

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



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

TRANSPORTATION COMMITTEE MEETING AGENDA

**MONDAY, APRIL 4, 2022
10:00 a.m.**

INSTRUCTIONS FOR PUBLIC PARTICIPATION

Members of the public may use the following link:

<https://us02web.zoom.us/j/85874796222?pwd=aXlsNFhHY1ovdG5SeEM2QVJ6TTNEUT09>
Password: 924435

One Tap Mobile: +16699009128,,85874796222#

Dial In: +1 669 900 9128

Webinar ID: 858 7479 6222

Password: 924435

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

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

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

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

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

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

2. **ROLL CALL** – Jennifer Nelson

A. **Member Roster** **4**

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**

A. **Indian Canyon Drive Improvements**

5. **CONSENT CALENDAR**

A. **Approve the February 7, 2022 Transportation Committee Meeting Minutes** **5**

B. **Accept the TUMF Annual and Five-Year Report for Fiscal Year 2020/2021** **10**

C. **Authorize the CVAG Executive Director to take the necessary steps to accept \$1,063,044 of developer-obligated payments in the City of Palm Springs to offset construction costs related to CV Link** **44**

6. **DISCUSSION / ACTION**

A. **Grant Funding for Connecting CV Link to Parks in Cathedral City and Coachella - Gustavo Gomez** **47**

Recommendation: Adopt CVAG Resolution 2022-03 and authorize the Executive Director to take the necessary steps to accept \$1,153,341 for the Coachella Valley Community Connectors project

B. **Amendment No. 1 to the Reimbursement Agreement with City of Indio for the Avenue 44 Bridge Project – Eric Cowle** **50**

Recommendation: Approve Amendment No. 1 to the Reimbursement Agreement between CVAG and the City of Indio for the Avenue 44 Bridge Project, increasing CVAG's regional share of the project by \$1,561,740 for a not-to-exceed total of \$3,216,000 for design and construction

- C. **Contract Amendment with Alta Planning & Design for CV Link – Jonathan Hoy** [54](#)
- Recommendation:** Authorize the Executive Director to execute Amendment No. 10 to the agreement with Alta Planning & Design for a total not-to-exceed amount of \$551,352; and authorize the Executive Director and/or Legal Counsel to make clarifying changes/revisions before execution
- D. **TUMF Inflation Adjustment for Calendar Year 2023 – Peter Satin** [62](#)
- Recommendation:** Adopt an 8.2-percent increase in the Transportation Uniform Mitigation Fee rates to adjust for inflation, and update the TUMF Handbook to reflect the revised fee upon its effective date of January 1, 2023
7. **INFORMATION**
- a) Status of I-10 Interchange Projects [67](#)
- b) CVAG Regional Arterial Program – Project Status Report [68](#)
- c) Bicycle/Pedestrian Safety Program – Project Status Report [69](#)
- d) Transportation Committee Attendance Roster [70](#)
- e) Update on Middle-Mile Broadband Efforts [71](#)
- f) Update on legislative advocacy efforts [73](#)
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**
- Upcoming Meetings via Zoom videoconference:
- Transportation Committee – Monday, May 2, 2022 at 10 a.m.**
- Executive Committee – Monday, April 25, 2022 at 4:30 p.m.**
10. **ADJOURNMENT**

ITEM 2A**TRANSPORTATION COMMITTEE
ROSTER**

Transportation Committee Members	
Agua Caliente Band of Cahuilla Indians	Jessica Norte Tribal Councilmember
City of Blythe	Joseph DeConinck Vice Mayor
City of Cathedral City	Raymond Gregory Councilmember
City of Coachella	Steven Hernandez, Chair Mayor
City of Desert Hot Springs	Scott Matas Mayor
City of Indian Wells	Dana Reed, Vice Chair Mayor
City of Indio	Elaine Holmes Councilmember
City of La Quinta	Robert Radi Councilmember
City of Palm Desert	Jan Harnik Mayor
City of Palm Springs	Dennis Woods Councilmember
City of Rancho Mirage	Ted Weill Mayor
County of Riverside	V. Manuel Perez Supervisor
	Mark Lancaster Director of Transportation
Ex-Officio/Non-Voting Members	
SunLine Transit (Ex Officio)	Lauren Skiver General Manager

ITEM 5A

TRANSPORTATION COMMITTEE MINUTES OF MEETING FEBRUARY 7, 2022



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

1. CALL TO ORDER

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

2. ROLL CALL

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

MEMBERS/ALTERNATES PRESENT

Tribal Councilmember Jessica Norte
Vice Mayor Joseph DeConinck
Mayor Steven Hernandez, Chair
Mayor Scott Matas
Mayor Dana Reed, Vice Chair
Councilmember Elaine Holmes
Mayor Pro Tem Kathleen Fitzpatrick
Councilmember Dennis Woods
Mayor Ted Weill
Supervisor V. Manuel Perez

AGENCY

Agua Caliente Band of Cahuilla Indians
City of Blythe
City of Coachella
City of Desert Hot Springs
City of Indian Wells
City of Indio (*Arrived during Item 3*)
City of La Quinta
City of Palm Springs
City of Rancho Mirage
County of Riverside

MEMBERS/ EX OFFICIOS ABSENT

Councilmember Raymond Gregory
Mayor Jan Harnik
Lauren Skiver (Ex Officio member)

City of Cathedral City
City of Palm Desert
SunLine Transit Agency

STAFF PRESENT

Tom Kirk
Erica Felci
Jonathan Hoy
Eric Cowle
Peter Satin
Joanna Stueckle
Jennifer Nelson
Emmanuel Martinez
Gustavo Gomez

OTHERS PRESENT

Margaret Park
Ryan Stendell
David Salgado
Mark Lancaster
Anne Azzu
Brad Anderson

Agua Caliente Band of Cahuilla Indians
City of Rancho Mirage
SCAG
County of Riverside
KOA
Individual

3. **PUBLIC COMMENTS ON AGENDA ITEMS**

Brad Anderson, resident of Rancho Mirage, spoke in support of Item 6 C. but questioned the reimbursement process for the agreement.

4. **CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS**

Executive Director Tom Kirk, provided updates on construction of the CV Sync and CV Link projects.

5. **CONSENT CALENDAR**

IT WAS MOVED BY MAYOR WEILL AND SECONDED BY MAYOR MATAS TO:

- A. APPROVE THE NOVEMBER 1, 2021 TRANSPORTATION COMMITTEE MEETING MINUTES
- B. AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 2 TO THE PROFESSIONAL SERVICES AGREEMENT WITH HOY CIVIL ENGINEERING, PROVIDING FOR AN ADDITIONAL \$371,360 ANNUALLY AND EXTENDING THE CONTRACT TO DECEMBER 2025 IN ORDER TO ADD ADDITIONAL PERSONNEL NECESSARY FOR REGIONAL TRANSPORTATION EFFORTS, AND AUTHORIZE THE EXECUTIVE DIRECTOR AND/OR LEGAL COUNSEL TO MAKE CLARIFYING REVISIONS BEFORE FINALIZING
- C. ADOPT THE UPDATED TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) HANDBOOK, REFLECTING THE CURRENT ASSESSMENT RATES AND APPEALS PROCESS
- D. APPROVE RESOLUTION NO. 2022-01, ADOPTING CALTRANS LOCAL ASSISTANCE PROCEDURES MANUAL CHAPTER 10 REGARDING PROCUREMENT REQUIREMENTS FOR ARCHITECTURAL AND ENGINEERING (A&E) CONSULTANT CONTRACTS

THE MOTION CARRIED WITH 10 AYES AND 2 MEMBERS ABSENT.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	ABSENT
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
MAYOR PRO TEM FITZPATRICK	AYE
MAYOR HARNIK	ABSENT
COUNCILMEMBER WOODS	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE

6. **DISCUSSION / ACTION**

- A. **Funding Regional Projects in Cycle 6 of the State's Active Transportation Program**

– Emmanuel Martinez

Emmanuel Martinez presented the staff report and highlighted the projects seeking funding. Discussion ensued among members, including the importance of adding more bike and pedestrian improvements.

IT WAS MOVED BY MAYOR MATAS AND SECONDED BY SUPERVISOR PEREZ TO AUTHORIZE THE EXECUTIVE DIRECTOR TO TAKE THE NECESSARY ACTIONS TO:

- 1. AMEND THE COST-SHARING AGREEMENTS BETWEEN CVAG AND THE CITIES OF LA QUINTA, INDIO AND COACHELLA FOR DESIGN COSTS RELATED TO THE ARTS AND MUSIC LINE, ADDING NO ADDITIONAL COSTS TO CVAG AND REFLECTING PROJECT BOUNDARY CHANGES TO THE PROJECT; AND**
- 2. COMMIT REGIONAL TRANSPORTATION FUNDING TO THE ARTS AND MUSIC LINE AND THE CV LINK EXTENSION TO DESERT HOT SPRINGS SO THAT PROJECTS CAN MAXIMIZE LEVERAGING POINTS IN APPLICATIONS FOR THE STATE'S ATP CYCLE 6 GRANT PROGRAM, WITH THE CONDITION THAT ACTUAL EXPENDITURE OF FUNDS WOULD BE DEPENDENT ON SECURING THE GRANT FUNDING AND FUNDING CONTRIBUTIONS BY LOCAL JURISDICTIONS**

THE MOTION CARRIED WITH 10 AYES AND 2 MEMBERS ABSENT.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	ABSENT
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
MAYOR PRO TEM FITZPATRICK	AYE
MAYOR HARNIK	ABSENT
COUNCILMEMBER WOODS	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE

- B. Reimbursement agreement with the City of Indio for the Avenue 50 Widening Project (Jefferson Street to Jackson Street) – Jonathan Hoy**

Jonathan Hoy presented the staff report. Brief discussion ensued.

IT WAS MOVED BY COUNCILMEMBER HOLMES AND SECONDED BY SUPERVISOR PEREZ TO APPROVE THE REIMBURSEMENT AGREEMENT WITH THE CITY OF INDIO AS THE LEAD AGENCY FOR THE AVENUE 50 WIDENING PROJECT (JEFFERSON STREET – JACKSON STREET), PROVIDING A NOT-TO EXCEED AMOUNT OF \$675,000 IN REGIONAL FUNDING FOR THE PRELIMINARY DESIGN AND ENVIRONMENTAL STUDIES (PS&E) PHASE

THE MOTION CARRIED WITH 10 AYES AND 2 MEMBERS ABSENT.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	ABSENT
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE

COUNCILMEMBER HOLMES	AYE
MAYOR PRO TEM FITZPATRICK	AYE
MAYOR HARNIK	ABSENT
COUNCILMEMBER WOODS	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE

C. Terminate the Reimbursement Agreement with the City of Rancho Mirage for the Frank Sinatra Drive Bridge – Jonathan Hoy

Mr. Hoy provided the staff report. Discussion ensued, including the impact that water district regulations have had on infrastructure projects.

IT WAS MOVED BY MAYOR WEILL AND SECONDED BY COUNCILMEMBER HOLMES TO RECEIVE AND FILE THE ENVIRONMENTAL DOCUMENTS ACKNOWLEDGING THE CITY OF RANCHO MIRAGE’S ACCEPTANCE OF A NO-BUILD OPTION FOR THE FRANK SINATRA BRIDGE PROJECT AND TERMINATE THE EXISTING REIMBURSEMENT AGREEMENT WITH THE CITY TO END THE PROJECT. THE MOTION CARRIED WITH 10 AYES AND 2 MEMBERS ABSENT.

COUNCILMEMBER NORTE	AYE
VICE MAYOR DECONINCK	AYE
COUNCILMEMBER GREGORY	ABSENT
MAYOR HERNANDEZ	AYE
MAYOR MATAS	AYE
MAYOR REED	AYE
COUNCILMEMBER HOLMES	AYE
MAYOR PRO TEM FITZPATRICK	AYE
MAYOR HARNIK	ABSENT
COUNCILMEMBER WOODS	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE

7. INFORMATION

- a. Status of I-10 Interchange Projects
- b. CVAG Regional Arterial Program – Project Status Report
- c. Bicycle/Pedestrian Safety Program – Project Status Report
- d. Transportation committee Attendance Roster
- e. Update on Middle-Mile Broadband Efforts

These items were placed in the agenda for member information. Councilmember Woods requested additional information on Item e. at a future meeting.

8. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Mr. Anderson voiced his opposition of California’s AB 361.

9. ANNOUNCEMENTS

Upcoming Meetings via Zoom videoconference:

Transportation Committee – Monday, April 4, 2022 at 10:00 a.m. via Zoom

Executive Committee - Monday, February 28, 2022, 4:30 p.m. via Zoom

10. ADJOURNMENT

There being no further business, Chair Hernandez adjourned the meeting at 10:40 a.m.

Respectfully submitted,

Jennifer Nelson
Executive Assistant/Clerk

ITEM 5B

Coachella Valley Association of Governments Transportation Committee April 4, 2022



Subject: TUMF Annual and Five-year Report for Fiscal Year 2020/2021

Contact: Peter Satin, Regional Planner (psatin@cvag.org)

Recommendation: Accept the TUMF Annual and Five-Year Report for Fiscal Year 2020/2021

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; all in-lieu collection obligations have been met as of September 2019. The two sources combined generated a total of \$32,047,751 during fiscal year 2020/2021, which represents a 23 percent increase in revenues over fiscal year 2019/2020 (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 2020/2021 compared to fiscal year 2019/2020.

Fund	FY 20/21	FY 19/20	Difference	% Difference
<i>TUMF</i>	\$6,029,562	\$5,217,884	\$811,678	16%
<i>Measure A</i>	\$26,018,189	\$20,916,167	\$5,102,022	24%
<i>Total</i>	\$32,047,751	\$26,124,711	\$5,923,040	23%

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.

The report was provided to the Desert Valleys Builders Association on March 21, 2022 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 2020/2021
DVBA comment letter

TRANSPORTATION UNIFORM MITIGATION FEE ANNUAL AND FIVE-YEAR REPORT

FISCAL YEAR 2020-2021



COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Dr., Ste. 200
Palm Desert, CA 92260

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Transportation Uniform Mitigation Fee Fiscal Year 2020-2021 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 study¹, 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 Study² (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.

Factoring the increase in trips into the anticipated costs of projects considered in the 2018 TPPS using the same time horizon results in a per trip cost of \$245³. With the new \$245 trip rate, the actual development fees are then 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.

