



## **TRANSPORTATION COMMITTEE MEETING AGENDA**

**MONDAY, JUNE 5, 2023  
10:00 a.m.**

**CVAG Conference Room  
73-710 Fred Waring Drive, Suite 119  
Palm Desert, CA 92260**

*Members of the Committee and the public may attend and participate by video at the following remote location:*

**Blythe City Hall  
235 N Broadway, Room A  
Blythe, CA 92225  
760-922-6161**

*Members of the public may use the following link for listening access and ability to address the Transportation Committee when called upon:*

<https://us02web.zoom.us/j/83659451730?pwd=aWJmbWVxMjJkS252Q0ZpdzZOUkVHUT09>

**Dial In: +1 669 900 9128 US  
Webinar ID: 836 5945 1730  
Password: 949387**

**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](mailto: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 April 3, 2023 Transportation Committee Meeting Minutes**

P5

B. **Accept the Transportation Uniform Mitigation Fee (TUMF) Annual and Five-Year Report for Fiscal Year 2021/2022**

P10

6. **DISCUSSION / ACTION**

A. **Update from Caltrans District 8 Director Catalino A. Pining III**

P43

**Recommendation:** Information

B. **Completion of CV Sync Phase I – Eric Cowle**

P44

**Recommendation:** Authorize the Executive Director to take the necessary steps to execute and file the Notice of Completion for the CV Sync – Phase I construction project

C. **Reimbursement Agreement for Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive) – Jonathan Hoy**

P46

**Recommendation:** Approve the Reimbursement Agreement with the County of Riverside as the Lead Agency for the Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive), providing a not-to-exceed amount of \$4,950,000 in regional funding for eligible design and construction costs

D. **Reimbursement Agreement Amendment for the Improvement of Date Palm Drive between Interstate 10 and Varner Road – Jonathan Hoy**

P62

**Recommendation:** Approve Amendment No. 1 to the Reimbursement Agreement with the City of Cathedral City for the improvement of Date Palm Drive between Interstate 10 and Varner Road, adding an additional \$516,000 for a total, not-to-

exceed cost of \$2,853,000 in regional funds for design and construction

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

**P70**

**Recommendation:** Authorize the Executive Director to execute Amendment No. 12 to the agreement with Alta Planning & Design for a total not-to-exceed amount of \$287,500

**F. Next Steps for Addressing Climate Change, Emergencies and Sand Storms (ACCESS) on Indian Canyon Drive – Emmanuel Martinez**

**P77**

**Recommendation:** Endorse the Addressing Climate Change, Emergencies and Sand Storms (ACCESS) effort along Indian Canyon Drive and other low-water crossings and authorize the Executive Director to commit regional transportation funding to maximize the competitiveness for the 2023 Local Transportation Climate Adaptation Program (LTCAP), with the condition that actual expenditure of funds would be dependent on securing grant funding and funding contributions by local jurisdictions

**7. INFORMATION**

a) Status of I-10 Interchange Projects

**P80**

b) CVAG Regional Arterial Program – Project Status Report

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c) Bicycle/Pedestrian Safety Program – Project Status Report

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d) Transportation Committee Attendance Roster

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e) CVAG Schedule of Meetings for Fiscal Year 2023/24

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**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, August 28, 2023, at 10:00 a.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 119, Palm Desert, 92260.

The next meeting of the **Executive Committee** will be held on Monday, June 5, 2023, at 4:30 p.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 119, Palm Desert, 92260.

The next meeting of the **General Assembly** will be held on Monday, June 26 at 6 p.m. at The Penney & Parlour at Desert Island, 71777 Frank Sinatra Dr, Rancho Mirage, 92270.

**10. ADJOURNMENT**

# TRANSPORTATION COMMITTEE ROSTER



<b>Transportation Committee Members</b>	
Agua Caliente Band of Cahuilla Indians	<b>Virginia Siva-Gillespie</b> Tribal Councilmember
City of Blythe	<b>Joseph DeConinck</b> Mayor
City of Cathedral City	<b>Raymond Gregory</b> Councilmember
City of Coachella	<b>Steven Hernandez, Chair</b> Mayor
City of Desert Hot Springs	<b>Scott Matas</b> Mayor
City of Indian Wells	<b>Dana Reed, Vice Chair</b> Councilmember
City of Indio	<b>Elaine Holmes</b> Councilmember
City of La Quinta	<b>Kathleen Fitzpatrick</b> Councilmember
City of Palm Desert	<b>Jan Harnik</b> Councilmember
City of Palm Springs	<b>Lisa Middleton</b> Councilmember
City of Rancho Mirage	<b>Steve Downs</b> Mayor Pro Tem
County of Riverside	<b>V. Manuel Perez</b> Supervisor
	<b>Mark Lancaster</b> Director of Transportation
Torres Martinez Desert Cahuilla Indians	<b>Thomas Tortez</b> Tribal Chair

## **ITEM 5A**

# **TRANSPORTATION COMMITTEE MINUTES OF MEETING APRIL 3, 2023**



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, April 3, 2023 at 10 a.m. at the CVAG Conference Room, 73-710 Fred Waring Drive, Suite 119, in the City of Palm Desert. Videoconferencing was available from the City of Blythe.

## **2. ROLL CALL**

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

### **MEMBERS/ALTERNATES PRESENT**

Vice Mayor Joseph DeConinck  
Councilmember Raymond Gregory  
Mayor Steven Hernandez, Chair  
Mayor Scott Matas  
Councilmember Dana Reed, Vice Chair  
Councilmember Elaine Holmes  
Councilmember Kathleen Fitzpatrick  
Councilmember Jan Harnik  
Mayor Pro Tem Steve Downs  
Supervisor V. Manuel Perez (*arrived at item 3*)

### **AGENCY**

City of Blythe  
City of Cathedral City  
City of Coachella  
City of Desert Hot Springs  
City of Indian Wells  
City of Indio  
City of La Quinta  
City of Palm Desert  
City of Rancho Mirage  
County of Riverside

### **MEMBERS/EX OFFICIOS NOT PRESENT**

Councilmember Jessica Norte  
Councilmember Lisa Middleton  
Tribal Chair Thomas Torte

### **AGENCY**

Agua Caliente Band of Cahuilla Indians  
City of Palm Springs  
Torres Martinez Desert Cahuilla Indians

## **3. PUBLIC COMMENTS ON AGENDA ITEMS**

Desert Hot Springs Councilmember Russell Betts expressed his interest in being reappointed to the Southern California Association of Governments' (SCAG) Transportation Committee as CVAG's regional representative.

## **4. CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS**

Executive Director Tom Kirk welcomed the committee back to its first in-person meeting and gave meeting logistics with regard to Zoom capabilities and the Brown Act. Mr. Kirk announced that CVAG has moved offices, with the exception of the CV Housing First team and Regional Traffic Management Center, which remains at CVAG's location on Fred Waring. CVAG's new offices are now located at the One El Paseo building on the corner of Highway 111 and El Paseo.

Chair Hernandez noted the State's efforts to shift to electrical vehicles and expressed interest in developing advanced master plans for electrical vehicles and what that would look like for the Coachella Valley.

**5. CONSENT CALENDAR**

**IT WAS MOVED BY COUNCILMEMBER REED AND SECONDED BY COUNCILMEMBER FITZPATRICK:**

- A. Approve the February 6, 2023 Transportation Committee Meeting Minutes**
- B. Adopt a 7.4-percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2024, and update the TUMF Handbook to reflect the revised fee upon its effective date**

**THE MOTION FOR CARRIED WITH 10 AYES AND 3 MEMBERS ABSENT.**

COUNCILMEMBER NORTE	ABSENT
MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
COUNCILMEMBER REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
COUNCILMEMBER HARNIK	AYE
COUNCILMEMBER MIDDLETON	ABSENT
MAYOR PRO TEM DOWNS	AYE
SUPERVISOR PEREZ	AYE
TRIBAL CHAIR TORTEZ	ABSENT

**6. DISCUSSION / ACTION**

**A. Presentation on SB 821 Call for Projects**

CVAG Transportation Director Jon Hoy introduced Edward Emery, Riverside County Transportation Commission (RCTC) Senior Management Analyst, who provided an overview of the upcoming funding opportunity for SB 821 projects.

No action was taken as this was an informational item.

**B. Expansion of Commuter & Motorist Assistance Program to Coachella Valley**

Director Hoy introduced County RCTC Program Manager Brian Cunanan, who presented the Commuter and Motorist Assistance update. A brief member discussion ensued, including feedback on call boxes.

No action was taken as this was an informational item.

**C. Appointment of Regional Representative to SCAG Policy Committee**

Conservation Program Manager Peter Satin provided the staff report and noted the incumbent, Councilmember Betts, had expressed interest in staying on the committee. Only one nomination was made.

**IT WAS MOVED BY COUNCILMEMBER MATAS AND SECONDED BY COUNCILMEMBER HARNIK TO REAPPOINT COUNCILMEMBER RUSSELL BETTS TO SCAG's TRANSPORTATION COMMITTEE.**

**THE MOTION FOR CARRIED WITH 10 AYES AND 3 MEMBERS ABSENT.**

COUNCILMEMBER NORTE	ABSENT
MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
COUNCILMEMBER REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
COUNCILMEMBER HARNIK	AYE
COUNCILMEMBER MIDDLETON	ABSENT
MAYOR PRO TEM DOWNS	AYE
SUPERVISOR PEREZ	AYE
TRIBAL CHAIR TORTEZ	ABSENT

**D. Local Agency Technical Assistance Grant for Broadband Master Plan**

Program Manager Emmanuel Martinez provided an update on SB 156 and the broadband master plan grants that have been awarded to CVAG and its jurisdictions.

**IT WAS MOVED BY COUNCILMEMBER MATAS AND SECONDED BY COUNCILMEMBER GREGORY TO AUTHORIZE THE EXECUTIVE DIRECTOR TO TAKE THE NECESSARY ACTIONS TO ACCEPT \$978,460 TO CONDUCT A COACHELLA VALLEY BROADBAND STRATEGIC PLAN, INCLUDING EXECUTING THE NECESSARY GRANT AGREEMENT WITH THE CALIFORNIA PUBLIC UTILITIES COMMISSION'S LOCAL AGENCY TECHNICAL ASSISTANCE GRANT PROGRAM.**

**THE MOTION FOR CARRIED WITH 10 AYES AND 3 MEMBERS ABSENT.**

COUNCILMEMBER NORTE	ABSENT
MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	AYE
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
COUNCILMEMBER REED	AYE
COUNCILMEMBER HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
COUNCILMEMBER HARNIK	AYE
COUNCILMEMBER MIDDLETON	ABSENT
MAYOR PRO TEM DOWNS	AYE
SUPERVISOR PEREZ	AYE
TRIBAL CHAIR TORTEZ	ABSENT

**E. Improvements on Avenue 50 as part of CV Sync- Phase II**

Transportation Engineer Eric Cowle gave the staff report, including an update on Phase I of the regional signal synchronization program. Program Manager Kristopher Gunterson gave an update on how CV Sync was helping traffic during the BNP Paribas.

**IT WAS MOVED BY COUNCILMEMBER HARIK AND SECONDED BY COUNCILMEMBER HOLMES TO AUTHORIZE THE EXECUTIVE DIRECTOR TO:**

- 1. EXECUTE A CONTRACT ADJUSTMENT WITH CROSSTOWN ELECTRICAL & DATA, INC., FOR A NOT-TO-EXCEED AMOUNT \$5,630,464.50 TO AUTHORIZE CONSTRUCTION BID ALTERNATE A3- AVENUE 50 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 CONGESTION MANAGEMENT AND AIR QUALITY (CMAQ) FUNDS TO BID ALTERNATIVE A3 OF PHASE II OF CV SYNC**

**THE MOTION FOR CARRIED WITH 10 AYES AND 3 MEMBERS ABSENT.**

<b>COUNCILMEMBER NORTE</b>	<b>ABSENT</b>
<b>MAYOR DECONINCK</b>	<b>AYE</b>
<b>COUNCILMEMBER GREGORY</b>	<b>AYE</b>
<b>MAYOR HERNANDEZ</b>	<b>AYE</b>
<b>MAYOR MATAS</b>	<b>AYE</b>
<b>COUNCILMEMBER REED</b>	<b>AYE</b>
<b>COUNCILMEMBER HOLMES</b>	<b>AYE</b>
<b>COUNCILMEMBER FITZPATRICK</b>	<b>AYE</b>
<b>COUNCILMEMBER HARNIK</b>	<b>AYE</b>
<b>COUNCILMEMBER MIDDLETON</b>	<b>ABSENT</b>
<b>MAYOR PRO TEM DOWNS</b>	<b>AYE</b>
<b>SUPERVISOR PEREZ</b>	<b>AYE</b>
<b>TRIBAL CHAIR TORTEZ</b>	<b>ABSENT</b>

**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

**8. PUBLIC COMMENTS ON NON-AGENDA ITEMS**

Councilmember Betts commented on graffiti removal efforts and asked the Committee to review it along Interstate 10.

Prior to the meeting's conclusion, Committee members also provided updates. Riverside County Supervisor V. Manuel Perez announced he will be hosting a delegation from Colima, Mexico from April 5<sup>th</sup>-7<sup>th</sup> and invited Committee members to attend a signing ceremony with the delegation on Friday, April 7.

Councilmember Harnik announced the Southern California Association of Governments' (SCAG) General Assembly would be held May 4-5 at the JW Marriott in Palm Desert. SCAG will also be hosting workshops for Connect SoCal at UCR Palm Desert Campus on May 2.



Councilmember Harnik, who represents CVAG on the California Association of Councils of Governments (CALCOG), noted CALCOG's recent annual meeting was highly focused on regionalism, and she highlighted CV Sync and how CVAG stands out for its regional approaches and achieving results.

9. **ANNOUNCEMENTS**

The next meeting of the **Transportation Committee** will be held on Monday, May 1, 2023, at 10:00 a.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 119, Palm Desert, 92260

The next meeting of the **Executive Committee** will be held on Monday, April 24, 2023, at 4:30 p.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 119, Palm Desert, 92260.

10. **ADJOURNMENT**

There being no further business, Chair Hernandez adjourned the meeting at 11:02 a.m.

Respectfully submitted,

*Ely Regalado*  
Management Analyst

## **ITEM 5B**

### **Coachella Valley Association of Governments Transportation Committee June 5, 2023**



**Subject:** TUMF Annual and Five-Year Report for Fiscal Year 2021/2022

**Contact:** Peter Satin, Conservation Program Manager ([psatin@cvag.org](mailto:psatin@cvag.org))

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### **Recommendation: Accept the Transportation Uniform Mitigation Fee (TUMF) Annual and Five-Year Report for Fiscal Year 2021/2022**

**Background:** The Mitigation Fee Act (Government Code §66006) requires local agencies receiving development mitigation fees in connection with the approval of a development project to deposit those fees in separate accounts based on the purpose for which each fee was adopted, and to annually report to the public the collection and use of the fees in each such account. The Mitigation Fee Act also requires a report every five years as to the unexpended portion of fees in each account. The Transportation Uniform Mitigation Fee (TUMF) Annual and Five-Year Report is prepared each year to satisfy the requirement of the Mitigation Fee Act.

CVAG's TUMF program is comprised of TUMF and Measure A regional arterial funds. The two sources combined generated a total of \$37,659,774 during fiscal year 2021/2022, which represents an 18 percent increase in revenues over fiscal year 2020/2021 (Table 1). Local Measure A funds are received by TUMF-collecting jurisdictions for their local street and road projects in the Coachella Valley, and are determined via a formula quantifying total dwelling units and taxable sales. Dwelling unit data is collected annually from each jurisdiction and is forwarded on to the Riverside County Transportation Commission (RCTC).

*Table 1: TUMF program revenues in fiscal year 2021/2022 compared to fiscal year 2020/2021.*

<b>Fund</b>	<b>FY 21/22</b>	<b>FY 20/21</b>	<b>Difference</b>	<b>% Difference</b>
<i>TUMF</i>	\$10,360,011	\$6,029,562	\$4,330,449	72%
<i>Measure A</i>	\$27,299,763	\$26,018,189	\$1,281,574	5%
<i>Total</i>	\$37,659,774	\$32,047,751	\$5,612,023	18%

The TUMF program began in fiscal year 1989/1990 and saw a steady increase in local Measure A funding received by CVAG's member jurisdictions until the Great Recession, which began in 2008 and resulted in significant downturns in revenues generated. Since then, revenues from both Measure A funding and TUMF assessments have again begun to climb. The COVID-19 pandemic caused a brief plateau; however, this plateau did not continue into the most recently completed fiscal year. Significant increases in permitted dwelling units and industrial square-footage contributed to the increase in revenue generated over the previous fiscal year.

The report was provided to the Desert Valleys Builders Association for comment. No requests for clarifications or changes were received.

**Fiscal Analysis:** There is no fiscal impact from receiving and filing the Annual and Five-year Report.

**Attachments:** TUMF Annual and Five-Year Report for Fiscal Year 2021/2022  
DVBA comment letter, April 21, 2023

# TRANSPORTATION UNIFORM MITIGATION FEE ANNUAL AND FIVE-YEAR REPORT

FISCAL YEAR 2021-2022



COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS  
74-199 El Paseo, Suite 100  
Palm Desert, CA 92260

# COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

## Transportation Uniform Mitigation Fee Fiscal Year 2021-2022 Annual Report

CVAG  
Transportation Department



Cover photo courtesy of Christopher Parman, City of Cathedral City  
Ofelia Bringas Memorial Bridge

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## Introduction

In November 1988, Riverside County voters approved Measure A, a one-half cent increase in sales tax over a twenty-year period to be used for transportation purposes. A major factor contributing to the support of Measure A was the “return to source” concept which requires the additional sales tax revenue generated in a specific geographic area be used to finance projects within that same area, and that a new development impact fee, the Transportation Uniform Mitigation Fee (TUMF) be adopted valley wide on all new development. The program has been so successful that, in November 2002, Riverside County voters approved a 30-year extension of Measure A (2009 - 2039). Despite its success, Measure A funds will only contribute a portion of the transportation improvement funding necessary to prevent a potential breakdown of the regional transportation system.

The TUMF program was developed to generate additional funds required for necessary improvements to the regional transportation system. Local jurisdictions may choose not to collect TUMF, however, jurisdictions not collecting TUMF forfeit their share of local Measure A funds to the regional arterial program.

TUMF, like all development impact fees, requires a nexus be demonstrated between the proposed development and the impacts to be mitigated. In TUMF’s case, the assessment is based on the number of vehicle trips new development or site improvements may generate. The most recent nexus study<sup>1</sup>, conducted in 2018, determined that by 2040, over one million trips will be added to the Coachella Valley due to novel development. At the same time, a Transportation Project Prioritization Study<sup>2</sup> (TPPS) was conducted to provide an unbiased, methodological way to provide CVAG direction in determining funding for regional arterials by identifying and ranking discrete segments to be improved.

The 2018 nexus study originally proposed a fee of \$751/trip; however, this fee was reduced to the current \$245/trip after re-evaluating which regional transportation projects would likely be built in the near-term<sup>3</sup>. With the new revised trip rate, the actual development fees can be calculated for individual land uses. The Institute of Transportation Engineers (ITE) has exhaustively analyzed different land uses with respect to trip generation and publishes the ITE Trip Generation Manual. This manual is the accepted industry standard with respect to trip generation data.

Development occurs within many different land uses. Previously, CVAG had utilized as many as 70 land-use categories and sub-categories. During the most recent nexus study, CVAG’s TUMF Advisory Committee determined that consolidating the land-use categories would simplify the process without impacting the amount of TUMF collected. CVAG has since aggregated all land use categories into twelve general categories.

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<sup>1</sup> <https://cvag.org/wp-content/uploads/2021/10/2018-CVAG-Nexus-Report-FINAL-10-17-18.pdf>

<sup>2</sup> <https://cvag.org/wp-content/uploads/2021/10/CVAG-TPPS-2017-04-27-rev2017-06-26.pdf>

<sup>3</sup> The previous trip rate, from 2006, was \$192/trip.

The fees for each category are determined by multiplying the trip rate established in the nexus study by the ITE factor for trips per land use. For example, ITE shows a residential single-family dwelling unit generates, on average, 9.44 trips per day. Hence,

$$\frac{\$245}{\text{trip}} * \frac{9.44 \text{ trips}}{\text{dwelling unit}} = \frac{\$2,312.80}{\text{dwelling unit}}$$

which CVAG has rounded to a final fee assessment of \$2,310 for a single-family residence. CVAG's adopted TUMF policies, as codified in the TUMF Handbook, allow for the consideration of annual adjustments for inflation based on the Consumer Price Index for All Urban Consumers (CPI-U), all items. If approved by CVAG's Executive Committee, these adjustments take place on January 1 of the calendar year following their adoption. In 2022, CVAG applied a 2.1% increase to all fee rates, as described below.

<u>Land-use Category</u>	<u>Assessment Unit</u>	<u>Fee 2021</u>	<u>Fee 2022</u>
<b>Residential</b>			
Single-Family Detached	Dwelling unit	\$2,310	\$2,358
Multi-Family, Mobile Home	Dwelling unit	\$1,330	\$1,358
Nursing/Congregate Care	Dwelling unit	\$495	\$505
Transit Oriented Development	Dwelling unit	15% discount	
Low-Income Housing	Dwelling unit	Exempt	
<b>Non-Residential</b>			
Industrial	1,000 square feet	\$1,215	\$1,240
Office	1,000 square feet	\$2,390	\$2,440
Retail	1,000 square feet	\$6,010	\$6,135
Fuel – Gas	Dispenser	\$8,610	\$8,790
Fuel – Electric	Dispenser	\$91	\$93
Golf Course	Acre	\$920	\$939
Hotel	Room	\$3,510	\$3,583

TUMF works in conjunction with CVAG's allocation of Measure A to fund the CVAG share of regional transportation projects. CVAG apportions 35% of the CVAG share of the cost of each regional transportation project identified in the TPPS to TUMF. The balance is paid with Measure A funds. No portion of a project is funded until sufficient funding to complete the project has been committed. TUMF revenues are applied to the TPPS projects in order of priority, such that a new project will only be funded when sufficient revenues for projects underway are assured. Because the project priorities set out in the TPPS control the order of funding, it also controls generally the approximate timeline for the commencement of each listed project.



## Fiscal Year 2021-2022 Summary

The following information pertains to the TUMF fund for the year ending June 30, 2022<sup>4</sup>. There were no interfund transfers or loans from the TUMF Fund. No fees were re-allocated pursuant to Gov Code Section 66001 for sums that remain unspent after five years and for which a date of commencement of the improvement has not been provided.

Fund Balance – July 1, 2021	\$4,762,863
Balance of fees collected (accrual basis) - June 30, 2022	\$10,360,011
Interest earnings from Investment Pool	\$79,580
Refunds	(\$13,956)
Other miscellaneous revenues/receipts	\$83,928
Project costs	(\$7,253,414)
Program management expenditures	(\$457,204)
Projected Fund Balance - June 30, 2022	\$7,561,808

<b>Five Year Test Using First In First Out Method</b>	
<i>Includes fees collected, interest earned, and miscellaneous revenues</i>	
Revenues Collected from Fiscal Year 2017/2018	\$4,321,889
Revenues Collected from Fiscal Year 2018/2019	\$5,053,234
Revenues Collected from Fiscal Year 2019/2020	\$5,077,605
Revenues Collected from Fiscal Year 2020/2021	\$6,278,423
Revenues Collected from Fiscal Year 2021/2022	\$10,511,729
Total Revenue for Last Five Years	\$31,242,881

As of June 30, 2022, \$146,271,255 has been collected by the assessment of TUMF. Taking into account the additional \$24,360,250 in Measure A In-Lieu funds collected, the TUMF program has generated a total of **\$170,631,605** since program inception on July 1, 1989.

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<sup>4</sup> TUMF revenues reported in this Annual Report may differ from revenues reported in CVAG's annual financial statements through a combination of factors, including reporting methodology. Local agency reconciliations after the close of a fiscal year but before issuance of the TUMF Annual Report for that fiscal year may result in receipt of payments being booked to a different fiscal period than the period in which the fee collection is reported. Additionally, contributions to the TUMF fund may be made by CVAG member agencies that do not formally participate in the TUMF program but otherwise benefit from improvements to the regional transportation system. Such payments are here broken out as miscellaneous revenues, but are not attributed to the balance of fees collection.

