20
Street & Pedestrian Lighting Plans	10
Traffic Signal Modifications/Removals	6
Landscaping & Irrigation Plans	18
TOTAL	100

The traffic signal preliminary plans will include:

- 6th Street & California Avenue: Roundabout conversion (one signal removal sheet)
- 6th Street & Palm Avenue: Roundabout conversion (one signal removal sheet)
- 6th Street & Edgar Avenue: Signal modification (one sheet)
- 6th Street & Magnolia Avenue: Signal modification (one sheet)
- Beaumont Avenue & 6th Street: Signal removal (one sheet)
- Beaumont Avenue & 7th Street: Signal removal (one sheet)

Subtask 5.2.1: Signal Modifications and Removals

This component will focus on the removal of existing traffic signals at specific intersections and the evaluation of appropriate modifications for safer, more pedestrian-friendly crossings at others. For pedestrian safety, we will also consider the implementation of H.A.W.K. signals and Rectangular Rapid Flashing Beacons (RRFBs) at strategic crossings.

The lighting plans will cover approximately four blocks along 6th Street, between California and Palm Avenues. It will also cover approximately six (6) blocks along Beaumont Avenue, between 5th and 11th Streets.

- Six (6) Street and Pedestrian Lighting Preliminary Plans along 6th Street
- Four (4) Street and Pedestrian Lighting Preliminary Plans along Beaumont Avenue

The preliminary design plans for the DBRP should include key features such as gateway roundabouts, intersection signalization, raised medians, landscaping,

monument signs, parallel median parking, bike lanes, artistic crosswalks and striping, and wayfinding signage. Additionally, the plans must show a preliminary assessment of construction easements needed from adjacent properties to ensure minimal disruption to the community and secure necessary permissions.

5.2.2 Additional Plans (Optional)

Additional plans showing the extent of areas impacted outside of preliminary conflict analysis within the adjacent impacted properties, such as grading to properly transition new street/sidewalk grades to existing adjacent property grades and any improvements that need to be reconstructed within adjacent properties. This includes any relocation/reconstruction of utility service connections, utility boxes, pull boxes, backflow devices, fire service connections, mailboxes, and any other improvements as necessary can be negotiated under a contract amendment, if requested by the City. 30% design would be required for approval prior to start of work as well as detail of the ground survey prior to commencement of work.

Deliverables:

- Preliminary 30 % Design Plans for City review and approval
- Final Preliminary Design Plans will be incorporated into the PDR in the Exhibit section.

Assumptions and Exclusions:

- It is assumed all grading related tasks are understood to be completed to the extent possible with an aerial topographical survey
- Utility relocation and reconstruction plans have been excluded. It is assumed detailed relocation and reconstruction

plans will be developed after approval of the PDS documentation. GHD will show utility locations and note conflicts for future negotiations with Utility Companies.

- *It is assumed overhead sign design and monument design will be at a planning level and structural design elements will be excluded. GHD will show general placement and approved messaging only.*
- *It is assumed that the optional task will be negotiated under a contract amendment, if requested by the City.*

Subtask 5.3: Preliminary Design Specifications (PDS)

GHD will prepare PDS as part of the project requirements. This includes incorporating the general provisions provided by the City, outlining any specific conditions that apply to the project, and including additional conditions that supplement the special conditions. Additionally, the task requires detailing the technical requirements for the project and creating detailed bidding tables that show bid items, quantities, estimated unit prices, and total prices. The specifications must comply with the City's Standards, Riverside County Transportation Department Road Improvement Standards and Specifications, Riverside County Flood Control and Water Conservation District Standards, and the Standard Specifications for Public Works Construction, current edition. Furthermore, the PDS should be included in the PDR in the Reference section.

Deliverables: PDS (in .pdf and .doc format)

Subtask 5.4: Preliminary Construction Cost Estimates

GHD will prepare a comprehensive Construction Cost Estimates in the form of Bidding Tables, which will include detailed Bid Items, Quantities, Estimated Unit Prices, and Total Prices. These tables should also reflect the Total Construction Cost, incorporating estimated cost escalation and contingency factors. Additionally, our team will attempt to obtain and include estimated costs, charges, and fees from utility companies for the work they will perform. Charges and fees from regulatory and permitting agencies should also be shown; if these costs cannot be obtained, the assumed costs must be indicated. Estimated costs for any R/W takes, construction easements, and work on adjacent private properties will be incorporated into the estimates. Furthermore, our team will estimate soft costs, such as final engineering, construction management, inspection, and materials testing/inspection. GHD will deliver an estimated project budget that is inclusive of all potential costs, including any associated costs such as materials testing and inspection. These Preliminary Construction Cost Estimates must be incorporated into the PDR in the Exhibits section.

Deliverables: Preliminary Construction Cost Estimates (in .xls format)

Task 6: Environmental Services (Optional)

GHD will work with the City to complete an Addendum to the 2040 General Plan PEIR previously certified for the General Plan Update. The Addendum to the 2040 General Plan PEIR will be completed

in accordance with CEQA Guidelines (Section 15164 of CEQA guidelines, as recommended in the DBRP.