The actual fees 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, \$245/trip x 9.44 trips/dwelling unit = \$2,312.80/dwelling unit, which CVAG has rounded to a final fee assessment of \$2,310 for a single family residence.

¹ [https://www.cvag.org/library/pdf_files/trans/TUMF/2018%20CVAG%20Nexus%20Report%20\(FINAL\)%2010-17-18.pdf](https://www.cvag.org/library/pdf_files/trans/TUMF/2018%20CVAG%20Nexus%20Report%20(FINAL)%2010-17-18.pdf)

² https://www.cvag.org/library/pdf_files/trans/TPPS%20with%20Graphics.pdf

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

Development occurs within many different land uses. In previous TUMF Handbooks, 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. Their associated TUMF fee are listed below:

<u>Land-use Category</u>	<u>Fee per Unit</u>
Residential	
Single-Family Detached	\$2,310/dwelling unit
Multi-Family, Mobile Home	\$1,330/dwelling unit
Nursing/Congregate Care	\$495/dwelling unit
Transit Oriented Development	15% discount
Low-Income Housing	Exempt from Fee
Non-Residential	
Industrial	\$1,215/1,000SF
Office	\$2,390/1,000SF
Retail	\$6,010/1,000SF
Fuel – Gas	\$8,610/dispenser
Fuel – Electric	\$91/dispenser
Golf Course	\$920/acre
Hotel	\$3,510/room

TUMF works in conjunction with CVAG's allocation of Measure A to fund the CVAG share of regional transportation projects. CVAG apportions 55% 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 2020-2021 Summary

The following information pertains to the TUMF fund for the year ending June 30, 2021. 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, 2020	\$2,522,851
Balance of fees collected (accrual basis) - June 30, 2021	\$6,029,562
Interest earnings from Investment Pool	\$39,911
Refunds	(\$6,457)
Other Miscellaneous revenues/receipts	\$208,950
Project costs	(\$3,691,699)
Program management expenditures	(\$340,255)
Projected Fund Balance - June 30, 2021	\$4,762,863

<i>Five Year Test Using First In First Out Method</i>	
Revenues Collected from 2017	3,083,965
Revenues Collected from 2018	4,198,419
Revenues Collected from 2019	4,867,459
Revenues Collected from 2020	4,990,263
Revenues Collected from 2021	6,029,562
Total Revenue for Last Five Years	23,169,668

As of June 30, 2021, \$135,911,244 has been collected by the assessment of TUMF and an additional \$24,360,250 of Measure A In-Lieu funds were collected for a total of **\$160,271,594** since program inception on July 1, 1989.

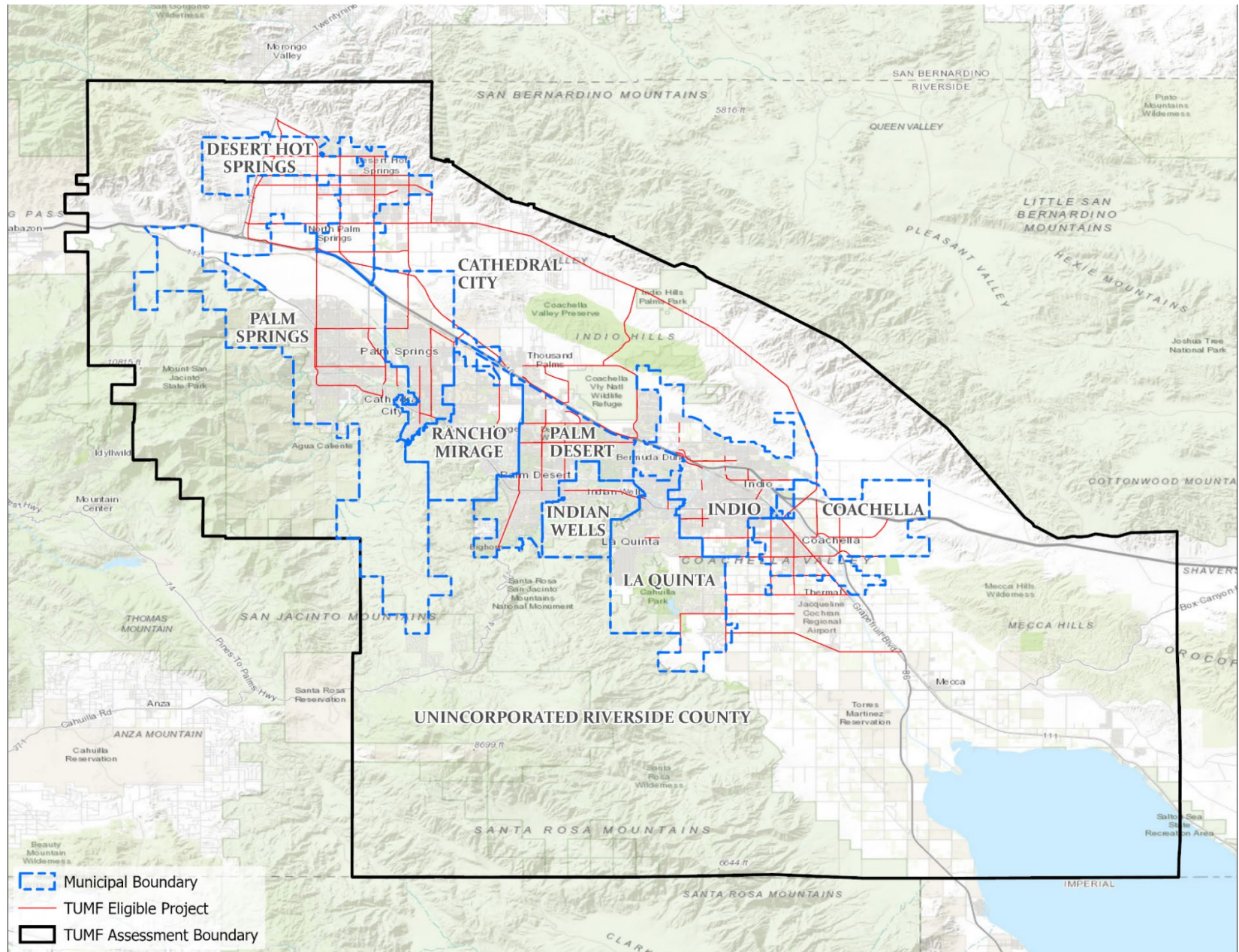


Figure 1: TUMF assessment boundary and participating jurisdictions. Projects eligible for TUMF funding are described more fully in the Transportation Project Prioritization Study, 2018, and are displayed here only for context.

TUMF Collections by Jurisdiction, Fiscal Year 2020-2021

This section sorts TUMF collections for fiscal year 2020-2021 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 2020-2021 was \$6,029,562, with 26 percent generated by the City of Indio. An additional \$26,018,189 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 break down of the land use for which fees were collected. More detailed land use analyses are provided in the following section.

All Jurisdictions

	<i>TUMF FY 20/21</i>	<i>% FY</i>	<i>Total TUMF to Date</i>	<i>% Total</i>
<i>Cathedral City</i>	\$712,711.53	12%	\$12,421,243.33	9%
<i>Coachella</i>	\$470,768.64	8%	\$6,612,466.00	5%
<i>County</i>	\$388,954.47	6%	\$18,079,986.26	13%
<i>Desert Hot Springs</i>	\$448,268.97	7%	\$6,862,331.27	5%
<i>Indian Wells</i>	\$69,300.00	1%	\$3,184,013.21	2%
<i>Indio</i>	\$1,572,734.44	26%	\$33,494,198.44	25%
<i>La Quinta</i>	\$393,685.92	7%	\$4,591,628.73	3%
<i>Palm Desert</i>	\$583,701.46	10%	\$23,123,358.69	17%
<i>Palm Springs</i>	\$643,058.03	11%	\$15,865,997.92	12%
<i>Rancho Mirage</i>	\$746,378.85	12%	\$11,676,020.10	9%
<i>Total TUMF</i>	\$6,029,562.31	100%	\$135,911,243.95	100%
<i>Total In Lieu</i>	-		\$24,360,349.83	
<i>Regional Arterials</i>	\$26,018,188.89		\$361,371,235.89	
<i>Sum Total</i>	\$32,047,751.20		\$521,642,829.67	

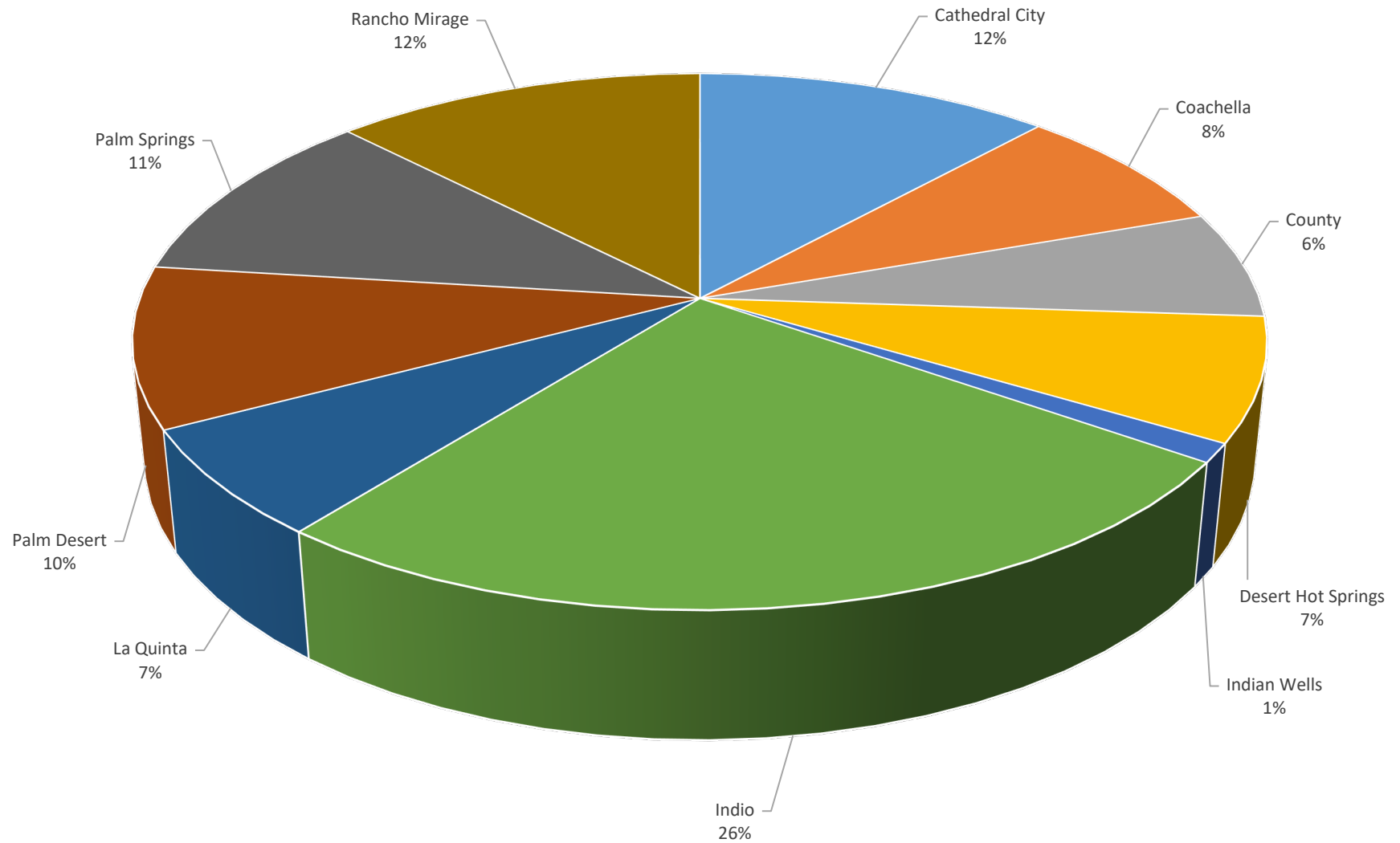


Figure 2: Proportion of total TUMF collections per jurisdiction for fiscal year 2020-2021.

Cathedral City

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$62,370.00	\$0.00	\$62,370.00
<i>Aug</i>	\$41,300.00	\$0.00	\$41,300.00
<i>Sep</i>	\$2,310.00	\$0.00	\$2,310.00
<i>Oct</i>	\$92,400.00	\$0.00	\$92,400.00
<i>Nov</i>	\$181,691.53	\$0.00	\$181,691.53
<i>Dec</i>	\$94,710.00	\$0.00	\$94,710.00
<i>Jan</i>	\$23,100.00	\$0.00	\$23,100.00
<i>Feb</i>	\$41,580.00	\$0.00	\$41,580.00
<i>Mar</i>	\$48,510.00	\$0.00	\$48,510.00
<i>Apr</i>	\$64,680.00	\$0.00	\$64,680.00
<i>May</i>	\$4,620.00	\$0.00	\$4,620.00
<i>Jun</i>	\$55,440.00	\$0.00	\$55,440.00
Total	\$712,711.53	\$0.00	\$712,711.53

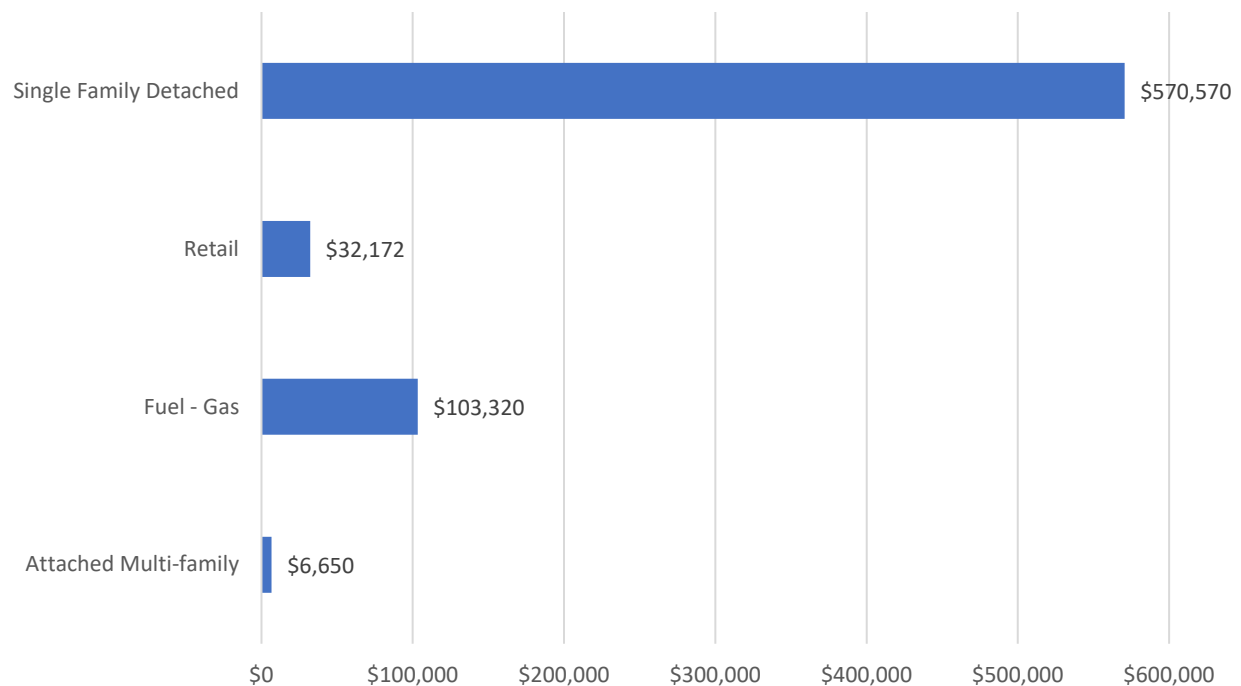


Figure 3: Cathedral City TUMF collections per land use category, fiscal year 2020-2021.