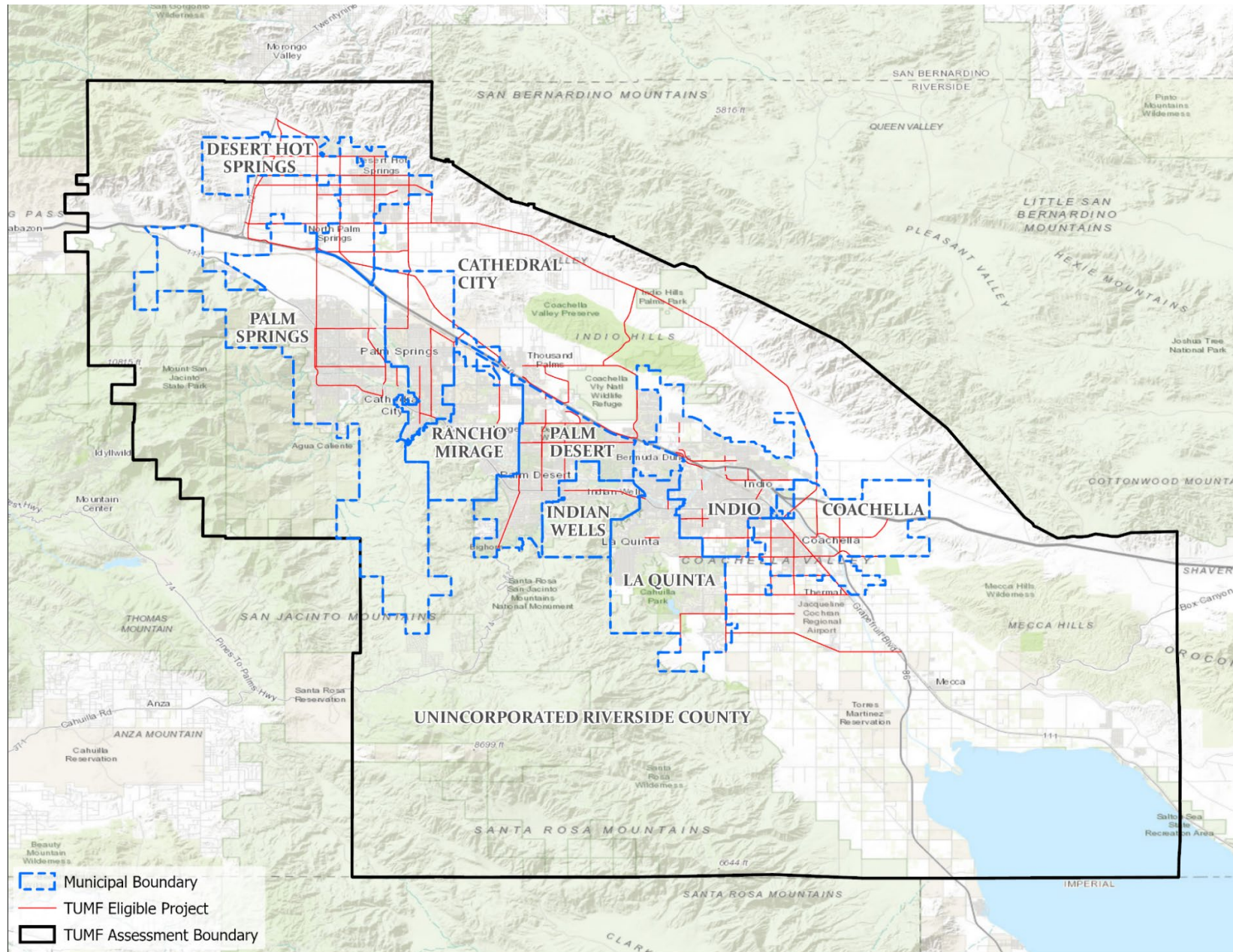


Figure 1: TUMF assessment boundary and participating jurisdictions. Projects eligible for TUMF funding are described more fully in the Transportation Project Prioritization Study, 2018, and are displayed here only for context.

## TUMF Collections by Jurisdiction, Fiscal Year 2021-2022

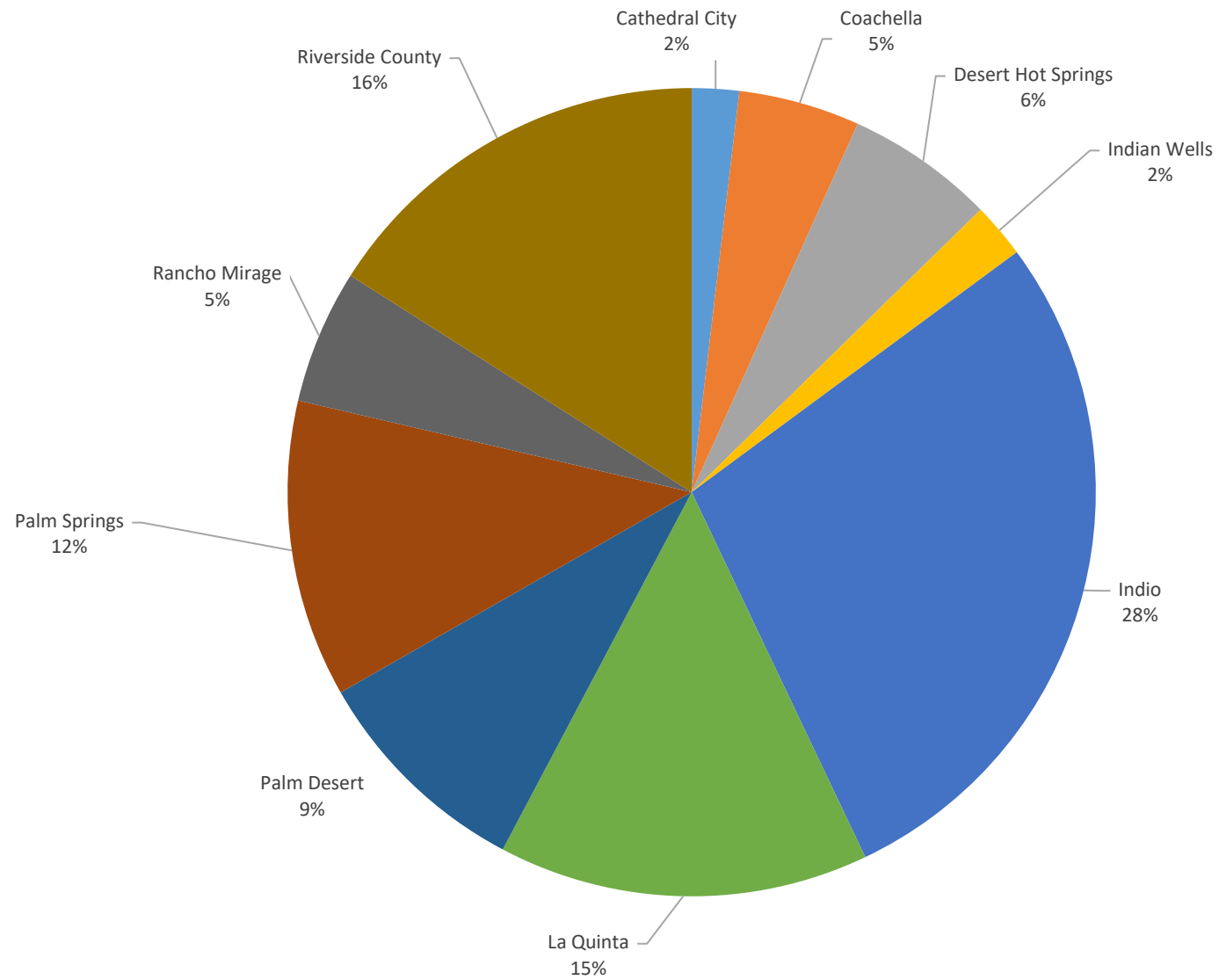
This section sorts TUMF collections for fiscal year 2021-2022 by jurisdiction. As of 2013, each of the regional municipalities within the Coachella Valley, along with the County of Riverside, are participating in CVAG's TUMF program. All TUMF shortfalls have been collected and no in-lieu payments were made during the reporting period.

The total TUMF collected for fiscal year 2021-2022 was \$10,360,011 with 28-percent generated by the City of Indio. An additional \$27,299,763 of Measure A funding was disbursed to CVAG for regional arterial projects.

The monthly collection totals for each jurisdiction are displayed below, along with a breakdown of the land use for which fees were collected. More detailed land use analyses are provided in the following section.

### All Jurisdictions

	<i>TUMF 21/22</i>	<i>% FY</i>	<i>Total to Date</i>	<i>% Total</i>
<i>Cathedral City</i>	\$195,342	2%	\$12,616,585	9%
<i>Coachella</i>	\$502,998	5%	\$7,115,464	5%
<i>Desert Hot Springs</i>	\$615,401	6%	\$7,477,733	5%
<i>Indian Wells</i>	\$227,814	2%	\$3,411,827	2%
<i>Indio</i>	\$2,905,959	28%	\$36,400,157	25%
<i>La Quinta</i>	\$1,534,668	15%	\$6,126,296	4%
<i>Palm Desert</i>	\$933,029	9%	\$24,056,387	16%
<i>Palm Springs</i>	\$1,232,562	12%	\$17,098,560	12%
<i>Rancho Mirage</i>	\$554,964	5%	\$12,230,984	8%
<i>Riverside County</i>	\$1,657,275	16%	\$19,737,261	13%
<b><i>Total TUMF</i></b>	<b>\$10,360,011</b>	<b>100%</b>	<b>\$146,271,255</b>	<b>100%</b>
<b><i>Total In Lieu*</i></b>	<b>\$-</b>		<b>\$24,360,350</b>	
<b><i>Regional Arterials</i></b>	<b>\$27,299,763</b>		<b>\$388,670,999</b>	
<b><i>Total</i></b>	<b>\$37,659,774</b>		<b>\$559,302,604</b>	



*Figure 2: Proportion of total TUMF collections per jurisdiction for fiscal year 2021-2022.*

## Cathedral City

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$61,460	\$0	\$61,460
<i>Aug</i>	\$39,270	\$0	\$39,270
<i>Sep</i>	\$20,831	\$0	\$20,831
<i>Oct</i>	\$0	\$0	\$0
<i>Nov</i>	\$0	\$0	\$0
<i>Dec</i>	\$4,620	\$0	\$4,620
<i>Jan</i>	\$4,620	\$0	\$4,620
<i>Feb</i>	\$6,074	\$0	\$6,074
<i>Mar</i>	\$2,716	\$0	\$2,716
<i>Apr</i>	\$0	\$0	\$0
<i>May</i>	\$27,455	\$0	\$27,455
<i>Jun</i>	\$28,296	\$0	\$28,296
<b>Total</b>	<b>\$195,342</b>	<b>\$0</b>	<b>\$195,342</b>

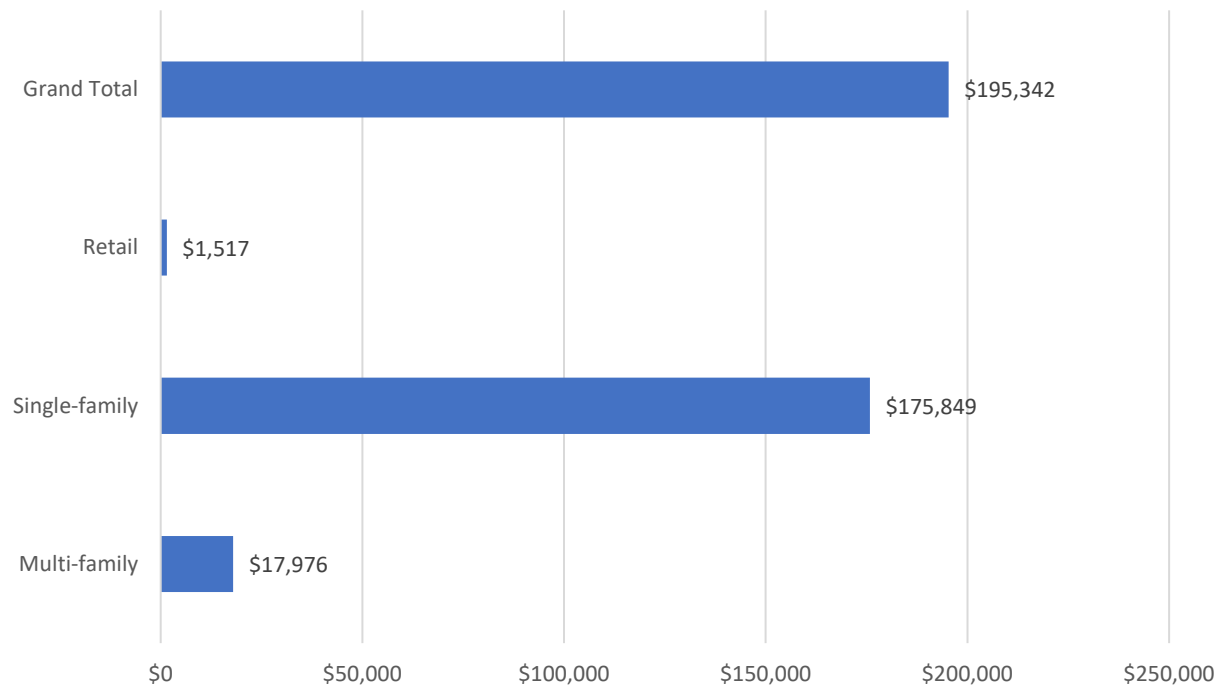


Figure 3: Cathedral City TUMF collections per land use category, fiscal year 2021-2022.



## Coachella

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$32,340	\$0	\$32,340
<i>Aug</i>	\$48,510	\$0	\$48,510
<i>Sep</i>	\$0	\$0	\$0
<i>Oct</i>	\$0	\$0	\$0
<i>Nov</i>	\$0	\$0	\$0
<i>Dec</i>	\$32,340	\$0	\$32,340
<i>Jan</i>	\$0	\$0	\$0
<i>Feb</i>	\$4,668	\$0	\$4,668
<i>Mar</i>	\$58,845	\$0	\$58,845
<i>Apr</i>	\$58,790	\$0	\$58,790
<i>May</i>	\$152,481	\$0	\$152,481
<i>Jun</i>	\$115,024	\$0	\$115,024
<b>Total</b>	<b>\$502,998</b>	<b>\$0</b>	<b>\$502,998</b>

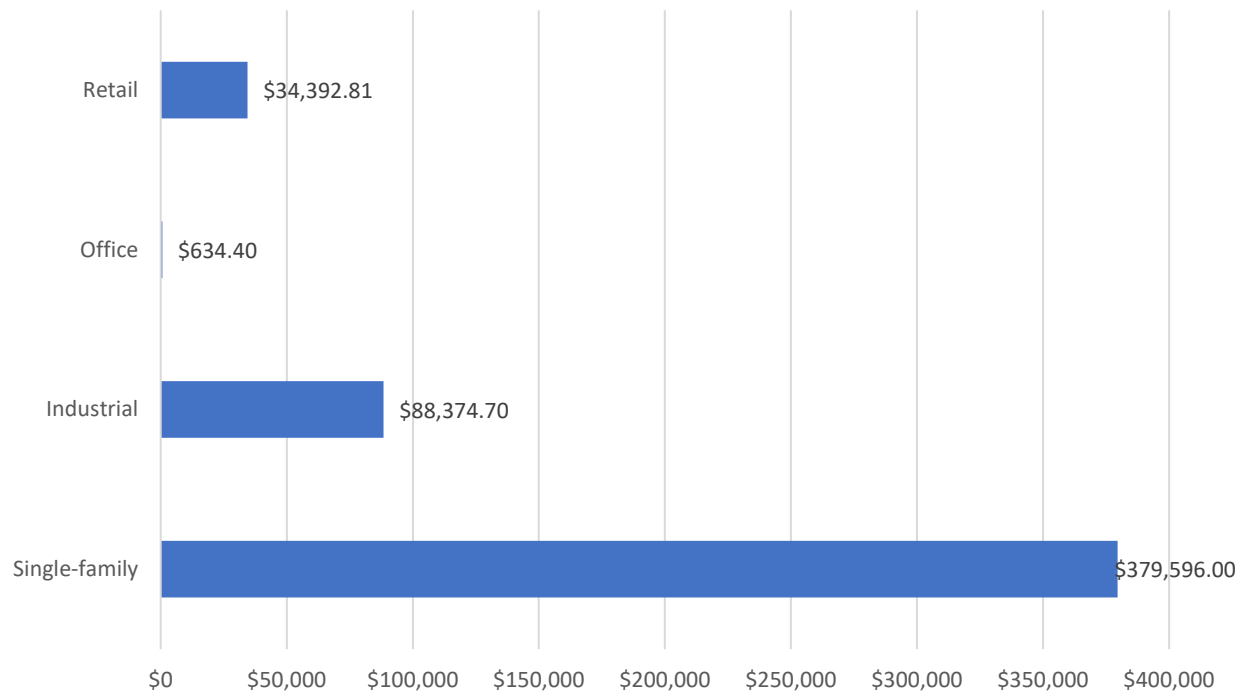


Figure 4: Coachella TUMF collections per land use category, fiscal year 2021-2022.

## Desert Hot Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$46,200	\$0	\$46,200
<i>Aug</i>	\$16,170	\$0	\$16,170
<i>Sep</i>	\$68,720	\$0	\$68,720
<i>Oct</i>	\$25,410	\$0	\$25,410
<i>Nov</i>	\$43,890	\$0	\$43,890
<i>Dec</i>	\$213,912	\$0	\$213,912
<i>Jan</i>	\$59,921	\$0	\$59,921
<i>Feb</i>	\$12,634	\$2,310	\$10,324
<i>Mar</i>	\$25,938	\$0	\$25,938
<i>Apr</i>	\$60,162	\$0	\$60,162
<i>May</i>	\$33,012	\$0	\$33,012
<i>Jun</i>	\$9,432	\$0	\$9,432
<b>Total</b>	<b>\$615,401</b>	<b>\$2,310</b>	<b>\$613,091</b>

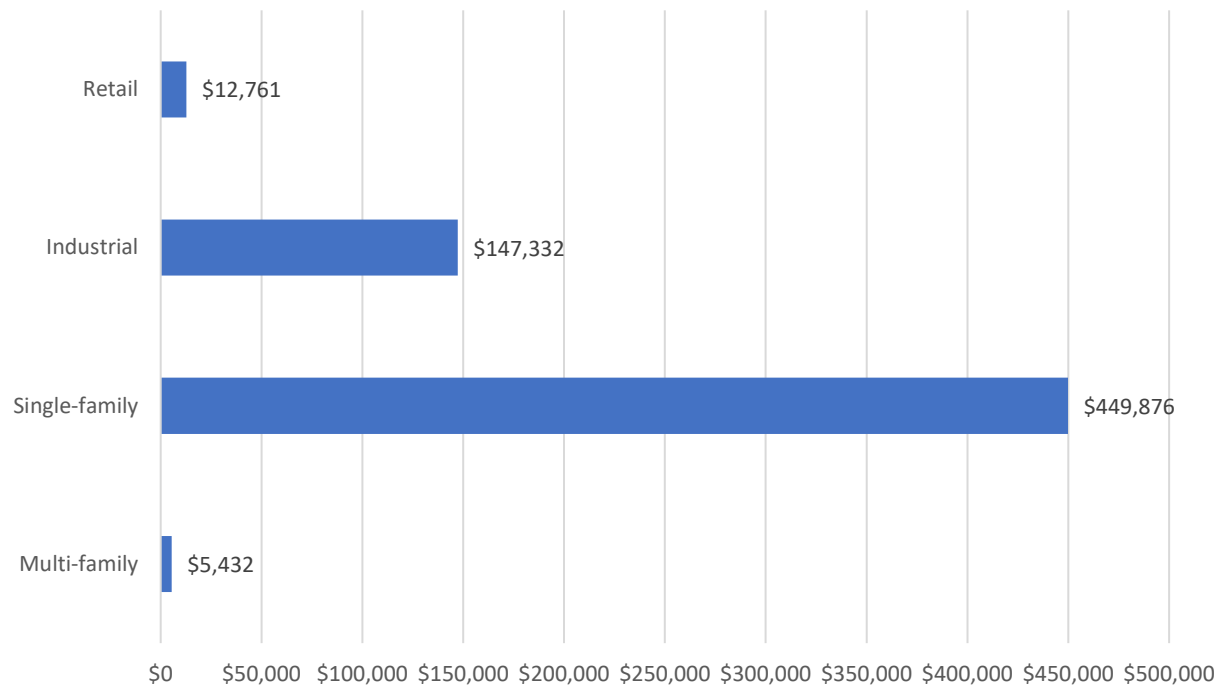


Figure 5: Desert Hot Springs TUMF collections per land use category, fiscal year 2021-2022.

## Indian Wells

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$4,620	\$0	\$4,620
<i>Aug</i>	\$4,620	\$0	\$4,620
<i>Sep</i>	\$4,716	\$0	\$4,716
<i>Oct</i>	\$0	\$0	\$0
<i>Nov</i>	\$0	\$0	\$0
<i>Dec</i>	\$34,650	\$0	\$34,650
<i>Jan</i>	\$0	\$0	\$0
<i>Feb</i>	\$23,580	\$0	\$23,580
<i>Mar</i>	\$33,012	\$0	\$33,012
<i>Apr</i>	\$35,370	\$0	\$35,370
<i>May</i>	\$35,370	\$0	\$35,370
<i>Jun</i>	\$51,876	\$0	\$51,876
<b>Total</b>	<b>\$227,814</b>	<b>\$0</b>	<b>\$227,814</b>

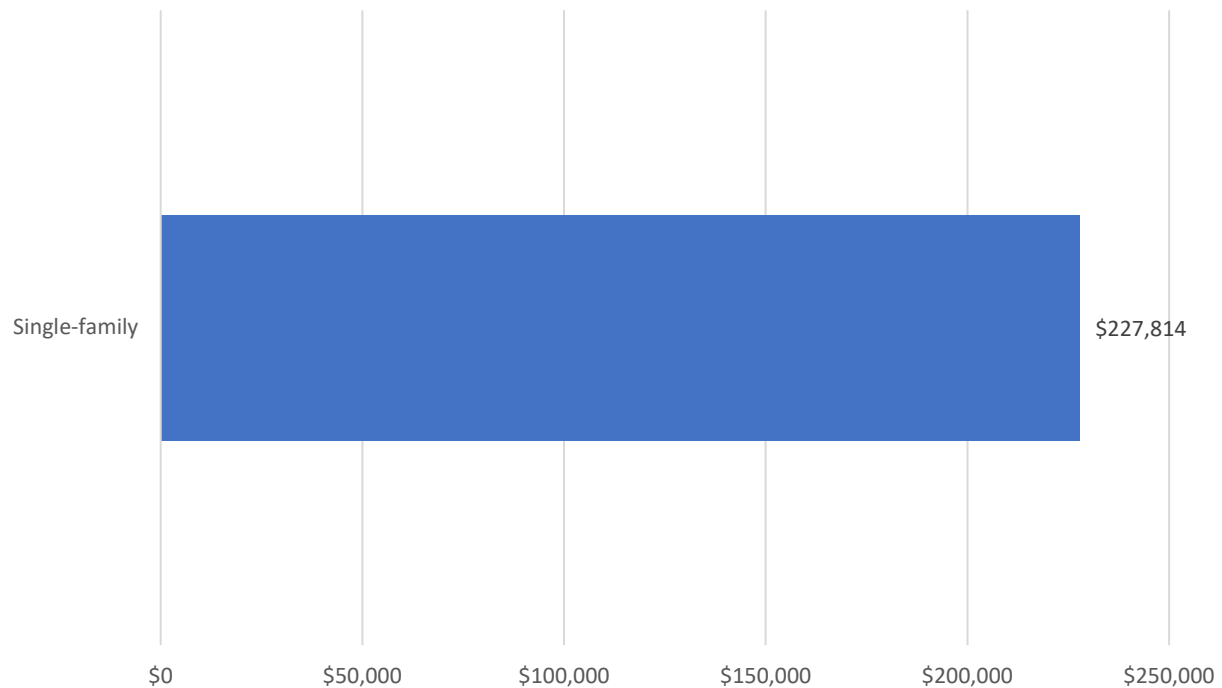


Figure 6: Indian Wells TUMF collections per land use category, fiscal year 2021-2022.