Subtask 6.1: Prepare Background and Project Description

In coordination with the City, GHD will first prepare a draft Background and Project Description section of the Addendum, prior to proceeding with the Addendum analysis. This iterative process is proposed to ensure that the Project described in the Addendum is clear and accurate. The Background will include a discussion of the relationship of the 2040 General Plan PEIR to the DBRP. GHD will submit the Draft to the City for review.

Deliverables: Draft and Final Background and Project Description

Assumptions and Exclusions:

- This task includes time for one (1) kick-off meeting and one (1) review meeting between City staff and GHD.
- GHD can prepare figures to support the environmental review and will be utilized in the Addendum
- If revisions to the figures are needed for the context of the Addendum, GHD assumes the up to one (1) round of review on figures
- After City review of the draft Background and Project Description, GHD will incorporate the edits into the Administrative Draft Addendum under Task No. 6.2

Subtask 6.2: Prepare PEIR Addendum

GHD will prepare an Addendum to the certified 2040 General Plan PEIR to document an analysis of impacts

associated with implementation of the DBRP. The PEIR Addendum will be completed in accordance with the CEQA Guidelines. This will include: 1) Brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162; 2) Revised Background and Project Description prepared under Task No. 6.1; 3) Completion of an environmental checklist evaluating the DBRP relative to the environmental topics in the 2040 General Plan PEIR and subsequent Addenda; and 4) Inclusion of applicable mitigation measures. An Administrative Draft document will be prepared and submitted to the City for review. After the review, GHD will update the Addendum, incorporating City comments, and will provide a Screencheck Draft to the City for review.

Deliverables: Administrative Draft PEIR Addendum; Screencheck PEIR Addendum; Final PEIR Addendum

Assumptions and Exclusions:

- This task includes time for three (3) document review meetings between City staff and GHD.
- This scope of services assumes that no new or revised background reports or technical studies are required to complete the analysis

Subtask 6.3: CEQA Coordination and Public Hearing

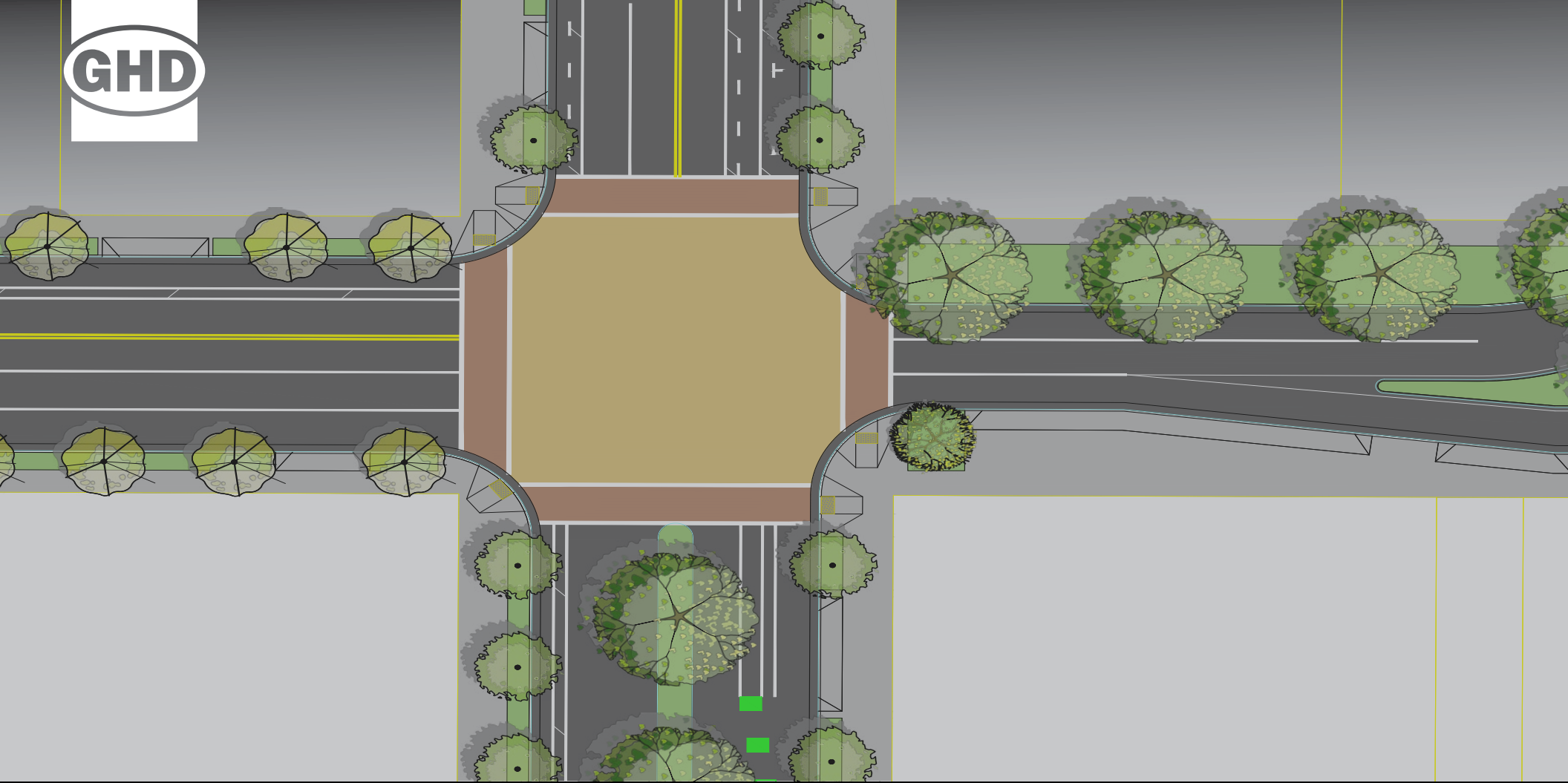
GHD will assist the City with the CEQA aspects of the City's resolution and staff report, attendance at public hearing where the PEIR Addendum is approved, filing of final CEQA documentation with the State Clearinghouse if the City desires.