Coachella

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$50,820.00	\$0.00	\$50,820.00
<i>Aug</i>	\$64,680.00	\$0.00	\$64,680.00
<i>Sep</i>	\$34,650.00	\$0.00	\$34,650.00
<i>Oct</i>	\$73,285.38	\$0.00	\$73,285.38
<i>Nov</i>	\$16,170.00	\$0.00	\$16,170.00
<i>Dec</i>	\$0.00	\$0.00	\$0.00
<i>Jan</i>	\$43,136.85	\$0.00	\$43,136.85
<i>Feb</i>	\$27,720.00	\$0.00	\$27,720.00
<i>Mar</i>	\$27,720.00	\$0.00	\$27,720.00
<i>Apr</i>	\$27,720.00	\$0.00	\$27,720.00
<i>May</i>	\$36,904.41	\$0.00	\$36,904.41
<i>Jun</i>	\$0.00	\$0.00	\$0.00
Total	\$402,806.64	\$0.00	\$402,806.64

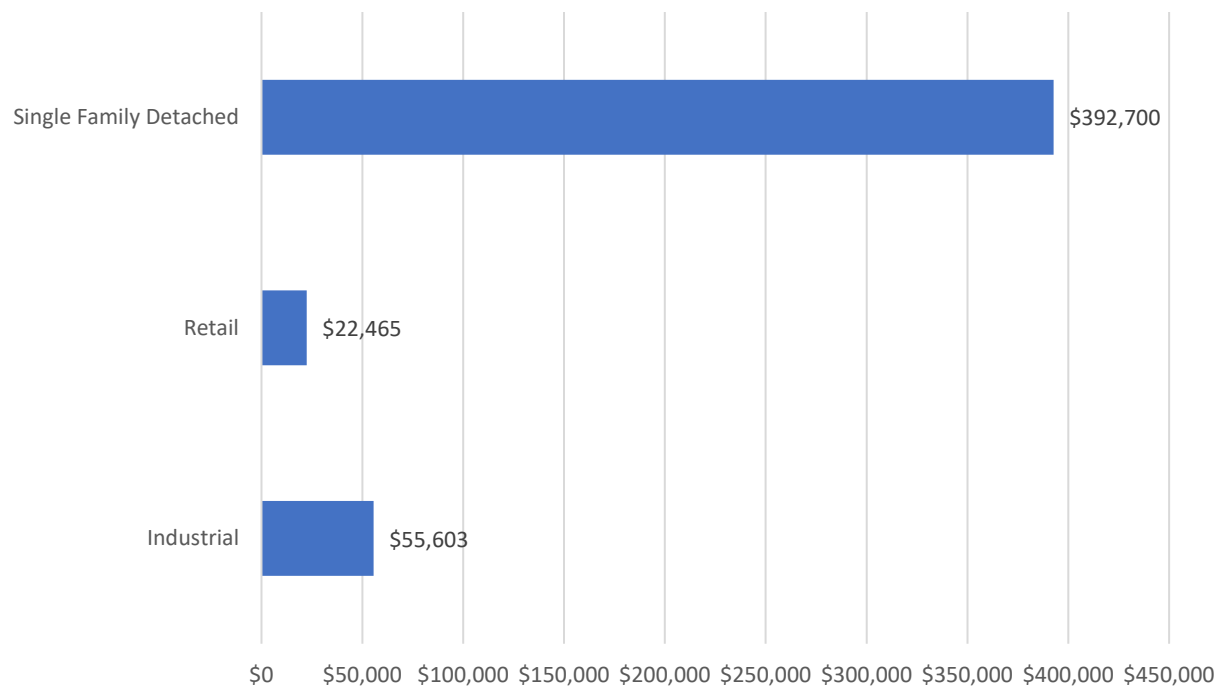


Figure 4: Coachella TUMF collections per land use category, fiscal year 2020-2021.

Desert Hot Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$50,820.00	\$0.00	\$50,820.00
<i>Aug</i>	\$11,550.00	\$0.00	\$11,550.00
<i>Sep</i>	\$11,016.33	\$0.00	\$11,016.33
<i>Oct</i>	\$4,620.00	\$0.00	\$4,620.00
<i>Nov</i>	\$27,074.05	\$0.00	\$27,074.05
<i>Dec</i>	\$43,230.00	\$0.00	\$43,230.00
<i>Jan</i>	\$2,310.00	\$0.00	\$2,310.00
<i>Feb</i>	\$26,812.80	\$0.00	\$26,812.80
<i>Mar</i>	\$21,719.56	\$0.00	\$21,719.56
<i>Apr</i>	\$91,254.27	\$0.00	\$91,254.27
<i>May</i>	\$46,200.00	\$0.00	\$46,200.00
<i>Jun</i>	\$111,661.96	\$0.00	\$111,661.96
Total	\$448,268.97	\$0.00	\$448,268.97

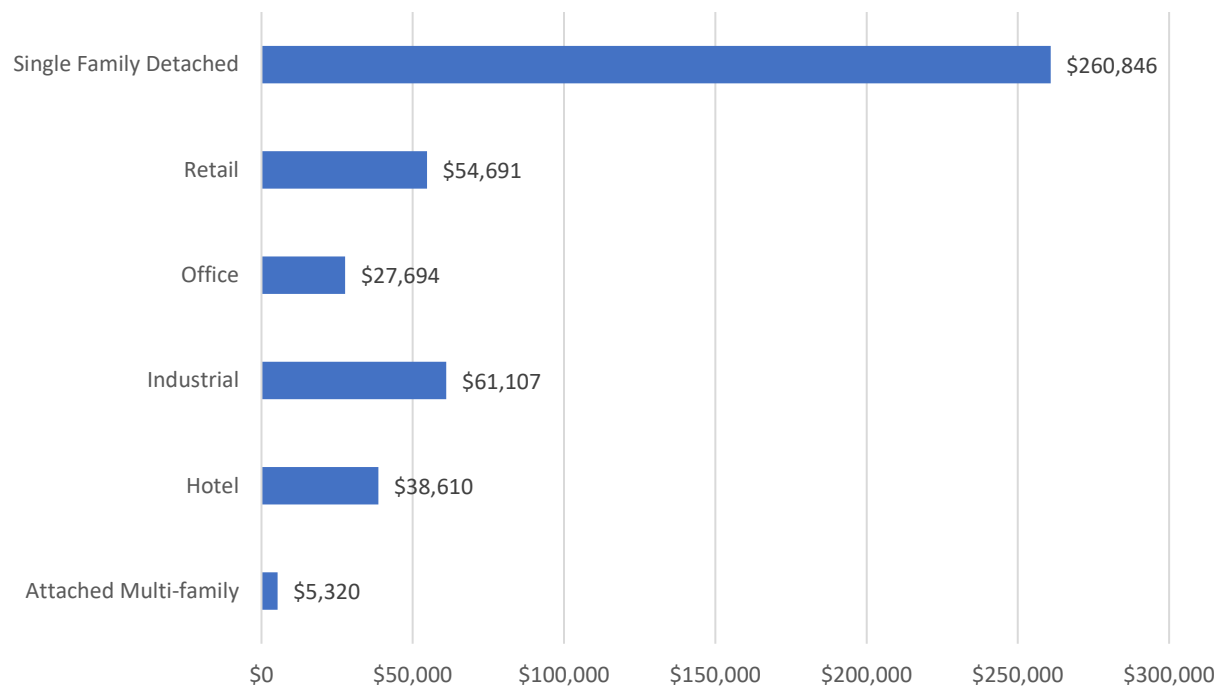


Figure 5: Desert Hot Springs TUMF collections per land use category, fiscal year 2020-2021.

Indian Wells

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$0.00	\$0.00	\$0.00
<i>Aug</i>	\$0.00	\$0.00	\$0.00
<i>Sep</i>	\$0.00	\$0.00	\$0.00
<i>Oct</i>	\$6,930.00	\$0.00	\$6,930.00
<i>Nov</i>	\$2,310.00	\$0.00	\$2,310.00
<i>Dec</i>	\$4,620.00	\$0.00	\$4,620.00
<i>Jan</i>	\$18,480.00	\$0.00	\$18,480.00
<i>Feb</i>	\$9,240.00	\$0.00	\$9,240.00
<i>Mar</i>	\$6,930.00	\$0.00	\$6,930.00
<i>Apr</i>	\$9,240.00	\$1,837.44	\$7,402.56
<i>May</i>	\$4,620.00	\$0.00	\$4,620.00
<i>Jun</i>	\$6,930.00	\$0.00	\$6,930.00
Total	\$69,300.00	\$1837.44	\$67,462.56

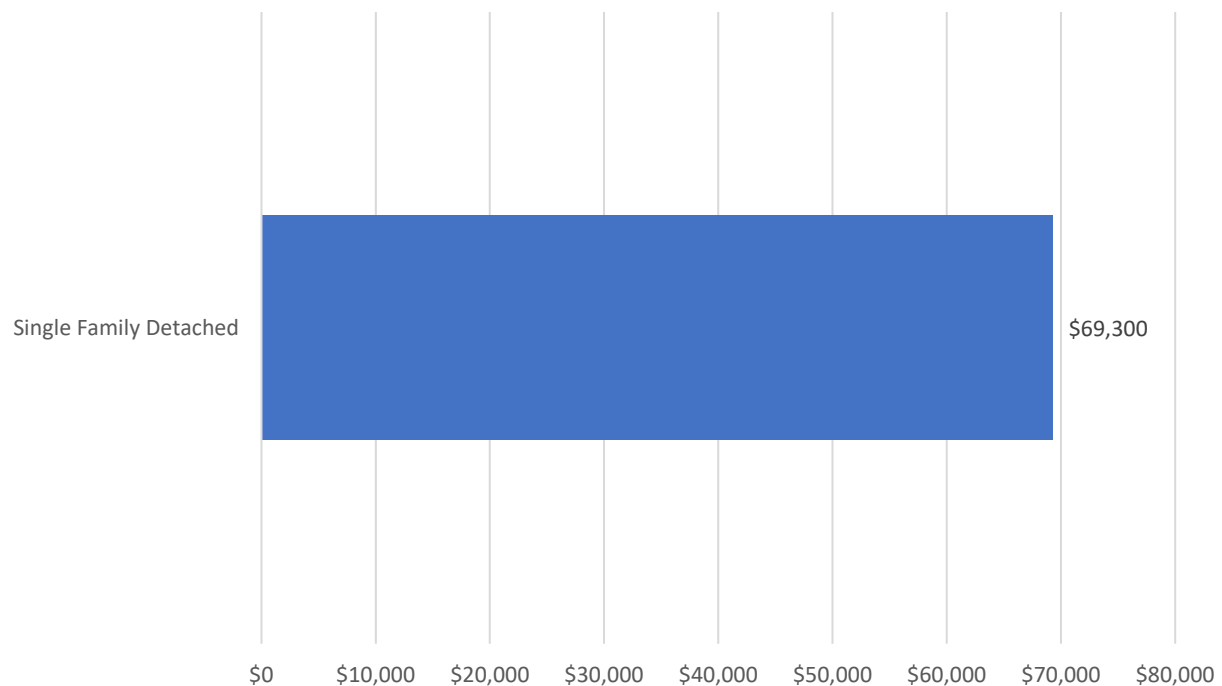


Figure 6: Indian Wells TUMF collections per land use category, fiscal year 2020-2021. Does not include refunded monies.