## Indio

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$181,550	\$0	\$181,550
<i>Aug</i>	\$384,016	\$0	\$384,016
<i>Sep</i>	\$71,706	\$0	\$71,706
<i>Oct</i>	\$477,472	\$0	\$477,472
<i>Nov</i>	\$214,143	\$0	\$214,143
<i>Dec</i>	\$113,224	\$0	\$113,224
<i>Jan</i>	\$212,409	\$0	\$212,409
<i>Feb</i>	\$372,781	\$0	\$372,781
<i>Mar</i>	\$188,640	\$0	\$188,640
<i>Apr</i>	\$185,018	\$0	\$185,018
<i>May</i>	\$271,558	\$0	\$271,558
<i>Jun</i>	\$233,442	\$0	\$233,442
<b>Total</b>	<b>\$2,905,959</b>	<b>\$0</b>	<b>\$2,905,959</b>

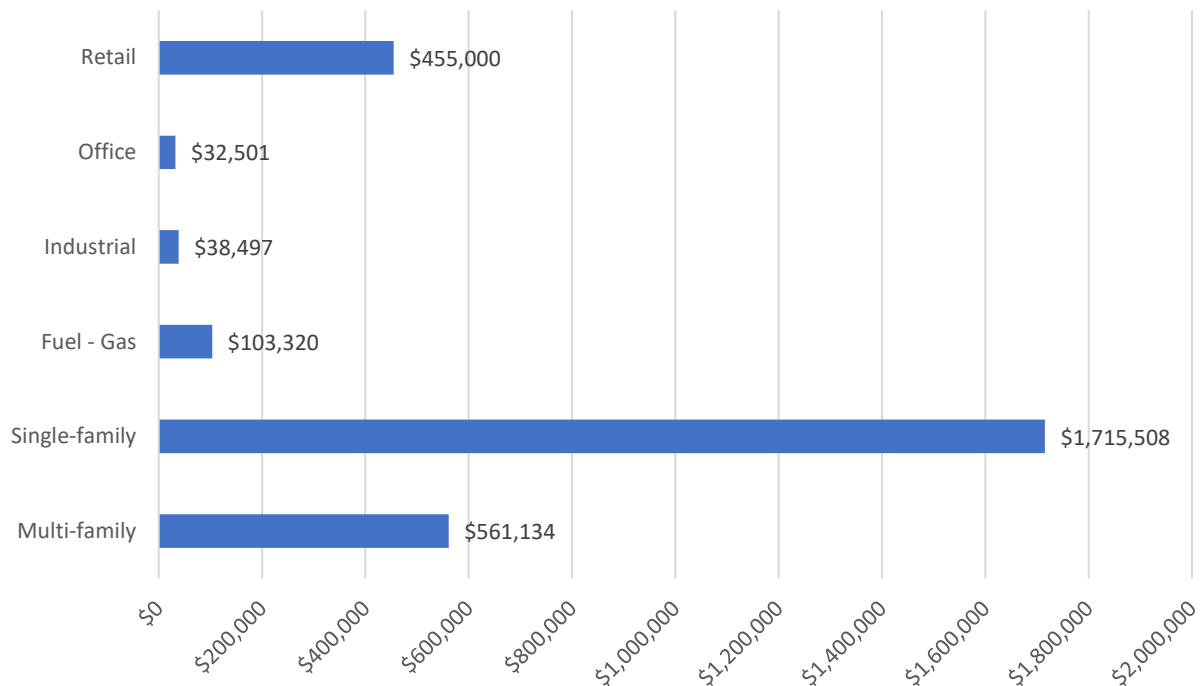


Figure 7: Indio TUMF collections per land use category, fiscal year 2021-2022.

## La Quinta

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$30,030	\$0	\$30,030
<i>Aug</i>	\$73,515	\$0	\$73,515
<i>Sep</i>	\$105,492	\$0	\$105,492
<i>Oct</i>	\$218,339	\$0	\$218,339
<i>Nov</i>	\$54,214	\$0	\$54,214
<i>Dec</i>	\$97,020	\$0	\$97,020
<i>Jan</i>	\$63,666	\$0	\$63,666
<i>Feb</i>	\$44,802	\$0	\$44,802
<i>Mar</i>	\$256,901	\$0	\$256,901
<i>Apr</i>	\$85,778	\$0	\$85,778
<i>May</i>	\$68,750	\$0	\$68,750
<i>Jun</i>	\$436,161	\$0	\$436,161
<b>Total</b>	<b>\$1,534,668</b>	<b>\$0</b>	<b>\$1,534,668</b>

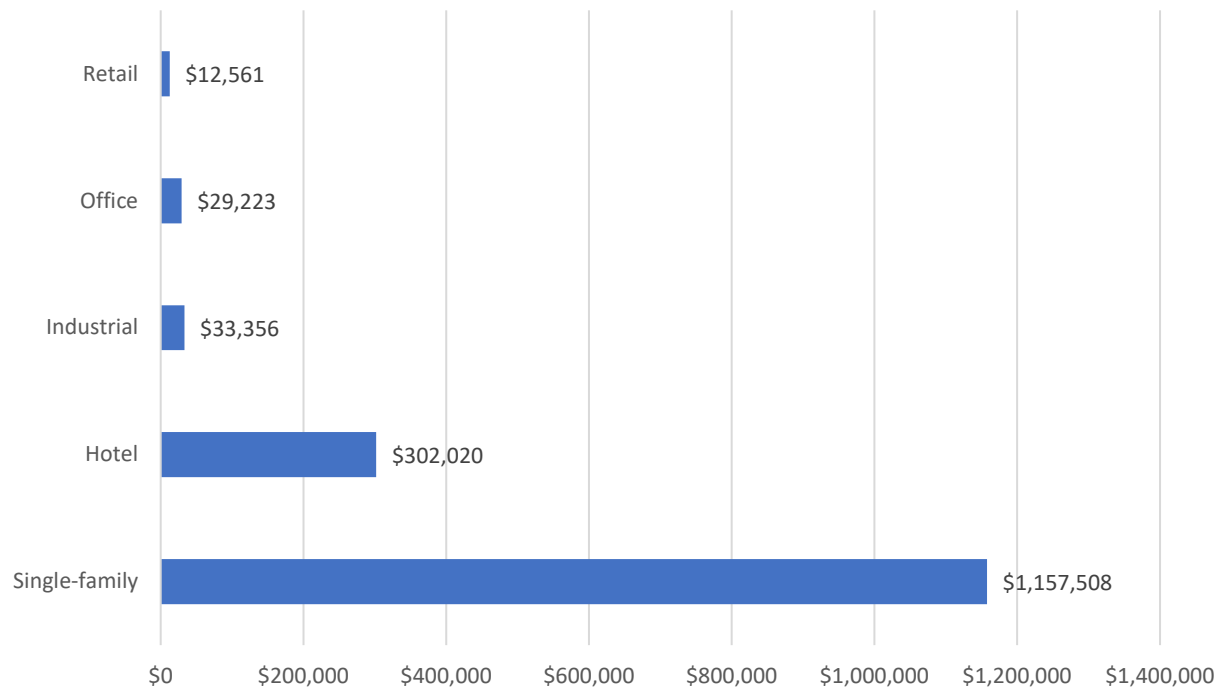


Figure 8: La Quinta TUMF collections per land use category, fiscal year 2021-2022.

## Palm Desert

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$0	\$0	\$0
<i>Aug</i>	\$75,390	\$0	\$75,390
<i>Sep</i>	\$35,694	\$0	\$35,694
<i>Oct</i>	\$105,216	\$0	\$105,216
<i>Nov</i>	\$28,060	\$0	\$28,060
<i>Dec</i>	\$27,720	\$0	\$27,720
<i>Jan</i>	\$149,595	\$0	\$149,595
<i>Feb</i>	\$4,716	\$0	\$4,716
<i>Mar</i>	\$70,810	\$0	\$70,810
<i>Apr</i>	\$227,158	\$0	\$227,158
<i>May</i>	\$156,479	\$0	\$156,479
<i>Jun</i>	\$52,190	\$0	\$52,190
<b>Total</b>	<b>\$933,029</b>	<b>\$0</b>	<b>\$933,029</b>

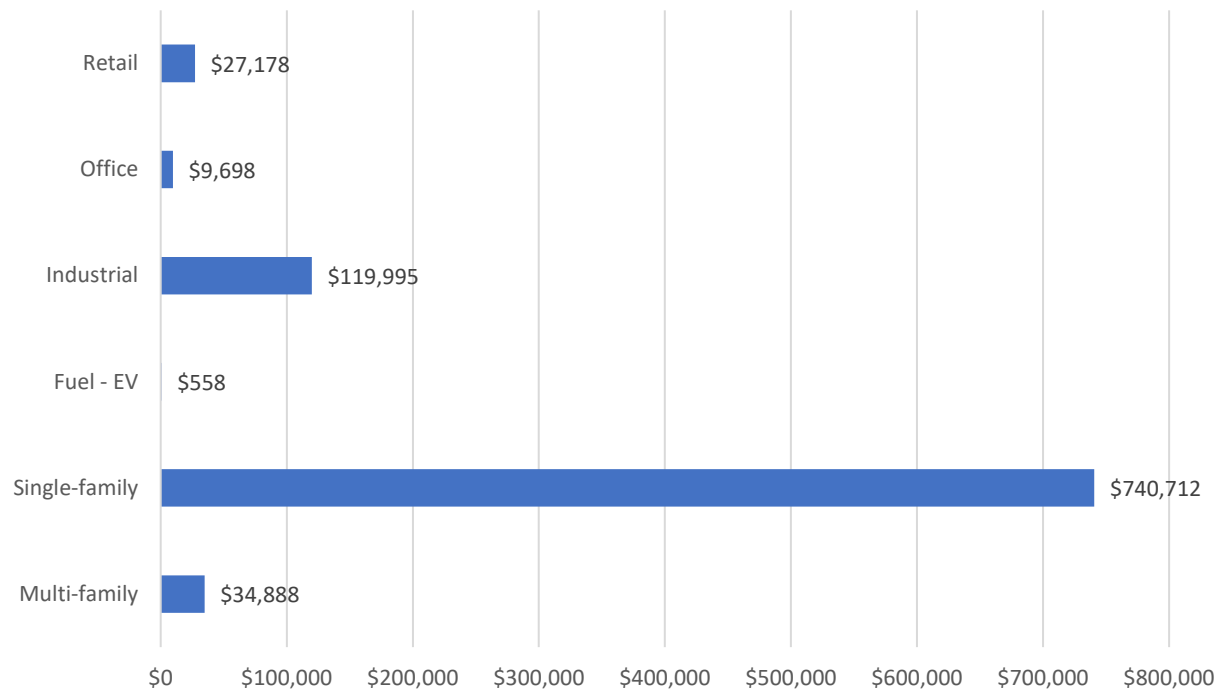


Figure 9: Palm Desert TUMF collections per land use category, fiscal year 2021-2022.

## Palm Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$47,950	\$0	\$47,950
<i>Aug</i>	\$306,592	\$0	\$306,592
<i>Sep</i>	\$73,010	\$0	\$73,010
<i>Oct</i>	\$64,231	\$0	\$64,231
<i>Nov</i>	\$53,130	\$0	\$53,130
<i>Dec</i>	\$14,019	\$0	\$14,019
<i>Jan</i>	\$37,728	\$0	\$37,728
<i>Feb</i>	\$208,895	\$0	\$208,895
<i>Mar</i>	\$21,010	\$0	\$21,010
<i>Apr</i>	\$344,869	\$0	\$344,869
<i>May</i>	\$24,938	\$0	\$24,938
<i>Jun</i>	\$36,190	\$0	\$36,190
<b>Total</b>	<b>\$1,232,562</b>	<b>\$0</b>	<b>\$1,232,562</b>

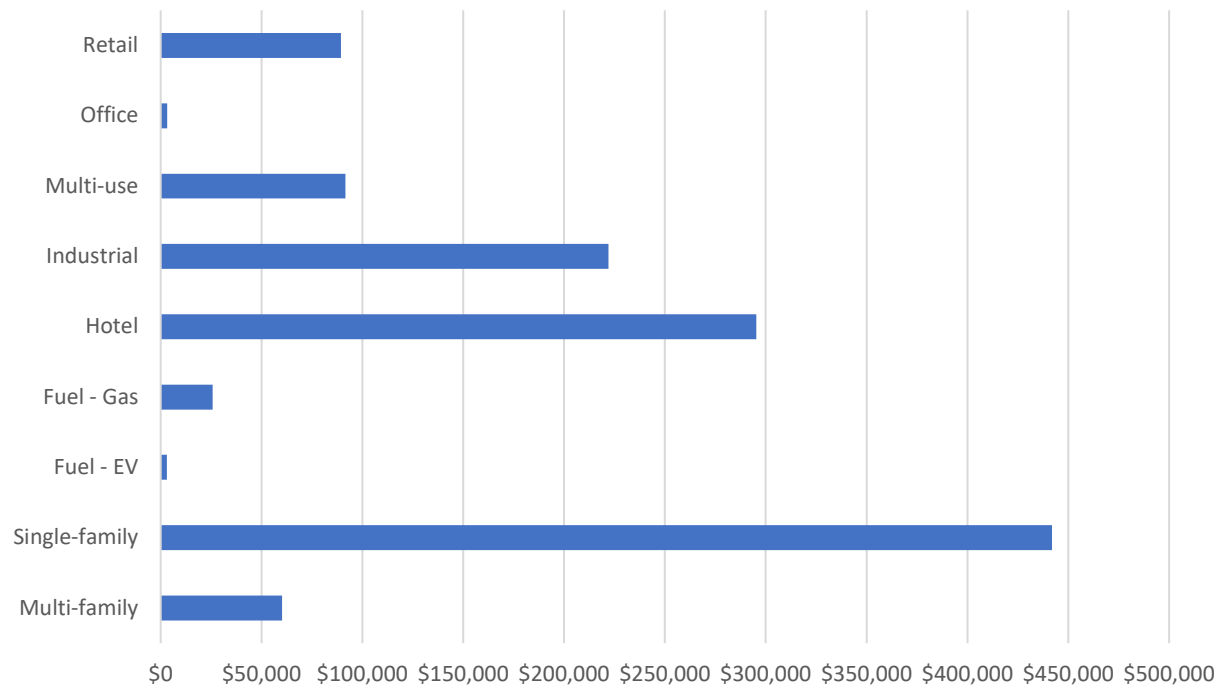


Figure 10: Palm Springs TUMF collections per land use category, fiscal year 2021-2022.

## Rancho Mirage

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$36,960	\$0	\$36,960
<i>Aug</i>	\$60,060	\$0	\$60,060
<i>Sep</i>	\$64,680	\$0	\$64,680
<i>Oct</i>	\$27,720	\$0	\$27,720
<i>Nov</i>	\$43,890	\$0	\$43,890
<i>Dec</i>	\$66,990	\$0	\$66,990
<i>Jan</i>	\$4,716	\$0	\$4,716
<i>Feb</i>	\$35,370	\$0	\$35,370
<i>Mar</i>	\$87,246	\$0	\$87,246
<i>Apr</i>	\$2,358	\$0	\$2,358
<i>May</i>	\$82,530	\$0	\$82,530
<i>Jun</i>	\$42,444	\$0	\$42,444
<b>Total</b>	<b>\$554,964</b>	<b>\$0</b>	<b>\$554,964</b>

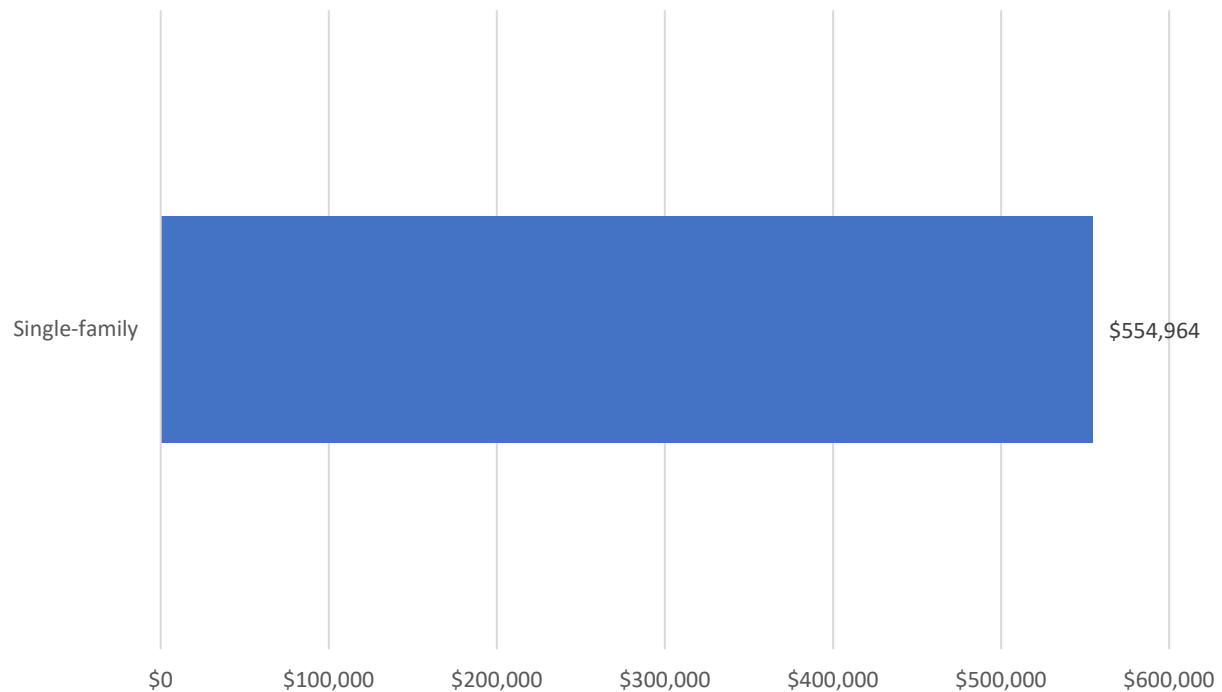


Figure 11: Rancho Mirage TUMF collections per land use category, fiscal year 2021-2022.

## Riverside County

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$24,411	\$0	\$24,411
<i>Aug</i>	\$33,368	\$2,310	\$31,058
<i>Sep</i>	\$74,141	\$0	\$74,141
<i>Oct</i>	\$39,620	\$0	\$39,620
<i>Nov</i>	\$764,489	\$0	\$764,489
<i>Dec</i>	\$89,511	\$0	\$89,511
<i>Jan</i>	\$4,795	\$0	\$4,795
<i>Feb</i>	\$279,067	\$2,310	\$276,757
<i>Mar</i>	\$96,752	\$4,716	\$92,036
<i>Apr</i>	\$171,705	\$0	\$171,705
<i>May</i>	\$14,148	\$0	\$14,148
<i>Jun</i>	\$65,267	\$2,310	\$62,957
<b>Total</b>	<b>\$1,657,275</b>	<b>\$11,646</b>	<b>\$1,645,629</b>

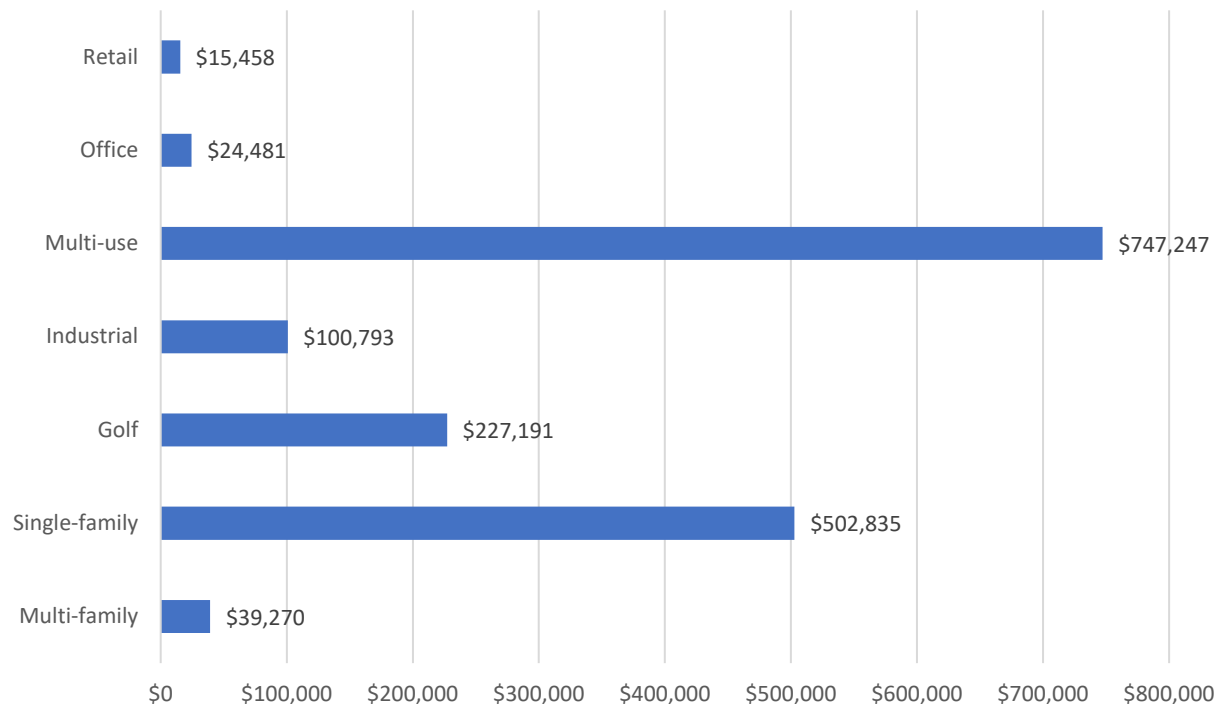


Figure 12: Riverside County TUMF collections per land use category, fiscal year 2021-2022.

## TUMF Collections by Land Use Category, Fiscal Year 2021-2022

This section sorts each jurisdiction's TUMF collections into different land use categories. Residential development was by far the dominant source of TUMF revenue, contributing to almost 70-percent of the total collected fees, with the next highest categories being multiple use development and industrial development at 8- and 7-percent, respectively.

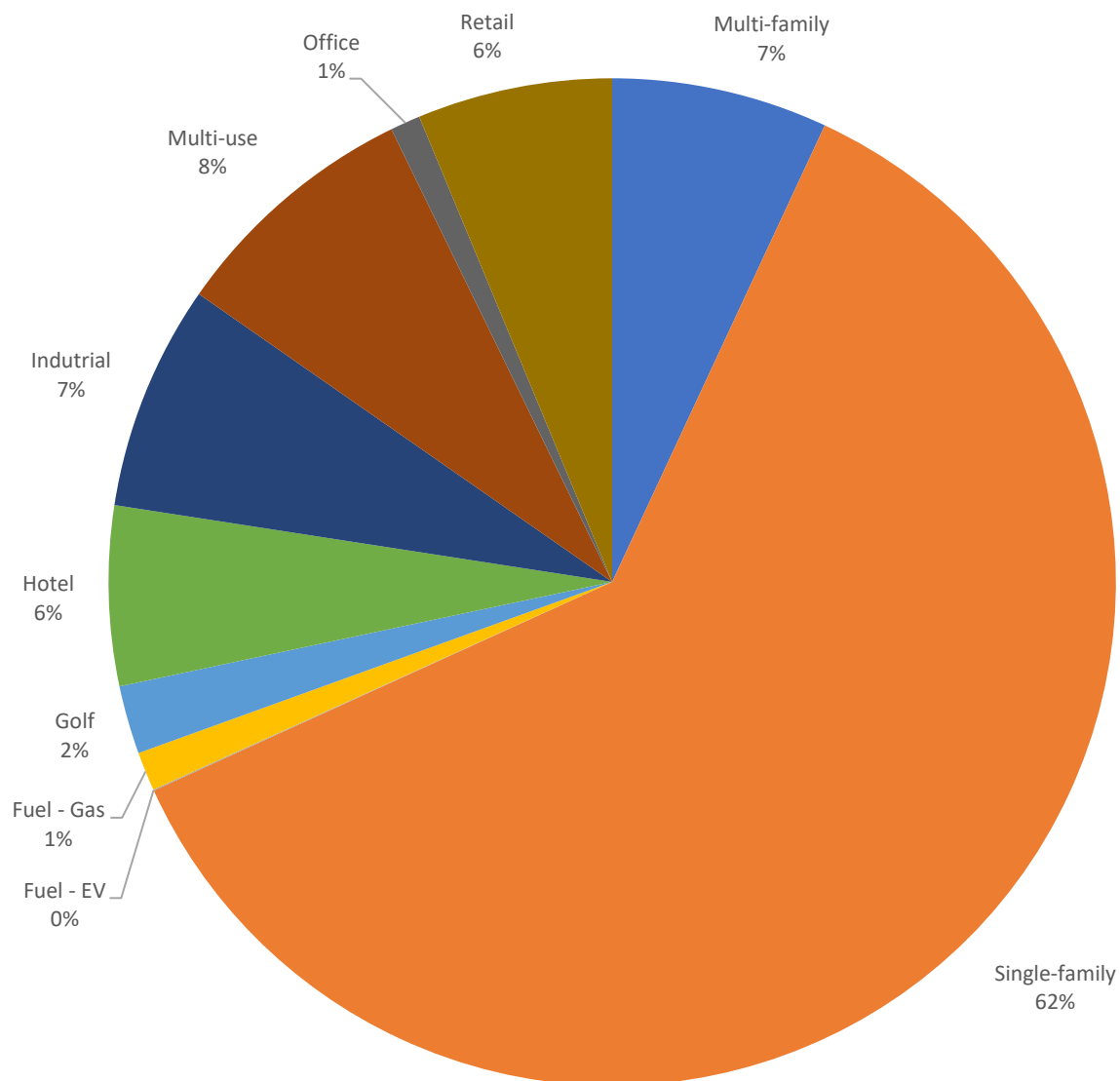


Figure 13: Proportion of total TUMF collections per land use category.

