

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



Pursuant to Assembly Bill 361 and the findings made by CVAG, this meeting will only be conducted via video/teleconferencing.

TRANSPORTATION COMMITTEE MEETING AGENDA

**MONDAY, FEBRUARY 6, 2023
10:00 a.m.**

INSTRUCTIONS FOR PUBLIC PARTICIPATION

Members of the public may use the following link:
<https://us02web.zoom.us/j/86419075309?pwd=bzZBcU4rYzlmSFNVWkU0MC85VHFLdz09>
Password: 258177

One Tap Mobile: +16699009128,,86419075309#
Dial In: +1 669 900 9128
Webinar ID: 864 1907 5309
Password: 258177

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

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

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

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

**UNLESS OTHERWISE STATED, ALL ACTION ITEMS WILL BE PRESENTED TO THE
EXECUTIVE COMMITTEE FOR FINAL APPROVAL.**

1. **CALL TO ORDER** – Chair Steven Hernandez, Mayor, City of Coachella

2. **ROLL CALL**

A. **Member Roster**

P4

3. **PUBLIC COMMENTS ON AGENDA ITEMS**

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

4. **CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS**

5. **CONSENT CALENDAR**

A. **Approve the November 7, 2022 Transportation Committee Meeting Minutes**

P5

6. **DISCUSSION / ACTION**

A. **Update on California Association of Councils of Governments –**
Councilmember Jan Harnik

P11

Recommendation: Information

B. **CV Sync Construction and First Uses of the Traffic Management Centers –**
Eric Cowle

P12

Recommendation: Information

C. **Amendment to Advantec's CV Sync – Phase II Contract to Provide for**
Construction Support Services – Eric Cowle

P15

Recommendation: Authorize the Executive Director to execute Amendment No. 4 with Advantec Consulting Engineers, Inc. for an amount not-to-exceed \$1,000,000 for construction support services for the CV Sync Phase II project and extending the contract end date to March 31, 2025

D. **Update on Regional Efforts to Secure State and Federal Funding –**
Emmanuel Martinez

P20

Recommendation: Information

7. **INFORMATION**

- a) Status of I-10 Interchange Projects P22
- b) CVAG Regional Arterial Program – Project Status Report P23
- c) Bicycle/Pedestrian Safety Program – Project Status Report P24
- d) Transportation Committee Attendance Roster P25
- e) Update on State’s Middle Mile Broadband Efforts in the Coachella Valley P26
- f) REAP 2.0 County Transportation Commission Partnership Program Funding P28

8. PUBLIC COMMENTS ON NON-AGENDA ITEMS

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

9. ANNOUNCEMENTS

The next meeting of the **Transportation Committee** will be held on Monday, April 3, 2023, at 10:00 a.m. with additional meeting logistics to be announced.

The next meeting of the **Executive Committee** will be held on Monday, February 27, 2023, at 4:30 p.m. via Zoom webinar.

10. ADJOURNMENT

ITEM 2A**TRANSPORTATION COMMITTEE
ROSTER**

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

ITEM 5A

TRANSPORTATION COMMITTEE MINUTES OF MEETING NOVEMBER 7, 2022



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

1. CALL TO ORDER

The Transportation Committee meeting was called to order by Chair Steven Hernandez, City of Coachella, on Monday, November 7, 2022 at 10 a.m. via Zoom videoconference, which was pursuant to Assembly Bill 361 and the findings made by CVAG.

2. ROLL CALL

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

MEMBERS/ALTERNATES PRESENT

Tribal Councilmember Jessica Norte
Vice Mayor Joseph DeConinck
Councilmember Raymond Gregory
Mayor Steven Hernandez, Chair
Mayor Scott Matas
Mayor Dana Reed, Vice Chair
Councilmember Elaine Holmes
Councilmember Robert Radi
Mayor Jan Harnik
Councilmember Dennis Woods
Councilmember Ted Weill
Transportation Director Mark Lancaster
Supervisor V. Manuel Perez

AGENCY

Agua Caliente Band of Cahuilla Indians
City of Blythe
City of Cathedral City
City of Coachella
City of Desert Hot Springs
City of Indian Wells
City of Indio
City of La Quinta
City of Palm Desert
City of Palm Springs
City of Rancho Mirage
County of Riverside (*until item 4*)
County of Riverside (*arrived at item 4*)

EX OFFICIOS PRESENT

Lauren Skiver (Ex Officio member)

SunLine Transit Agency

3. PUBLIC COMMENTS ON AGENDA ITEMS

None.

4. CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS

Chair Hernandez acknowledge two members who will not be on the Transportation Committee after the Council elections: La Quinta Councilmember Robert Radi and Palm Springs Councilmember Dennis Woods. Councilmember Radi, the Committee's former Chair, and Councilmember Woods both expressed their appreciation, acknowledged current and future projects and the collaboration on projects. Councilmember Woods also stated hope for additional coordination with Sunline and future transportation sources.

Executive Director Tom Kirk highlighted the grand opening of the Ofelia Bringas

Memorial Bridge Project in the City of Cathedral City and Cathedral City Councilmember Raymond Gregory provided additional details on the event, project history and connection to CV Link.

Mr. Kirk also highlighted the grand opening of the Grapefruit Boulevard project in the City of Coachella, which included urban greening and transportation improvements. Chair Hernandez provided additional details and vision for similar projects by leveraging outside

5. CONSENT CALENDAR

IT WAS MOVED BY MAYOR REED AND SECONDED BY COUNCILMEMBER GREGORY:

- A. Approve the August 29, 2022 Transportation Committee Meeting Minutes**
- B. Adopt Policy 22-01, formalizing Transportation Uniform Mitigation Fee program compliance requirements**

THE MOTION FOR CARRIED UNANIMOUSLY.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER RADI	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER WOODS	AYE
COUNCILMEMBER WEILL	AYE
SUPERVISOR PEREZ	AYE

6. DISCUSSION / ACTION

- A. Next Steps for the Arts and Music Line – Jonathan Hoy**

Transportation Director Jon Hoy provided the staff report, including project details, history of ATP applications and next steps with the California Transportation Commission. Mr. Kirk acknowledged staff and City partners who kept refining the grant application over the years.