Deliverables:

- Review and input on CEQA Resolution and Staff Report
- Draft and Final Notice of Determination

Assumptions and Exclusions:

- GHD assumes the City will pay any CEQA filing fees and will post the Notice of Determination (NOD) with the County Clerk
- The City is the CEQA lead agency and is responsible for making the final determinations regarding CEQA compliance.
- The City will provide necessary background documents in a timely manner
- Any legal review of CEQA documentation or the Resolution will be conducted by the City or its legal counsel
- Preparation of new CEQA documents (aside from the PEIR Addendum) are excluded.
- Facilitating or organizing the public hearing or itself (e.g., logistics, presentations, community outreach) is not included
- Preparation or peer review of technical studies (traffic, air quality, biological, etc.) is not included
- Provision of translated CEQA documents or public materials is excluded.





Proposal for the City of Beaumont

→ Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization

Cost Proposal | May 13, 2025

→ The Power of Commitment



320 Goddard Avenue
Suite 200
Irvine, CA 92618

949.648.5200
www.ghd.com

Cost Proposal Letter

May 13, 2025

Raveena Chara | Procurement & Contracts Specialist | City of Beaumont | 550 E. 6th Street | Beaumont, CA 92223 | rchara@beaumontca.gov

Re: Cost Proposal for Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization

Dear Ms. Chara and RFP Review Panelists:

Enclosed for your consideration is GHD Inc.'s (GHD) cost proposal for the Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization Project. We are very excited about this project and look forward to working with the City of Beaumont (City) on this important endeavor.

GHD's fee proposal includes a breakdown of work tasks, personnel hours, personnel rates, and fees associated with our scope of services and approach to accomplish the City's goals.

We thank you for your consideration of this project.