Table 1: TUMF collections per land use.

	<i>Multi-family</i>	<i>Single-family</i>	<i>Industrial</i>	<i>Office</i>	<i>Retail</i>	<i>Fuel - Gas</i>	<i>Fuel - EV</i>	<i>Golf</i>	<i>Hotel</i>	<i>Multi-use</i>
<i>Cathedral City</i>	\$17,976	\$175,849	\$0	\$0	\$1,517	\$0	\$0	\$0	\$0	\$0
<i>Coachella</i>	\$0	\$379,596	\$88,375	\$634	\$34,393	\$0	\$0	\$0	\$0	\$0
<i>Desert Hot Springs</i>	\$5,432	\$449,876	\$147,332		\$12,761	\$0	\$0	\$0	\$0	\$0
<i>Indian Wells</i>	\$0	\$227,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Indio</i>	\$561,134	\$1,715,508	\$38,497	\$32,501	\$455,000	\$103,320	\$0	\$0	\$0	\$0
<i>La Quinta</i>	\$0	\$1,157,508	\$33,356	\$29,223	\$12,561	\$0	\$0	\$0	\$302,020	\$0
<i>Palm Desert</i>	\$34,888	\$740,712	\$119,995	\$9,698	\$27,178	\$0	\$558	\$0	\$0	\$0
<i>Palm Springs</i>	\$60,158	\$441,966	\$222,073	\$3,210	\$89,446	\$25,830	\$3,041	\$0	\$295,262	\$91,576
<i>Rancho Mirage</i>	\$0	\$554,964	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Riverside County</i>	\$39,270	\$502,835	\$100,793	\$24,481	\$15,458	\$0	\$0	\$227,191	\$0	\$747,247
<b>Total</b>	\$718,858	\$6,346,628	\$750,421	\$99,747	\$648,312	\$129,150	\$3,599	\$227,191	\$597,282	\$838,824

Table 2: Development units per land use.

	<i>Multi-family</i>	<i>Single-family</i>	<i>Industrial (sq ft)</i>	<i>Office (sq ft)</i>	<i>Retail (sq ft)</i>	<i>Fuel - Gas (dispensers)</i>	<i>Fuel - EV (dispensers)</i>	<i>Golf (ac)</i>	<i>Hotel (rooms)</i>
<i>Cathedral City</i>	11	75	0	0	0	0	0	0	0
<i>Coachella</i>	0	162	71,070	260	5,606	0	0	0	0
<i>Desert Hot Springs</i>	4	202	111,626	0	2,080	0	0	0	0
<i>Indian Wells</i>	0	97	0	0	0	0	0	0	0
<i>Indio</i>	417	1,288	34,510	11,505	75,308	12	0	0	0
<i>La Quinta</i>	0	495	27,439	2,840	2,042	0	0	0	82
<i>Palm Desert</i>	26	316	44,394	5,381	4,826	0	6	0	0
<i>Palm Springs</i>	166	188	237,460	13,674	5,800	12	34	0	124
<i>Rancho Mirage</i>	0	238	0	0	0	0	0	0	0
<i>Riverside County</i>	30	332	622,797	39,463	3,872	0	0	242	0
<b>Total</b>	654	3,393	1,149,295	72,202	99,524	12	25	242	102



## Measure A Collections

Jurisdictions participating in the collection of TUMF receive 100% of their local Measure A for street and road projects. The formula for local Measure A distribution involves two variables in equal proportions: 1) dwelling units, and 2) taxable sales. These variables are updated on an annual basis for use beginning July 1st of each fiscal year.

As of June 30, 2022, the cumulative amount of regional Measure A received – \$388,670,999– has exceeded the amount of TUMF collected – \$146,271,255. In all jurisdictions, the cumulative local Measure A received has exceeded the cumulative TUMF collected.

The graphs on the following pages illustrate the comparison on an all-jurisdiction cumulative basis as well as individual jurisdictions by fiscal year.

### All Jurisdictions

	<i>TUMF Collections</i>	<i>Measure A Collections</i>
<i>Cathedral City</i>	\$12,616,585	\$38,673,117
<i>Coachella</i>	\$7,115,464	\$11,450,016
<i>Desert Hot Springs</i>	\$7,477,733	\$9,540,110
<i>Indian Wells</i>	\$3,411,827	\$6,270,206
<i>Indio</i>	\$36,400,157	\$38,222,036
<i>La Quinta</i>	\$6,126,296	\$9,103,298
<i>Palm Desert</i>	\$24,056,387	\$66,734,530
<i>Palm Springs</i>	\$17,098,560	\$52,736,881
<i>Rancho Mirage</i>	\$12,230,984	\$22,742,916
<i>Riverside County</i>	\$19,737,261	\$43,554,376
<b><i>Total</i></b>	<b>\$146,271,255</b>	<b>\$299,027,486</b>

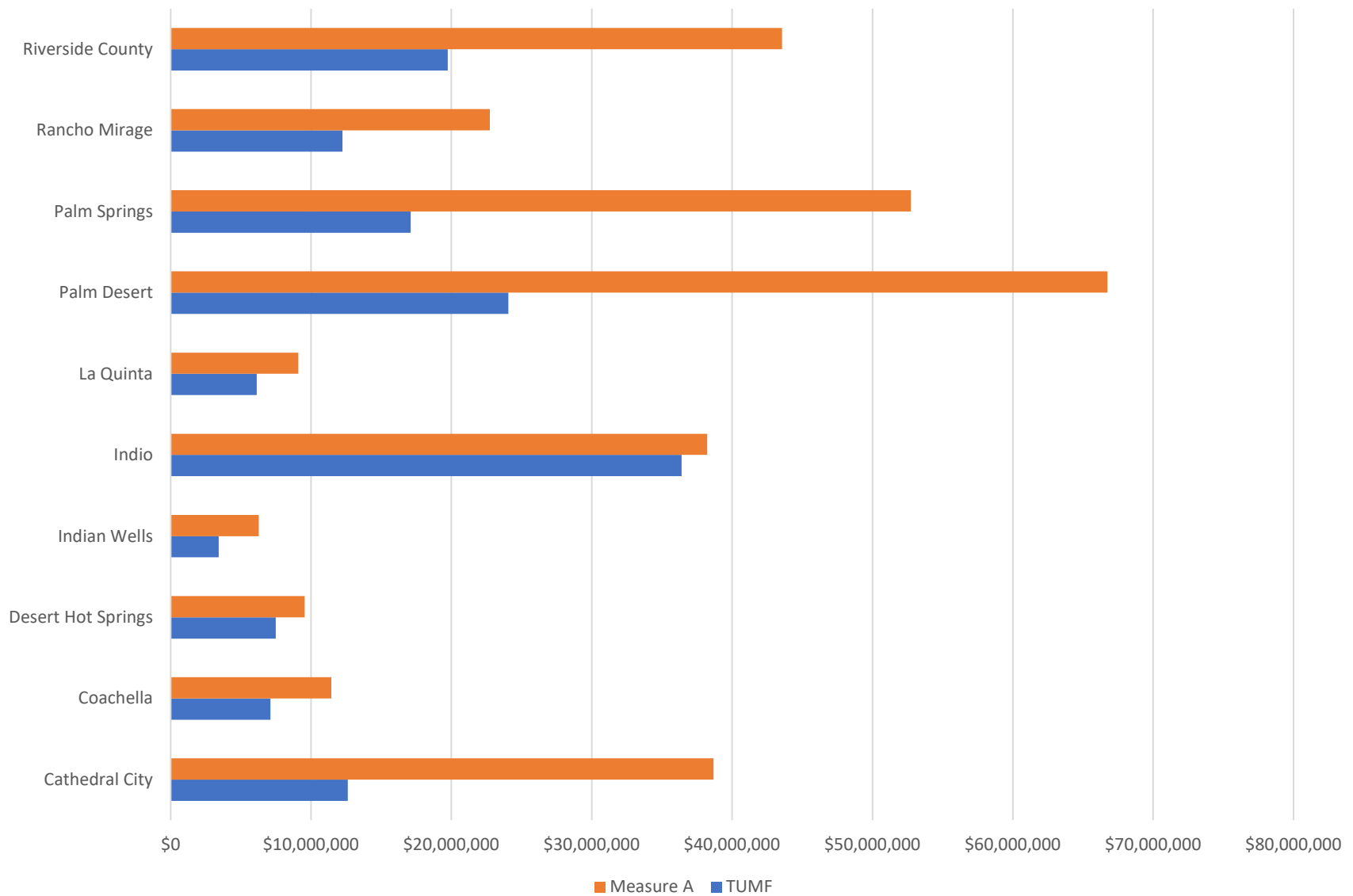


Figure 14: Local Measure A received compared to TUMF collected per jurisdiction, 1989-2022

## Cathedral City

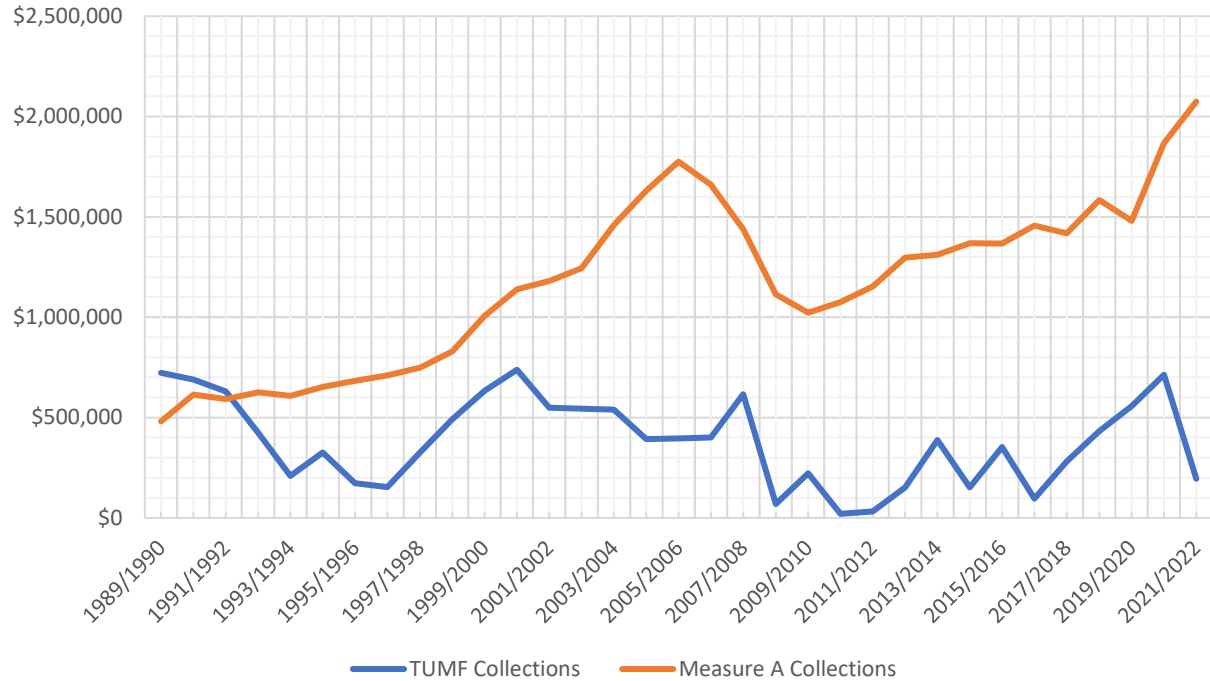


Figure 15: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Cathedral City.

## Coachella

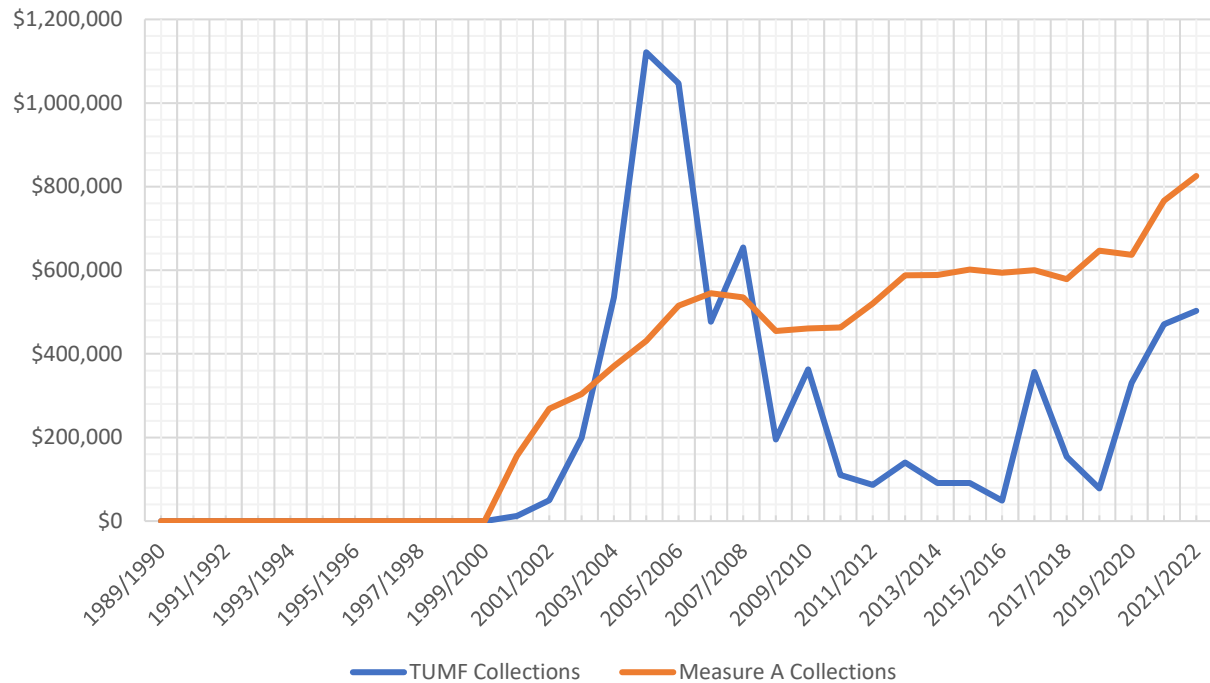
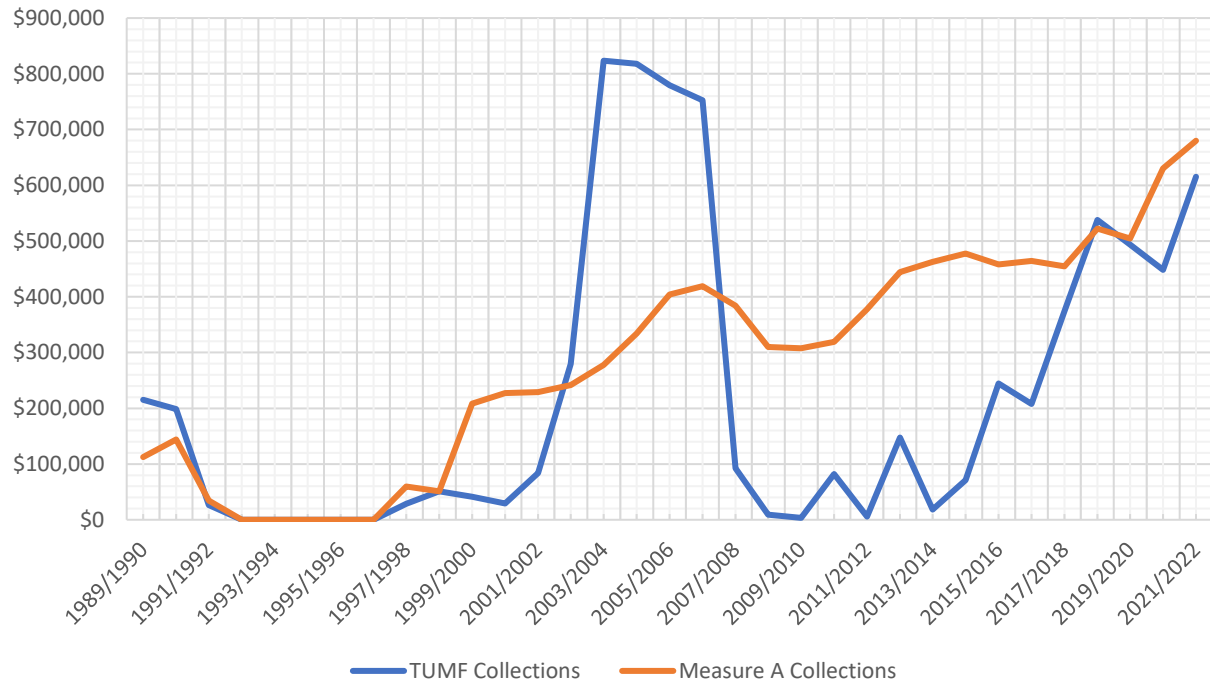


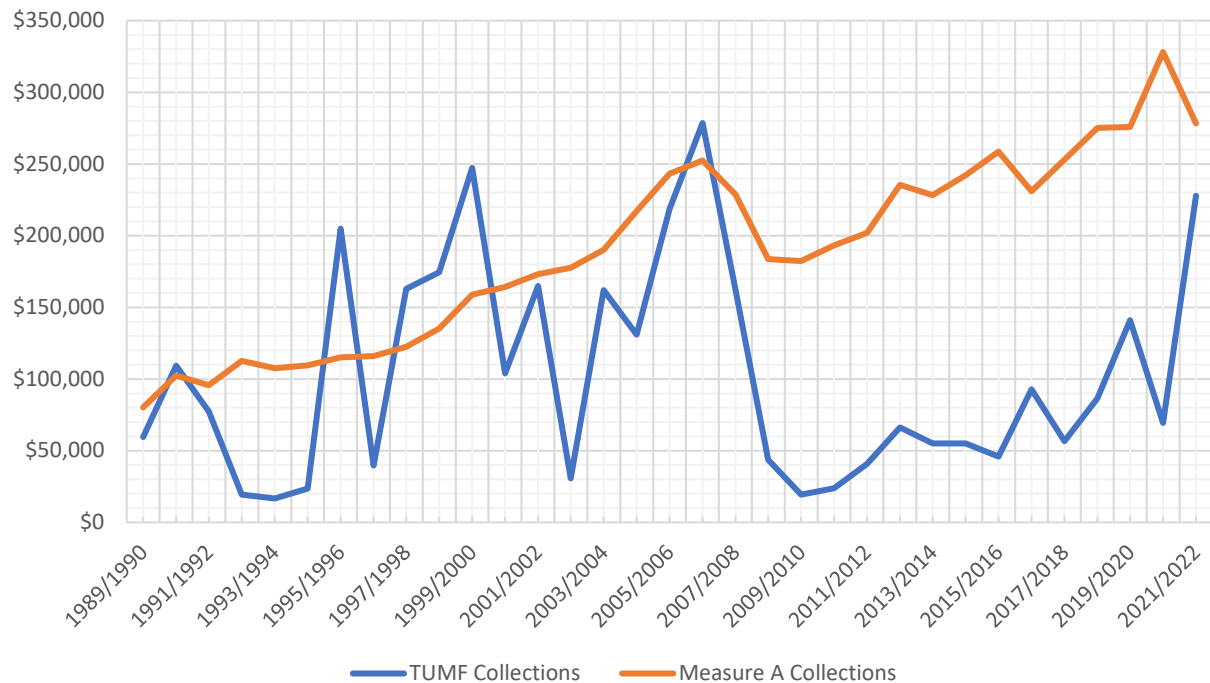
Figure 16: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Coachella.

## Desert Hot Springs



**Figure 17: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Desert Hot Springs.**

## Indian Wells



**Figure 18: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indian Wells.**

## Indio

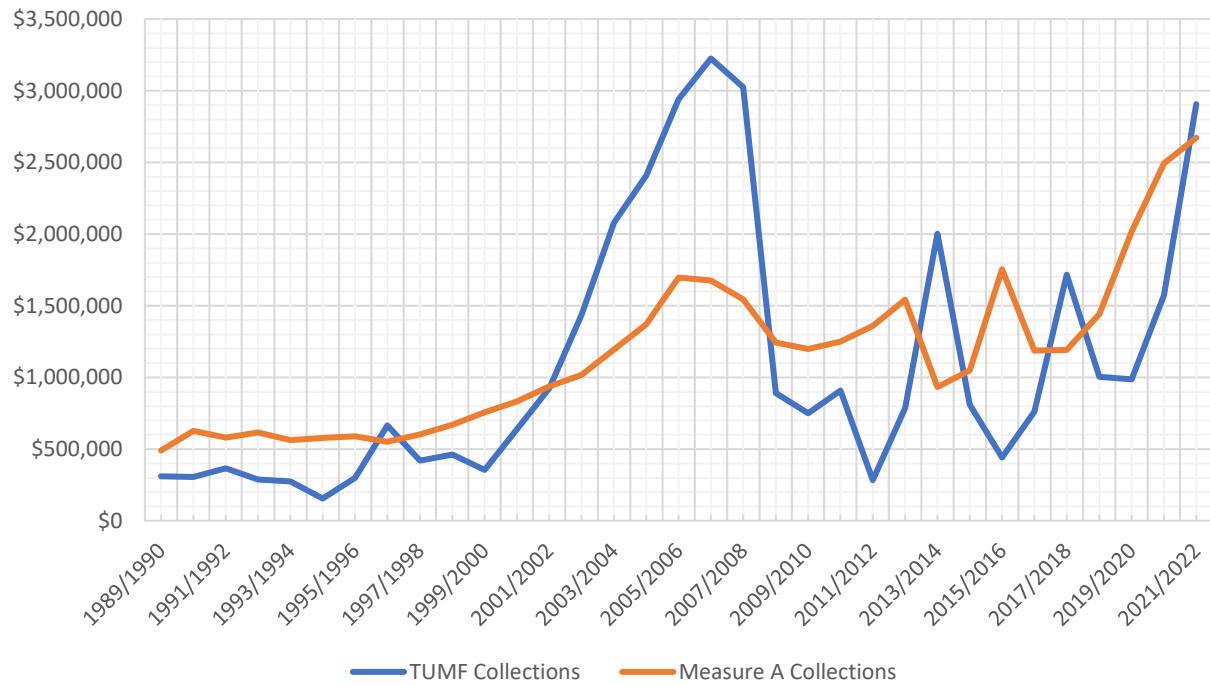


Figure 19: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indio.