Member discussion ensued with staff answering members' questions and several members applauding the project and CVAG's work to secure the grant. Mr. Kirk stated staff would follow up with a future staff report

IT WAS MOVED BY MAYOR REED AND SECONDED BY SUPERVISOR PEREZ TO AUTHORIZE THE CHAIR AND/OR EXECUTIVE DIRECTOR TO:

- 1. TAKE THE NECESSARY STEPS ACCEPT \$36.483 MILLION IN ACTIVE TRANSPORTATION PROGRAM FUNDING, CONDITIONAL ON APPROVAL BY THE CALIFORNIA TRANSPORTATION COMMISSION; AND**
- 2. EXECUTE AMENDMENT NO. 2 TO THE AGREEMENT WITH ALBERT A. WEBB ASSOCIATES FOR A NOT TO EXCEED AMOUNT OF \$1,060,000, INCLUDING 10 PERCENT CONTINGENCY; AND AUTHORIZE THE EXECUTIVE DIRECTOR AND/OR**

LEGAL COUNSEL TO MAKE CLARIFYING CHANGES/REVISIONS BEFORE EXECUTION

THE MOTION FOR CARRIED UNANIMOUSLY.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER RADI	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER WOODS	AYE
COUNCILMEMBER WEILL	AYE
SUPERVISOR PEREZ	AYE

B. Federal and State Legislative Advocacy in 2023 – Emmanuel Martinez

Senior Programs Manager Emmanuel Martinez presented the staff report and draft legislative platform for 2023. Brief member discussion ensued. Staff indicated additional feedback could be received prior to the item being presented to the Executive Committee.

C. Formula Funding Distribution with Riverside County Transportation Commission – Jonathan Hoy

Mr. Hoy presented the staff report. Member discussion ensued, and staff answered a couple of questions.

IT WAS MOVED BY SUPERVISOR PEREZ AND SECONDED BY COUNCILMEMBER WEILL TO AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC) AND THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG) TO OUTLINE CERTAIN FORMULA FUNDING DISTRIBUTIONS BETWEEN RCTC AND CVAG AS FOLLOWS:

MEASURE A

- 1) DISTRIBUTE MEASURE A FUNDS AS DIRECTED IN THE MEASURE A ORDINANCE AND EXPENDITURE PLAN APPROVED BY RIVERSIDE COUNTY VOTERS IN 2002;**

LOCAL TRANSPORTATION FUND PLANNING

- 2) DISTRIBUTE LOCAL TRANSPORTATION FUND (LTF) PLANNING FUNDS TO CVAG FOLLOWING THE RCTC-ADOPTED DISTRIBUTION FORMULA;**

STATE TRANSPORTATION IMPROVEMENT PROGRAM

- 3) DISTRIBUTE STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUNDS CONSISTENT WITH THE 1998 MEMORANDUM OF UNDERSTANDING (MOU) WITH WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS (WRCOG) AND CVAG;**
- 4) REVISE STIP PLANNING, PROGRAMMING, AND MONITORING (PPM) DISTRIBUTION TO CVAG FROM A SET DOLLAR AMOUNT TO THE COACHELLA VALLEY PERCENTAGE SHARE OF TAXABLE SALES APPLIED TO ANNUAL STIP PPM ALLOCATION AMOUNTS FOLLOWING THE PROCEDURES CONTAINED HEREIN;**

LOCAL PARTNERSHIP PROGRAM FORMULA

- 5) **DISTRIBUTE LOCAL PARTNERSHIP PROGRAM (LPP) FORMULA FUNDS TO CVAG FOR THE EASTERN COUNTY SHARE OF TAXABLE SALES; AND**
- 6) **COORDINATE WITH CVAG LEADING UP TO EACH LPP FORMULA CYCLE TO COMMUNICATE THE EASTERN COUNTY LPP FORMULA SHARE BALANCE AND DETERMINE IF THERE IS AN ELIGIBLE EASTERN COUNTY PROJECT ON WHICH TO PROGRAM THE FUNDS**

THE MOTION FOR CARRIED UNANIMOUSLY.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER RADI	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER WOODS	AYE
COUNCILMEMBER WEILL	AYE
SUPERVISOR PEREZ	AYE

D. Next Steps for the Interstate 10/ Monroe Street Interchange Project – Jonathan Hoy

Mr. Hoy presented the staff report.

IT WAS MOVED BY MAYOR REED AND SECONDED BY MAYOR HARNIK TO AUTHORIZE CVAG REGIONAL TRANSPORTATION FUNDING IN THE AMOUNT OF \$30,847,500 FOR THE INTERSTATE 10/ MONROE STREET INTERCHANGE PROJECT IN ORDER TO UNLOCK ADDITIONAL FUNDING SOURCES AND DIRECT THE EXECUTIVE DIRECTOR TO WORK WITH THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC) TO ALLOCATE ADDITIONAL LOCAL PARTNERSHIP PROGRAM (LPP) FORMULA FUNDS AND SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDING FOR THE PROJECT

THE MOTION FOR CARRIED UNANIMOUSLY.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER RADI	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER WOODS	AYE
COUNCILMEMBER WEILL	AYE
SUPERVISOR PEREZ	AYE

E. Reimbursement Agreement for Jefferson Street Widening (Avenue 38 to Sun City Boulevard) – Eric Cowle

Transportation Engineer Eric Cowle presented the staff report.

IT WAS MOVED BY MAYOR REED AND SECONDED BY COUNCILMEMBER HOLMES TO APPROVE THE REIMBURSEMENT AGREEMENT WITH THE CITY OF INDIO FOR THE JEFFERSON STREET WIDENING PROJECT (AVENUE 38 - SUN CITY BOULEVARD), PROVIDING A NOT-TO-EXCEED AMOUNT OF \$225,000 IN REGIONAL FUNDING FOR THE PRELIMINARY DESIGN AND ENVIRONMENTAL STUDIES (PS&E) PHASE

THE MOTION FOR CARRIED UNANIMOUSLY.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER RADI	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER WOODS	AYE
COUNCILMEMBER WEILL	AYE
SUPERVISOR PEREZ	AYE

F. Construction Contract and Next Steps for CV Sync – Phase II – Eric Cowle

Mr. Cowle presented the staff report.