Regards,

Todd Tregenza, AICP
Principal in Charge/Mobility & Places Group Leader

Steven Latino, PE, TE
Project Manager/Client Relations Lead

Preliminary Design Report (PDR) for the Downtown Beaumont Revitalization



Description	Project Director	Project Manager	Assistant Project Manager	Technical Advisor/QA/QC	Roundabout Design	Environmental	Engineer	Engineer	Landscape Architecture Lead	Landscape Architecture & Arborist	Landscape Support	Landscape Drafter	Drainage	Transportation for Env Support	Env Support	QA/QC Env	GIS (Env)	Air Quality / GHG (Env)	Public Outreach SME	Public Outreach	Travel Demand Modeling	Microsimulation	Traffic Operations	Transportation Engineer	Urban Design/Public Outreach	Project Coordinator	Total Hours	Labor Total	KDM Meridian	T2ue	Geocoin	MNS	Total Subcontractors	Total Disbursements	Estimated Project Total	
	Todd Trogenza	Steven Latino	Erin McPherson	Lindsay Van Parys	Ron Boyle	Nicole Greenberg	GHD Staff	GHD Staff	Lucas Piper	GHD Staff	GHD Staff	GHD Staff	Erik Fanselau	GHD Staff	GHD Staff	GHD Staff	GHD Staff	Meha Bola	Yosef Yip	GHD Staff	GHD Staff	GHD Staff	GHD Staff	Jonathan Linkus	GHD Staff											
	\$303	\$401	\$261	\$348	\$425	\$224	\$170	\$132	\$227	\$185	\$145	\$115	\$262	\$182	\$107	\$243	\$139	\$187	\$266	\$272	\$277	\$167	\$161	\$112	\$204	\$168										
Task1 Project Management	12	100	244	28	0	6	0	24	8	16	0	0	0	0	0	0	0	0	20	124	0	0	0	0	64	48	694	\$186,639	\$0	\$0	\$0	\$15,521	\$15,521	\$6,025	\$208,185	
Subtask 1.1 Quality Management	4	8	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	\$7,897	\$0	\$0	\$0	\$0	\$0	\$0	\$7,897	
Subtask 1.2 Project Management and Administration	8	76	208	24	0	6	0	24	8	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	48	466	\$122,657	\$0	\$0	\$0	\$15,521	\$15,521	\$2,000	\$140,178	
Subtask 1.3 Stakeholder Engagement Plan and Stakeholder Database	0	16	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	124	0	0	0	0	16	0	204	\$56,085	\$0	\$0	\$0	\$4,025	\$4,025	\$0	\$60,110	
Task2 Data Gathering and Analysis	0	4	20	0	0	20	0	56	0	0	0	0	0	0	34	2	0	2	0	0	0	0	0	0	0	0	0	138	\$23,208	\$0	\$0	\$0	\$14,828	\$14,828	\$1,250	\$39,286
Subtask 2.1 Existing Data Collection	0	2	12	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	\$6,048	\$0	\$0	\$0	\$0	\$0	\$6,048		
Subtask 2.2 Field Investigations	0	2	8	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	\$8,185	\$0	\$0	\$14,828	\$14,828	\$1,250	\$24,263		
Subtask 2.3 Environmental Review	0	0	0	0	0	20	0	0	0	0	0	0	0	0	34	2	0	2	0	0	0	0	0	0	0	0	58	\$8,975	\$0	\$0	\$0	\$0	\$0	\$8,975		
Task3 Investigations	24	12	44	0	0	0	0	64	0	86	0	0	80	0	0	0	0	0	0	0	120	212	228	512	0	0	1382	\$231,449	\$116,600	\$48,169	\$27,405	\$26,730	\$218,904	\$5,610	\$455,963	
Subtask 3.1 Survey and Centerline Control	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	\$2,084	\$105,600	\$0	\$0	\$0	\$105,600	\$0	\$107,684	
Subtask 3.2 Right-of-Way Analysis	0	4	8	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	\$8,987	\$0	\$0	\$0	\$0	\$0	\$8,987		
Subtask 3.3 Utility Research	0	0	8	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	\$5,264	\$11,000	\$48,169	\$0	\$0	\$59,169	\$0	\$64,433	
Subtask 3.4 Geotechnical Investigation	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	\$2,084	\$0	\$0	\$27,405	\$0	\$27,405	\$0	\$29,490	
Subtask 3.5 Hydrological/Drainage Analysis	0	0	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	80	\$20,952	\$0	\$0	\$0	\$0	\$0	\$20,952		