## La Quinta

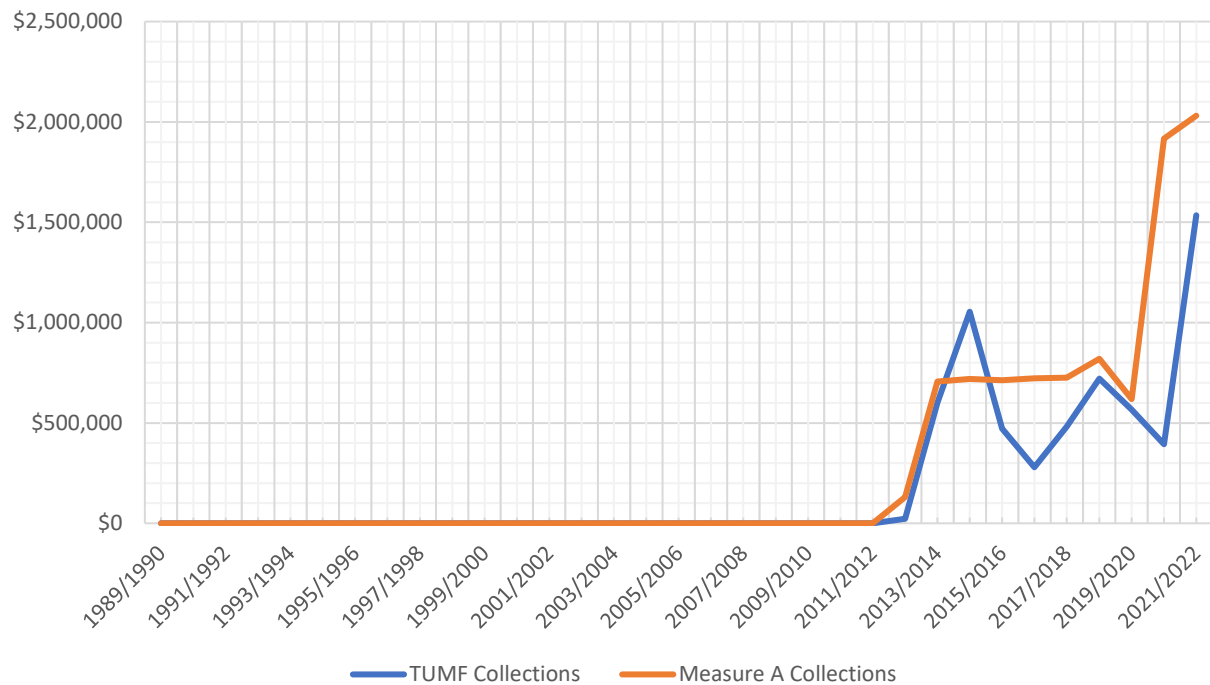


Figure 20: Cumulative TUMF collected by CVAG compared to Measure A funds collected by La Quinta.

## Palm Desert

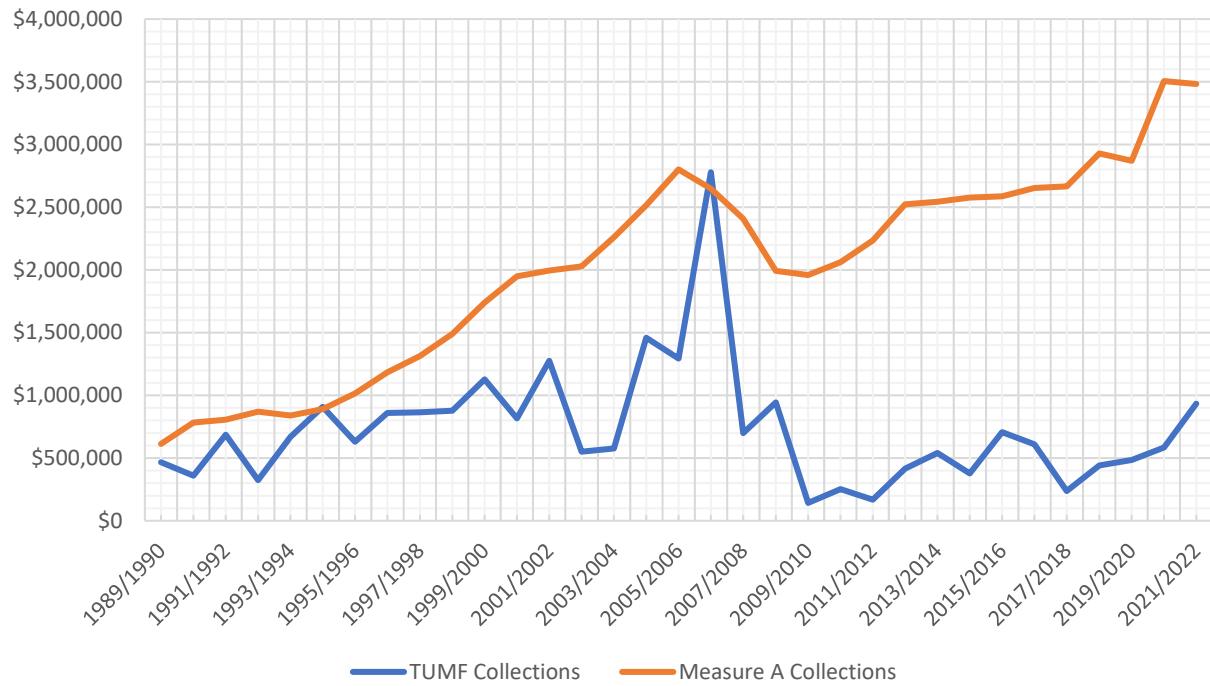


Figure 21: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Desert.

## Palm Springs

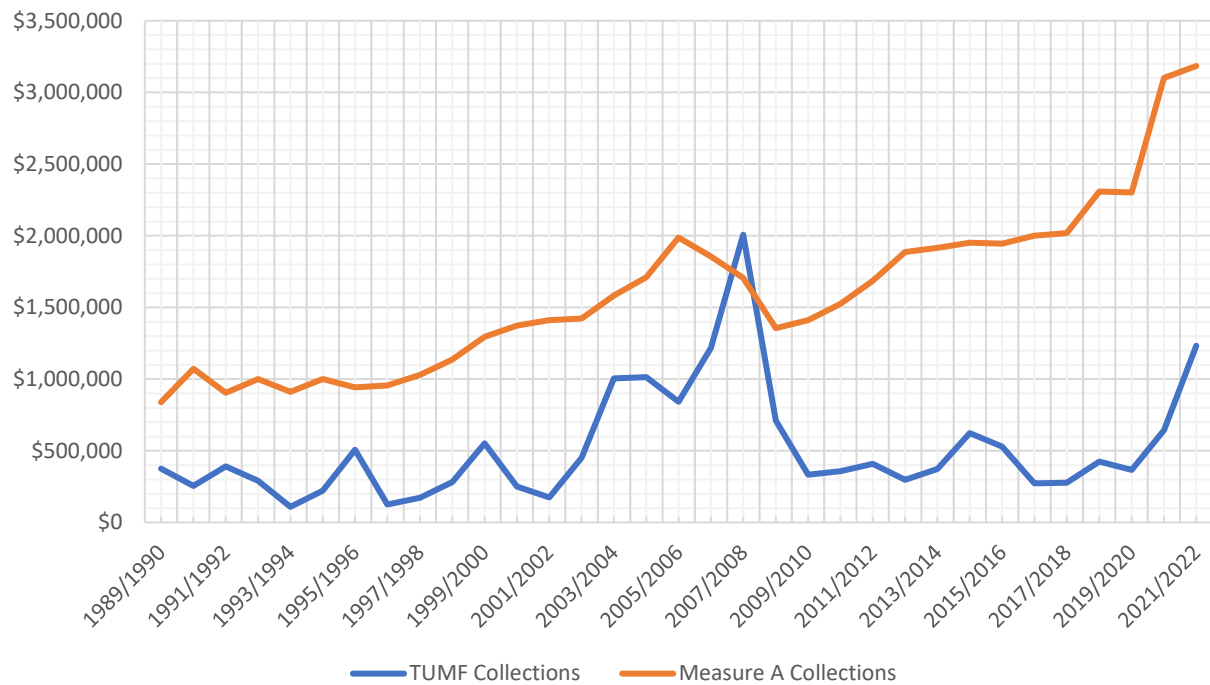


Figure 22: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Springs.

## Rancho Mirage

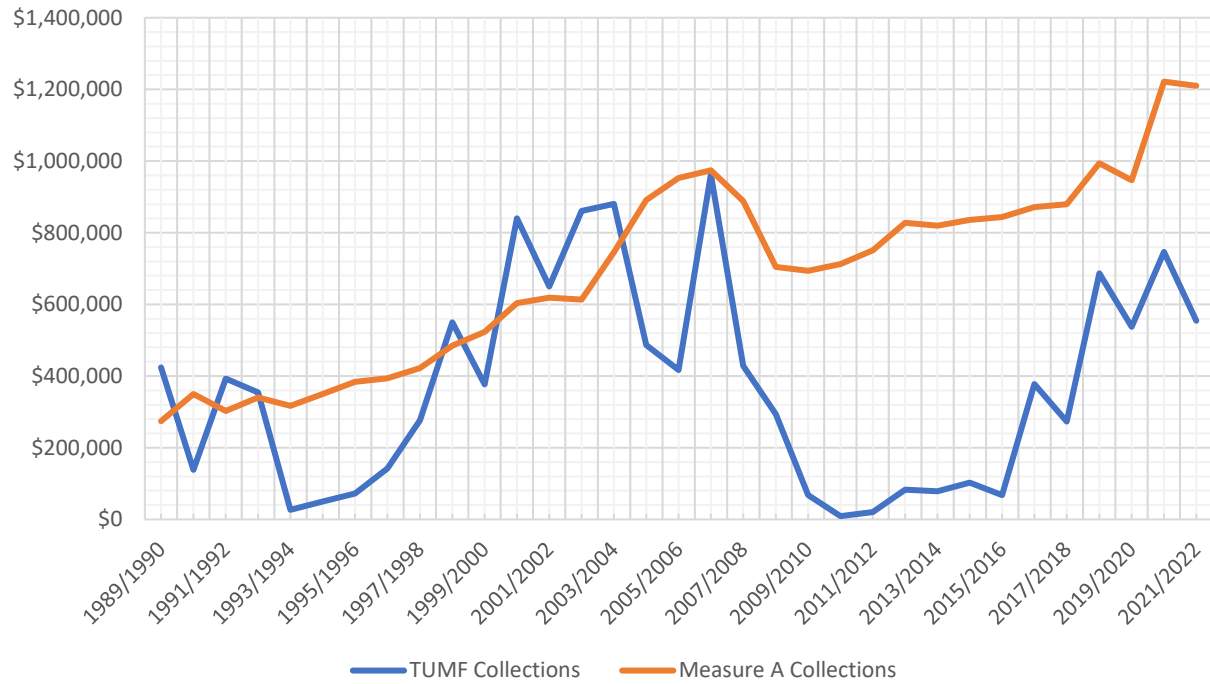


Figure 23: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Rancho Mirage.

## Riverside County

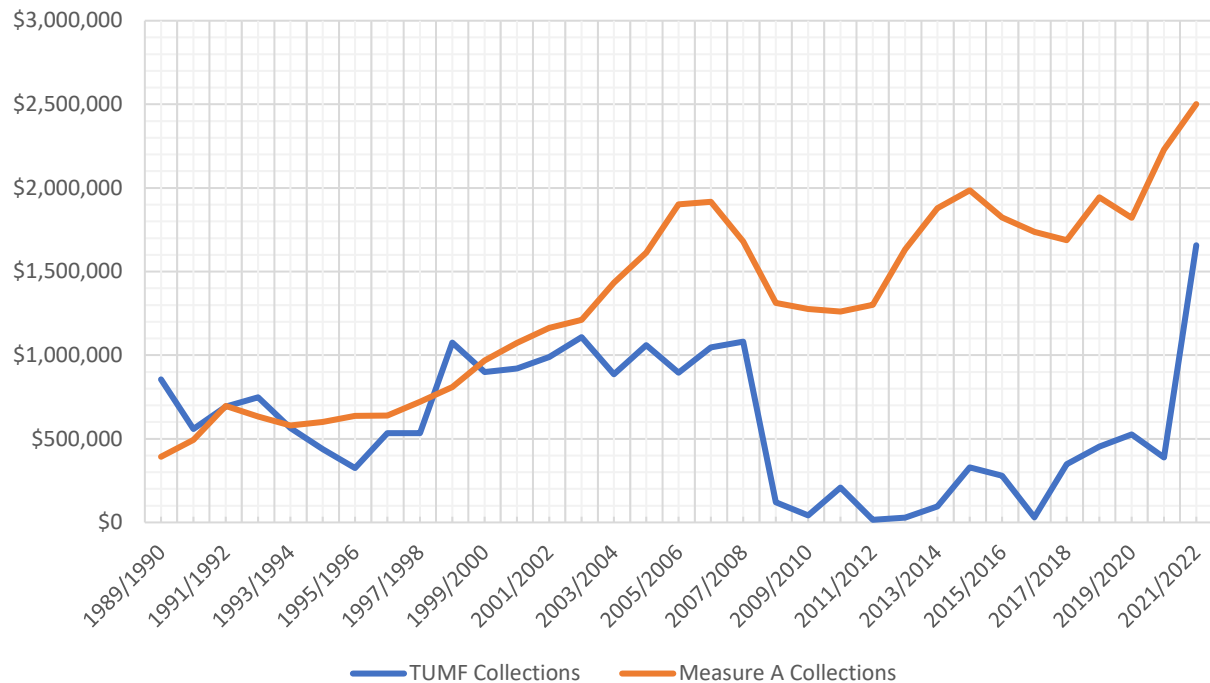


Figure 24: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Riverside County.

## Congestion Management Program

The Congestion Management Program (CMP) is an effort to link land use, transportation, and air quality, to promote reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The CMP states: "Any jurisdiction that adopts a multi-jurisdictional Transportation Uniform Mitigation Fee (TUMF) which complements the objectives of the CMP, will be found in compliance with the CMP requirements." All jurisdictions, regardless of whether or not they participate in the TUMF Program, must comply with other required elements of the CMP, such as development of deficiency plans if the actual level of service (LOS) falls below the minimum CMP requirement standard of "E", a Transportation Demand Management (TDM) plan, and adherence to the Conformance and Monitoring Process.

Measure A funds are distributed to local jurisdictions for local street and road projects. These funds are distributed by the Riverside County Transportation Commission (RCTC), based on a Coachella Valley formula that applies a 50% weight to the proportionate share of dwelling units and a 50% weight to taxable sales generated. The CMP requires, as of January 1, 1992, that all new development be tracked in non-TUMF jurisdictions, and calculations performed annually, to demonstrate an equitable share of Measure A funds towards the Regional Arterial Program.

### CVAG Monitoring Process

To meet requirements of the CMP, In-Lieu jurisdictions forward copies of their approved Building Activity Report (or its equivalent) to CVAG on a monthly basis. CVAG staff reviews the report and requests copies of building permits issued for all development subject to TUMF. Data is then extracted from the building permits and entered into the jurisdiction's database as if the jurisdiction was participating in the TUMF program. Estimation is obtained when fees are calculated on development subject to TUMF.

The City of La Quinta began participation in the TUMF Program in April 2013. Prior to its participation in the collection of TUMF, La Quinta forfeited its local Measure A to the Regional Arterial Program on a monthly basis. The amount of local Measure A was tracked and compared with estimated revenue that would have been generated if TUMF had been collected. CVAG has recovered all Measure A funds from La Quinta as of September 30, 2019.



Table 3: Expenditures on Measure A & TUMF eligible projects.

Project Description	Lead Agency <sup>1</sup>	Project Cost	Approved CVAG Share	Actual Expenditures Prior to FY 17/18	Actual Expenditures FY 17/18	Actual Expenditures FY 18/19	Actual Expenditures FY 19/20	Actual Expenditures FY 20/21	Actual Expenditures FY 21/22	Total Expenditures to Date
<b>Interchanges</b>										
Interchange Preparation Fund	Various	\$ 14,049,238.75	\$ 14,239,238.75	\$ 5,126,986.94	\$ 827,756.80	\$ 3,451,214.96	\$ 1,304,285.39	\$ 123,407.25	\$ 1,117,659.82	\$ 11,951,311.16
Jackson St/I-10 IC	COR	\$ 8,300,000.00	\$ 6,225,000.00	\$ 879,007.86	\$ 240,692.41	\$ 1,429,739.85	\$ 608,883.09	\$ 197,655.55	\$ 207,548.27	\$ 3,563,527.03
Monroe St/I-10 IC	COR	\$ 14,137,200.00	\$ 12,102,900.00	\$ 764,237.78	\$ 234,370.70	\$ 1,280,917.83	\$ 733,006.98	\$ 193,912.35	\$ 2,057,142.74	\$ 5,263,588.38
Portola Ave./I-10 IC	COR	\$ 72,100,000.00	\$ 13,061,250.00	\$ -	\$ -	\$ 1,199,789.65	\$ 1,418,084.56	\$ 1,072,227.29	\$ 193,216.51	\$ 3,883,318.01
Jefferson St/I-10 IC	COR	\$ 77,886,000.00	\$ 42,160,000.00	\$ 24,794,743.50	\$ 2,526,375.42	\$ 839,987.59	\$ -	\$ 45,660.46	\$ -	\$ 28,206,766.97
Avenue 50/I-10 IC	COA	\$ 2,800,000.00	\$ 2,300,768.00	\$ 1,361,229.00	\$ 654,736.92	\$ 259,613.98	\$ 25,188.10	\$ -	\$ -	\$ 2,300,768.00
Indian Canyon Dr./I-10 IC	PS	\$ 26,476,137.00	\$ 3,142,835.00	\$ 2,604,198.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,604,198.31
Palm Dr./Gene Aubry Tr./I-10 IC	COR	\$ 38,603,000.00	\$ 25,931,000.00	\$ 5,997,055.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,997,055.54
Date Palm Dr./I-10 IC incl. RR bridge	Various	\$ 31,721,000.00	\$ 17,181,000.00	\$ 11,678,993.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,678,993.37
Monterey Ave./I-10 Ramp Improvements	PD	\$ 8,100,000.00	\$ 5,150,000.00	\$ 3,990,633.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,990,633.40
<b>Subtotal Interchanges:</b>		<b>\$ 294,172,575.75</b>	<b>\$ 141,493,991.75</b>	<b>\$ 57,197,085.70</b>	<b>\$ 4,483,932.25</b>	<b>\$ 8,461,263.86</b>	<b>\$ 4,089,448.12</b>	<b>\$ 1,632,862.90</b>	<b>\$ 3,575,567.34</b>	<b>\$ 79,440,160.17</b>
<b>Bridges</b>										
Indian Canyon Ave. (from Garnet to and incl. RR crossing)	PS	\$ 21,500,000.00	\$ 7,500,000.00	\$ 1,342,311.90	\$ -	\$ 222,130.35	\$ 27,543.11	\$ 197,060.49	\$ 297,090.52	\$ 2,086,136.37
Cathedral Canyon Bridge	CC	\$ 22,038,000.00	\$ 2,577,092.58	\$ 204,229.30	\$ -	\$ 58,910.30	\$ -	\$ 566,210.51	\$ 1,483,574.17	\$ 2,312,924.28
Date Palm Bridge (across WWR)	CC	\$ 18,703,000.00	\$ 1,608,925.00	\$ 193,820.80	\$ 1,083,342.32	\$ -	\$ -	\$ -	\$ -	\$ 1,277,163.12
Ave. 56 Grade Separation	COR	\$ 22,218,043.00	\$ 14,884,000.00	\$ 12,421,562.59	\$ 952,902.31	\$ -	\$ -	\$ -	\$ -	\$ 13,374,464.90
Ave. 66 Grade Separation	COR	\$ 23,490,000.00	\$ 16,964,667.00	\$ 2,355,213.07	\$ 379,345.70	\$ 3,105,748.25	\$ 4,279,140.40	\$ 3,618,244.59	\$ 2,091,798.30	\$ 15,829,490.31
Ramon Bridge Widening	PS	\$ 35,998,000.00	\$ 8,146,500.00	\$ 657,611.09	\$ 56,906.56	\$ 263,238.65	\$ 492,089.93	\$ 309,686.89	\$ 73,832.48	\$ 1,853,365.60
Frank Sinatra Bridge (across WWR)	RM	\$ 35,290,000.00	\$ 4,548,658.00	\$ 128,982.29	\$ 39,199.50	\$ 20,825.41	\$ 24,265.56	\$ 37,034.59	\$ 20,409.04	\$ 270,716.39
Vista Chino Bridge (across WWR)	PS	\$ 114,700.00	\$ 8,172,375.00	\$ 107,911.44	\$ 38,714.95	\$ 72,223.89	\$ 125,662.61	\$ 4,761.79	\$ 15,482.11	\$ 364,756.79
Dune Palms Bridge over WWR	LQ	\$ 19,993,000.00	\$ 3,369,000.00	\$ 154,962.67	\$ 414,810.68	\$ 691,953.59	\$ 558,541.81	\$ 279,840.58	\$ 286,611.62	\$ 2,386,720.95
South Palm Canyon Bridge	PS	\$ 101,968.00	\$ 865,326.00	\$ 49,809.73	\$ 12,790.28	\$ 28,677.48	\$ 12,772.62	\$ 32,812.83	\$ 3,655.26	\$ 140,518.20
East Palm Canyon Bridge	PS	\$ 102,083.00	\$ 1,109,611.00	\$ 25,714.78	\$ 18,193.23	\$ 16,963.55	\$ 5,299.66	\$ 133,408.85	\$ 68,413.95	\$ 267,994.02
Ave. 50 Bridge (WWR & SR86)	COA	\$ 7,407,835.00	\$ 5,535,626.00	\$ 356,093.43	\$ 86,569.99	\$ 125,156.01	\$ 224,987.05	\$ 46,490.43	\$ 554,688.77	\$ 1,393,985.68
Avenue 44 Bridge (across WWR)	Indio	\$ 19,230,000.00	\$ 3,216,000.00	\$ -	\$ 264,329.98	\$ 127,864.02	\$ 75,690.63	\$ 40,253.53	\$ 32,670.39	\$ 540,808.55
<b>Subtotal Bridges:</b>		<b>\$ 226,186,629.00</b>	<b>\$ 78,497,780.58</b>	<b>\$ 17,998,223.09</b>	<b>\$ 3,347,105.50</b>	<b>\$ 4,733,691.50</b>	<b>\$ 5,825,993.38</b>	<b>\$ 5,265,805.08</b>	<b>\$ 4,928,226.61</b>	<b>\$ 42,099,045.16</b>
<b>Arterial Links</b>										
North Indian Canyon (20th to Dillon)	COR	\$ 4,788,000.00	\$ 3,591,000.00	\$ 636,489.56	\$ -	\$ 1,036,124.06	\$ 369,637.89	\$ 194,697.22	\$ 2,524,828.32	\$ 4,761,777.05
Avenue 48 - Van Buren to Dillon	COR	\$ 4,700,000.00	\$ 3,525,000.00	\$ -	\$ 245,314.68	\$ 319,933.84	\$ 30,545.79	\$ 135,207.55	\$ 84,515.52	\$ 815,517.38
Madison St. (from Ave. 52 to Indio Blvd.)	Indio	\$ 46,250,000.00	\$ 24,204,794.00	\$ 8,665,329.99	\$ 4,072,772.29	\$ 6,448,163.54	\$ 1,798,595.70	\$ 242,336.24	\$ 75,455.97	\$ 21,302,653.73
Traffic Signals Project	COA	\$ 1,950,000.00	\$ 1,725,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jefferson St/Vamer Road north of I-10	Indio	\$ 6,000,000.00	\$ 4,500,000.00	\$ 1,611,753.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,611,753.83
Hwy. 111 in Indio	Indio	\$ 11,400,000.00	\$ 7,074,009.15	\$ 1,029,586.71	\$ 1,255,770.12	\$ 4,626,430.62	\$ 140,653.66	\$ -	\$ -	\$ 7,052,441.11
Ave. 48 between Jackson and Van Buren	COA	\$ 3,622,000.00	\$ 991,500.00	\$ 83,066.23	\$ 26,418.04	\$ 41,773.56	\$ 840,242.17	\$ -	\$ -	\$ 991,500.00
Date Palm Drive North of I-10	CC	\$ 3,116,000.00	\$ 2,337,000.00	\$ 464,133.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 464,133.55
Jackson Street Signal Improvements	Indio	\$ 3,000,000.00	\$ 2,655,900.00	\$ 198,081.05	\$ 2,278,420.28	\$ 8,439.40	\$ 167,959.27	\$ -	\$ -	\$ 2,652,900.00
Avenue 50 (Calhoun to Harrison)	COA	\$ 4,500,000.00	\$ 3,375,000.00	\$ -	\$ -	\$ 197,149.72	\$ 88,705.98	\$ 209,539.78	\$ 57,850.01	\$ 553,245.49
Avenue 50 (SR86 to I-10)	COA	\$ 1,820,000.00	\$ 1,365,000.00	\$ -	\$ 692,970.11	\$ 37,776.05	\$ 15,206.26	\$ 273,472.69	\$ -	\$ 1,019,425.11
2017 ATP Regional Bicycle/Pedestrian Safety Program	Various	\$ 14,627,890.00	\$ 10,235,384.00	\$ -	\$ 722,787.67	\$ 1,461,151.14	\$ 3,008,033.24	\$ 1,369,680.71	\$ 1,762,498.55	\$ 8,324,151.31
Fred Waring/Washington Street Intersection	LQ	\$ 1,860,745.00	\$ 1,395,555.00	\$ -	\$ -	\$ -	\$ 252,092.04	\$ 929,945.27	\$ 116,140.66	\$ 1,298,177.97
Avenue 50 and Jackson Street Intersection Improvement	Indio	\$ 1,594,600.00	\$ 1,195,950.00	\$ -	\$ -	\$ 8,797.73	\$ 190,868.03	\$ 85,515.55	\$ 81,595.83	\$ 366,777.14
2019 ATP Safety Program	Various	\$ 6,472,978.00	\$ 4,854,733.50	\$ -	\$ -	\$ -	\$ 1,520,510.45	\$ 731,836.76	\$ 523,696.71	\$ 2,776,043.92
Indian Canyon Two-way Conversion	PS	\$ 2,000,000.00	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00	\$ 1,500,000.00
Grapefruit Blvd. between Leoco Lane and 9th Street	COA	\$ 5,024,462.00	\$ 1,376,482.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Avenue 50 Widening (Jefferson St to Jackson St)	Indio	\$ 900,000.00	\$ 675,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jefferson St between Ave 38 and Sun City Blvd	Indio	\$ 300,000.00	\$ 225,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Avenue 56 (Harrison to 111) FY 27/28 (Future)	COR	\$ 10,531,470.00	\$ 7,898,603.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Monterey Ave. from Dinah Shore to Gerald Ford (Future)	RM	\$ 1,877,072.00	\$ 770,034.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Portola Ave., N. of Gerald Ford Dr. FY 2021/22 (Future)	PD	\$ 2,139,739.00	\$ 534,934.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Frank Sinatra at Hwy 111 (Future)	RM	\$ 1,794,282.00	\$ 670,712.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal Arterial Links:</b>		<b>\$ 140,269,238.00</b>	<b>\$ 86,676,591.48</b>	<b>\$ 12,688,440.92</b>	<b>\$ 9,294,453.19</b>	<b>\$ 14,185,739.66</b>	<b>\$ 8,423,050.48</b>	<b>\$ 4,172,231.77</b>	<b>\$ 6,726,581.57</b>	<b>\$ 55,490,497.59</b>
<b>Total:</b>		<b>\$ 660,628,442.75</b>	<b>\$ 306,668,363.81</b>	<b>\$ 87,883,749.71</b>	<b>\$ 17,125,490.94</b>	<b>\$ 27,380,695.02</b>	<b>\$ 18,338,491.98</b>	<b>\$ 11,070,899.75</b>	<b>\$ 15,230,375.52</b>	<b>\$ 177,029,702.92</b>

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



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April 21, 2023

**Coachella Valley Association of Governments**

Tom Kirk, Executive Director  
73-710 Fred Waring Drive, #200  
Palm Desert, CA 92260

Re: Annual Report TUMF 2021/2022

Dear Mr. Kirk:

Thank you for providing the Desert Valleys Builders Association the opportunity to review the Coachella Valley Association of Government's "Transportation Uniform Mitigation Fee Annual and Five-Year Report, fiscal Year 2021-2022"

Upon completion of our examination, we are content that the annual reporting obligations of the Mitigation Fee Act have been met.