IT WAS MOVED BY COUNCILMEMBER WEILL AND SECONDED BY COUNCILMEMBER RADI TO AUTHORIZE THE EXECUTIVE DIRECTOR TO: 1. EXECUTE A CONSTRUCTION CONTRACT WITH CROSSTOWN ELECTRICAL & DATA, INC., FOR A NOT-TO-EXCEED AMOUNT \$86,704,608.80 FOR PHASE II OF CV SYNC, AND AUTHORIZE THE EXECUTIVE DIRECTOR AND/OR LEGAL COUNSEL TO MAKE CLARIFYING CHANGES TO THE CONTRACT BEFORE EXECUTION; AND 2. WORK WITH THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION TO ALLOCATE ADDITIONAL FEDERAL CONGESTION MANAGEMENT AND AIR QUALITY (CMAQ) FUNDS TO PHASE II OF THE REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (CV SYNC)

THE MOTION FOR CARRIED UNANIMOUSLY.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER RADI	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER WOODS	AYE
COUNCILMEMBER WEILL	AYE
SUPERVISOR PEREZ	AYE

7. INFORMATION

a) Status of I-10 Interchange Projects

- b) CVAG Regional Arterial Program – Project Status Report
- c) Bicycle/Pedestrian Safety Program – Project Status Report
- d) Transportation Committee Attendance Roster
- e) Regional Early Action Planning (REAP) 2.0 Program Overview and Next Steps
- f) SB 535 and California Climate Investments - Tribal Designation
- g) Regional PM10 Street Sweeping Efficiency and Effectiveness Study

These items were placed in the agenda for member information.

8. PUBLIC COMMENTS ON NON-AGENDA ITEMS

None.

9. ANNOUNCEMENTS

Due to the holidays, the next meeting of the **Transportation Committee** will be held on Monday, January 9, 2022, at 11:00 a.m. via Zoom webinar. Please note the new time.

The next meeting of the **Executive Committee** will be held on Monday, December 5, 2022, at 4:30 p.m. via Zoom webinar.

10. ADJOURNMENT

There being no further business, Chair Hernandez adjourned the meeting at 11:10 a.m.

Respectfully submitted,

Erica Felci
Assistant Executive Director

ITEM 6A

Coachella Valley Association of Governments Transportation Committee February 6, 2023



STAFF REPORT

Subject: Update on California Association of Councils of Governments

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

Recommendation: Information

Background: The [California Association of Councils of Governments](#) (CALCOG) is a 48-member organization that serves councils of governments such as CVAG, metropolitan planning organizations, and regional transportation planning agencies. CALCOG works to improve the working relationships between member agencies, local governments, transit agencies, and state regulatory authorities. CALCOG also develops statewide consensus between its members on issues related to transportation, regional planning, climate change and funding. Additionally, CALCOG works to improve the inter-relationship between regional and local government by coordinating policy development with agencies such as the California State Association of Counties and the League of California Cities.

CVAG has been a CALCOG member since 2014 and is represented by Palm Desert Councilmember Jan Harnik on the CALCOG Board of Directors. The CALCOG Executive Director is Bill Higgins, who was the keynote speaker for the 2017 CVAG General Assembly. As CVAG's representative to CALCOG, Councilmember Harnik provides updates to CVAG to help disseminate information and assist with making well informed decisions related to advocacy and funding and other issues that may affect operations of CVAG and its member agencies.

Additionally, CVAG staff support, CVAG will better engage with CALCOG's legislative efforts. For example, this year CALCOG staff will be advocating for legislative changes to the Brown Act to allow for regional agencies to continue to hold virtual meetings. This would allow for the elected representatives to have the flexibility to not only serve on their directly elected boards but to also serve on regional government agencies to which they are appointed to. For example, city council members and supervisors have to juggle their professional, personal, official, and travel schedules just to attend a meeting of a public agency body for which they were appointed (but not directly elected). By allowing elected officials the flexibility to attend virtual meeting for regional governments, transportation commissions and other appointed boards, they can have the flexibility to better juggle conflicting schedules. From environmental standpoint, elected officials will be emitting less emission by removing travel requirements.

To assist with staffing CALCOG, CVAG's Executive Director has designated Emmanuel Martinez, Senior Programs Manager, to staff CALCOG and help with ensuring coordination and collaboration between the organizations.

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

ITEM 6B

Coachella Valley Association of Governments Transportation Committee February 6, 2023



STAFF REPORT

Subject: CV Sync Construction and First Uses of the Traffic Management Centers

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

Recommendation: Information

Background: CVAG is nearly complete with construction of the first phase of CV Sync, which will create regional synchronization of traffic signals, modernization and standardization of hardware and software, and preparation for future intelligent transportation system infrastructure (ITS) in the Coachella Valley. Phase I, which was identified through the Master Plan process, includes three primary corridors of Highway 111, Washington Street and Ramon Road. The transfer of operations to CV Sync will start in February as signals are transferred over along Washington Street. Once the remaining software integration is completed, the signals on Highway 111 and Ramon should turn over to CV Sync by April. CVAG's focus will then turn to construction of Phase II and the \$86.7 million contract that the Executive Committee authorized in December for transportation infrastructure along 18 additional corridors.

The region has already started to experience the benefits that CV Sync can have, particularly for large events. In December 2022, CVAG worked with the Cities of La Quinta and Indian Wells to improve how traffic is handled for the annual Ironman Half Triathlon (Triathlon). Visit Greater Palm Springs reported that the 2019 race had an economic impact on the region of nearly \$10 million and drew as many as 10,000 people to the event. But the first iteration of the event in 2018 generated headlines more for its traffic issues than it did for the benefits to the region. The Desert Sun described the 2018 Triathlon situation as, "a slow-moving traffic nightmare that kept residents from their homes, people from their jobs and had merchants staring at empty storefronts and restaurants." While the event was officially over at 2:30 p.m., traffic control for the event was not cleared until 10:00 p.m.