Subtask 3.6 Traffic Studies and Assessments	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	212	228	512	0	0	1096	\$169,797	\$0	\$0	\$0	\$0	\$0	\$4,950	\$174,747	
Subtask 3.7 Street and Pedestrian Lighting Analysis	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	\$6,335	\$0	\$0	\$0	\$26,730	\$26,730	\$0	\$33,065	
Subtask 3.8 Tree Impact Analysis	0	0	0	0	0	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	\$15,945	\$0	\$0	\$0	\$0	\$0	\$660	\$16,605	
Task4 Design Options	0	16	72	0	80	0	200	160	40	160	0	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	968	\$180,748	\$0	\$0	\$0	\$57,992	\$57,992	\$0	\$238,740
Subtask 4.1 Design Options for Roadway Improvements (Conceptual Design)	0	8	60	0	80	0	200	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	508	\$108,105	\$0	\$0	\$0	\$0	\$0	\$108,105	
Subtask 4.2 Lighting Design Options	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	\$6,335	\$0	\$0	\$0	\$57,992	\$57,992	\$0	\$64,327	
Subtask 4.3 Design Options for Streetscape Amenities and Enhancements (Conceptual Design)	0	0	0	0	0	0	0	40	0	160	0	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	440	\$66,308	\$0	\$0	\$0	\$0	\$0	\$66,308	
Task5 Preliminary Design Report (PDR)	0	76	260	52	40	8	500	244	32	140	40	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1592	\$314,606	\$0	\$0	\$0	\$184,718	\$184,718	\$0	\$499,324
Subtask 5.1 Preliminary Design Report	0	20	80	20	8	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	\$45,286	\$0	\$0	\$0	\$0	\$0	\$45,286		
Subtask 5.2 Preliminary Design (30% Plans)	0	24	100	16	20	8	240	120	24	80	40	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	832	\$152,784	\$0	\$0	\$149,716	\$149,716	\$0	\$302,500		
Subtask 5.3 Preliminary Design Specifications	0	16	40	8	8	0	80	24	4	40	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	\$50,451	\$0	\$0	\$15,004	\$15,004	\$0	\$65,455		
Subtask 5.4 Preliminary Construction Cost Estimates	0	16	40	8	4	0	160	80	4	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	352	\$66,085	\$0	\$0	\$19,998	\$19,998	\$0	\$86,083		
Task6 Optional - Environmental Services	0	0	0	0	0	0	98	0	0	0	0	0	0	5	44	11	6	7	0	0	0	0	0	0	0	0	0	171	\$32,372	\$0	\$0	\$0	\$0	\$0	\$32,372	
Subtask 6.1 Optional - Environmental Services - Background and PD	0	0	0	0	0	24	0	0	0	0	0	0	0	1	10	2	2	1	0	0	0	0	0	0	0	0	0	40	\$7,576	\$0	\$0	\$0	\$0	\$0	\$7,576	
Subtask 6.2 Prepare PEIR Addendum	0	0	0	0	0	40	0	0	0	0	0	0	0	4	26	8	4	6	0	0	0	0	0	0	0	0	88	\$16,084	\$0	\$0	\$0	\$0	\$0	\$16,084		
Subtask 6.3 CEQA Coordination and Public Hearing	0	0	0	0	0	34	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	43	\$8,712	\$0	\$0	\$0	\$0	\$0	\$8,712		
Task7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,765	\$9,765	
Subtask 7.1 Salary Increases (July 1, 2026)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,765	\$9,765
Total Labor Hours	36	208	640	80	120	132	700	548	80	402	40	440	80	5	76	13	6	7	20	124	120	212	228	512	64	48	694	\$186,639	\$116,600	\$48,169	\$27,405	\$26,730	\$218,904	\$5,610	\$455,963	
Estimated Project Total	\$10,900	\$83,423	\$166,758	\$27,855	\$51,011	\$29,555	\$119,217	\$72,588	\$18,166	\$74,535	\$5,813	\$50,525	\$20,952	\$908	\$8,345	\$3,159	\$835	\$1,679	\$5,314	\$33,789	\$33,222	\$35,302	\$36,646	\$57,359	\$13,080	\$8,084	4945	\$969,021	\$116,600	\$48,169	\$27,405	\$299,789	\$491,963	\$22,650	\$1,483,634	