Respectfully,

Gretchen Gutierrez  
Chief Executive Officer

34360 Gateway Drive • Palm Desert • CA 92211

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## **ITEM 6A**

# **Coachella Valley Association of Governments Transportation Committee June 5, 2023**



## **STAFF REPORT**

**Subject:** Update from Caltrans District 8 Director Catalino A. Pining III

**Contact:** Jonathan Hoy, Transportation Director ([jhoy@cvag.org](mailto:jhoy@cvag.org))

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### **Recommendation: Information**

**Background:** CVAG has a longstanding partnership with both the Riverside County Transportation Commission and with Caltrans to deliver regional transportation projects. This includes Caltrans' instrumental roles in CV Sync and CV Link, where Caltrans took a leading role in completing the federally required environmental studies.

In recent months, several members of the Transportation Committee have inquired about the status of construction projects along Interstate 10. A request was also made at the April meeting to get additional information about graffiti abatement.

Caltrans' new District 8 Director, Catalino A. Pining III, will attend the June 5 meeting of the Transportation Committee to provide an overview of their work in Riverside County. Caltrans has divided the state into 12 Districts, with District 8 covering both Riverside and San Bernardino Counties. Caltrans District 8 has nearly 1,700 employees and covers a region with more than 28,000 square miles of roadway, 32 state routes, and four interstate routes adding up to 7,200 lane miles. Director Pining manages a \$5.6 billion budget and transportation investments in both Riverside and San Bernardino Counties. He has nearly 30 years of experience in several Caltrans districts, including his most recent role as District 8 Deputy District Director in Traffic Operations.

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

**Attachment:** Link to Caltrans District 8 current projects: <https://dot.ca.gov/caltrans-near-me/district-8/district-8-current-projects>

## **ITEM 6B**

# **Coachella Valley Association of Governments Transportation Committee June 5, 2023**



## **STAFF REPORT**

**Subject:** Completion of CV Sync Phase I

**Contact:** Eric Cowle, Transportation Engineer ([ecowle@cvag.org](mailto:ecowle@cvag.org))

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**Recommendation:** Authorize the Executive Director to take the necessary steps to execute and file the Notice of Completion for the CV Sync – Phase I construction project

**Background:** CVAG has long planned for the regional synchronization of traffic signals, the modernization and standardization of hardware and software, and preparation for future intelligent transportation system infrastructure (ITS) in the Coachella Valley. Phase I of CV Sync is now complete, and staff is recommending the Executive Director be provided with the authority to close out the project.

Phase I of CV Sync included Highway 111, Washington Street and Ramon Road, which were the top three regional corridors identified during the planning process. The project was designed to synchronize traffic regionally and introduce new technologies that would reduce traffic delays, improve air quality and improve safety. Phase I also established one centrally located Regional Transportation Management Center (RTMC) and corresponding Traffic Operation Centers (TOCs) within each participating jurisdiction, including Riverside County and Caltrans District 8. Each of the individual TOCs utilizes CVAG's RTMC as its hub. The project was recently highlighted in a KESQ story: <https://kesq.com/top-stories/2023/05/11/more-green-lights-synchronized-traffic-signals-are-set-to-ease-valley-congestion/>

CVAG issued the formal Notice to Proceed to Crosstown Electrical & Data, Inc. (Crosstown) for Phase I of CV Sync on May 7, 2021. The project end date was originally anticipated to be in November 2022. Pandemic-related supply chain delays plagued the project early on. CVAG worked closely with Crosstown to ensure that materials could be acquired and accumulated well in advance of their scheduled construction date. Certain critical items, including fiber optic cable and the corresponding conduit, were in high demand and short supply as the nation began investing in broadband and other fiber optic intensive capital projects. By working with the construction management team, TKE, Crosstown was able to position the CV Sync project well with this support.

Many of the Phase I project's intersections were located within Caltrans right-of-way, and equipment had to meet Caltrans' requirements. Caltrans was not immune from the supply chain problems. Some of the necessary equipment was not available until the very end of the project.

Traffic synchronization improvements were completed in March 2023. Construction was completed on April 30, and anticipated system commissioning is underway. As CVAG moves into the operational phase for these three corridors, staff is coordinating with staff at member jurisdictions as well as its consultants and software/hardware vendors to make adjustments as

necessary to the synchronization timing plans. CVAG staff is also working with the participating agencies to implement procedures and protocols, and anticipates this process will last for about a year.

Staff would also note that some of the hardware installation and software integration items that were anticipated in Phase I are not yet available. Some are not anticipated until the end of this calendar year. The Executive Committee in December 2022 awarded Crosstown with the construction contract for Phase II. In order to avoid further delays on Phase I, staff has worked with Crosstown to move some of the unavailable items from the Phase I construction plan to Phase II construction.

The final as-built plans have been completed, and the final quantities are being tabulated. A change order is being prepared to account for the final quantities and move the necessary hardware and software integration items to Phase II. CVAG staff, TKE, and the project design consultant Advantec Consulting, Inc. have worked closely with city and county inspectors to ensure that Crosstown completed the project per the design plans and specifications and permits while maintaining safe traffic flow during construction. Field staff from all of the participating jurisdictions have inspected the completed work and accepted the improvements as constructed.

A Notice of Completion is required to be recorded with Riverside County. The recommendation is to authorize the Executive Director to take the necessary steps to execute and file the Notice of Completion for the Phase I CV Sync construction project.

**Fiscal Analysis:** With several CV Sync Phase I pay items being moved into Phase II construction, the final Phase I contract will underrun the \$21,185,387.74 authorized contract amount including contingencies. These quantities are still in the process of being tabulated and will be accounted for in a change order to the Phase II contract. It is expected that this change order will fall within the signature authority of the Executive Director.



## **ITEM 6C**

# **Coachella Valley Association of Governments Transportation Committee June 5, 2023**



## **STAFF REPORT**

**Subject:** Reimbursement Agreement for Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

**Contact:** Jonathan Hoy, Director of Transportation ([jhoy@cvag.org](mailto:jhoy@cvag.org))

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**Recommendation:** Approve the Reimbursement Agreement with the County of Riverside as the Lead Agency for the Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive), providing a not-to-exceed amount of \$4,950,000 in regional funding for eligible design and construction costs

**Background:** The County of Riverside, in collaboration with the City of Coachella, requests regional transportation funding to cover the design and construction of a replacement bridge along Airport Boulevard from Orange Street to Desert Cactus Drive.

The project will replace the existing functionally obsolete and seismically vulnerable bridge that currently extends over the Coachella Valley Stormwater Channel (also known as the Whitewater River) with a wider two-lane bridge. The project will reconstruct the connecting approach roadways to meet Caltrans highway standards and seismic design codes. The new bridge will be widened to 71 feet, that includes 6-foot-wide sidewalks on both sides, 8-foot-wide shoulders, 14-foot-wide eastbound and westbound lanes, and a 12-foot-wide striped median/turn lane. The project will also raise the bridge profile by approximately 2-3 feet to maintain a minimum freeboard from the flood water in the river.

The County studied various alternative options from rehabilitation to replacement of the bridge. Based on the studies and findings, it was concluded and recommended that the bridge replacement option with 71-feet ultimate width bridge will provide better value to the taxpayers over the 75-year life of the bridge. The project will also enhance safety and provide improved emergency response and general access to the community.

This project represents a partial segment of a project described in CVAG's 2015 Transportation Project Prioritization Study (TPPS), which identified Avenue 56/Airport Boulevard from Polk Street to State Route 86, including a bridge over the stormwater channel, as being ranked 87 on the TPPS list. While this project is not in the top 10 percent, CVAG staff is recommending moving it forward based on the availability of external funding for the project. The County of Riverside has secured Highway Bridge Program (HBP) federal funds in the amount of \$18,007,470, which is 88.53% of the HBP participating project cost. The remaining 11.47% cost is \$2.3 million. The total HBP non-participating cost is \$4.3 million. The total remaining amount not covered by the federal funds is approximately \$6.6 million.

CVAG staff is also recommending that the agreement include language to account for the future development of CV Link. The agreement states that design and construction of the required CV Link undercrossing shall be included in the scope of work for the bridge, and that CVAG shall fund this added scope of work.

**Fiscal Analysis:** The County of Riverside is requesting that CVAG enter into a Reimbursement Agreement to fund the Airport Boulevard Bridge replacement from Orange Street to Desert Cactus Drive. The County of Riverside is receiving federal funds in the amount of \$18,007,470 for the design and construction of this project.

In its letter, the County of Riverside requested that CVAG fund \$6.6 million, which accounts for 100% of the remaining project costs. However, according to the CVAG's usual policy of funding Measure A eligible projects CVAG will be responsible for 75% of eligible project costs.

Without outside funding, CVAG's 75% share of the estimated project cost would have been approximately \$18.5 million. However, since the project is receiving federal funds in the amount of \$18,007,470, CVAG's 75% regional share has been reduced to \$4.95 million. In accordance with the reimbursement agreement, CVAG's regional share will be paid as a reimbursement to the County as invoices are submitted and approved.

The County of Riverside shall be responsible for the remaining 25% local share of project costs. There are sufficient regional transportation funds to cover the County's request for this project.

**Attachments:**

1. County of Riverside request letter
2. Reimbursement Agreement



*Mark Lancaster*  
*Director of Transportation*

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

*Mojahed Salama, P.E.*  
*Deputy for Transportation/Capital  
Projects*

*Russell Williams*  
*Deputy for Transportation/Planning and  
Development*

### Transportation Department

March 21, 2023

Jonathan Hoy  
Director of Transportation  
Coachella Valley Association of Governments  
73710 Fred Waring Drive, Suite 200  
Palm Desert, CA 92260

**Re: Project Funding Request for the Airport Boulevard Bridge over  
Whitewater River in the community of Thermal, Riverside**

Dear Mr. Hoy,

The County of Riverside Transportation Department (County) in collaboration with the City of Coachella (City) initiated a project to replace the existing Airport Blvd. bridge over Whitewater River (Project). The Project is currently in environmental phase and expected to go to construction in Fall of 2024. The County worked with Caltrans to have this bridge project programmed to receive Highway Bridge Program (HBP) federal funds. The federal participation in HBP program is such that the HBP program pays 88.53% of the total project costs leaving 11.47% for the local agency to match. The Airport Blvd. bridge is on HBP's eligible list of projects to be replaced. The project also identified on CVAG's Transportation Project Prioritization Study (TPPS) priority list of 2015. Therefore, the County is requesting CVAG to assist in project funding by participating, more specifically, the local match and non-eligible costs in federal programs (funding layout/estimate is attached, Exhibit "A"). The Project when completed will provide benefit to both City of Coachella and the unincorporated community of Thermal by enhancing public safety, improving traffic flow and east west connectivity in the community.

#### **Project Overview and Proposed Bridge:**

The purpose of the Project is to replace the existing functionally obsolete and seismically vulnerable Airport Boulevard bridge over Whitewater River with a wider, two lane bridge. This Project will reconstruct the connecting approach roadways to meet current Caltrans highway standards and seismic design codes. The new bridge would be widened to approximately 71 feet, that includes 6-foot-wide sidewalks on both sides of the bridge, 8-foot-wide shoulders, 14-foot wide eastbound and westbound lanes, and a 12-foot-wide striped median/turn lane. The Project will also raise the bridge profile by approximately 2-3 feet to maintain a minimum freeboard from the flood water in the river.

#### **Project Needs and Benefits:**

Safety will be enhanced by providing improved emergency response and general access within the community as well as providing shoulders for vehicles to pull over in an emergency. Also, being one of the few crossings over the Whitewater River, the need for a sidewalk that meets ADA standards on the bridge has been echoed by the community for years. The proposed sidewalks are consistent with the ongoing and completed roadway improvement projects on both sides of the Project.

Connectivity and circulation will improve and promote alternative modes of transportation as the new sidewalks on both sides of the Project will accommodate future connectivity to the Coachella



Valley Link Trail which will serve as an alternative transportation corridor for bicycles, pedestrians, and low-speed electric vehicles. Minor retaining walls and enhancements will be included to maintain access and connectivity to the existing mobile home community on the south side of the Airport Boulevard.

**Project Programming Request:**

Since the inception of the Project, the County studied various alternate options from rehabilitation to replacement of the bridge. Based on the studies and findings, it was concluded and recommended that the bridge replacement option with a 71 feet ultimate width bridge (as described above) will provide better value to the taxpayers over the 75-year life of this bridge facility.

Due to overwhelming demand of HBP funds and having limited funds available, the HBP committee proposed to construct the bridge to match the in-kind bridge width (two lanes) with the current roadway standards, which is a total width of 52 feet. However, the HBP committee has stated the County may pursue a wider bridge, provided that the County will cover the additional costs for the width beyond the eligible HBP participation, i.e., the bridge width of 52 feet. The bridge width proposed by the County not only meets current traffic needs but also satisfies future traffic demands, and the bridge can easily re-striped to accommodate four lanes should that become necessary (two lanes in each direction).

**Project Schedule:**

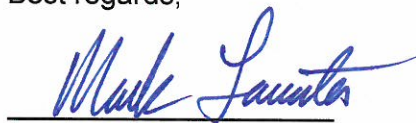
Key project milestones with a tentative timeline are listed as follows:

- Environmental Clearance (PA&ED): May 2023
- Design Phase Completion (PS&E): Spring 2024
- Start Construction: Fall 2024
- Construction Completion: Summer 2026

**Conclusion:**

The County and City appreciate your consideration to fund 100% of the total non-participating costs (\$4.3 million) to construct a wider bridge beyond HBP participation and 11.47% of the local match (\$2.3 million) required for the HBP program. Therefore, the total request for CVAG participation is approximately \$6.6 million. Should you have any questions or concerns regarding this request, please feel free to contact the County's Project Manager Umer Ahmed, by phone at (951) 955-1637 or by email at [uahmed@rivco.org](mailto:uahmed@rivco.org).

Best regards,



Mark Lancaster  
Director of Transportation

**Attachments:**

Exhibit "A", Funding Estimate/Layout  
Exhibit "B", Project Location Map

CC: Khalid Nasim, P.E. (County Of Riverside)  
Alvin Medina, (County Of Riverside)  
Andrew Martin, (County Of Riverside)  
Umer Ahmed, P.E. Project Manager, (County).  
Andrew Simmons, P.E. City Engineer, City of Coachella Valley

**Exhibit "A"**

**Replacement of Airport Blvd Bridge Over Whitewater River (Br. No. 56C-0020)**  
**Riverside County**  
**COST ESTIMATE (Participating and Non Participating)**

Project Funding Estimate								
Item	Unit	HBP Participating Quantity	Nonparticipating Quantity	Unit Cost	HBP Participating Cost			Nonparticipating Cost (Local Money)
					Participating Cost	HBP Funds (88.53%)	Local Match (11.47%)	
Roadway	SQFT	50,427	2,935	\$22	\$1,109,394	\$982,147	\$127,247	\$64,570
Roadway (Slurry)	SQFT	-	13,110	\$6	-	-	-	\$72,105
Bridge	SQFT	20,688	5,906	\$418	\$8,647,584	\$7,655,706	\$991,878	\$2,468,708
Bridge Removal	SQFT	12,414	-	\$22	\$273,108	\$241,783	\$31,325	-
Channel Reconstruct	LS	1	-	\$165,000	\$165,000	\$146,075	\$18,926	-
Retaining Wall	LS	1	-	\$165,000	\$165,000	\$146,075	\$18,926	-
<b>Subtotal</b>					\$10,360,086	\$9,171,784	\$1,188,302	\$2,605,383
<b>Mobilization (10%)</b>					\$1,151,121	\$1,019,087	\$132,034	\$289,487
<b>Subtotal Construction Cost</b>					\$11,511,207	\$10,190,871	\$1,320,335	\$2,894,870
<b>Contingency (25%)</b>					\$2,877,802	\$2,547,718	\$330,084	\$723,718
<b>Total Construction</b>					\$14,389,008	\$12,738,589	\$1,650,419	\$3,618,588
<b>Construction Management (15%)</b>					\$2,158,351	\$1,910,788	\$247,563	\$542,788
<b>Construction Support (3%)</b>					\$431,670	\$382,158	\$49,513	\$108,558
<b>Utility Relocation</b>					\$200,000	\$177,060	\$22,940	-
<b>Right of Way</b>					\$600,000	\$531,000	\$69,000	-
<b>Dokken Design Funds (PA&amp;ED)</b>					\$748,774	\$662,890	\$85,884	-
<b>Dokken Design Funds (PS&amp;E)</b>					\$1,212,928	\$1,073,805	\$139,123	-
<b>County Oversight Costs</b>					\$600,000	\$531,180	\$68,820	-
<b>Total</b>					<b>\$20,340,731</b>	<b>\$18,007,470</b>	<b>\$2,333,262</b>	<b>\$4,269,933</b>
<b>Total Project Cost (Participating + Nonparticipating)</b>					<b>\$20,340,731</b>	<b>\$4,269,933</b>	<b>=</b>	<b>\$24,610,665</b>
<b>Nonparticipating Cost (approximatley)</b>					<b>\$4,300,000</b>			
<b>Local Match (approximately)</b>					<b>\$2,300,000</b>			
<b>Total Project Cost (Local Share)</b>					<b>\$4,300,000</b>	<b>+ \$2,300,000</b>	<b>=</b>	<b>\$6,600,000</b>
<b>CVAG's Share =</b>						<b>\$6,600,000</b>		

Note: The above costs are based on preliminary design and are subject to change pending final design.

## Exhibit “B”

Airport Blvd. Bridge Replacement at Whitewater River  
Bridge Replacement Project (Bridge No. 56C-0020),  
Federal Project Number: BRLS-5956(231)



Vicinity Map: Airport Blvd Bridge Over Whitewater River

Project: Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

**AGENCY REIMBURSEMENT AGREEMENT  
BY AND BETWEEN CVAG AND THE COUNTY OF RIVERSIDE**

**DESIGN AND CONSTRUCTION COSTS FOR  
AIRPORT BOULEVARD BRIDGE REPLACEMENT PROJECT (ORANGE STREET  
TO DESERT CACTUS DRIVE)**

**THIS AGREEMENT** is made and entered into this **26<sup>th</sup> day of June 2023**, by and between the **County of Riverside ("Agency")**, and the **Coachella Valley Association of Governments**, a California joint powers agency, **("CVAG")**, and is made with reference to the following background facts and circumstances:

**RECITALS**

The "Coachella Valley Area Transportation Study", a valley-wide study prepared under the auspices of CVAG, has identified various transportation and highway projects and corridors throughout the Coachella Valley to be of regional importance. This project is included in the 2016 Transportation Project Prioritization Study (TPPS) document; and,

Approval of a highway financing measure by the voters of Riverside County in November of 1988, as well as the approval of an extension of Measure A by the voters in November of 2002, has created a source of funds with which to construct such projects; and,

CVAG by agreement with its member agencies and with the Riverside County Transportation Commission ("RCTC"), has been designated as the agency through which such funds are to be conveyed and disbursed for the purpose of completing said regional transportation projects; and,

CVAG Executive Committee, on July 31, 2006, approved the implementation of the amended Transportation Uniform Mitigation Fee "TUMF" Fee Ordinance to increase the collected TUMF Fee, effective January 1, 2007; and,

Under CVAG's policy of funding eligible projects with member jurisdictions, effective January 1, 2007, the responsible jurisdiction(s) will be responsible for paying Twenty-five Percent (25%) of the Project costs (the Local Share), as well as any ineligible project costs, and CVAG will be responsible for Seventy-five Percent (75%) of eligible Project costs (the Regional Share). Historically, the CVAG Regional Share has been paid as a reimbursement to the Jurisdiction, as invoices are submitted and approved.

Agency desires to proceed with the design and construction phases for the **Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)**, providing a not-to-exceed amount of **\$4,950,000** in regional funding for eligible design and construction costs.



Project: Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

**CVAG's share of the Project cost is not-to-exceed \$4,950,000**, being the maximum approved Regional Share of the Project costs.

**NOW, THEREFORE**, in consideration of the mutual covenants and subject to the conditions contained herein, the parties do agree as follows:

1. The program embodied in this agreement for the reimbursement of funds by CVAG shall apply only to those regional arterial projects that have heretofore been identified in CVAG's Transportation Project Prioritization Study or specifically authorized by CVAG's Executive Committee. The Project was specifically approved by CVAG's Executive Committee as consistent with the TPPS on June 26, 2023, and is therefore eligible.
2. The Project is generally described as and consists of the following: **design and construction costs for Airport Boulevard bridge replacement project (Orange Street to Desert Cactus Drive)**. These services will hereinafter be referred to as the "Project".
3. This project will intersect the Coachella Valley-wide project known as the CV Link. As such, design and construction of the required CV Link under-crossing shall be included in the scope of work for this project. CVAG shall contribute additional regional funding to account for this added scope of work.
4. The scope of work of the Project is more particularly described in **Exhibit "A"**, entitled "Scope of Services " attached hereto and made a part hereof. The cost estimate for the Project is more particularly described in **Exhibit "B"** - "Estimate of Cost", attached hereto and made a part hereof. The cost estimates include a calculation intended to allow Agency to recover an amount representing the time of its employed staff in working on the Project as well as amount Agency shall pay to outside contractors in connection with the Project. CVAG's cost share for the project will be as shown on Exhibit "B" unless amended pursuant to the provisions of Paragraph 6.