Traffic improved for both the 2019 and 2021 events, with the hosting cities working hard with the Triathlon organizers to develop a better route, and to work proactively with the public to develop awareness and strategies for avoiding traffic delays. Lessons learned also provided an opportunity to address real-time traffic issues. The result was a significantly reduced traffic impact by the Triathlon.

But over that time, CV Sync has launched. The direction provided by the CVAG Transportation and Executive Committees in late 2019 resulted in development of one Regional Traffic Management Center that would be shared by all of CVAG's jurisdictions, allowing individual Cities to operate their traffic signals directly from their municipal offices. The design team looked at events like the Triathlon in developing this new paradigm. The Regional Traffic Management Center (RTMC) was designed for CVAG's Palm Desert office. While the RTMC is designed to be accessible through the cloud, a physical presence is necessary in east and west valley

locations in case of an emergency situation where the RTMC in CVAG's offices was shut down. Back-up RTMCs were identified in the City of La Quinta in the east and City of Cathedral City in the west.

Enter the December 2022 Triathlon and the inaugural use of CV Sync's RTMC. Starting at 3:00 a.m. on the morning of December 4, 2022, a traffic management team, led by La Quinta's Public Works staff, began gathering in La Quinta's Traffic Management Center. The assembled team included City of La Quinta traffic staff, law enforcement from the Riverside County Sheriff's Department, emergency operations and the traffic engineer. Representatives of CVAG, Advantec Design (which designed CV Sync) and CT West (the primary software vendor for the RTMC) were also present.

La Quinta staff, having learned from previous year's events had a pre-defined traffic timing plan ready to go for the event. As the event progressed through the regional arterials, the intersections were switched one at a time to this new 'event timing' program, not by chasing from one intersection to the next in trucks, but by simply pushing a button in the RTMC. Changes in traffic signal timing requires the approval of a traffic engineer. The event timing was already approved by the City's Traffic Engineer. Any real-time changes deviating from the prepared plan would also require approval from their engineer. With the RTMC information at hand, the engineer could authorize real-time changes as necessary.

Utilizing hand-held radios, City staff was able to communicate directly with public works staff in the field, while viewing each intersection on large viewing monitors in the RTMC. Some of the event took place in unincorporated Riverside County, and the Sheriff's Department – which provides law enforcement for the area as well as the Cities of La Quinta and Indian Wells – was in the RTMC communicating with deputies in the field while watching the traffic on the monitors. Watching the monitors allowed staff to see an issue developing that could not be seen in the field. Directions were given over the radios and staff could actually watch as their field counterparts implemented necessary actions to clear traffic. At one point, a La Quinta resident called City Hall and was directed to the Emergency Services Coordinator who was working from the RTMC. The resident was aware of the event and wanted to know the best way to avoid traffic. The Emergency Services Coordinator, while viewing the intersections on the monitors, was able to direct the resident through the intersections with the least traffic in real time.

While the traffic was managed with La Quinta's staff utilizing the RTMC, intersections were impacted in Palm Desert, Indian Wells and La Quinta. Through the RTMC, intersections in all three jurisdictions were able to be viewed on the monitors to evaluate traffic impacts. With permissions granted, while not ultimately needed, timing changes could even be made in the other jurisdictions in real time.

As the Triathlon participants worked their way through their route, city staff was able to turn each intersection off of the event timing and back to the regular traffic settings, again, with the push of a button instead of moving physically from intersection to intersection

Traffic control devices were removed by 2:15 p.m. that afternoon, before the Triathlon had even officially ended. There were no newspaper articles decrying traffic issues following the event. Through the City's proactive approach to traffic, to the RTMC and to communicating with the public, a 2018 traffic headache has turned into safe and efficiently handled traffic during a regional event.

Looking ahead, CVAG staff will be working with member jurisdictions for the events such as the BNP Paribas to find opportunities for member jurisdictions' staffs to see how the system

operates in real time. But handling traffic during a local or regional event is just one of a myriad of uses that the RTMC will provide. The same approach can be used for any regional event, for natural disasters such as flooding and blow-sand closures, and for incidents such as traffic accidents that can shut down regional arterials.

Of course, the RTMC will improve overall traffic synchronization, especially during peak traffic periods, which has the benefit of reducing greenhouse gas emissions. The data that will be collected will improve safety and reduce operational and maintenance costs, and provide a resource for Coachella Valley event planners looking to track traffic patterns.

Fiscal Analysis: There is no additional cost to CVAG for this update.

ITEM 6C

Coachella Valley Association of Governments Transportation Committee February 6, 2023



STAFF REPORT

Subject: Amendment to Advantec's CV Sync – Phase II Contract to Provide for Construction Support Services

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

Recommendation: Authorize the Executive Director to execute Amendment No. 4 with Advantec Consulting Engineers, Inc. for an amount not-to-exceed \$1,000,000 for construction support services for the CV Sync Phase II project and extending the contract end date to March 31, 2025

Background: Phase I of the CV Sync project consists of three corridors; Highway 111, Ramon Avenue and Washington Street. Phase II of CV Sync, for which construction was authorized in December 2022, will improve travel along the next 18 regional arterials, with an additional three corridors identified in the bid alternatives. Engineering design of Phase II began on April 30, 2018 when the Executive Committee awarded the design contract to Advantec Consulting Engineers, Inc. (Advantec), which also had been selected for the design of Phase I. Over the years, three contract amendments to the Phase II contract have been authorized.

When Advantec submitted their Engineering proposal for Phase II, they focused on engineering design only. At the time, Advantec did not include construction phase scope or fee estimates. At the time, the Phase I construction experience was still ongoing and it was unclear precisely how Phase II design would develop – leading Advantec to omit the construction support phase from their proposal.

The CV Sync project team consists of CVAG, Advantec as design engineer, TKE as construction manager and Crosstown as the construction contractor. All of the jurisdictional stakeholders are represented through CVAG. The project team must work through field construction and internal hardware and software integration as required under each jurisdiction's construction permit.

In order to keep the project moving ahead seamlessly, it is not uncommon to have multiple regularly scheduled internal coordination meetings in one week. Attending these meetings are inspectors, numerous hardware and software vendors, contractor staff and CVAG. Additional ad-hoc meetings take place frequently with specific stakeholders. After many of these meetings Advantec is required to spend time designing a solution to a problem. As the Engineer of Record, Advantec's presence is necessary at nearly all of these meetings. It is not uncommon for Advantec to field numerous requests to work through unexpected challenges faced in the field. As this is a unique traffic project, many of the software and hardware vendors are not used to working with each other. Advantec assists by working with all of them to ensure adherence to the project's specifications, which totaled over 700 pages for this Phase II project.