Indio

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$46,200.00	\$0.00	\$46,200.00
<i>Aug</i>	\$128,505.00	\$0.00	\$128,505.00
<i>Sep</i>	\$90,489.57	\$0.00	\$90,489.57
<i>Oct</i>	\$107,228.83	\$0.00	\$107,228.83
<i>Nov</i>	\$176,878.91	\$0.00	\$176,878.91
<i>Dec</i>	\$108,570.00	\$0.00	\$108,570.00
<i>Jan</i>	\$349,393.89	\$0.00	\$349,393.89
<i>Feb</i>	\$64,680.00	\$0.00	\$64,680.00
<i>Mar</i>	\$147,840.00	\$0.00	\$147,840.00
<i>Apr</i>	\$55,440.00	\$0.00	\$55,440.00
<i>May</i>	\$106,618.24	\$0.00	\$106,618.24
<i>Jun</i>	\$190,890.00	\$0.00	\$190,890.00
Total	\$1,572,734.44	\$0.00	\$1,572,734.44

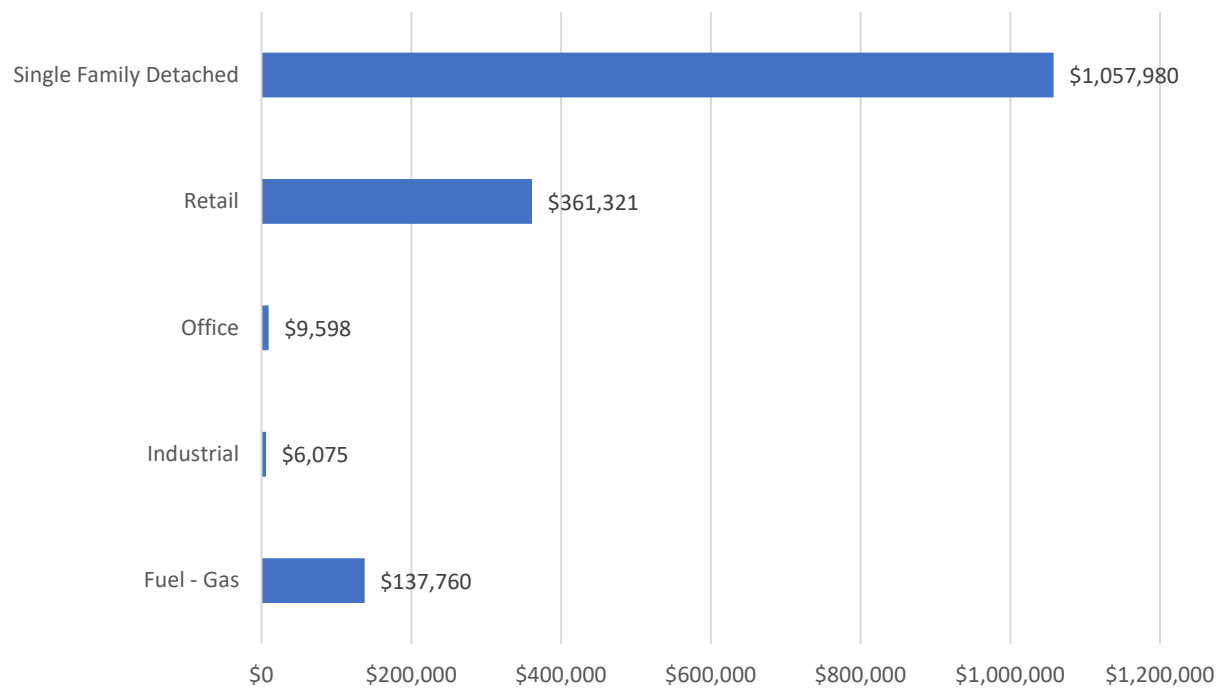


Figure 7: Indio TUMF collections per land use category, fiscal year 2020-2021.

La Quinta

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$9,240.00	\$0.00	\$9,240.00
<i>Aug</i>	\$51,245.30	\$0.00	\$51,245.30
<i>Sep</i>	\$9,800.62	\$0.00	\$9,800.62
<i>Oct</i>	\$20,790.00	\$0.00	\$20,790.00
<i>Nov</i>	\$23,100.00	\$0.00	\$23,100.00
<i>Dec</i>	\$11,550.00	\$0.00	\$11,550.00
<i>Jan</i>	\$20,790.00	\$0.00	\$20,790.00
<i>Feb</i>	\$48,510.00	\$0.00	\$48,510.00
<i>Mar</i>	\$43,890.00	\$0.00	\$43,890.00
<i>Apr</i>	\$73,920.00	\$0.00	\$73,920.00
<i>May</i>	\$25,410.00	\$0.00	\$25,410.00
<i>Jun</i>	\$55,440.00	\$0.00	\$55,440.00
Total	\$393,685.92	\$0.00	\$393,685.92

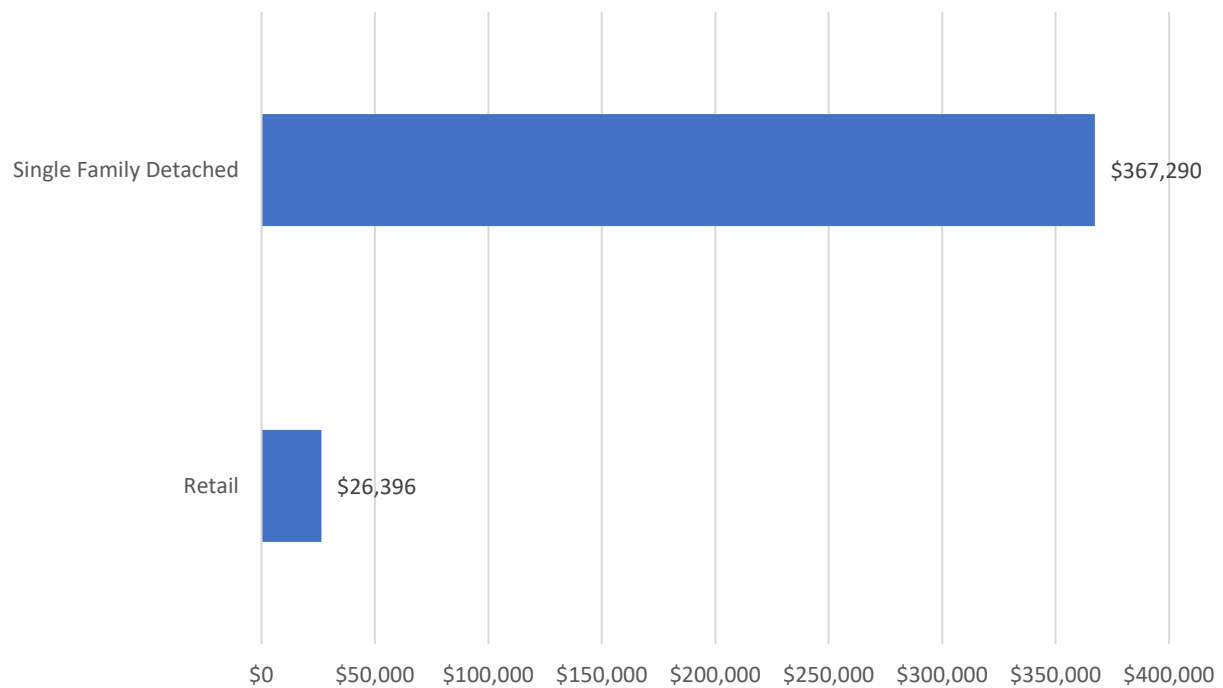


Figure 8: La Quinta TUMF collections per land use category, fiscal year 2020-2021.

Palm Desert

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$350,820.00	\$0.00	\$350,820.00
<i>Aug</i>	\$6,930.00	\$0.00	\$6,930.00
<i>Sep</i>	\$23,100.00	\$0.00	\$23,100.00
<i>Oct</i>	\$28,475.38	\$0.00	\$28,475.38
<i>Nov</i>	\$2,310.00	\$0.00	\$2,310.00
<i>Dec</i>	\$4,620.00	\$0.00	\$4,620.00
<i>Jan</i>	\$36,821.25	\$0.00	\$36,821.25
<i>Feb</i>	\$63,717.74	\$0.00	\$63,717.74
<i>Mar</i>	\$25,410.00	\$0.00	\$25,410.00
<i>Apr</i>	\$19,995.00	\$0.00	\$19,995.00
<i>May</i>	\$19,192.09	\$0.00	\$19,192.09
<i>Jun</i>	\$2,310.00	\$0.00	\$2,310.00
Total	\$583,701.46	\$0.00	\$583,701.46

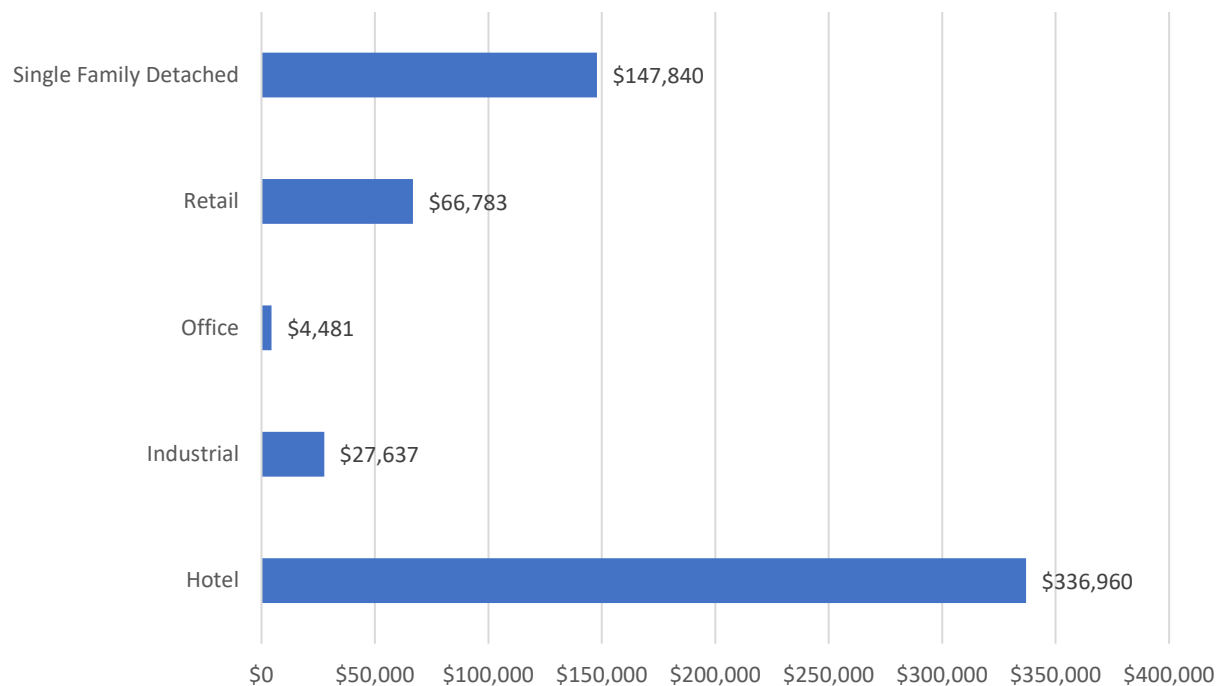


Figure 9: Palm Desert TUMF collections per land use category, fiscal year 2020-2021.

Palm Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$40,925.80	\$0.00	\$40,925.80
<i>Aug</i>	\$106,750.00	\$0.00	\$106,750.00
<i>Sep</i>	\$4,389.30	\$0.00	\$4,389.30
<i>Oct</i>	\$43,295.00	\$0.00	\$43,295.00
<i>Nov</i>	\$26,211.80	\$0.00	\$26,211.80
<i>Dec</i>	\$57,772.80	\$0.00	\$57,772.80
<i>Jan</i>	\$22,600.32	\$0.00	\$22,600.32
<i>Feb</i>	\$48,548.16	\$0.00	\$48,548.16
<i>Mar</i>	\$88,200.00	\$0.00	\$88,200.00
<i>Apr</i>	\$69,548.85	\$0.00	\$69,548.85
<i>May</i>	\$106,610.00	\$0.00	\$106,610.00
<i>Jun</i>	\$28,206.00	\$0.00	\$28,206.00
Total	\$643,058.03	\$0.00	\$643,058.03

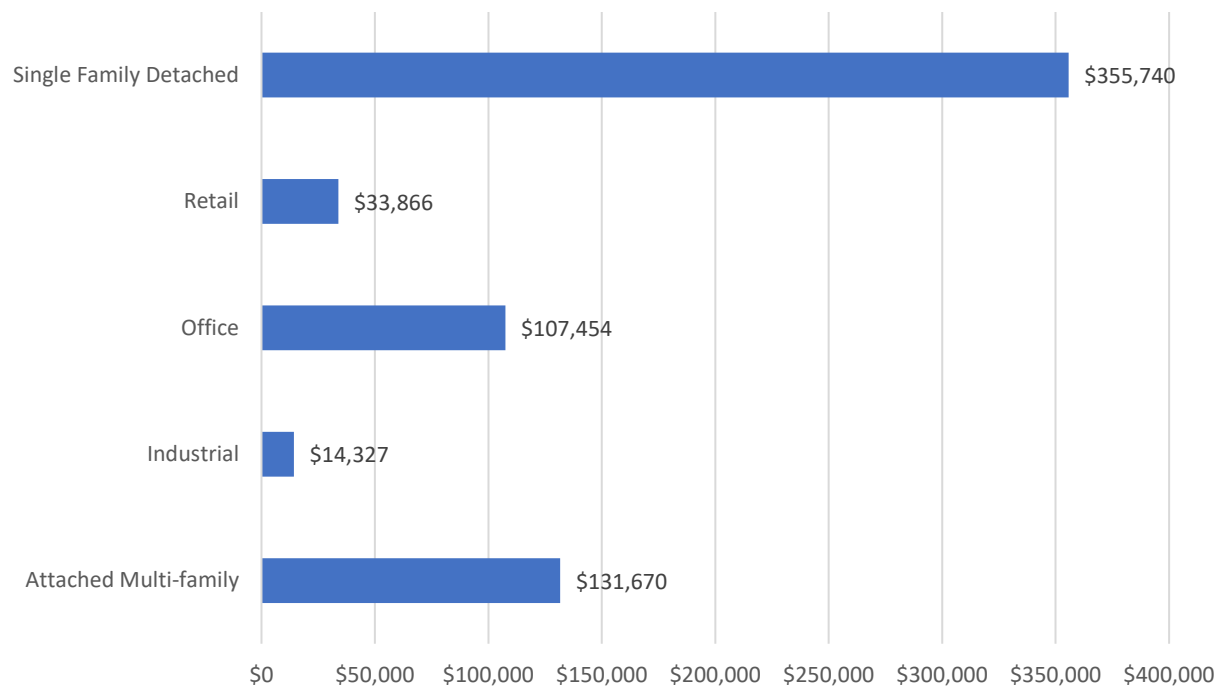


Figure 10: Palm Springs TUMF collections per land use category, fiscal year 2020-2021.