**This Agreement shall establish a Time Trigger, which will require that the start of the *Construction Phase* of the Project must begin by June 26, 2025.**

5. It is the agreement between CVAG and Agency that of the total estimated cost of the project after accounting for federal highway bridge program funds will be approximately \$6,600,000, CVAG's Regional Share will equal \$4,950,000, and the Local share shall be \$1,650,000, as well as equal one hundred percent (100%) of all costs not eligible for reimbursement by CVAG. This Agreement shall establish that CVAG may decline or delay regional funds should it be determined that such action is necessary to maintain a minimum balance of regional funds.

6. Agency agrees to seek reimbursement of only those costs which are eligible for reimbursement by CVAG, as outlined in the CVAG Policies and Procedures Manual for the Regional Arterial Program, as most recently amended.
7. Agency shall be responsible for initial payment of all covered costs as they are incurred. Following payment of such costs, Agency shall submit invoices to CVAG requesting reimbursement of seventy-five percent of those eligible costs associated with the Project. Each invoice shall be accompanied by detailed contractor invoices, or other demands for payment addressed to Agency, and documents evidencing Agency's payment of the invoices or demands for payment. Agency shall also submit a Project Completion Report, in a form acceptable to CVAG, with each statement. Agency shall submit invoices not more often than monthly and not less often than quarterly.
  - 6.1 Upon receipt of an invoice from Agency, CVAG may request additional documentation or explanation of the Project costs. Undisputed reimbursement amounts shall be paid by CVAG to Agency within thirty (30) days.
  - 6.2 If a post-payment audit or review indicates that CVAG has provided reimbursement to Agency in an amount in excess of One-Hundred Percent of eligible costs, or has provided reimbursement of ineligible Project costs, Agency shall reimburse CVAG for the excess or ineligible payments within thirty (30) days of notification by CVAG.
8. Prior to any final payment to Agency by CVAG, a final report shall be submitted to CVAG by Agency containing a record of all payments made for said Project and the source of funds of all such payments, together with a record of all change orders, cost over-runs, and other expenses incurred. Final payment will thereafter be paid by CVAG in accordance with its rules, regulations and policies concerning project cost determination and expense eligibility.
9. The format used for all bids solicited by Agency for the Project shall require itemization sufficient to allow quantities of each bid item to be easily discernible.
10. The parties agree that should unforeseen circumstances arise which result in new work not covered in Exhibit "A," an increase of any costs over those shown in Exhibit "B," or other changes in the Scope of Work are proposed, CVAG will in good faith consider an amendment to this Agreement to provide for further appropriate reimbursement if the proposed amendment is in accordance with the policies, procedures, and cost determination/expense eligibility criteria adopted by CVAG. Non-substantive changes may be made to this agreement subject to CVAG's General Counsel's approval.

11. Agency shall maintain an accounting of all funds received from CVAG pursuant to this Agreement in accordance with generally accepted accounting principles. Agency agrees to keep all Project contracts and records for a period of not less than three years from the date a notice of completion is filed by the Agency on such Project; or, if the Project is not one as to which a notice of completion would normally be recorded, for three years from the date of completion. Agency shall permit CVAG, at any reasonable time, upon reasonable notice, to inspect any records maintained in connection with the Project. CVAG shall have no duty to make any such inspection and shall not incur any liability or obligation by reason of making or not making any such inspection.
12. The occurrence of any one or more of the following events shall, at CVAG's option, constitute an event of default and Agency shall provide CVAG with immediate notice thereof.
  - 11.1 Any warranty, representation, statement, report or certificate made or delivered to CVAG by Agency or any of Agency's officers, employees or agents now or hereafter which is incorrect, false, untrue or misleading in any material respect;
  - 11.2 Agency shall fail to pay, perform or comply with, or otherwise shall breach, any obligation, warranty, term or condition in this Agreement or any amendment to this Agreement, or any agreement delivered in connection with the Project; or,
  - 11.3 There shall occur any of the following: dissolution, termination of existence or insolvency of Agency; the commencement of any proceeding under any bankruptcy or insolvency law by or against Agency; entry of a court order which enjoins, restrains or in any way prevents Agency from paying sums owed to creditors.
13. No waiver of any Event of Default or breach by one party hereunder shall be implied from any omission by the other party to take action on account of such default, and no express waiver shall affect any default other than the default specified in the waiver and the waiver shall be operative only for the time and to the extent therein stated. Waivers of any covenant, term, or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition. The consent or approval by one party to or of any act by the other party shall not be deemed to waive or render unnecessary the consent or approval to or of any subsequent or similar act.
14. This Agreement is made and entered into for the sole protection and benefit of CVAG and Agency and no third person shall have any right of action under this

Agreement.

15. It is the intent of the Agency and CVAG that the Project be represented as being funded by Measure "A"/TUMF funds. All public notices, news releases, and documents shall indicate that the Project is being cooperatively developed by the Agency, RCTC, and CVAG using Measure "A"/TUMF funds. Prior to initiation of on-site construction, Agency agrees to provide at least one "Project Sign" to be placed in a safe and visible location near the site of construction so that all travelers passing the location have the opportunity to observe who the agencies are that are providing funds for the construction of the Project.
16. This Agreement is for funding purposes only and nothing herein shall be construed so as to constitute CVAG as a party to the construction or in ownership or a partner or joint venture with Agency as to the Project. The Agency shall assume the defense of, indemnify and hold harmless CVAG, its member agencies, and their respective officers, directors, agents, employees, servants, attorneys, and volunteers, and each and every one of them, from and against all actions, damages, claims, losses and expenses of every type and description to which they may be subjected or put by reason of or resulting from the actions or inactions of the Agency related to the Project or taken in the performance of this Agreement or any agreement entered into by Agency with reference to the Project. CVAG shall assume the defense of, indemnify and hold harmless the Agency, its officers, directors, agents, employees, servants, attorneys, and volunteers, and each of them, from and against all actions, damages, claims, losses, and expenses of every type and description to which they may be subjected or put by reason of or resulting from the actions of CVAG taken in the performance of this Agreement.
17. Agency agrees to include in its contract specifications and bid documents a requirement that all prime contractors shall name CVAG and its member agencies as "also insured" on all liability insurance coverage required by Agency on each contract. Agency will provide a copy of the Insurance Certificate to CVAG, depicting CVAG and its member agencies as "also insureds," within 30 days of signing a contract with the prime contractor.
18. Any dispute concerning a question of fact arising under this Agreement that is not disposed of by voluntary negotiations between the parties shall first be decided by the CVAG Executive Director or designee, who may consider any written or verbal evidence submitted by Agency. This decision shall be issued in writing. However, no action in accordance with this Section shall in any way limit either party's rights and remedies through actions in a court of law with appropriate jurisdiction. Neither the pendency of dispute nor its consideration by CVAG will excuse Agency from full and timely performance in accordance with the terms of this Agreement.
19. Any agency receiving federal funds must have an approved Disadvantaged



Project: Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

Business Enterprise program. All recipients of Federal Highway Administration (FHWA) funds must carry out the provisions of Part 26, Title 49 of the Code of Federal Regulations (CFR) which established the Federal Department of Transportation's policy supporting the fullest possible participation of firms owned and controlled by minorities and women in the Department of Transportation programs. Except to the extent that such or other contrary federal regulations may apply, Agency covenants that, by and for itself and all persons claiming under or through it, there shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin or ancestry in the performance of this Agreement.

20. Agency warrants that all aspects of the Project shall be undertaken in compliance with all applicable local, state and federal rules, regulations and laws. Agency will execute and deliver to CVAG such further documents and do other acts and things as CVAG may reasonably request in order to comply fully with all applicable requirements and to effect fully the purposes of this Agreement.
21. This Agreement may not be assigned without the express written consent of CVAG first being obtained.
22. Agency, its successors in interest and assigns shall be bound by all the provisions contained in this Agreement.
23. No officer or employee of CVAG shall be personally liable to Agency, or any successor in interest, in the event of any default or breach by CVAG or for any amount with may become due to Agency or to its successor, or for breach of any obligation of the terms of this Agreement.
24. Notwithstanding any other provision herein, CVAG shall not be liable for payment or reimbursement of any sums for which CVAG has not first obtained the necessary and appropriate funding from TUMF and/or Measure "A" monies.
25. No officer or employee of CVAG shall have any personal interest, direct or indirect, in this Agreement; nor shall any such officer or employee participate in any decision relating to this Agreement which effects his or her personal interest or the interest of any corporation, partnership or association in which she or he is, directly or indirectly, interested, in violation of any state, federal or local law.
26. Agency warrants that the funds received by CVAG pursuant to this Agreement shall only be used in a manner consistent with CVAG's reimbursement policy and all applicable regulations and laws. Any provision required to be included in this type of agreement by federal or state law shall be deemed to be incorporated into this Agreement.

Project: Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

27. All notices or other communications required or permitted hereunder shall be in writing and shall be either personally delivered (which shall include delivery by means of professional overnight courier service which confirms receipt in writing, such as Federal Express or UPS); sent by telecopier or facsimile machine capable of confirming transmission and receipt; or sent by certified or registered mail, return receipt requested, postage prepaid to the following parties at the following addresses or numbers:

If to **County of Riverside:**

Mark Lancaster  
Director of Transportation  
County of Riverside  
3525 14<sup>th</sup> Street  
Riverside, CA 92501  
Telephone: (951) 955-6800

If to **CVAG:**

CVAG  
74-199 El Paseo Suite 100,  
Palm Desert, CA 92260  
Telephone: (760) 346-1127

Notices sent in accordance with this paragraph shall be deemed delivered upon the next business day following the: (i) date of delivery as indicated on the written confirmation of delivery (if sent by overnight courier service); (ii) the date of actual receipt (if personally delivered by other means); (iii) date of transmission (if sent by telecopier or facsimile machine); or (iv) the date of delivery as indicated on the return receipt if sent by certified or registered mail, return receipt requested. Notice of change of address shall be given by written notice in the manner detailed in this paragraph.

28. This Agreement and the exhibits herein contain the entire agreement between the parties, and is intended by the parties to completely state the agreement in full. Any agreement or representation respecting the matter dealt with herein or the duties of any party in relation thereto, not expressly set forth in this Agreement, is null and void.
29. If any term, provision, condition, or covenant of this Agreement, or the application thereof to any party or circumstance, shall to any extent be held invalid or unenforceable, the remainder of the instrument, or the application of such term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected thereby and each term and provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
30. In the event either party hereto brings an action or proceeding for a declaration of

Project: Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

the rights of the parties, for injunctive relief, for an alleged breach or default, or any other action arising out of this Agreement, or the transactions contemplated hereby, the prevailing party in any such action shall be entitled to an award of reasonable attorneys' fees and costs incurred in such action or proceeding, in addition to any other damages or relief awarded, regardless of whether such action proceeds to final judgment.

31. Time is of the essence in this Agreement, and each and every provision hereof in which time is an element.
32. This Agreement and all documents provided for herein shall be governed by and construed in accordance with the laws of the State of California. Any litigation arising from this Agreement shall be adjudicated in the courts of Riverside County, Desert Judicial District, State of California.
33. Agency warrants that the execution, delivery and performance of this Agreement and any and all related documents are duly authorized and do not require the further consent or approval of any body, board or commission or other authority.
34. This Agreement may be executed in one or more counterparts and when a counterpart shall have been signed by each party hereto, each shall be deemed an original, but all of which constitute one and the same instrument.

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

**ATTEST:**

**COUNTY OF RIVERSIDE**

By: \_\_\_\_\_  
Mark Lancaster, Dir. Transportation

By: \_\_\_\_\_

**ATTEST:**

**CVAG**

By: \_\_\_\_\_  
Tom Kirk, Executive Director

By: \_\_\_\_\_  
Steven Hernandez, Chair

Project: Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

## **EXHIBIT "A"**

### **SCOPE OF SERVICES**

#### **AGENCY REIMBURSEMENT AGREEMENT BY AND BETWEEN CVAG AND THE COUNTY OF RIVERSIDE**

#### **DESIGN AND CONSTRUCTION COSTS FOR AIRPORT BOULEVARD BRIDGE REPLACEMENT PROJECT (ORANGE STREET TO DESERT CACTUS DRIVE)**

The Scope of Services for this Project includes design and construction costs for Airport Boulevard bridge replacement project (Orange Street to Desert Cactus Drive).

The proposed scope of work for this Project includes the replacement of the existing functionally obsolete and seismically vulnerable Airport Boulevard bridge, over the Whitewater River, with a wider two-lane bridge. The project will reconstruct the connecting approach roadways to meet Caltrans highway standards and seismic design codes. The new bridge will be widened to 71 feet, that includes 6-foot-wide sidewalks on both sides, 8-foot-wide shoulders, 14-foot-wide eastbound and westbound lanes, and a 12-foot-wide striped median/turn lane. The project will also raise the bridge profile by approximately 2-3 feet to maintain a minimum freeboard from the flood water in the river.

The intersection traffic signals will be constructed to be consistent with the Regional Traffic Signal Synchronization Master Plan and incorporate best practices consistent with the Regional ATP Design Guidelines.

Project: Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

**EXHIBIT "B"**

**AGENCY REIMBURSEMENT AGREEMENT  
BY AND BETWEEN CVAG AND THE COUNTY OF RIVERSIDE**

**DESIGN AND CONSTRUCTION COSTS FOR  
AIRPORT BOULEVARD BRIDGE REPLACEMENT PROJECT (ORANGE STREET  
TO DESERT CACTUS DRIVE)**

The total estimated cost of the project after accounting for federal highway bridge program funds will be approximately \$6,600,000.

In accordance with CVAG policy, CVAG agrees to pay 75% of the qualified costs, in this case the estimated as not-to-exceed \$4,950,000. The Local Share shall be \$1,650,000 as 25% of the project cost, as well as equal one hundred percent (100%) of all costs not eligible for reimbursement by CVAG.

The County of Riverside as Lead Agency agrees to invoice CVAG for 75% of the eligible project cost.

## **ITEM 6D**

# **Coachella Valley Association of Governments Transportation Committee June 5, 2023**



## **STAFF REPORT**

**Subject:** Reimbursement Agreement Amendment for the Improvement of Date Palm Drive between Interstate 10 and Varner Road

**Contact:** Jonathan Hoy, Director of Transportation ([jhoy@cvag.org](mailto:jhoy@cvag.org))

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**Recommendation:** Approve Amendment No. 1 to the Reimbursement Agreement with the City of Cathedral City for the improvement of Date Palm Drive between Interstate 10 and Varner Road, adding an additional \$516,000 for a total, not-to-exceed cost of \$2,853,000 in regional funds for design and construction

**Background:** In October 2013, the CVAG Executive Committee approved a Reimbursement Agreement with the City of Cathedral City to design and construct Date Palm Drive between Interstate 10 and Varner Road in three phases. At the time this agreement was authorized, the project ranked number two in the 2010 Transportation Project Prioritization Study (TPPS).

In 2015, the City completed an initial design of two lanes of roadway and constructed those two lanes as the initial phase of the project. However, the cost of utility relocations, the improvements at Long Canyon Wash, and overall general construction cost escalation prevented the City from moving to complete the next phases of the project, which includes an additional four lanes as well as active transportation improvements.

The City has now secured outside construction funding for the improvements at Long Canyon Wash, as Riverside County Flood Control District (RCFCD) has committed funding for the stormwater crossing improvements (less roadway improvements) at the Long Canyon Wash crossing on Date Palm in the amount of \$1,966,500. This funding will significantly reduce the project's overall construction cost.

The City is now requesting an amendment with CVAG to finalize design and move forward with the project's construction. The City has provided CVAG with an engineering estimate for updating the design to include the improvements at Long Canyon Wash; adding four (4) more travel lanes, curb and gutter, sidewalks and bicycle lanes; and improving the intersection of Date Palm Drive and Varner Road. CVAG staff is recommending approval of Amendment No. 1 with the City of Cathedral City to finalize the design and construct the project. The additional cost of \$688,000 will be split in accordance with CVAG policy, with the City responsible for 25% and CVAG responsible for 75% of eligible cost.

**Fiscal Analysis:** The reimbursement agreement between CVAG and the City has a total remaining balance of \$2,497,155.27. Amendment No. 1 would have CVAG provide an additional

\$516,000 in regional funding, bringing CVAG's not-to-exceed share of the project costs to \$2,853,000. There are sufficient regional transportation funds available for this amendment.

Once design is complete and the project moves to construction, the \$1,966,500 in funding from RCFCD will be applied to the Long Canyon Wash drainage improvement line item only.

**Attachments:**

City of Cathedral City's request letter

Project Map

Amendment No. 1 to Reimbursement Agreement



May 23, 2023

Jonathan Hoy, P.E.  
Director of Transportation  
Coachella Valley Association of Governments  
74-199 El Paseo, Suite 100  
Palm Desert, CA 92260

**Re: Amendment to the Agency Reimbursement Agreement for the Improvement of  
Date Palm Drive between Interstate 10 and Varner Road**

Dear Mr. Hoy;

The City of Cathedral City (City) is moving forward with the completion of Phases I, II and III of the current Improvement of Date Palm Drive between Interstate 10 and Varner Road (Project). This Cooperative Agreement (Agreement) with the Coachella Valley Association of Governments (CVAG) was initially approved in 2013.

In 2015 the City completed an initial design of two (2) lanes of roadway and constructed said two (2) lane roadway as an initial phase of the Project. The cost of utility relocations, the Long Canyon Wash, and overall general construction cost escalation prevented the City from moving to complete the next phases of the Project adding additional lanes.

The need to accommodate the increasing roadway service levels on this corridor, and the cost impediments to completing the subsequent phases of the Project have been diminished with a construction phase funding partner, Riverside County Flood Control District (RCFCD). RCFCD has included funding for stormwater crossing improvements (less roadway improvements) for the Long Canyon Wash crossing at Date Palm in the amount of \$1,966,500. This contribution will provide a great impact to the construction budget for this Project at a significantly costly location along the Project route.

In discussions with CVAG Staff, the City cited that with the additional RCFCD construction funding the next phases of the Project need to be completed. Thus, the City requested that MSA Consulting Inc., as an addendum to the existing design contract, submit a proposal for the next phase design of the Date Palm Drive between the Interstate 10 Interchange and Varner Road. The proposal includes four (4) more travel lanes, curb and gutter, sidewalks and bicycle lanes, a crossing design for the Long Canyon Wash and the intersection of Date Palm Drive and Varner Road. The cost of this proposal is \$688,000 and is enclosed with this letter.



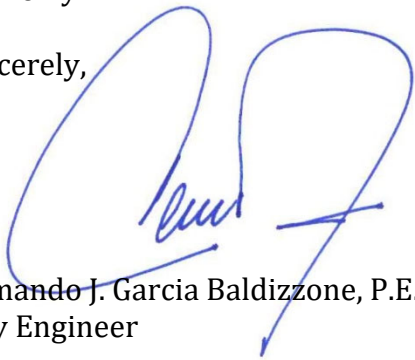
The reimbursement agreement between CVAG and the City has a remaining balance of \$2,497,155.27 as shown below.

Phase	Amount	Expended	Balance by Phase
Preliminary Eng. (phase I)	\$ 246,000.00	\$ 204,163.59	\$ 41,836.41
Construction Eng. (Phase II)	\$ 1,200,000.00	\$ 6,419.24	\$ 1,193,580.76
Construction (Phase III)	\$ 1,670,000.00	\$ 408,261.90	\$ 1,261,738.10
Totals:	\$ 3,116,000.00	\$ 618,844.73	\$ 2,497,155.27

The City is requesting that CVAG amend the Reimbursement Agreement to include the cost submitted by MSA for the completion of the phased design of Date Palm Drive between the Interstate 10 Interchange and Varner Road (\$688,000 plus 10% contingency = total \$756,800) to the ultimate right of way condition utilizing the funds available in the Project budget (\$2,497,155.27).

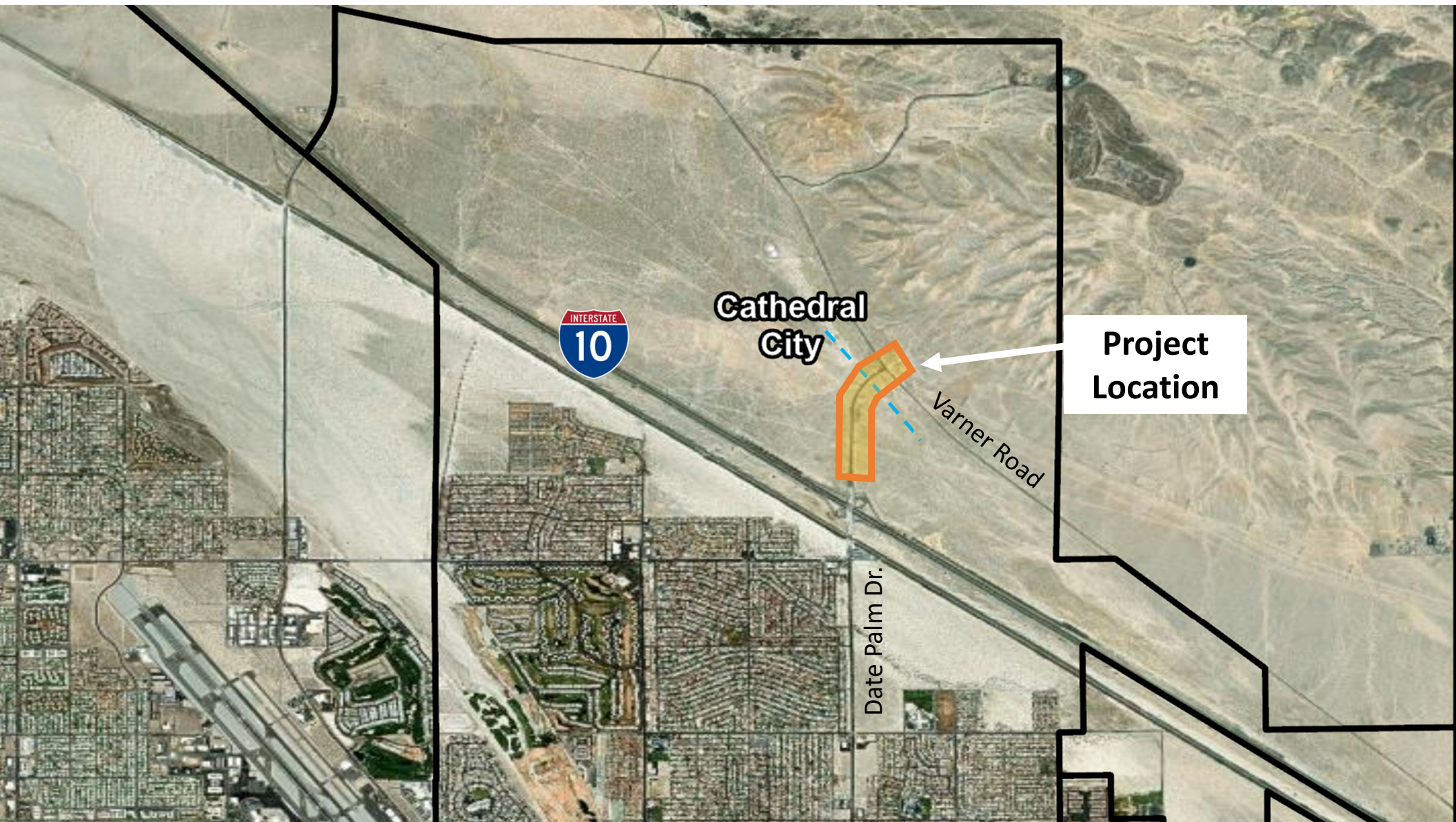
The City is also requesting that, once the design of the Project is completed, and after MSA provides a comprehensive engineer's estimate for the construction work, that the remaining funds of \$1,740,355.27 be for the completion of the construction work. The \$1,966,500 contribution from RCFCF will be applied to the Long Canyon Wash drainage improvement line item only.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Armando J. Garcia Baldizzone', with a large, stylized initial 'A' and 'B'.