The Phase II design was completed in 2022. The Executive Committee awarded the Phase II construction contract to Crosstown Electrical & Data, Inc. (Crosstown) for \$86,704,608.80 on December 5, 2022. The formal Notice to Proceed was given to Crosstown the week of January 30, 2023.

With CV Sync Phase II construction now underway, CVAG staff is recommending bringing Advantec into the construction support phase. As with many projects, having the design team available through construction to respond to inquiries and approve changes is integral to a project's construction completion. In discussions with CVAG's construction manager and Advantec, the necessary construction support services could reach \$4 million.

Phase II of the project is expected to take over 25 months to complete. While a \$4 million cost for construction support services from the project's engineer may end up being realistic, CVAG staff, in consultation with CVAG's construction manager TKE, would argue that a reasonable and prudent approach to a contract would be to have CVAG approve a portion of the anticipated amount, and direct and monitor the expenditure of those funds as the project proceeds. This can be accomplished by asking Advantec to submit invoices indicating the time and materials expended on the project. CVAG staff and TKE will monitor and approve the invoices as the project moves forward. This approach would allow CVAG staff and TKE to better track and keep a limit on the total costs. However, by only approving a fraction of what may ultimately be necessary, CVAG staff would note that it is very likely that additional amendments will be needed before construction is complete.

CV Sync is a very unique project, with Phase II introducing even more complexity given the need to work on 18 corridors simultaneously covering all of CVAG's jurisdictions. By working under a time-and-materials contract, Advantec is not putting themselves at risk for an uncertain work effort, and CVAG can be sure that the work charged is commensurate with the work requested. Staff are requesting that the Executive Director be authorized to execute the amendment to include construction support services, preparation of traffic control plans and other services as needed. To coincide with the construction schedule, staff is also recommending the contract's end date be extended to March 31, 2025.

Fiscal Analysis: Transportation funds are available to cover the amount of \$1,000,000 for CV Sync Phase II construction support services including traffic control and other services as needed. Advantec will submit invoices monthly indicating time and materials expended. CVAG will review the monthly invoices and monitor the need for additional resources as the project proceeds over the construction phase.

The initial costs for Phase II are less than what CVAG authorized for Phase I construction support. For Phase I, Advantec allocated \$1,117,058 or 6% of the project's construction cost to construction support services. The recommended \$1 million equates to approximately 1 percent of the project's construction cost for Phase II. However, as staff noted above, additional costs will likely be requested as construction continues.

Attachments: Amendment No. 4 with summary of scope of work

**AMENDMENT NUMBER FOUR
to the
Advantec Consulting Engineers
ENGINEERING SERVICES CONTRACT
for the
CVAG REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM, PHASE II**

This **AMENDMENT NUMBER FOUR** is made and entered into this 27th day of February 2023, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **ADVANTEC CONSULTING ENGINEERS (Consultant)**, and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement dated April 30, 2018, for the Regional Traffic Signal Synchronization Program, Phase II.

1. This Amendment Number Four extends the term of the contract to **March 30, 2025**.
2. This Amendment Number Four authorizes CVAG funds in the amount not to exceed **\$1,000,000** for Advantec construction support services and other services as needed on a time and materials basis. Scope and rate sheet attached.
3. This Amendment Number Four REVISES Article V, Section E to read “The total amount payable by Local Agency shall not exceed **\$7,167,784**.”

Original Contract	April 30, 2018	\$4,580,612.00
Amendment Number One	February 22, 2021	\$ 489,640.00
Amendment Number Two	September 27, 2021	\$1,097,532.00
Amendment Number Three	November 7, 2022	No Cost
Amendment Number Four	February 27, 2023	<u>\$1,000,000.00</u>
Total Contract not-to-exceed		\$7,167,784.00

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

**COACHELLA VALLEY ASSOCIATION
OF GOVERNMENTS**

Advantec Consulting Engineers

By: _____
Tom Kirk, CVAG Executive Director

By: _____
Carlos Ortiz, COO

Date: _____

Date: _____

CONSTRUCTION SUPPORT SERVICES SCOPE

Task 1 Construction Support, Coordination, and Meeting Attendance

ADVANTEC will provide Construction Support Services during the Construction Phase of the Project. ADVANTEC will work on all ITS improvements with the Contractor, Construction Management Team, CVAG and all stakeholders. ADVANTEC will provide construction plan interpretation and consultation during the construction phase of the project. ADVANTEC will provide responses to Shop Drawings, Requests for Information (RFI), Delta Revisions and other technical clarification during the Construction Phase. ADVANTEC will attend regularly scheduled and ad hoc construction meetings as necessary.

- Construction Support and Additional Professional Services:
- Coachella Valley Regional Traffic Signal Synchronization
- Facilitate adherence to specifications for all improvements as shown on the approved plans
- Facilitate the technical requirements provided in the Technical Specifications
- Reviews of Request of Information (RFIs)
- Review and Approval of Shop Drawings
- Preparation of Delta Revisions
- Attend Weekly Construction Meetings During the 2+ year Construction Phase

Task 2 Preparation of Traffic Control and Detour Plans

As coordinated by the project's construction manager, TKE, ADVANTEC will prepare Traffic Control and Detour Plans with CVAG, stakeholders, the Construction Management Team, and the Contractor to ensure that a thorough understanding of the construction activities, construction vehicles involved, construction hours, construction schedule, installation/modification of ITS elements and other construction activities in order to provide a workable and safe construction area and maintain proper number of traffic lanes open to the public.

ADVANTEC will attend technical work group meetings and coordination if required. ADVANTEC staff will be prepared, take meeting notes, and prepare action items related to these services and requests.