Rancho Mirage

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$73,920.00	\$0.00	\$73,920.00
<i>Aug</i>	\$48,510.00	\$0.00	\$48,510.00
<i>Sep</i>	\$16,170.00	\$0.00	\$16,170.00
<i>Oct</i>	\$60,060.00	\$0.00	\$60,060.00
<i>Nov</i>	\$30,030.00	\$0.00	\$30,030.00
<i>Dec</i>	\$53,130.00	\$0.00	\$53,130.00
<i>Jan</i>	\$76,230.00	\$0.00	\$76,230.00
<i>Feb</i>	\$64,680.00	\$0.00	\$64,680.00
<i>Mar</i>	\$85,470.00	\$0.00	\$85,470.00
<i>Apr</i>	\$64,680.00	\$0.00	\$64,680.00
<i>May</i>	\$94,958.85	\$0.00	\$94,958.85
<i>Jun</i>	\$78,540.00	\$0.00	\$78,540.00
Total	\$746,378.85	\$0.00	\$746,378.85

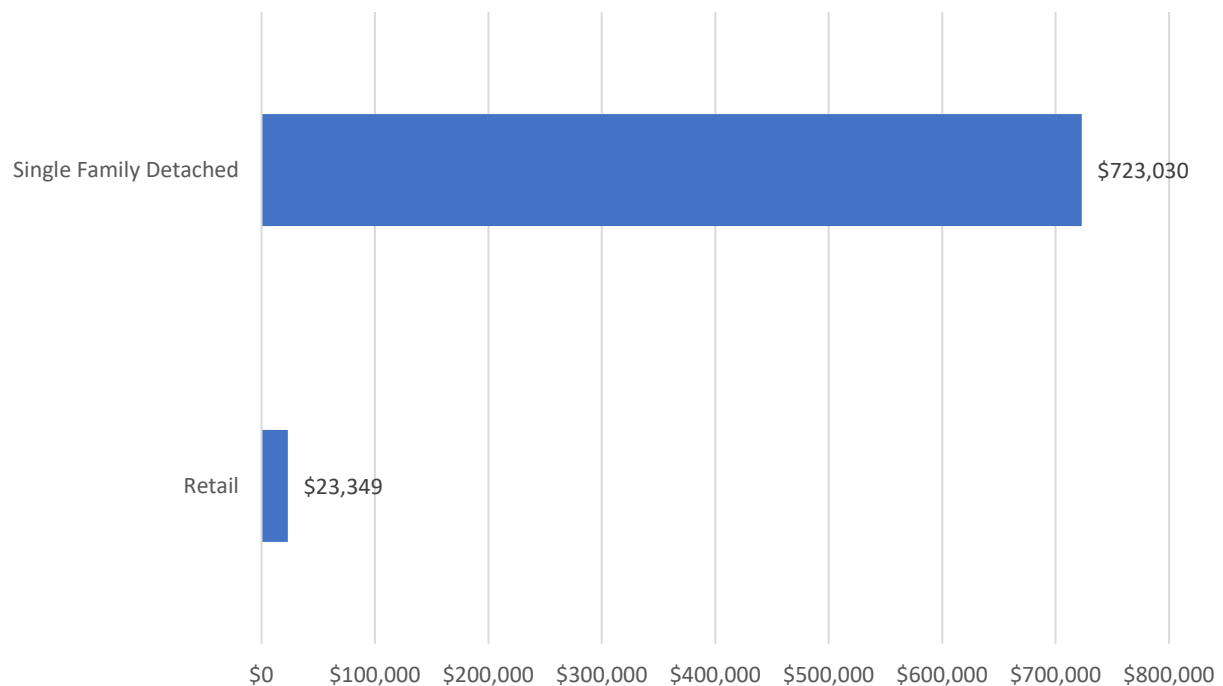


Figure 11: Rancho Mirage TUMF collections per land use category, fiscal year 2020-2021.

Riverside County

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$27,797.76	\$0.00	\$27,797.76
<i>Aug</i>	\$11,627.76	\$0.00	\$11,627.76
<i>Sep</i>	\$22,120.00	\$0.00	\$22,120.00
<i>Oct</i>	\$29,205.52	\$0.00	\$29,205.52
<i>Nov</i>	\$11,550.00	\$0.00	\$11,550.00
<i>Dec</i>	\$47,853.12	\$2,310.00	\$45,543.12
<i>Jan</i>	\$33,675.00	\$0.00	\$33,675.00
<i>Feb</i>	\$31,672.41	\$0.00	\$31,672.41
<i>Mar</i>	\$23,527.68	\$0.00	\$23,527.68
<i>Apr</i>	\$49,418.61	\$0.00	\$49,418.61
<i>May</i>	\$59,720.92	\$0.00	\$59,720.92
<i>Jun</i>	\$40,785.69	\$2,310.00	\$38,475.69
Total	\$388,954.47	\$4,620.00	\$384,334.47

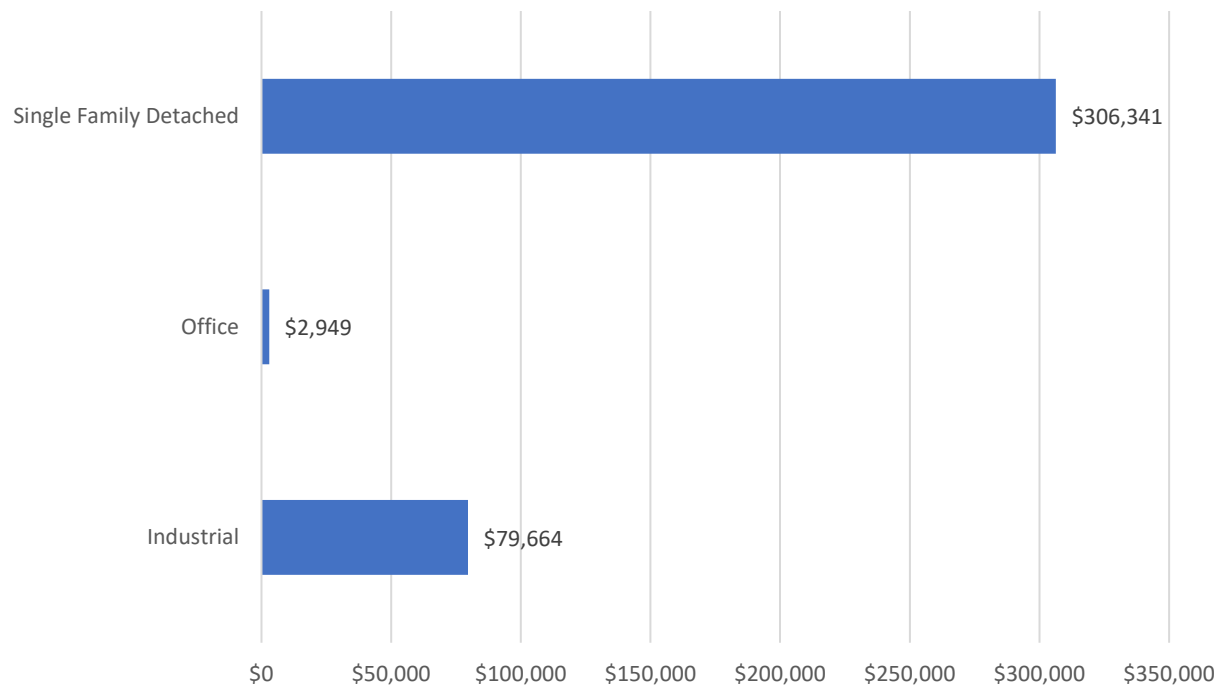


Figure 12: Riverside County TUMF collections per land use category, fiscal year 2020-2021.

TUMF Collections by Land Use Category, Fiscal Year 2020-2021

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 71% of the total collected fees, with the next highest categories being Retail at 10% and Hotel at 6%.

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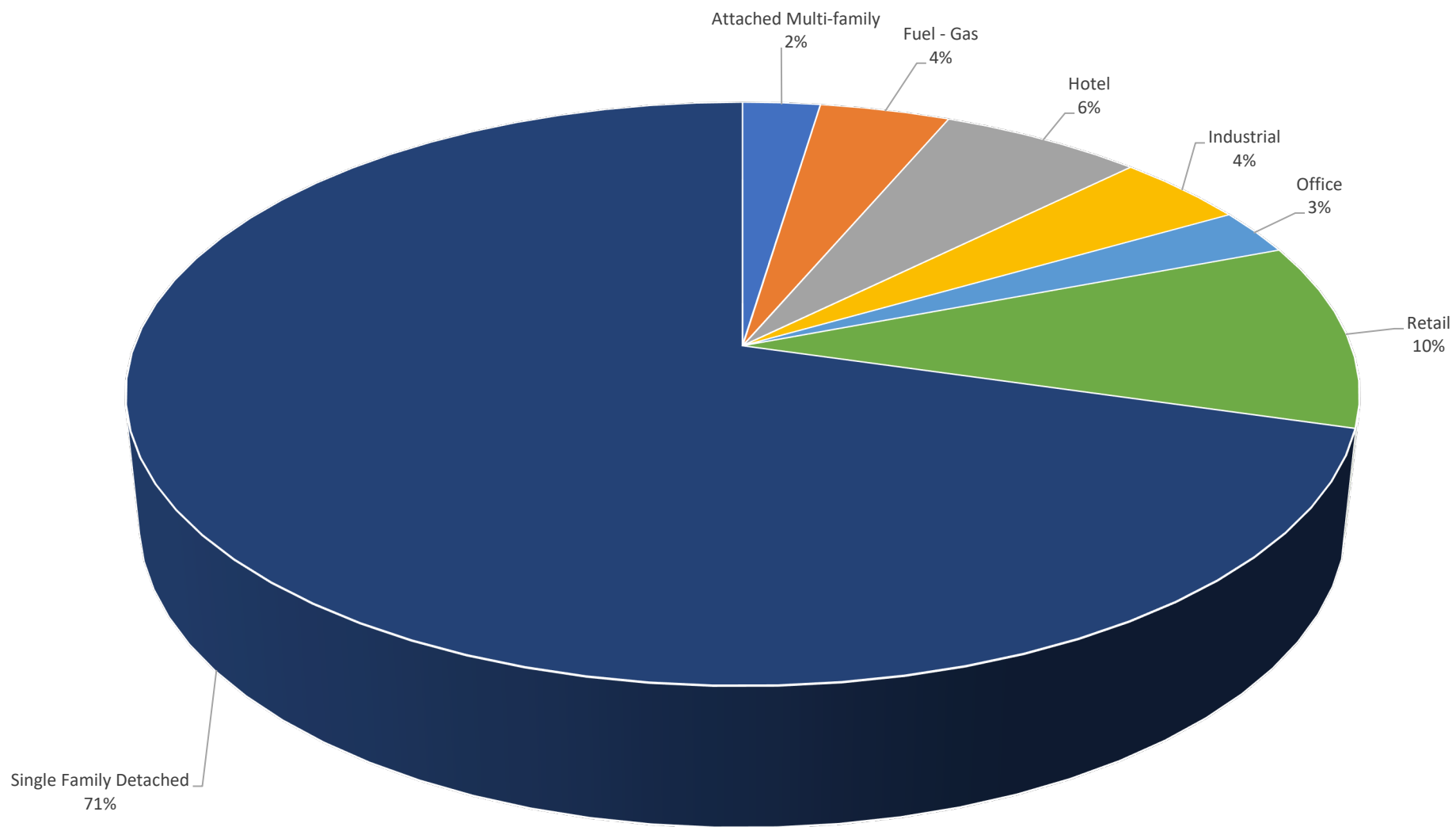


Figure 13: Proportion of total TUMF collections per land use category.

Table 1: TUMF collections per land use.

	<i>Single Family Detached</i>	<i>Attached Multi- family</i>	<i>Fuel - Gas</i>	<i>Hotel</i>	<i>Industrial</i>	<i>Office</i>	<i>Retail</i>
<i>Cathedral City</i>	\$570,570	\$6,650	\$103,320	\$0	\$0	\$0	\$32,172
<i>Coachella</i>	\$392,700	\$0	\$0	\$0	\$55,603	\$0	\$22,465
<i>County</i>	\$306,341	\$0	\$0	\$0	\$79,664	\$2,949	\$0
<i>Desert Hot Springs</i>	\$260,846	\$5,320	\$0	\$38,610	\$61,107	\$27,694	\$54,691
<i>Indian Wells</i>	\$69,300	\$0	\$0	\$0	\$0	\$0	\$0
<i>Indio</i>	\$1,057,980	\$0	\$137,760	\$0	\$6,075	\$9,598	\$361,321
<i>La Quinta</i>	\$367,290	\$0	\$0	\$0	\$0	\$0	\$26,396
<i>Palm Desert</i>	\$147,840	\$0	\$0	\$336,960	\$27,637	\$4,481	\$66,783
<i>Palm Springs</i>	\$355,740	\$131,670	\$0	\$0	\$14,327	\$107,454	\$33,866
<i>Rancho Mirage</i>	\$723,030	\$0	\$0	\$0	\$0	\$0	\$23,349
Total	\$4,251,638	\$143,640	\$241,080	\$375,570	\$244,414	\$152,178	\$621,043

Table 2: Development units per land use.