Armando J. Garcia Baldizzone, P.E.  
City Engineer

cc.: John Corella, PE. Director of Public Works/Engineering - City of Cathedral City



**Cathedral  
City**

**Project  
Location**

Varner Road

Date Palm Dr.

**AMENDMENT NUMBER ONE  
TO THE  
REIMBURSEMENT AGREEMENT  
BETWEEN  
CVAG AND THE CITY OF CATHEDRAL CITY  
TO PROVIDE FUNDS  
FOR THE IMPROVEMENT OF  
DATE PALM DRIVE BETWEEN INTERSTATE 10 AND VARNER ROAD**

This **AMENDMENT NUMBER ONE** is made and entered into this 26<sup>th</sup> day of June 2023, by and between the **City of Cathedral City (Agency)**, and the **Coachella Valley Association of Governments (CVAG)**, a California joint powers agency, 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 October 28, 2013 for the Date Palm Drive Improvement Project between Interstate 10 and Varner Road.

1. This Amendment Number One increases the existing design and construction estimate by an additional \$688,000 for the necessary design revisions as specified in the attached letter dated May 23, 2023 from the City of Cathedral City, Engineering Division.
2. This Amendment Number One authorizes CVAG to amend the cost-sharing agreements between CVAG and the City of Cathedral City for design and construction costs related to the Date Palm Drive Improvement Project, by adding \$688,000 to the total costs for a revised total of \$3,804,000 which represents an additional \$516,000 totaling \$2,853,000 for the 75 percent CVAG share and an additional \$172,000 totaling \$951,000 for the 25 percent local share.

			Regional Share	Local Share
Original Contract	October 28, 2013	\$3,116,000	\$2,337,000	\$779,000
Amendment Number One	June 26, 2023	<u>\$ 688,000</u>	\$ 516,000	\$172,000
<b>Total Contract estimate:</b>		<b>\$3,804,000</b>		

3. This Amendment Number One authorizes reimbursement in regional funding for an amount not-to-exceed \$516,000 for the design and construction with the following split:

<b>CVAG Regional Share (75%):</b>	<b>\$516,000</b>
<b>City of Cathedral City (25%):</b>	<b><u>\$172,000</u></b>
<b>Total estimate:</b>	<b>\$688,000</b>

Contract No. CVAG-99-339-01  
Project: Date Palm Drive Between I-10 and Varner Road

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

**ATTEST**

**CITY OF CATHEDRAL CITY**

By: \_\_\_\_\_  
Charlie McClendon, City Manager

By: \_\_\_\_\_  
Rita Lamb, Mayor

**ATTEST**

**COACHELLA VALLEY ASSOCIATION  
OF GOVERNMENTS**

By: \_\_\_\_\_  
Tom Kirk, CVAG Executive Director

By: \_\_\_\_\_  
Steven Hernandez, CVAG Chair

Contract No. CVAG-99-339-01  
Project: Date Palm Drive Between I-10 and Varner Road

**Attachment A-1**  
**Additional Scope of Services and Funding**

Please refer to the following City of Cathedral City – Engineering Division letter dated May 23, 2023.



## **ITEM 6E**

# **Coachella Valley Association of Governments Transportation Committee June 5, 2023**



## **STAFF REPORT**

**Subject:** Contract Amendment with Alta Planning & Design for CV Link

**Contact:** Jonathan Hoy, Director of Transportation ([jhoy@cvag.org](mailto:jhoy@cvag.org))

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**Recommendation:** Authorize the Executive Director to execute Amendment No. 12 to the agreement with Alta Planning & Design for a total not-to-exceed amount of \$287,500

**Background:** Construction continues on CV Link's single largest segment, which will extend the multi-modal pathway throughout multiple cities along the project route. The current focus in the cities of Indio and La Quinta has been constructing the undercrossings, including the slope protection on Fred Waring Drive and Golf Center Parkway. Work also proceeds on improving connections at Monroe Street, Jackson Street, Adams Streets and at Shields Park. Shade structures are being installed at the Washington Street trailhead and grading has commenced in the City of Coachella south of Avenue 50. CVAG staff has submitted the paperwork for a right-of-way certification through Caltrans, and upon the certification will release a construction bid for another 3.5 miles.

As construction moves forward the project team has identified several design changes necessary to account for other infrastructure projects underway along the CV Link alignment. This includes working with Coachella Valley Water District and addressing its various requirements along the stormwater channel. To account for these design changes, prepare for the bid advertisement of the next segments, and ensure on-call construction support, CVAG staff is recommending a contract amendment with Alta Planning & Design.

Alta's work with the project dates back to July 18, 2014, when the CVAG Executive Committee approved a contract with for planning, design and engineering services related to CV Link in an amount of \$6,217,000, plus a 10 percent contingency. The contract has been amended by the Executive Committee several times over the years, with the most recent amendment in April 2022, when the Executive Committee approved a not-to-exceed amount of \$551,352. The scope of the current contract includes various tasks, such as survey work, low-water crossing design work and construction support.

Alta has played an integral role in the development of CV Link, and their experience with the project cannot be replicated. The team has extensive expertise in the field of active transportation and has been a resource not only to CVAG but to member jurisdictions as the design was being finalized. Alta provided the construction support/management for the first 2.3-mile section of CV Link between Vista Chino Road in Palm Springs and Ramon Road in Cathedral City. They also were an on-location resource as the City of Palm Springs built nearly one mile of the project along Demuth Park and the Tahquitz Creek Golf Course. Alta continues to play an integral part of CV Link as CVAG obtains the remaining right-of-way to construct the rest of the project.

Alta and its subconsultants are helping CVAG prepare for the next stages of the project. This work includes the preparation of bid documents for the next segments of construction, which extends throughout Palm Springs. Additionally, Alta is responding to CVAG's project team's requests for changes at a number of locations that will ultimately reduce construction costs, increase safety and expedite project delivery. This includes the realignments at Cook Street in Palm Desert, Sierra Vista in Coachella, and Mesquite Avenue in Palm Springs. Finally, under this amendment, Alta will continue to provide construction support work through the end of Fiscal Year 2023/24 to respond to requests for information, attend construction coordination meetings and make necessary plan revisions as required for permitting, including the ongoing work with CVWD and with Union Pacific Railroad, whose signoff is needed to address the railroad undercrossing in Indio.

Responding to these agencies requires immediate attention to keep the project moving forward. These tasks also require Alta to prepare additional exhibits and revise construction documents.

With Alta being the lead designer of CV Link, they are a critical part of the overall project design and will continue to be involved with the project while it is under construction. If there are design changes that need to be made in the field during construction, Anser Advisory Group – the CV Link construction management team that the CVAG Executive Committee hired in January 2020 – takes the lead on coordinating with the construction contractor to provide a solution. Those contractors will then work with Alta to get the final sign off on the design changes so work can continue.

The terms of the contract amendment align with the work anticipated for the next segment of construction. It should be noted that additional amendments to Alta's contract may be required as construction cost estimates are determined for the remaining segments and sub-segments of CV Link.

The recommended authorization would also allow the Executive Director and/or Legal Counsel to make minor, clarifying contract changes prior to execution.

**Fiscal Analysis:** Amendment No. 12 includes a not to exceed amount of \$287,500. The cost of services will be paid for from existing funding sources for CV Link.

**Attachments:** Amendment No. 12 to Alta's contract and scope of work

**AMENDMENT NUMBER TWELVE  
to the  
ALTA PLANNING + DESIGN - CVAG  
DESIGN AND ENGINEERING SERVICES AGREEMENT  
for the  
CV LINK PROJECT**

This **AMENDMENT NUMBER TWELVE** is made and entered into this 5<sup>th</sup> day of June 2023, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **Alta Planning + Design (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 for the CV Link Project.

This Amendment Number Twelve authorizes CVAG to extend the contract term to June 30, 2024

**Summary**

Previously authorized Active Transportation Program federal funds as noted in Revised Executive Committee report 9-29-15	\$ 6,217,000
Amendment Number One	\$ 239,000
Amendment Number Two	\$ 204,238
Amendment Number Three	\$ 106,302
Amendment Number Four (Contract Extension Only)	\$ 0
Amendment Number Five	\$ 1,260,287
Amendment Number Six	\$ 1,359,550
Amendment Number Seven (Contract Extension Only)	\$ 0
Amendment Number Eight	\$ 438,438
Amendment Number Nine	\$ 578,211
Amendment Number Ten	\$ 551,352
Amendment Number Eleven (Contract Extension Only)	\$ 0
Amendment Number Twelve	<u>\$ 287,500</u>
<b>Current Cost for CV Link Project</b>	<b>\$11,241,878</b>

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

**COACHELLA VALLEY ASSOCIATION  
OF GOVERNMENTS**

**ALTA PLANNING + DESIGN**

By: \_\_\_\_\_  
Tom Kirk, CVAG Executive Director

By: \_\_\_\_\_  
Mike Rose, Vice President

Date: June 5, 2023

Date: June 5, 2023



**Exhibit A.**

**Statement of Work**

**Introduction and Understanding**

This scope of work has been prepared at the request of Coachella Valley Association of Governments (CVAG) to provide services for continued Construction Assistance of CVLink Segment 1, and other design, engineering and coordination tasks as directed by CVAG to support this and future CVLink segments. Many of these tasks require consultation and approvals by various agencies and the specific needs change as the work progresses. These fees will be billed on a time and materials basis up to completion of the task.

**Alta offers the following scope of work:**

**1. Complete the Design for the Connection to Hovley Lane via Cook St.**

Continued development of this segment in conjunction with CVWD at the direction of CVAG.

Estimated Fee: \$20,000

**2. Complete HWY 111 Permitting**

Finalize and secure the permit for construction along HWY 111 in Palm Springs.

Estimated Fee: \$10,000

**3. Construction Administration**

PMT meetings, RFI responses, plan adjustments and other tasks as directed by CVAG. This is estimated at 10K per month for one year, June 2023 to June 2024. This is inclusive of tasks that arise that require Alta and/or our subcontractors on this project. 10K per month is based on the historical average billings for the last year that include small unforeseen tasks as requested by CVAG

Estimated Fee: \$120,000

**4. Sierra Vista Park Re-Design**

New development plans in Coachella near Avenue 50 require the redesign of the access point and parts of CVLink around this area. Requires coordination with the City of Coachella and the designer of the Ave 50 bridge.

Estimated Fee: \$30,000

**5. Next Segments Plan Prep**

In anticipation of releasing future segments 3 & 4 for bid, Alta, as directed by CVAG, will provide adjustments/changes required since the design was completed. It has been a few years since the CVLink drawing package was completed and location specific situations may have changed and require revisions.

Estimated Fee: \$40,000

**6. Continued UPRR work for the undercrossing in Indio**

Continued work with CVAG, CVWD and UPRR to design and get approval for the railroad undercrossing in Indio.

Estimated Fee: \$30,000

**7. Contingency of 15%**

This contingency is for any unforeseen tasks or new proposed tasks as directed by CVAG. This 15% will be allocated at the discretion of CVAG.

Contingency: \$37,500

DRAFT

**Exhibit B.**

**Price Formula**

	<b>Task</b>	<b>Estimated Fee</b>
1	Hovley via Cook St.	\$20,000
2	Hwy 111 Permitting	\$10,000
3	Construction Admin	\$120,000
4	Sierra Vista Park	\$30,000
5	Next Segments Prep	\$40,000
6	UPRR work	\$30,000
	<b>Subtotal</b>	<b>\$250,000</b>
7	15% Contingency	\$37,500
	<b>Total</b>	<b>\$287,500</b>

**Exhibit C.**

**Schedule**

Project Manager shall commence performance of Services and proceed toward completion of deliverables upon notice to proceed.

**Task**

1. Hovley Via Cook St.
2. Hwy 111 Permitting
3. Construction Admin
4. Sierra Vista park
5. Next Segments Prep
6. UPRR Work
7. Contingency of 15%

**Expected Completion Dates**

Upon approval by CVWD  
Upon approval by CalTrans (Summer 2023)  
Ongoing through duration of construction  
August 2023  
As Directed by CVAG  
Upon Approval by UPRR  
As Directed by CVAG

## **ITEM 6F**

# **Coachella Valley Association of Governments Transportation Committee June 5, 2023**



## **STAFF REPORT**

**Subject:** Next Steps for Addressing Climate Change, Emergencies and Sand Storms (ACCESS) on Indian Canyon Drive

**Contact:** Emmanuel Martinez, Program Manager- External Affairs ([emartinez@cvaq.org](mailto:emartinez@cvaq.org))

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**Recommendation:** Endorse the Addressing Climate Change, Emergencies and Sand Storms (ACCESS) effort along Indian Canyon Drive and other low-water crossings and authorize the Executive Director to commit regional transportation funding to maximize the competitiveness for the 2023 Local Transportation Climate Adaptation Program (LTCAP), with the condition that actual expenditure of funds would be dependent on securing grant funding and funding contributions by local jurisdictions

**Background:** Flooding and blowsand on regional roads and arterials in the western Coachella Valley is a significant public health and safety concern. When the Coachella Valley experiences severe storms and strong winds, regional arterial roads – such as Indian Canyon Drive – close for prolonged periods of time. This poses a significant threat for residents and visitors as access to employment centers, schools and medical services – including the region's only trauma center, Desert Regional Hospital – is severed. Road closures due to flood and blowsand are frequent events – which result in significant clean-up costs to the Cities of Palm Springs, Desert Hot Springs, Cathedral City, and other member jurisdictions – and also places at risk the lives of those who need emergency medical care. As a result of this ongoing costly hazard, finding cost effective infrastructure solutions and outside funding is a priority of CVAG.

Improving Indian Canyon Drive and Gene Autry Trail have consistently ranked near the top of the list in the Transportation Project Prioritization Study (TPPS), although the planned bridges and their large price tags made the projects nearly impossible to move forward. After the epic Valentine's Day storm in 2019, CVAG worked with its member cities to launch discussions about new ideas for addressing the low-water crossings. This led to the completion of the Flood and Blowsand Risk Assessment and Improvement Plan for the Western Coachella Valley, which found cost-effective solutions to replace the \$250 million original bridge concepts. In April 2021, the Transportation and Executive Committees directed staff to prioritize advancing improvements on North Indian Canyon Road, Varner Road and Date Palm Drive (south of Varner Road). In September 2022, CVAG authorized a contract with Michael Baker International (MBI) to provide design, engineering and environmental services for the Western Coachella Valley Flooding and Blowsand Projects – Phase One.

At the same time, CVAG staff has been working with local elected officials, including Palm Springs Councilmember Lisa Middleton and Desert Hot Springs Mayor Scott Matas, to highlight the issue with state and federal lawmakers in hopes of securing funding for construction. This

included highlighting Indian Canyon during a December 2022 visit with California's Infrastructure Advisor Antonio Villaraigosa.

Staff has now identified a potentially promising funding opportunity: the new Local Transportation Climate Adaptation Program (LTCAP) administered by the California Transportation Commission (CTC). LTCAP is focused on increasing the climate resiliency and protection of at-threat transportation infrastructure by funding resilience improvements that "withstand one or more elements of a weather event or natural disaster, or to increase the resilience of transportation infrastructure from the impacts of changing conditions, such as flooding and extreme weather events." Additionally, the program will fund community resilience and evacuation route that are essential for supporting evacuations caused by emergency events.

Funded by the Bipartisan Infrastructure Law under the PROTECT program, the LTCAP program is in its first cycle and will provide up to a \$50 million maximum for a single project. The initial programming cycle will provide a total funding amount of \$296.5 million and provides a set-aside of 5 percent of total funding for federally recognized Tribal applicants. The LTCAP will be allocated approximately \$49.5 million per year for three years from the Federal PROTECT Formula Program. On May 17, the CTC adopted the final LTCAP guidelines and the application is due July 31, 2023.

CVAG staff anticipates submitting at least one application to LTCAP for construction on Indian Canyon Drive. Committee members will recall preliminary costs for addressing Indian Canyon are estimated at approximately \$35 million, which includes pre-fabricated bridges with culverts that allow for water flow and sand transport. The flooding and blowsand study also identified an elevated, active transportation bridge along Indian Canyon that could also provide emergency vehicle access. CVAG staff is working with its member cities and the project team at Michael Baker to finalize the total project and application. Given the LTCAP's scope and CVAG's associations with both Desert Community Energy and the Coachella Valley Conservation Commission, staff is exploring ways to further incorporate other project elements such as solar shade structures along the active transportation path and nature-based solutions that will facilitate sand transport and protection of critical habitat for the Fringe-toed lizard, among other species in the area.

In order to best position this project to be competitive for this grant and other funding opportunities, CVAG staff is recommending the Transportation and Executive Committees formally endorse the flooding and blowsand projects as Addressing Climate Change, Emergencies and Sand Storms (ACCESS) program. Staff is also recommending that the Committees endorse the funding strategy that proved successful in securing Active Transportation Program funding, and authorize the Executive Director to commit regional transportation funding so that CVAG can maximize its competitiveness in any LTCAP applications. This would come with the condition that actual expenditure of funds would be dependent on securing the grant funding and funding contributions by local jurisdictions.

CTC staff recommendations for awarded projects will be released on November 3, 2023.

**Fiscal Analysis:** The LTCAP includes a local match requirement of 20 percent. Although the local match could be waived for projects directly benefitting disadvantaged communities, which the Indian Canyon may be able to qualify for, CVAG staff recommends applying a 20 percent local match to the LTCAP. By providing local funds, this can better position CVAG's application for Indian Canyon Drive by demonstrating local commitment to the project and provide a

competitive advantage by leveraging funding. Similar to CVAG's approach in ATP, the recommended local match would be contingent upon CVAG being awarded LTCAP grant funds and funding contributions by local jurisdictions.

The exact amount of funds needed for the Indian Canyon Project is still being determined as the scope of the project is finalized. Should CVAG staff identify another project from the flooding and blowsand study that could be competitive for the LTCAP funding, a similar match would be provided. CVAG staff would note that providing a local 20 percent match is a small investment in relation to the potential of securing up to \$50 million to make the necessary improvements on Indian Canyon Drive.

## **ITEM 7a**

# **Coachella Valley Association of Governments Transportation Committee June 5, 2023**



## **STAFF REPORT**

**Subject:** Status of I-10 Interchange Projects

**Contact:** Gustavo Gomez, Transportation Management Analyst ([ggomez@cvag.org](mailto:ggomez@cvag.org))

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### **Recommendation: Information**

**Background:** Attached is the status for Interstate 10 interchange projects as of May 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. The 95% plans are being reviewed. ROW acquisition is anticipated to start in summer 2023. Additional funding sources have been identified to fully fund construction. RCTC concurred with CVAG's recommendation to allocate \$26.232 million of Surface Transportation Block Grant (STBG) funding for 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 has been 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  
5/31/2023



Project Description	Lead Agency	CVAG Funded						Status
		PEng	ENV	PS&E	ROW	CON	Through	
Interchanges								
Avenue 50 @ 86S	COA						Environmental	PA&ED underway.
Avenue 50 @ I-10	COA						PS&E	PS&E contract underway.
Jackson @ I-10	COR						PS&E	Final Env Doc approved by Caltrans. CVAG approved PS&E funds. PS&E phase ongoing.
Monroe @ I-10	COR						ROW	Final Env Doc approved by Caltrans. 95% PSE submittal being reviewed. CVAG approved PS&E and ROW funds.

<b>Arterial Links</b>								
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						PS&E	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	City procuring consultant.

<b>Bridges</b>								
Avenue 66 Grade Separation over UPRR	COR						Construction	Finalizing landscaping and 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						PS&E	95% PS&E underway.
Cathedral Canyon Bridge	CC						Construction	Construction complete.
Vista Chino Bridge over WWR	PS						PEng	Project is in PEng phase. Extensive negotiations with SCE for utility relocation.
Dune Palms Bridge over WWR	LQ						Construction	Project under construction. City constructing project by advancing Highway Bridge Project (HBP) funding.
South Palm Canyon Bridge over Tahquitz Creek	PS						PS&E	Plans complete. Requesting funding from Caltrans for construction.
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						PS&E	In final design. Plans submitted for review.
Indian Canyon (Garnet Incl. RR Crossing)	PS						Construction	Project in construction.
Ramon Bridge Widening	PS						Construction	ROW pending CVWD final agreement almost complete.

<b>Interchange Preparation Fund Projects</b>								
Portola Ave @ I-10	COR						PS&E	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.

<b>Regional Projects</b>								
CV Sync - Phase 1	CVAG						Construction	Construction nearly complete. Working on final acceptance.
CV Sync - Phase 2	CVAG						Construction	Construction underway. Contractor ordering supplies, transitioning to Phase II.
Flooding and Blowsand - Phase 1	CVAG						PEng/ENV	Contract awarded to MBI. Design, Engineering and Environmental on going. CVAG seeking additional grants
Broadband Strategic Plan	CVAG							LATA grant awarded. Advertising RFP in June, contract award expected by October.

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

Other Acronyms: PAED = Project Approval and Environmental Design; PE = Preliminary Engineering; PSR = Project Study Report; RR = Railroad; UPRR = Union Pacific Railroad; WWR = Whitewater River; SCE = Southern California Edison; HBP = Highway Bridge Program; CVWD = Coachella Valley Water District

LATA = Local Agency Technical Assistance; RFP = Request for Proposal

CVAG Funded Phase Legend	
PEng	Preliminary Engineering
ENV	Environmental
PS&E	Plans Specifications & Estimates
ROW	Right-of-way
CON	Construction

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

## Bicycle &amp; Pedestrian Safety Program - Project Status Report

5/31/2023



Bike & Pedestrian Safety Projects Project Description	Lead Agency	CVAG Funded			Status
		Design	CON	Through	
Palm Canyon Intersection Pedestrian Enhancements	PS			Construction	Construction ongoing. Expected completion date August 2023.
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				Design & NEPA underway. 60% plans are expected by October.
ATP - DHS CV Link Extension	DHS				Under design. Project awarded ATP Cycle 6 funding from Riverside County MPO.
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

ATP-Active Transportation Program; ROW-Right of Way, NEPA- National Environmental Policy Act, MPO-Metropolitan Planning Organization

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

<b>CVAG JURISDICTION</b>	<b>JUL</b>	<b>AUG</b>	<b>SEPT (Aug 29)</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	<b>MAY</b>	<b>JUN</b>
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	-	-	✓	-	✓	-	-		-		-	
Torres Martinez Desert Cahuilla Indians	**	**	**	**	**	**	**		-		-	

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

# COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS SCHEDULE OF MEETINGS

## FISCAL YEAR 2023/2024



CVAG STANDING COMMITTEES	DAY	TIME	JULY (Dark)	AUG (Dark)	SEPT	OCT (Dark)	NOV	DEC (Dark)	JAN	FEB	MAR (Dark)	APR	MAY	JUN
EXECUTIVE COMMITTEE	Last Monday	4:30 p.m.	-	-	25	-	Dec 4	-	29	26	-	29	H June 3	24
TRANSPORTATION COMMITTEE	1 <sup>st</sup> Monday	10:00 a.m.		-	H Aug 28	-	6	-	H Jan 8 11:00 am	5	-	1	6	3
COACHELLA VALLEY CONSERVATION COMMISSION	2 <sup>nd</sup> Thursday	10:30 a.m.	-	-	14	-	9	-	11	8	-	11	9	13
DESERT COMMUNITY ENERGY	3 <sup>rd</sup> Monday	3:00 p.m.	17	21	18	16	20	-	H Jan 8	H Feb12	18	15	20	17
ENERGY AND ENVIRONMENTAL RESOURCES COMMITTEE	2 <sup>nd</sup> Thursday	12:00 p.m.	-	-	14	-	9	-	11	8	-	11	9	13
PUBLIC SAFETY COMMITTEE	2 <sup>nd</sup> Monday	9:00 a.m.	-	-	11	-	13	-	8	12	-	-	13	10
HOMELESSNESS COMMITTEE	3 <sup>rd</sup> Wednesday	10:00 a.m.	-	-	20	-	15	-	17	21	-	17	15	12
GENERAL ASSEMBLY	Last Monday in June	6:00 p.m.	-	-	-	-	-	-	-	-	-	-	-	24

H = Holiday      \* = Special Meeting

AGENDAS CAN BE FOUND AT: [www.cvag.org](http://www.cvag.org).

UPDATED: May 31, 2023

**PLEASE NOTE:** When it becomes necessary to have a special meeting or to change the date of a meeting, committee members will be alerted and the change will be noted on the CVAG website calendar.