ADVANTEC staff will conduct a field visit to verify existing roadway conditions, including signage, posted speed, number of lanes, shoulders, etc. in order to provide the proper recommendations as part of the preparation of the Traffic Control and Detour Plans. In addition, ADVANTEC will conduct field investigation with the Agencies, Construction Management Team and Contractor to evaluate changes of field conditions and provide alternative design recommendations during construction. ADVANTEC will take notes, video, and pictures of existing conditions along the project limits. Field investigation will continue 1,000 feet north and south of the project limits in order to provide proper lane transitions from the construction areas.

ADVANTEC HOURLY RATE SHEET

Approved Caltrans Form 10-H amounts

Direct Labor

Carlos Ortiz	\$159.73
Jose Guedes	\$79.33
Bryan Elenes	\$55.29
John Cox	\$63.46
JoseAntonio Hernandez	\$43.75

Anticipated Salary Increases 5%

Fringe Benefits 49.66%

Overhead Rate 113.47%

Fee (profit) 10%

Direct costs – mileage and prints

ITEM 6D

Coachella Valley Association of Governments Transportation Committee February 6, 2023



STAFF REPORT

Subject: Update on Regional Efforts to Secure State and Federal Funding

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

Recommendation: Information

Background: After receiving input from the Transportation Committee and other CVAG policy committees, the Executive Committee in December 2022 adopted the 2023 State and Federal Legislative Platform. The platform guides the advocacy efforts of CVAG staff as well as the work of its legislative lobbying teams in Sacramento and in Washington D.C. Since adoption of the platform and the November elections, the California State Legislature and the 118th Congress have experienced significant changes in terms of representation and both have taken action related to spending plans, which will impact programs and funding opportunities pertinent to CVAG.

At the federal level, in late December Congress passed and the President signed the 2023 Consolidated Appropriations Act, which totals \$1.7 trillion in discretionary spending across the twelve appropriation bills. Of significant importance to the Coachella Valley is the community designated spending requests, which are commonly called earmarks. These were submitted to CVAG's delegation by various of its member jurisdictions and successfully included in the Act. Collectively, the earmarks total \$10.4 million for projects in the Coachella Valley:

- \$1.5 million to the City of Indio for the Interstate 10/ Monroe Street Interchange, which will include reconstructing and widening the Monroe Street interchange;
- \$2.7 million to the Twenty-Nine Palms Band of Mission Indians for design and engineering the Dillon Road Corridor or bridge over the stormwater channel and reconstructing and widening the segment;
- \$2.5 million for the City of Desert Hot Springs' Bridges Over Water project, which includes constructing two new bridges over low-water crossings in the City. These two bridges will be along Indian Canyon Drive, North of Pierson Boulevard, which were identified in CVAG's Flooding and Blowsand Study.
- \$2.5 million for Sunline Transit Agency for the expansion of public fueling station infrastructure; and
- \$1.2 million for the Imperial Irrigation District for the North Shore Resiliency project.

Although CVAG staff submitted also submitted an earmark request to help address flooding and blowsand along North Indian Canyon south of Interstate 10 in the City of Palm Springs, it was unfortunately not included in the final appropriations package. However, CVAG staff and lobbying team, in coordination with CVAG member jurisdictions continued to support local requests to ensure they received the support needed to make it to the final bill. With the establishment of the new 118th Congress, CVAG staff learned from its federal lobbyist that earmarks will continue into the next fiscal year. As such,

CVAG and its member agencies shall anticipate a new round of requests. Staff will continue to prepare and monitor for the release of solicitation requests at the appropriate time.

At the state level, the Legislature reconvened for the legislative session on December 5, 2022. One of the major changes was on full display at the state's swearing-in ceremony, when 37 of the 120 members – or nearly one third – were newly elected to state office. This provides some challenges and opportunities from an advocacy perspective. One of the uphill challenges will be getting new members who are on committees overseeing CVAG's priority issues to get to know CVAG and its issues. On the flip-side, the benefit will be the opportunity to forge new relationships with pertinent members and their staffs as we advocate for issues in CVAG's state legislative platform.

On January 10, 2023, the Governor released his proposed budget for the 2023-24 fiscal year. One of the major issues impacting the financial outlook for the state is a decreased revenue projection of \$29.5 billion, leaving an estimated budget gap of \$22.5 billion. In effect, this will have a negative financial impact on numerous programs and state initiatives, including those related to transportation, climate resiliency and other infrastructure related funding opportunities. For example, the Governor's budget includes \$2.7 billion in reductions to transportation from one-time General Fund allocations. These cuts would be partially offset by a \$500 million allocation from the State Highway Account, which would otherwise fund state highway maintenance, operations, and improvements, for a net reduction of \$2.2 billion. Also, the Active Transportation Program has a proposed \$200 million net reduction; zero-emission vehicle acceleration has a \$1.5 billion general fund reduction; and \$6 billion in reductions to climate change programs, such as nature-based solutions. Nonetheless, the Governor does not propose to draw from its reserve accounts to close the budget gap. Depending on the revenue condition between now and the budget revision that is presented in May, the Governor may propose withdrawing from reserve accounts and make additional reductions if the situation worsens or may reconsider spending delays and reductions if the fiscal picture improves.

The release of the January budget proposal is just step one in a months' long budget process. The Legislature will convene their respective budget committees and subcommittees in the coming days and weeks to vet the Governor's budget proposals. However, the process does not truly pick up momentum until the Governor releases his May Revision, which will account for April tax receipts and provide a clearer fiscal picture.

Lastly, CVAG staff and several local elected officials from the Coachella Valley participated in the roundtable discussion with former Mayor Antonio Villaraigosa. Mr. Villaraigosa was appointed by Governor Newsom to be his Infrastructure Advisor and organized a listening session in the Coachella Valley in early December. The purpose of the session was to identify regional infrastructure projects that could optimize federal funding opportunities. Specifically, the State is seeking projects related to transportation, energy, housing and broadband given the infusion of investment under the Infrastructure Investment and Jobs Act and the recently adopted Consolidated Appropriations Act of 2023. This served as an opportunity to highlight projects such as CV Rail – a CVAG-supported effort to create passenger rail between Los Angeles and the Coachella Valley. Other highlighted projects included the flooding and blowsand projects along Indian Canyon and the Avenue 50 grade separation over the State Route 86 Expressway in the City of Coachella.