	<i>Single Family Detached (du)</i>	<i>Attached Multi- family (du)</i>	<i>Fuel - Gas (pump)</i>	<i>Hotel (room)</i>	<i>Industrial (sqft)</i>	<i>Office (sqft)</i>	<i>Retail (sqft)</i>
<i>Cathedral City</i>	247	5	12	0	0	0	5,353
<i>Coachella</i>	170	0	0	0	45,764	0	3,738
<i>County</i>	133	0	0	0	65,567	1,234	0
<i>Desert Hot Springs</i>	109	4	0	11	50,294	11,588	9,100
<i>Indian Wells</i>	30	0	0	0	0	0	0
<i>Indio</i>	458	0	16	0	5,000	4,016	60,120
<i>La Quinta</i>	159	0	0	0	0	0	4,392
<i>Palm Desert</i>	64	0	0	96	22,747	1,875	11,112
<i>Palm Springs</i>	154	99	0	0	11,792	44,960	5,635
<i>Rancho Mirage</i>	313	0	0	0	0	0	3,885
Total	1,524	108	28	107	201,164	63,673	103,335

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, 2021, the cumulative amount of regional Measure A received – \$361,371,236 – has exceeded the amount of TUMF collected – \$135,911,244. 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>	\$12,421,243.33	\$36,598,639.32
<i>Coachella</i>	\$6,612,466.00	\$10,624,573.62
<i>County</i>	\$18,079,986.26	\$41,053,020.71
<i>Desert Hot Springs</i>	\$6,862,331.27	\$8,860,174.78
<i>Indian Wells</i>	\$3,184,013.21	\$5,991,858.66
<i>Indio</i>	\$33,494,198.44	\$35,549,620.78
<i>La Quinta</i>	\$4,591,628.73	\$7,392,886.06
<i>Palm Desert</i>	\$23,123,358.69	\$63,251,303.15
<i>Palm Springs</i>	\$15,865,997.92	\$49,552,220.55
<i>Rancho Mirage</i>	\$11,676,020.10	\$21,533,348.15
<i>Grand Total</i>	\$135,911,243.95	\$280,407,645.78

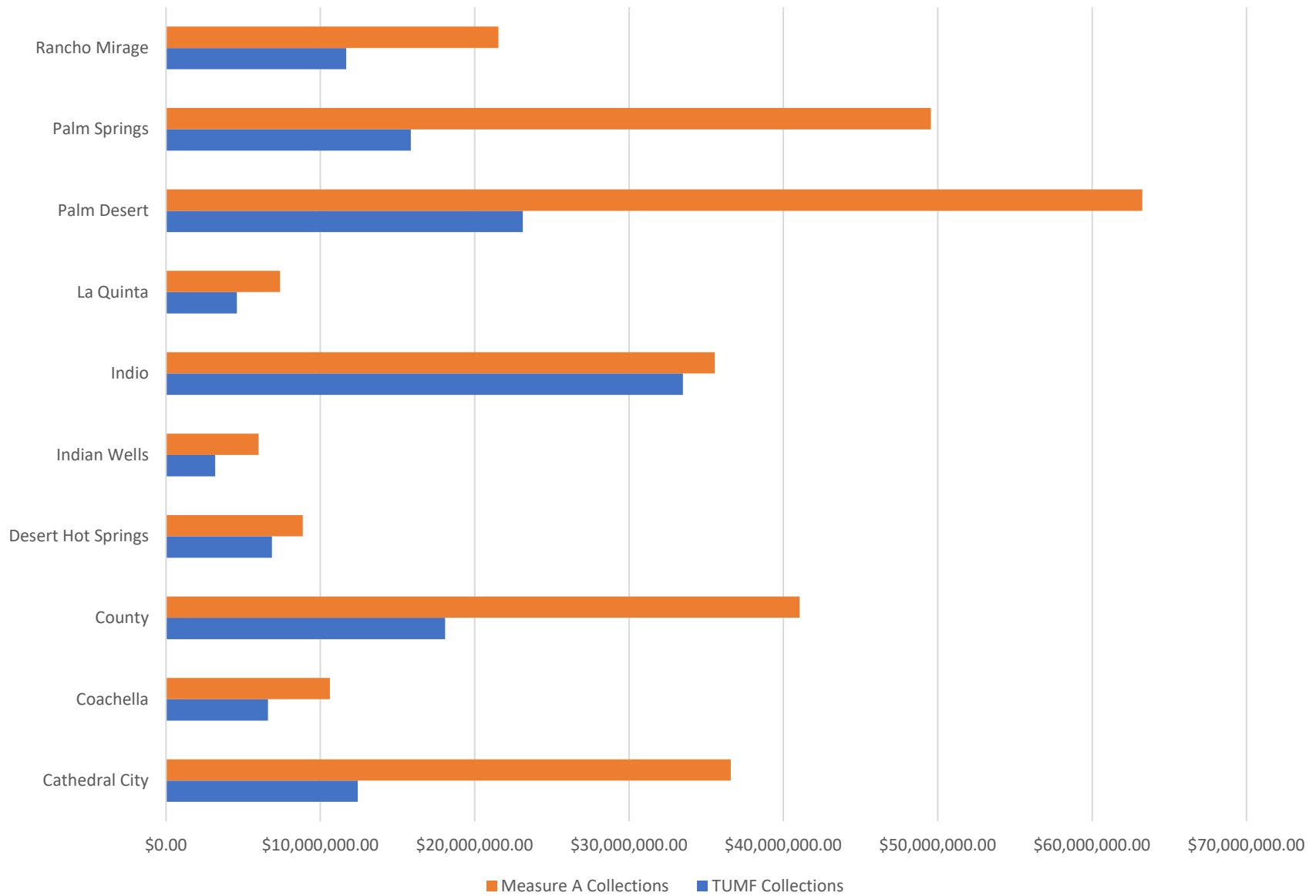


Figure 14: Local Measure A received compared to TUMF collected per jurisdiction, 1989-2021

Cathedral City

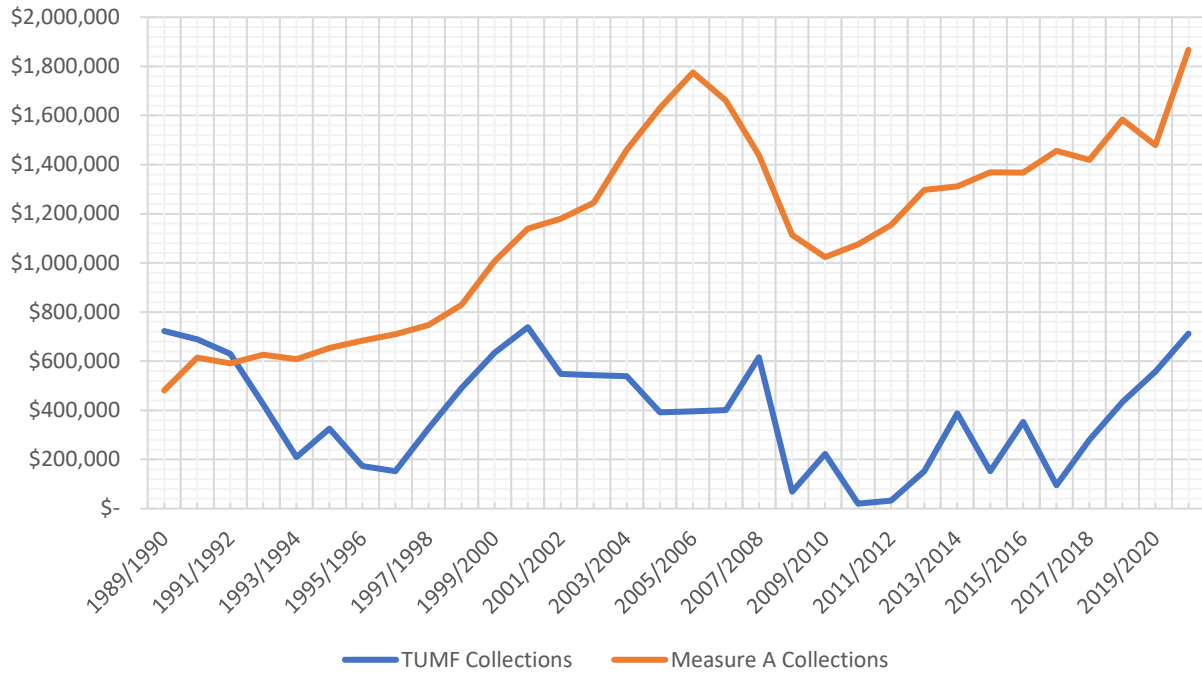


Figure 15: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Cathedral City.

Coachella

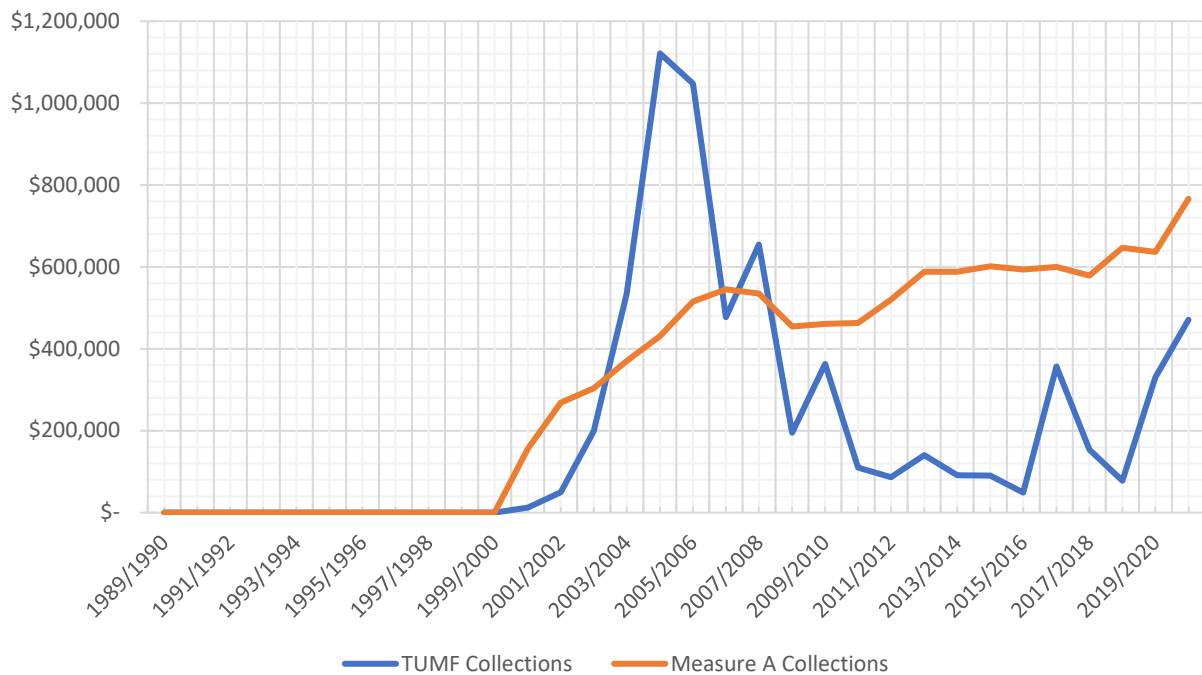


Figure 16: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Coachella.

Desert Hot Springs

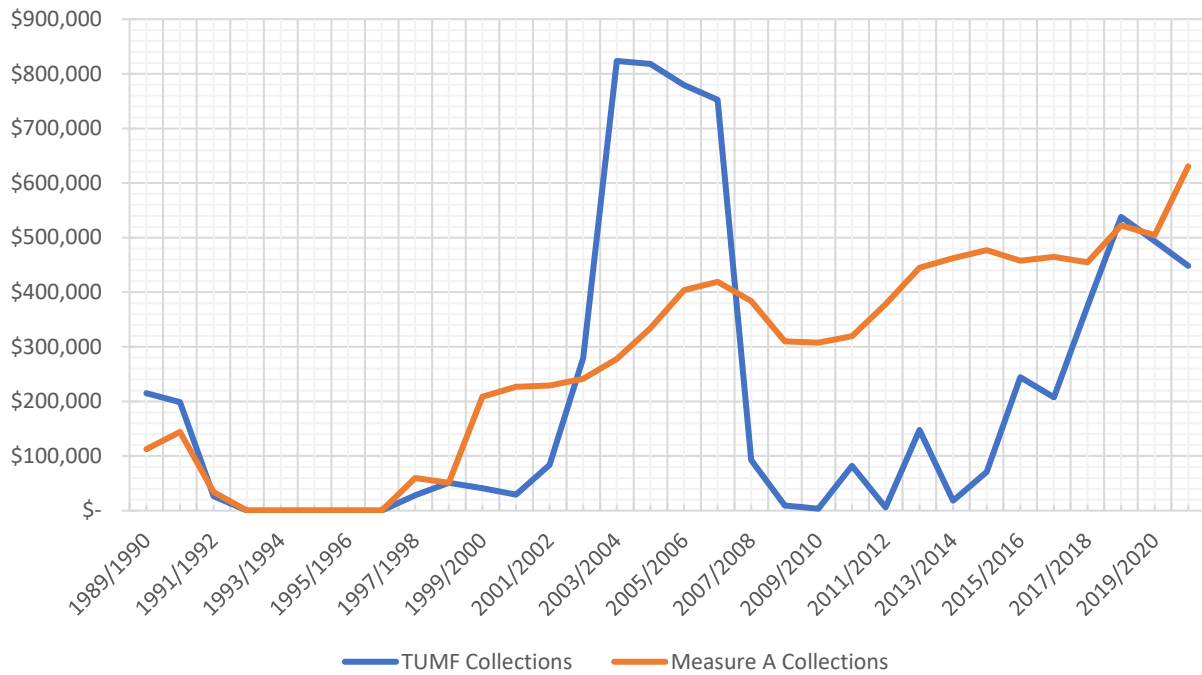


Figure 17: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Desert Hot Springs.

Indian Wells

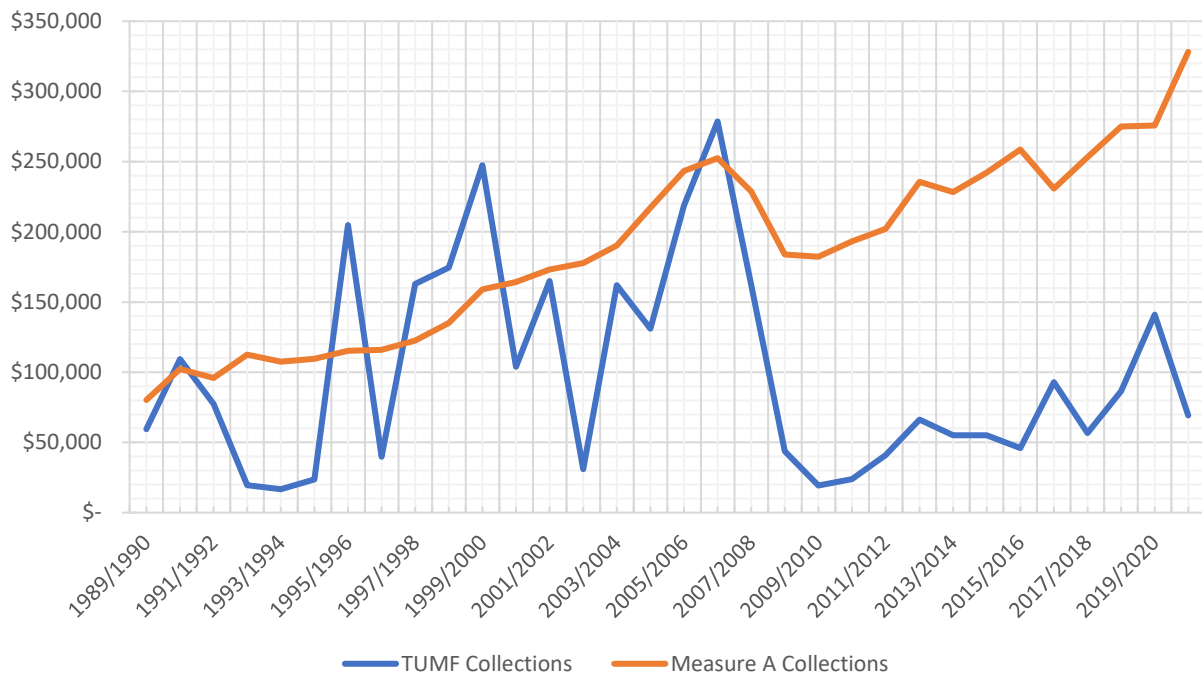


Figure 18: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indian Wells.