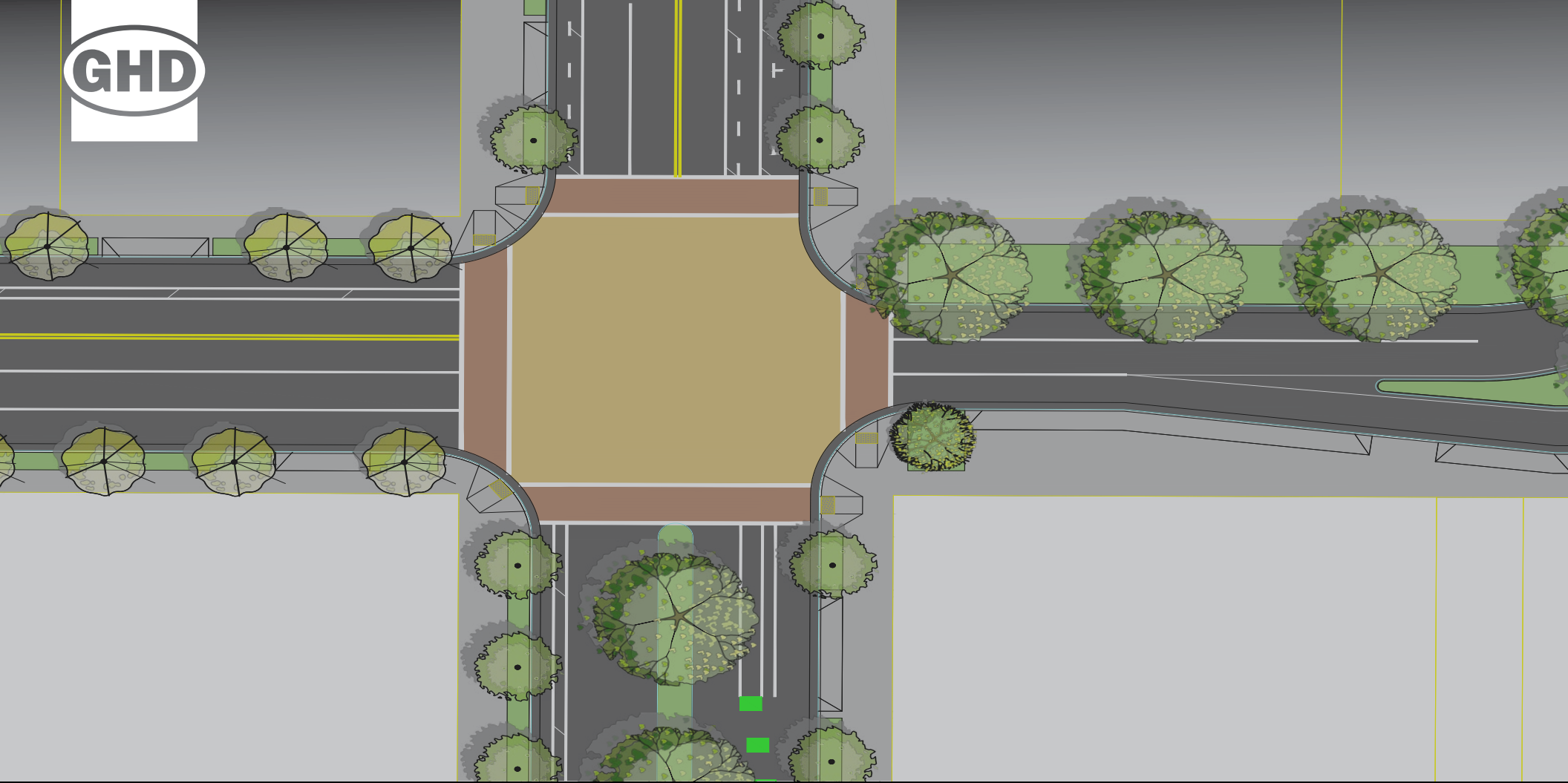


EXHIBIT "C"

CERTIFICATES OF INSURANCE AND ENDORSEMENTS

(insert behind this page)



ADDITIONAL REMARKS SCHEDULE

AGENCY Willis Towers Watson Northeast, Inc.		NAMED INSURED GHD Inc. 3200 E Camelback Rd Suite 210 Phoenix, AZ 85018	
POLICY NUMBER See Page 1		EFFECTIVE DATE: See Page 1	
CARRIER See Page 1	NAIC CODE See Page 1		

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
 FORM NUMBER: 25 FORM TITLE: Certificate of Liability Insurance

Professional Liability where required by contract or agreement and Workers Compensation where required by written contract, agreement or permit where permissible by law or statute.

POLICY NUMBER: 0310-4497

COMMERCIAL GENERAL LIABILITY
CG 20 10 10 01

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED – OWNERS, LESSEES OR
CONTRACTORS – SCHEDULED PERSON OR
ORGANIZATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

<p>Name of Person or Organization:</p> <p>Where required by written contract</p>

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

A. Section II – Who Is An Insured is amended to include as an insured the person or organization shown in the Schedule, but only with respect to liability arising out of your ongoing operations performed for that insured.

B. With respect to the insurance afforded to these additional insureds, the following exclusion is added:

2. Exclusions

This insurance does not apply to "bodily injury" or "property damage" occurring after:

- (1)** All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the site of the covered operations has been completed; or
- (2)** That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.



POLICY NUMBER: 0310-4497

COMMERCIAL GENERAL LIABILITY
CG 20 37 10 01

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name of Person or Organization: Where required by written contract
Location And Description of Completed Operations: Where required by written contract
Additional Premium: N/A

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

Section II – Who Is An Insured is amended to include as an insured the person or organization shown in the Schedule, but only with respect to liability arising out of "your work" at the location designated and described in the schedule of this endorsement performed for that insured and included in the "products-completed operations hazard".

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

<p>Name Of Person Or Organization:</p> <p>Where required by written contract</p>
<p>Information required to complete this Schedule, if not shown above, will be shown in the Declarations.</p>

The following is added to Paragraph 8. **Transfer Of Rights Of Recovery Against Others To Us** of Section IV – Conditions:

We waive any right of recovery we may have against the person or organization shown in the Schedule above because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with that person or organization and included in the "products-completed operations hazard". This waiver applies only to the person or organization shown in the Schedule above.

POLICY NUMBER: 0310-4497

COMMERCIAL GENERAL LIABILITY

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL NOTICE OF CANCELLATION (AMENDMENT OF CANCELLATION CONDITION)

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

Section IV – Commercial General Liability Conditions is amended to include the following additional condition:

In the event that we cancel this policy for any reason, other than for the nonpayment of premium, we will provide advance written notice of such cancellation to the entity(ies) or individual(s) shown in the Schedule below in accordance with the number of days stated.

SCHEDULE		
Entity or Individual	Address	Number of Days Advance Written Notice of Cancellation (Other Than Nonpayment of Premium)
Where required by written contract	Where required by written contract	30 Days

Coverage Extension Endorsement



Policy No.	Eff. Date of Pol.	Exp. Date of Pol.	Eff. Date of End.	Producer No.	Add'l. Prem	Return Prem.
BAP 3757423-10	07/01/2025	07/01/2026	07/01/2025		---	---

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the:

Business Auto Coverage Form
Motor Carrier Coverage Form

A. Amended Who Is An Insured

1. The following is added to the **Who Is An Insured** Provision in **Section II – Covered Autos Liability Coverage**:

The following are also "insureds":

- a. Any "employee" of yours is an "insured" while using a covered "auto" you don't own, hire or borrow for acts performed within the scope of employment by you. Any "employee" of yours is also an "insured" while operating an "auto" hired or rented under a contract or agreement in an "employee's" name, with your permission, while performing duties related to the conduct of your business.
- b. Anyone volunteering services to you is an "insured" while using a covered "auto" you don't own, hire or borrow to transport your clients or other persons in activities necessary to your business.
- c. Anyone else who furnishes an "auto" referenced in Paragraphs **A.1.a.** and **A.1.b.** in this endorsement.
- d. Where and to the extent permitted by law, any person(s) or organization(s) where required by written contract or written agreement with you executed prior to any "accident", including those person(s) or organization(s) directing your work pursuant to such written contract or written agreement with you, provided the "accident" arises out of operations governed by such contract or agreement and only up to the limits required in the written contract or written agreement, or the Limits of Insurance shown in the Declarations, whichever is less.