Fiscal Analysis: There are no additional costs to CVAG for this report. Efforts to promote these projects and secure funding are covered through the existing contracts with state and federal lobbyists and through staff time.

ITEM 7a

Coachella Valley Association of Governments Executive Committee February 6, 2023



STAFF REPORT

Subject: Status of I-10 Interchange Projects

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

Recommendation: Information

Background: Attached is the status for Interstate 10 interchange projects as of January 2023:

Completed

- | | |
|---|--|
| 1) Indian Canyon @ I-10 (Mar '12) | 4) Monterey Avenue Ramp @ I-10 (Apr '15) |
| 2) Gene Autry/Palm Drive @ I-10 (Mar '12) | 5) Bob Hope/Ramon @ I-10 (Sep '11) |
| 3) Date Palm Drive @ I-10 (May '14) | 6) Jefferson Street @ I-10 (Nov '17) |

Monroe @ I-10

Final environmental document approved by Caltrans & PS&E phase is ongoing. ROW acquisition funding has been approved by CVAG. Additional funding sources have been identified to fully fund construction.

Jackson @ I-10

Environmental document was approved in September 2021. CVAG approved funding for PS&E. PS&E phase started in May 2022 and work is ongoing.

Avenue 50 @ I-10

PS&E contract underway.

Avenue 50 @ SR 86

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

Dillon Road @ I-10 @ SR 86

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

Golf Center Parkway @ I-10

PSR on hold.

Da Vall Drive @ I-10

Intersection Control Evaluation submitted to Caltrans.

Portola @ I-10

County completed PS&E, and obtained Caltrans approval to shelve the project in April 2022. Per CVAG approval in June 2022, project being suspended.

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

ITEM 7b

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
Regional Arterial Program - Project Status Report
1/31/2023



Project Description	Lead Agency	CVAG Funded						Status
		PEng	ENV	PSE	ROW	CON	Through	
Interchanges								
Avenue 50 @ 86S	COA						Environmental	PA&ED underway.
Avenue 50 @ I-10	COA						PSE	PS&E contract under way.
Jackson @ I-10	COR						PSE	Final Env Doc approved by Caltrans. PSE underway by MBI. CVAG approved PS&E funds.
Monroe @ I-10	COR						PSE	Final Env Doc approved by Caltrans. 90% PSE submittal being reviewed. CVAG approved PS&E and ROW funds.

Arterial Links								
Ave. 50 (Calhoun St. to Harrison St)	COA						Construction	PS&E under way.
Ave. 48 (Van Buren St to Dillon Road widening)	COA						ROW	Final design and ROW underway. CVAG approved Construction funds.
Date Palm Drive from I-10 to Varner	CC						PSE	Phase II is completed. The final design for Phase III in underway.
Avenue 50 (Jefferson St to Jackson St)	Indio						Environmental	City procuring consultant.
Madison Street Widening (Highway 111 to Ave 48)	Indio						ROW	PS&E complete, City moving forwards with ROW.
Jackson Street Widening (Ave 49 to Ave 52)	Indio						PS&E	Environmental filed on October 2021. PS&E & ROW underway.
Jefferson St (Ave 38 to Sun City Blvd.)	Indio						PS&E	CVAG approved funding for PS&E phase.

Bridges								
Avenue 66 Grade Separation over UPRR	COR						Construction	Awaiting final acceptance for maintenance by Caltrans.
Avenue 44 Bridge over WWR	Indio						Construction	Enviro cleared. Plans are at 99%. Pending permits from CVWD and Caltrans to clear ROW.
Avenue 50 Bridge over WWR	COA						PSE	PS&E underway. 65% plan set being reviewed.
Cathedral Canyon Bridge	CC						Construction	Construction complete. Bridge grand opening celebrated October 6.
Vista Chino Bridge over WWR	PS						PE	Project is in PE phase. Extensive negotiations with SCE for utility relocation.
Dune Palms Bridge over WWR	LQ						Construction	City constructing project by advancing HBP funding. Construction to start end of January 2023.
South Palm Canyon Bridge over Tahquitz Creek	PS						PSE	In final design. Plans submitted for review.
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						PSE	In final design. Plans submitted for review.
Indian Canyon (Garnet Incl. RR Crossing)	PS						Construction	Project is in bid process.
Ramon Bridge Widening	PS						Construction	Continuing ROW and utility phase.

Interchange Preparation Fund Projects								
Portola @ I-10	COR						ROW	PS&E completed. Caltrans agreed to shelve. Suspend until funding for ROW, utilities and construction is obtained.
Golf Center Parkway @ I-10	Indio						PSR	PSR on hold.
Da Vall Drive @ I-10	CC						PSR	PSR-PDS returned to Caltrans for their review.
Dillon Road @ I-10, SR86, WWR	COA						PSR	PA&ED underway.

Regional Projects								
CV Sync - Phase 1	CVAG						Construction	Phase I Construction underway on Hwy 111, Ramon & Washington. Integration of Hardware/Software underway.
CV Sync - Phase 2	CVAG						Construction	Notice to Proceed with construction issued in January 2023.
Flooding and Blowsand - Phase 1	CVAG						PEng/ENV	CVAG approved Design, Engineering and Environmental funding and contract

COR=County of Riverside; RM-Rancho Mirage; IW-Indian Wells; PD-Palm Desert, PS-Palm Springs; CC-Cathedral City; COA-Coachella LQ-La Quinta;
PE = Preliminary Engineering; ENV=Environmental; PSE=Plans, Specifications and Estimate; ROW=Right of Way; CON=Construction; PSR=Project Study Report

ITEM 7c**COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS**

Bicycle & Pedestrian Safety Program - Project Status Report

1/31/2023



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

Project Description	Lead Agency	Grant			Status
		Design	App	CON	
CV Link	CVAG				Construction ongoing in multiple cities. Additional groundbreakings forthcoming.
ATP - Arts & Music Line	CVAG				Under design. Project awarded ATP Cycle 6 funding.
ATP - DHS CV Link Extension	DHS				Under design.
ATP - Cathedral City Downtown Connectors	CC				In ROW acquisition phase