Indio

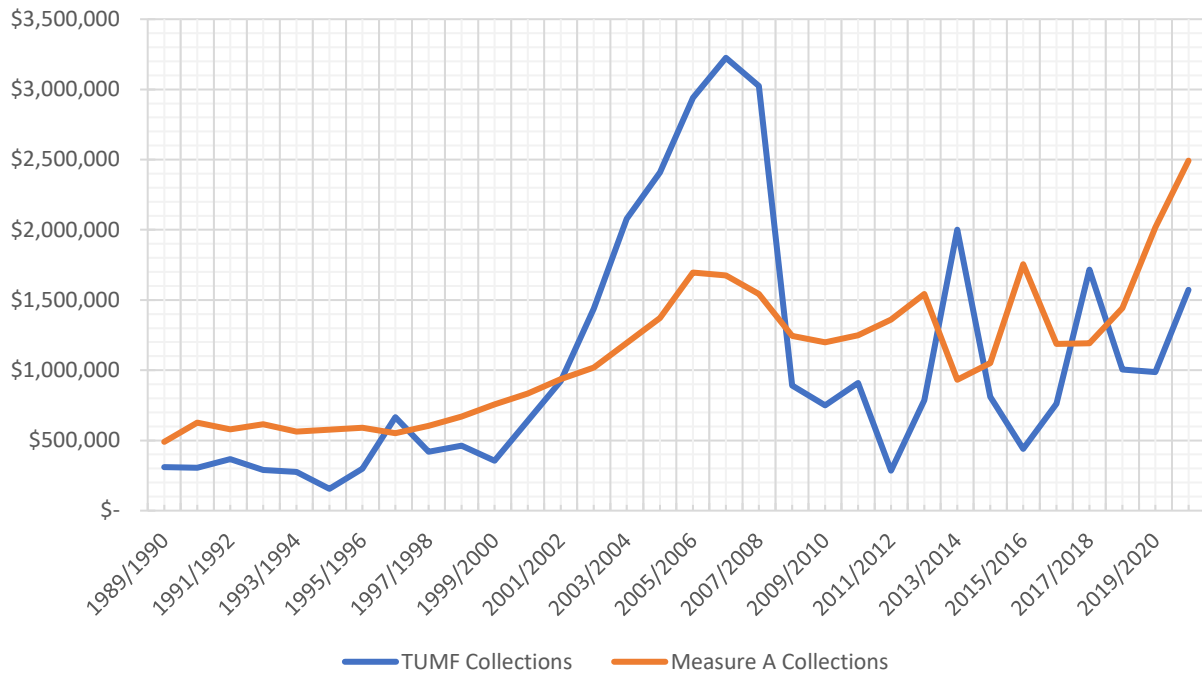


Figure 19: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indio.

La Quinta

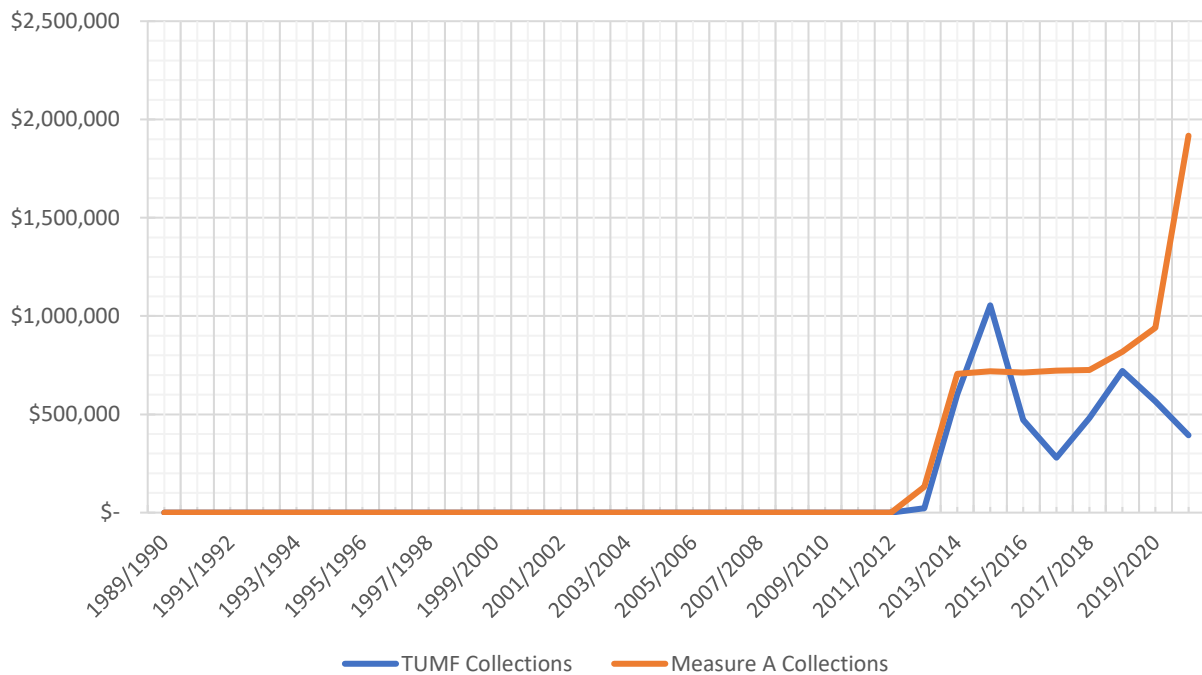


Figure 20: Cumulative TUMF collected by CVAG compared to Measure A funds collected by La Quinta.

Palm Desert

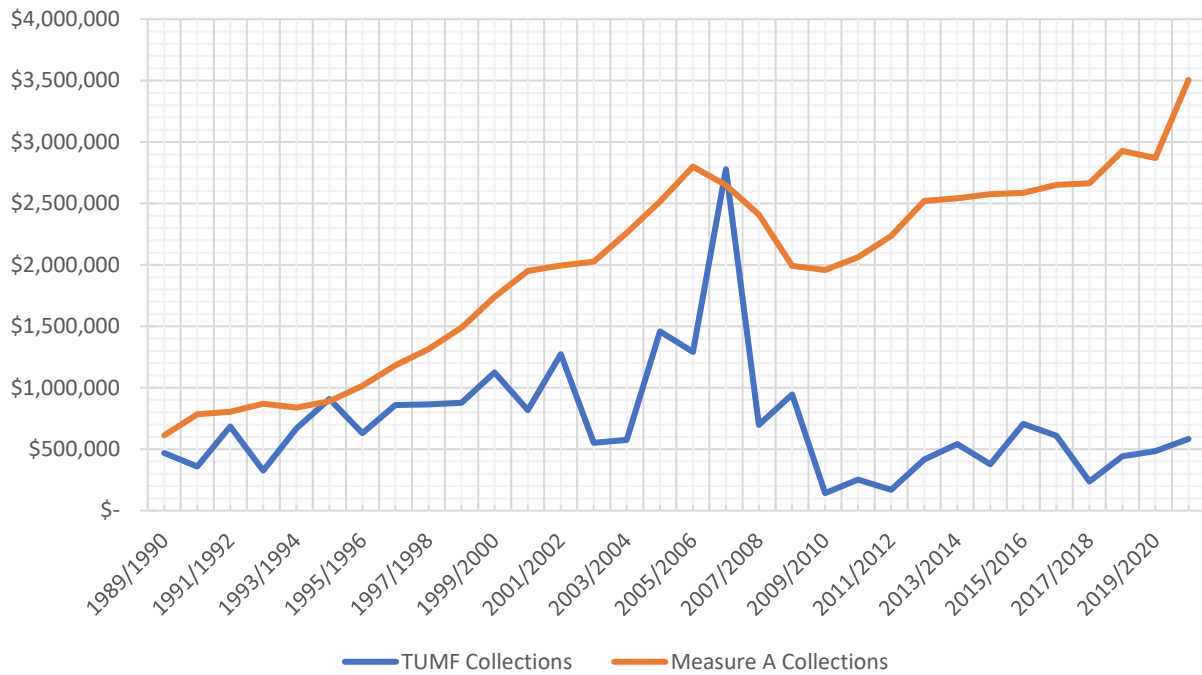


Figure 21: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Desert.

Palm Springs

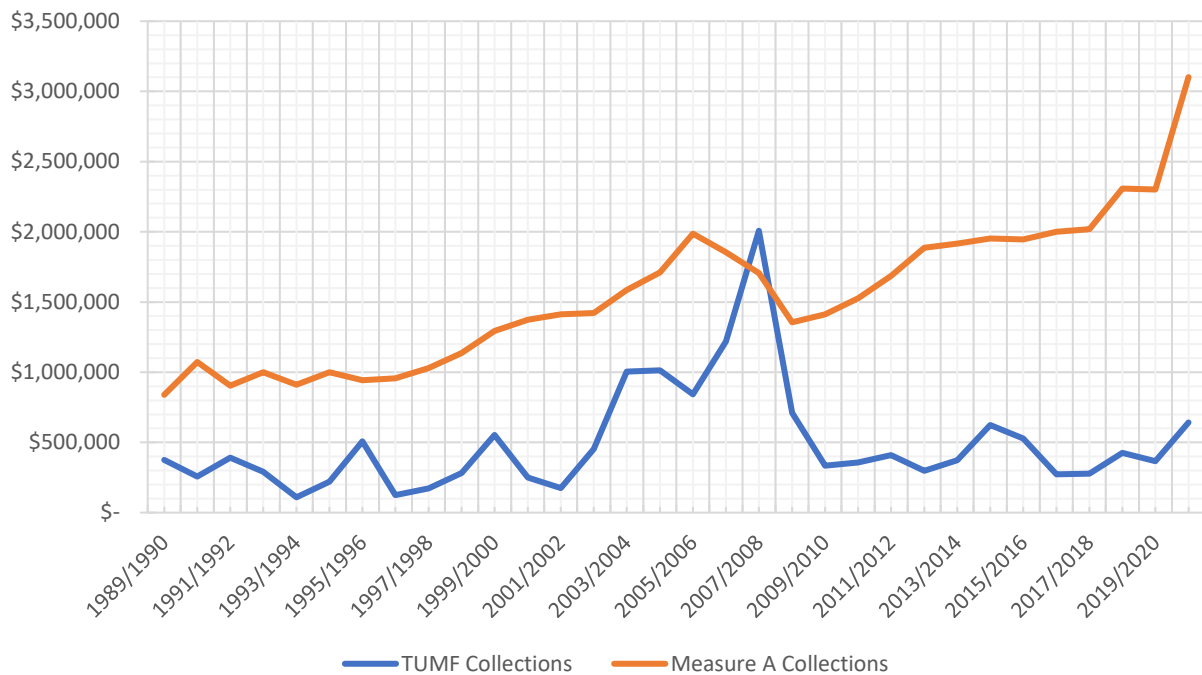


Figure 22: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Springs.

Rancho Mirage

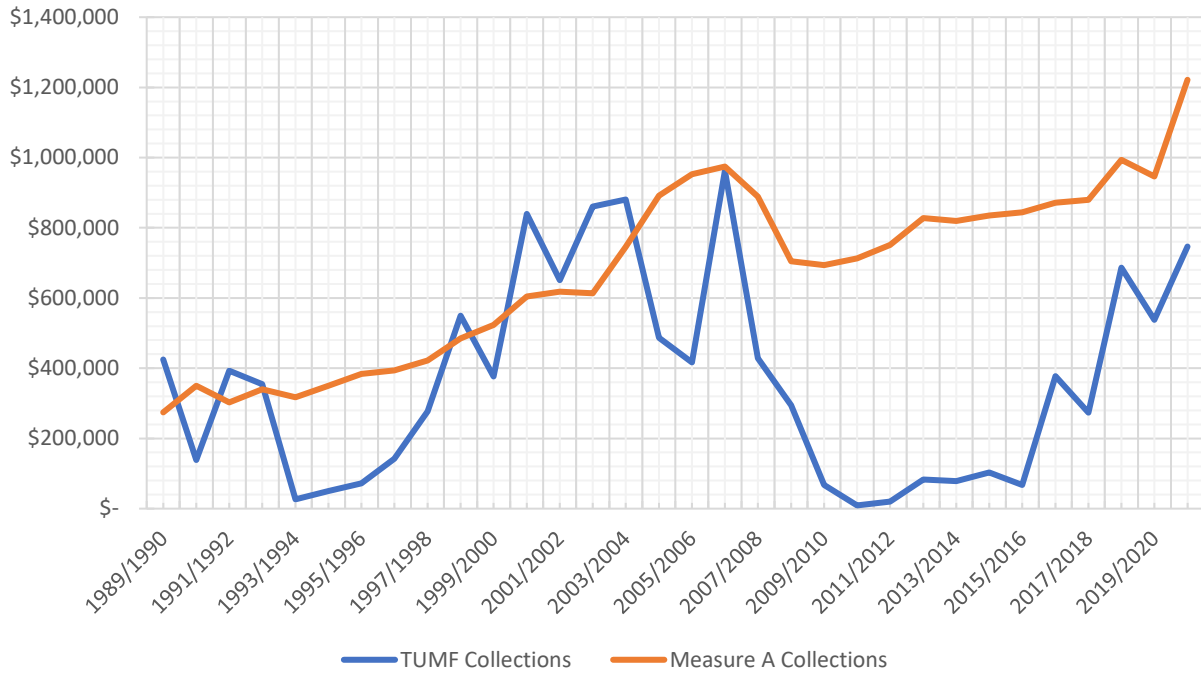


Figure 23: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Rancho Mirage.