2. The following is added to the **Other Insurance** Condition in the Business Auto Coverage Form and the **Other Insurance – Primary and Excess Insurance Provisions Condition** in the Motor Carrier Coverage Form:

Coverage for any person(s) or organization(s), where required by written contract or written agreement with you executed prior to any "accident", will apply on a primary and non-contributory basis and any insurance maintained by the additional "insured" will apply on an excess basis. However, in no event will this coverage extend beyond the terms and conditions of the Coverage Form.

All other terms, conditions, provisions and exclusions of this policy remain the same.

1. Breakdown;
 2. Repair;
 3. Servicing;
 4. "Loss"; or
 5. Destruction.
2. The following is added to the Paragraph **A. Coverage** Provision of the **Physical Damage Coverage** Section:

Temporary Substitute Autos – Physical Damage

We will pay the owner for "loss" to the temporary substitute "auto" unless the "loss" results from fraudulent acts or omissions on your part. If we make any payment to the owner, we will obtain the owner's rights against any other party.

The deductible for the temporary substitute "auto" will be the same as the deductible for the covered "auto" it replaces.

M. Amended Duties In The Event Of Accident, Claim, Suit Or Loss

Paragraph **a.** of the **Duties In The Event Of Accident, Claim, Suit Or Loss** Condition is replaced by the following:

- a.** In the event of "accident", claim, "suit" or "loss", you must give us or our authorized representative prompt notice of the "accident", claim, "suit" or "loss". However, these duties only apply when the "accident", claim, "suit" or "loss" is known to you (if you are an individual), a partner (if you are a partnership), a member (if you are a limited liability company) or an executive officer or insurance manager (if you are a corporation). The failure of any agent, servant or employee of the "insured" to notify us of any "accident", claim, "suit" or "loss" shall not invalidate the insurance afforded by this policy.

Include, as soon as practicable:

- (1) How, when and where the "accident" or "loss" occurred and if a claim is made or "suit" is brought, written notice of the claim or "suit" including, but not limited to, the date and details of such claim or "suit";
- (2) The "insured's" name and address; and
- (3) To the extent possible, the names and addresses of any injured persons and witnesses.

If you report an "accident", claim, "suit" or "loss" to another insurer when you should have reported to us, your failure to report to us will not be seen as a violation of these amended duties provided you give us notice as soon as practicable after the fact of the delay becomes known to you.

N. Waiver of Transfer Of Rights Of Recovery Against Others To Us

The following is added to the **Transfer Of Rights Of Recovery Against Others To Us** Condition:

This Condition does not apply to the extent required of you by a written contract, executed prior to any "accident" or "loss", provided that the "accident" or "loss" arises out of operations contemplated by such contract. This waiver only applies to the person or organization designated in the contract.

O. Employee Hired Autos – Physical Damage

Paragraph **b.** of the **Other Insurance** Condition in the Business Auto Coverage Form and Paragraph **f.** of the **Other Insurance – Primary and Excess Insurance Provisions** Condition in the Motor Carrier Coverage Form are replaced by the following:

For Hired Auto Physical Damage Coverage, the following are deemed to be covered "autos" you own:

- (1) Any covered "auto" you lease, hire, rent or borrow; and
- (2) Any covered "auto" hired or rented under a written contract or written agreement entered into by an "employee" or elected or appointed official with your permission while being operated within the course and scope of that "employee's" employment by you or that elected or appointed official's duties as respect their obligations to you.

However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".



ZURICH[®]

Blanket Notification to Others of Cancellation or Non-Renewal

Policy No.	Eff. Date of Pol.	Exp. Date of Pol.	Eff. Date of End.	Producer No.	Add'l. Prem	Return Prem.
BAP 3757423-10	07/01/2025	07/01/2026	07/01/2025			

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the:

Commercial Automobile Coverage Part

- A.** If we cancel or non-renew this Coverage Part by written notice to the first Named Insured, we will mail or deliver notification that such Coverage Part has been cancelled or non-renewed to each person or organization shown in a list provided to us by the first Named Insured if you are required by written contact or written agreement to provide such notification. However, such notification will not be mailed or delivered if a conditional notice of renewal has been sent to the first Named Insured. Such list:
1. Must be provided to us prior to cancellation or non-renewal;
 2. Must contain the names and addresses of only the persons or organizations requiring notification that such Coverage Part has been cancelled or non-renewed; and
 3. Must be in an electronic format that is acceptable to us.
- B.** Our notification as described in Paragraph **A.** of this endorsement will be based on the most recent list in our records as of the date the notice of cancellation or non-renewal is mailed or delivered to the first Named Insured. We will mail or deliver such notification to each person or organization shown in the list:
1. Within seven days of the effective date of the notice of cancellation, if we cancel for non-payment of premium; or
 2. At least 30 days prior to the effective date of:
 - a. Cancellation, if cancelled for any reason other than nonpayment of premium; or
 - b. Non-renewal, but not including conditional notice of renewal.
- C.** Our mailing or delivery of notification described in Paragraphs **A.** and **B.** of this endorsement is intended as a courtesy only. Our failure to provide such mailing or delivery will not:
1. Extend the Coverage Part cancellation or non-renewal date;
 2. Negate the cancellation or non-renewal; or
 3. Provide any additional insurance that would not have been provided in the absence of this endorsement.
- D.** We are not responsible for the accuracy, integrity, timeliness and validity of information contained in the list provided to us as described in Paragraphs **A.** and **B.** of this endorsement.

All other terms and conditions of this policy remain unchanged.

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

Schedule

ALL PERSONS AND/OR ORGANIZATIONS THAT ARE REQUIRED BY WRITTEN CONTRACT OR AGREEMENT WITH THE INSURED, EXECUTED PRIOR TO THE ACCIDENT OR LOSS, THAT WAIVER OF SUBROGATION BE PROVIDED UNDER THIS POLICY FOR WORK PERFORMED BY YOU FOR THAT PERSON AND/OR ORGANIZATION.

BLANKET NOTIFICATION TO OTHERS OF CANCELLATION OR NONRENEWAL ENDORSEMENT

This endorsement adds the following to Part Six of the policy.

**PART SIX
CONDITIONS****Blanket Notification to Others of Cancellation or Nonrenewal**

1. If we cancel or non-renew this policy by written notice to you, we will mail or deliver notification that such policy has been cancelled or non-renewed to each person or organization shown in a list provided to us by you if you are required by written contract or written agreement to provide such notification. However, such notification will not be mailed or delivered if a conditional notice of renewal has been sent to you. Such list:
 - a. Must be provided to us prior to cancellation or non-renewal;
 - b. Must contain the names and addresses of only the persons or organizations requiring notification that such policy has been cancelled or non-renewed; and
 - c. Must be in an electronic format that is acceptable to us.
2. Our notification as described in Paragraph 1. above will be based on the most recent list in our records as of the date the notice of cancellation or non-renewal is mailed or delivered to you. We will mail or deliver such notification to each person or organization shown in the list:
 - a. Within seven days of the effective date of the notice of cancellation, if we cancel for non-payment of premium; or
 - b. At least 30 days prior to the effective date of:
 - (1) Cancellation, if cancelled for any reason other than nonpayment of premium; or
 - (2) Non-renewal, but not including conditional notice of renewal.
3. Our mailing or delivery of notification described in Paragraphs 1. and 2. above is intended as a courtesy only. Our failure to provide such mailing or delivery will not:
 - a. Extend the policy cancellation or non-renewal date;
 - b. Negate the cancellation or non-renewal; or
 - c. Provide any additional insurance that would not have been provided in the absence of this endorsement.
4. We are not responsible for the accuracy, integrity, timeliness and validity of information contained in the list provided to us as described in Paragraphs 1. and 2. above.

All other terms and conditions of this policy remain unchanged.

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated.

(The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective 07/01/2025
Insured GHD Holdings US LLC

Policy No. WC 0380936-10

Endorsement No.
Premium \$

Insurance Company Zurich American Insurance Company

NOTICE: THESE POLICY FORMS AND THE APPLICABLE RATES ARE EXEMPT FROM THE FILING REQUIREMENTS OF THE NEW YORK INSURANCE LAW AND REGULATIONS. HOWEVER, THE FORMS AND RATES MUST MEET THE MINIMUM STANDARDS OF THE NEW YORK INSURANCE LAW AND REGULATIONS.

Effective date of this Endorsement: 01-Dec-2024

This Endorsement is attached to and forms a part of Policy Number: V29594240601

Beazley Insurance Company, Inc. Referred to in this endorsement as either the "Insurer" or the "Underwriters"

NOTICE OF CANCELLATION TO CERTIFICATE HOLDER

This endorsement modifies insurance provided under the following:

AFB A&E MEDIA TECH® POLICY

In consideration of the premium charged for the Policy, it is hereby understood and agreed that in addition to the provisions of Clause **XVI. CANCELLATION AND NONRENEWAL B.**, if this policy is cancelled by the Underwriters, other than for non-payment of premium, the Underwriters will provide 90 days written notice to the following party(ies):

All certificate holders that require such advance notice by written contract per list provided to the Underwriters by the Insured.

All other terms and conditions of this Policy remain unchanged.


Authorized Representative