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

ITEM 7d**FY 2022/2023 TRANSPORTATION COMMITTEE ATTENDANCE ROSTER**

CVAG JURISDICTION	JUL	AUG	SEPT (Aug 29)	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Blythe	-	-	✓	-	✓	-	-		-			
Cathedral City	-	-	✓	-	✓	-	-		-			
Coachella	-	-	✓	-	✓	-	-		-			
Desert Hot Springs	-	-	✓	-	✓	-	-		-			
Indian Wells	-	-	✓	-	✓	-	-		-			
Indio	-	-	✓	-	✓	-	-		-			
La Quinta	-	-	✓	-	✓	-	-		-			
Palm Desert	-	-	✓	-	✓	-	-		-			
Palm Springs	-	-	✓	-	✓	-	-		-			
Rancho Mirage	-	-	✓	-	✓	-	-		-			
Riverside County	-	-	✓	-	✓	-	-		-			
Agua Caliente Band of Cahuilla Indians	-	-	✓	-	✓	-	-		-			

Absent 
 No Meeting -
 Holiday H
 Vacancy **
 In Attendance ✓

ITEM 7e

Coachella Valley Association of Governments Transportation Committee February 6, 2023



STAFF REPORT

Subject: State's third-party agreement for Middle Mile Broadband in the Coachella Valley

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

Recommendation: Information

Background: On November 18, 2021, Gov. Gavin Newsom announced 18 projects throughout the state that were identified for an initial middle-mile broadband investment. One of the projects listed was the Coachella Valley middle-mile project, spanning from the City of Palm Springs to the City of Coachella. The listing of the Coachella Valley project was attributed to the efforts and advocacy of CVAG's staff and state legislative advocacy team. Leading up to the November announcement, CVAG staff submitted multiple comments to the California Public Utilities' proceeding on the matter, making the case that the Coachella Valley was positioned for initial investment given the work being done on the CV Sync regional signal synchronization project as well as the need to address unserved and underserved areas in the region. CVAG staff worked with Coachella Valley stakeholders, such as all three school districts, College of the Desert, Riverside County, Riverside County Office of Education, and others, to collect data on service gaps and needs to strengthen the argument for prioritizing the Coachella Valley.

After multiple local stakeholders meetings and gathering of local data on service needs and gaps, CVAG's comments for the CPUC proceeding caught the attention of the State. Subsequently, CVAG was contacted by Golden State Net, the California Department of Technology's third-party administrator for broadband, to discuss a joint-build opportunity which would leverage the work being done for CV Sync. Through this planning process, the State agreed to explore a partnership further and even discussed preliminary design options that would be a Coachella Valley middle-mile loop. However, before entering into a formal agreement with CVAG, the State requested a bid to determine the cost for the state should CVAG build the project. As part of the CV Sync Phase II bid, CVAG staff included an alternative bid package for the middle-mile project, which came back at \$600,000 per mile. This information was subsequently shared with the State in November 2022, and although the costs came back in range, it was in the upper limits of their cost range for subject project. At the same time, the State was entertaining bids for building middle-mile infrastructure through their own contracting process.

On January 23, 2023, CVAG staff met with Golden State Net to receive an update on their decision to either move forward with CVAG on a joint-build or with a third party. Ultimately, the State has decided to not move forward with CVAG's joint-build proposal due the cost of the bid received for the proposed Coachella Valley middle-mile loop. Instead, they plan to move forward with a bid of \$400,000 per mile from a third-party.

The State is also focusing on a different route. The route CVAG proposed was from Palm Springs to Coachella down Highway 111 and looping back west via Varner Road, from Coachella to Desert Hot Springs. Now the state is proposing the route to go along Interstate 10, where existing state right of way may help move along the project. The state will follow-up with CVAG in the coming weeks to confirm the

exact route. CVAG staff has been in communications with member jurisdictions who are planning their own last-mile projects. This includes the Cities of Indio and Palm Springs, who have secured funds from the CPUC, and the City of Coachella, which has submitted a funding application.

Although CVAG did not secure the joint-build contract for the middle-mile, the State's representatives have indicated that the State is committed to building a middle-mile project in the Coachella Valley as part of their 18 initial investment projects. CVAG staff will continue to coordinate with Golden State Net and the State regarding the middle-mile project to ensure any funds for last-mile projects have pertinent information, such as splice points, where last-mile projects can interconnect.

Fiscal Analysis: There are no additional costs to CVAG for this report.

ITEM 7f

Coachella Valley Association of Governments Transportation Committee February 6, 2023



Subject: REAP 2.0 County Transportation Commission Partnership Program Funding Opportunities

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

Recommendation: Information

Background: In November 2022, CVAG staff provided to the Transportation Committee information on the Regional Early Action Planning Grants of 2021 (REAP 2.0), a State of California-funded program to accelerate meeting the State's housing and climate goals. REAP 2.0 is being administered regionally by the Southern California Association of Governments (SCAG), which has set aside \$80 million for use in its Country Transportation Commission (CTC) Partnership Program. The CTC Partnership Program is designed to facilitate the development of transit and other multimodal services to reduce vehicle miles traveled (VMT) and promote infill development. Funds are being made available to CTCs based on a competitive application process, and will be disbursed locally to the Riverside County Transportation Commission (RCTC).

During the project scoping process, RCTC staff invited CVAG and other member agencies to submit potential projects for inclusion in RCTC's application to SCAG. RCTC has opted to move CVAG's projects forward, but is refraining from publicly disclosing the complete project list given the competitive nature of the CTC Program. KOA Consulting has been enlisted to draft the grant applications, with direct support from RCTC and CVAG staff, that will be submitted to SCAG. CVAG staff will provide updates as the process moves forward and information becomes publicly available.

CVAG will be covering its share of the application costs through its allocation of State Transportation Improvement Program (STIP) planning, programming, and monitoring (PPM) funds, which are already held in trust by RCTC and disbursed to CVAG periodically.

SCAG is still seeking final approval of its REAP 2.0 program guidelines from the State's Department of Housing and Community Development, but is anticipating accepting grant applications by spring 2023.

Fiscal Analysis: RCTC and CVAG staff estimate the cost of preparing applications for CVAG's projects to run between \$40,000 and \$50,000. CVAG's STIP PPM balance at RCTC is currently \$687,000.