Riverside County

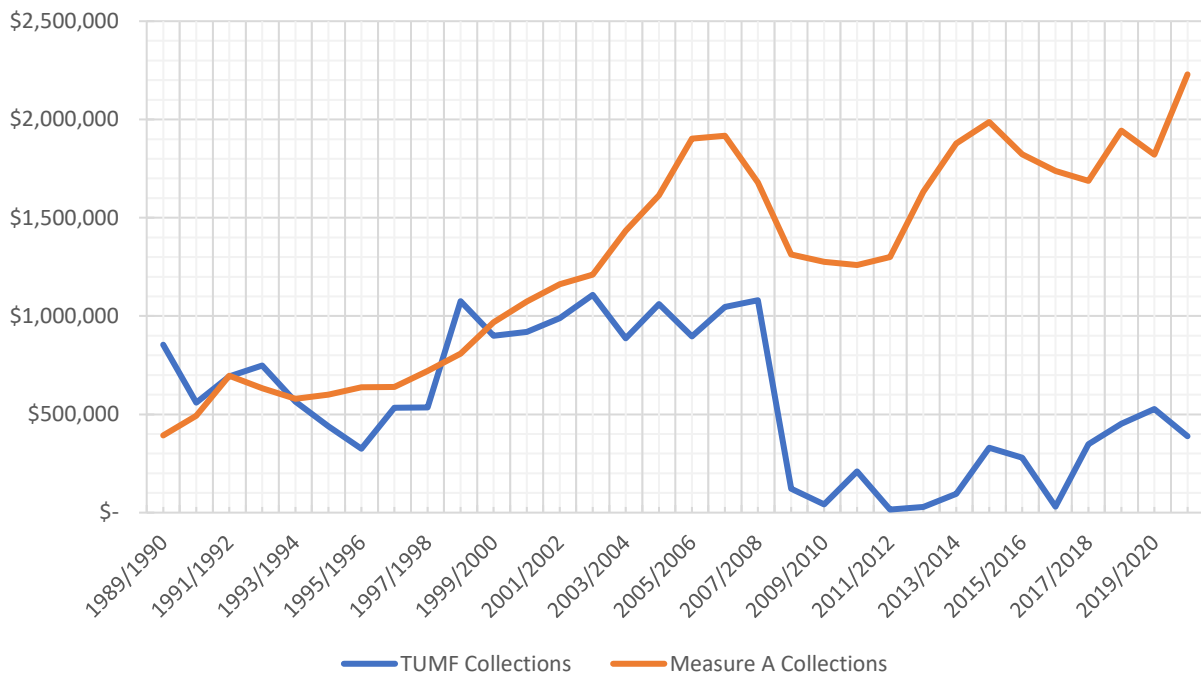


Figure 24: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Riverside County.

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 TUMF eligible projects.

Project Description	Lead Agency ¹	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	Total Expenditures to Date
Interchanges (IC)									
Interchange Preparation Fund	Various	\$ 14,049,238.75	\$ 14,049,238.75	\$ 5,126,986.94	\$ 827,756.80	\$ 3,451,214.96	\$ 1,304,285.39	\$ 123,407.25	\$ 10,833,651.34
Indian Ave./I-10 IC	PS	\$ 26,476,137.00	\$ 3,142,835.00	\$ 2,604,198.31	\$ -	\$ -	\$ -	\$ -	\$ 2,604,198.31
Palm Dr./Gene Autry 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
Portola Ave./I-10 IC	Various	\$ 72,100,000.00	\$ 54,075,000.00	\$ -	\$ -	\$ 1,199,789.65	\$ 1,338,714.64	\$ 732,777.22	\$ 3,271,281.51
Jefferson St./I-10 IC	Indio/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
Ave. 50/I-10 IC	COA	\$ 2,800,000.00	\$ 2,300,768.00	\$ 1,361,229.00	\$ 654,736.92	\$ 259,613.98	\$ 180,354.16	\$ -	\$ 2,455,934.06
Subtotal Interchanges		\$ 271,735,375.75	\$ 163,989,841.75	\$ 55,553,840.06	\$ 4,008,869.14	\$ 5,750,606.18	\$ 2,823,354.19	\$ 901,844.93	\$ 69,038,514.50
Bridges									
Indian Canyon Ave. (from Garnet to and incl. RR crossing)	PS	\$ 21,500,000.00	\$ 4,642,150.00	\$ 1,342,311.90	\$ -	\$ 75,509.09	\$ 369,637.89	\$ 197,060.49	\$ 1,984,519.37
Cathedral Canyon Bridge	CC	\$ 22,038,000.00	\$ 2,577,092.58	\$ 204,229.30	\$ -	\$ 58,910.30	\$ 84,518.63	\$ 566,210.51	\$ 913,868.74
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	\$ 12,597,417.00	\$ 2,355,213.07	\$ 379,345.70	\$ 3,105,748.25	\$ 4,279,140.40	\$ 3,618,244.59	\$ 13,737,692.01
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	\$ 1,779,533.12
Frank Sinatra Bridge over WWR	RM	\$ 35,290,000.00	\$ 3,035,822.00	\$ 128,982.29	\$ 39,199.50	\$ 20,825.41	\$ 24,265.56	\$ 37,034.59	\$ 250,307.35
Vista Chino Bridge over WWR	PS	\$ 114,700.00	\$ 8,172,375.00	\$ 107,911.44	\$ 38,714.95	\$ 72,223.89	\$ 104,122.20	\$ 4,761.79	\$ 327,734.27
Dune Palms Bridge over WWR	LQ	\$ 19,993,000.00	\$ 3,369,000.00	\$ 150,060.14	\$ 414,810.68	\$ 691,953.59	\$ 558,541.61	\$ 235,140.63	\$ 2,050,506.65
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	\$ 136,862.94
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	\$ 199,580.07
Ave. 50 Bridge (WWR & SR86)	Coa	\$ 4,696,500.00	\$ 1,108,500.00	\$ 356,093.43	\$ 86,569.99	\$ 125,156.01	\$ 180,354.16	\$ 43,737.66	\$ 791,911.25
Avenue 44 Bridge (across WWR)	Indio	\$ 19,230,000.00	\$ 1,654,260.00	\$ -	\$ 264,329.98	\$ 127,864.02	\$ 68,121.63	\$ 78,529.13	\$ 538,844.76
Subtotal Bridges		\$ 223,475,294.00	\$ 63,770,978.58	\$ 17,993,320.56	\$ 3,347,105.50	\$ 4,587,070.24	\$ 6,178,864.29	\$ 5,256,627.96	\$ 37,362,988.55
Arterial Links									
Avenue 56 (Harrison to 111) Future 27/28	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. (north of Gerald Ford Dr.) Future 2021/22	PD	\$ 2,139,739.00	\$ 534,934.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
North Indian Canyon (19th to Dillon)	Various	\$ 4,788,000.00	\$ 3,591,000.00	\$ -	\$ 636,489.56	\$ 1,036,124.06	\$ 369,637.89	\$ 194,697.22	\$ 2,236,948.73
Avenue 48 - Van Buren to Dillon	COR	\$ 1,250,000.00	\$ 937,500.00	\$ -	\$ 245,314.68	\$ 319,933.84	\$ 21,559.82	\$ 135,207.55	\$ 722,015.89
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	\$ 21,227,197.76
Frank Sinatra at Hwy 111 - Future	RM	\$ 1,794,282.00	\$ 670,712.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 176,398.67	\$ 167,959.27	\$ -	\$ 2,820,859.27
Avenue 50 (Calhoun to Harrison)	COA	\$ 4,500,000.00	\$ 3,375,000.00	\$ -	\$ -	\$ 197,149.72	\$ 88,705.68	\$ 91,132.10	\$ 376,987.50
Avenue 50 (SR86 to I-10)	COA	\$ 1,820,000.00	\$ 1,365,000.00	\$ -	\$ 692,970.11	\$ 37,776.05	\$ -	\$ -	\$ 730,746.16
Traffic Signals Project (Coachella)	COA	\$ 1,950,000.00	\$ 1,725,000.00	\$ 247,389.04	\$ 1,477,610.96	\$ -	\$ -	\$ -	\$ 1,725,000.00
Regional Bicycle/Pedestrian Safety Program 2017	Various	\$ -	\$ 10,000,000.00	\$ -	\$ 726,160.61	\$ 2,806,701.25	\$ 1,015,388.02	\$ 187,224.00	\$ 4,735,473.88
Fred Waring/Washington Street Intersection	LQ	\$ 1,860,745.00	\$ 1,395,555.00	\$ -	\$ -	\$ -	\$ 252,092.04	\$ 929,945.27	\$ 1,182,037.31
Avenue 50 and Jackson Street Intersection Improvement	Indio	\$ 1,594,600.00	\$ 1,195,950.00	\$ -	\$ -	\$ 8,797.73	\$ -	\$ 85,616.55	\$ 94,414.28
Subtotal Arterial Links		\$ 107,493,908.00	\$ 75,222,491.98	\$ 12,299,340.40	\$ 11,411,926.65	\$ 15,699,249.04	\$ 4,694,834.25	\$ 1,866,158.93	\$ 45,971,509.27
Total:		\$ 602,704,577.75	\$ 302,983,312.31	\$ 85,846,501.02	\$ 18,767,901.29	\$ 26,036,925.46	\$ 13,697,052.73	\$ 8,024,631.82	\$ 152,373,012.32

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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March 24, 2022

Coachella Valley Association of Governments

Tom Kirk, Executive Director

c/o Peter Satin, Regional Planner

73-710 Fred Waring Drive, #200

Palm Desert, CA 92260

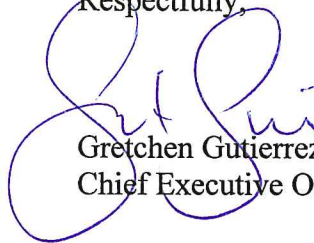
Re: Annual Report TUMF 2020/21

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 2020/21.*"

Upon completion of our examination, we are satisfied 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

(760) 776-7001 office • (760) 776-7002 fax

www.TheDVBA.org

ITEM 5C

Coachella Valley Association of Governments Transportation Committee April 4, 2022



STAFF REPORT

Subject: Transfer of private developer funds related to construction of CV Link within the City of Palm Springs

Contact: Martin Magaña, CVAG consultant (mmagana@cvag.org)

Recommendation: Authorize the CVAG Executive Director to take the necessary steps to accept \$1,063,044 of developer-obligated payments in the City of Palm Springs to offset construction costs related to CV Link

Background: The City of Palm Springs routinely conditions development projects to provide pedestrian and bicycle facilities in and around their proposed projects. This was a condition set for both the Escena and Miralon housing projects, which are located adjacent to the Whitewater River storm water channel. Both projects were conditioned to build a dual bike/pedestrian facility adjacent to their project, and the pathway for both projects was planned to be constructed of asphalt.

The location of both requirements overlaps with the route that the CVAG Executive Committee approved for CV Link, which is being built along the levee bank of the storm water channel. CV Link is wider than a standard asphalt bike path. It also is constructed of concrete and includes wayfinding features, colored seeded glass and amenities such as shade structures.

City staff has coordinated with CVAG on how to ensure the developers will still uphold their obligations even as CV Link is built in lieu of an asphalt bikepath. The Escena development is located adjacent to the 2.3-mile stretch of CV Link that was opened in 2018 under an agreement with the City of Cathedral City. Given that CVAG and Cathedral City constructed CV Link, the city required the developer to provide the city with payment for their estimated construction cost of the obligated bike path, which was \$364,500.

Construction of CV Link will be coming soon in the northern part of the City, where Miralon is located. The city also required Miralon to provide the city with payment for their estimated construction cost which was \$698,544. Both developer-obligated funds are to be transferred to CVAG.

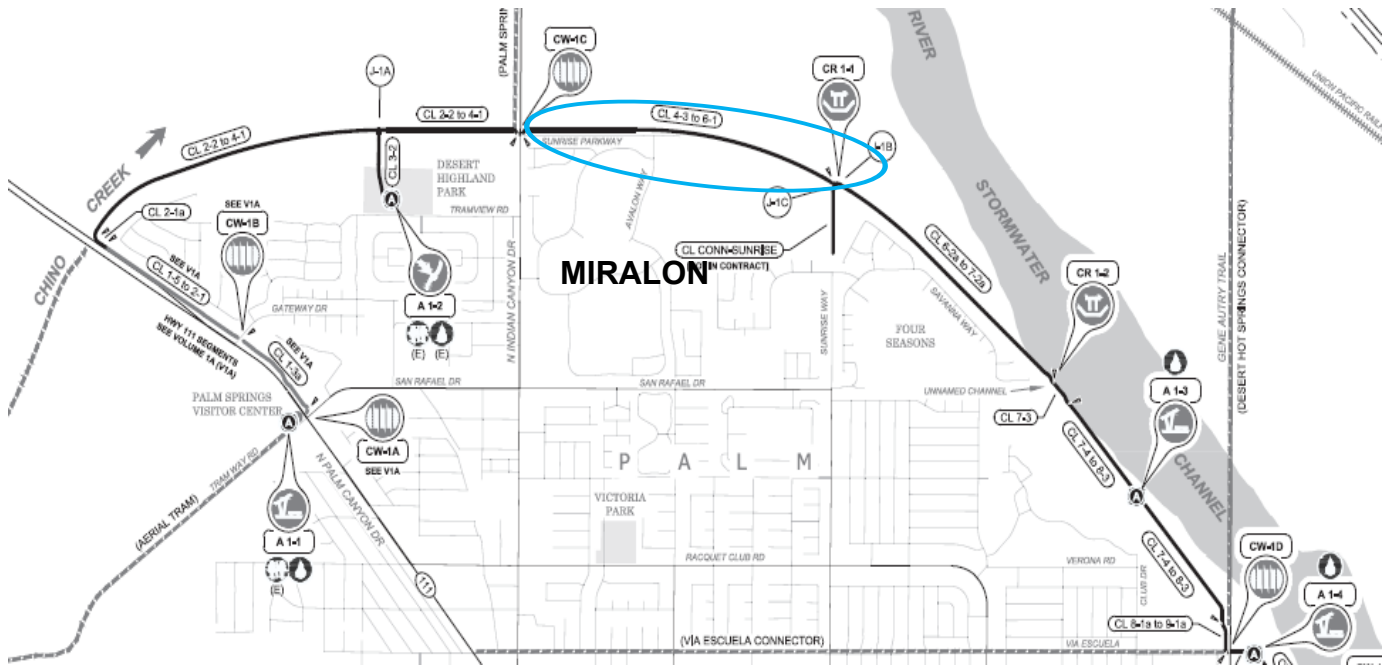
On February 24, 2022, the Palm Springs City Council authorized an agreement with CVAG to allow the transfer of these private developer-obligated funds to CVAG for the two segments of CV Link adjacent to Escena and Miralon, within the City of Palm Springs. CVAG staff is recommending that the Executive Director be authorized to take the necessary steps to accept the funds, including signing any agreements with the City.

Fiscal Analysis: CVAG would receive a total amount of \$1,063,044, which includes the \$364,500 that the City of Palm Springs required from Escena's developer and the \$698,544 that was required of Miralon. These funds will be added to the CV Link account and help CVAG offset its project costs.

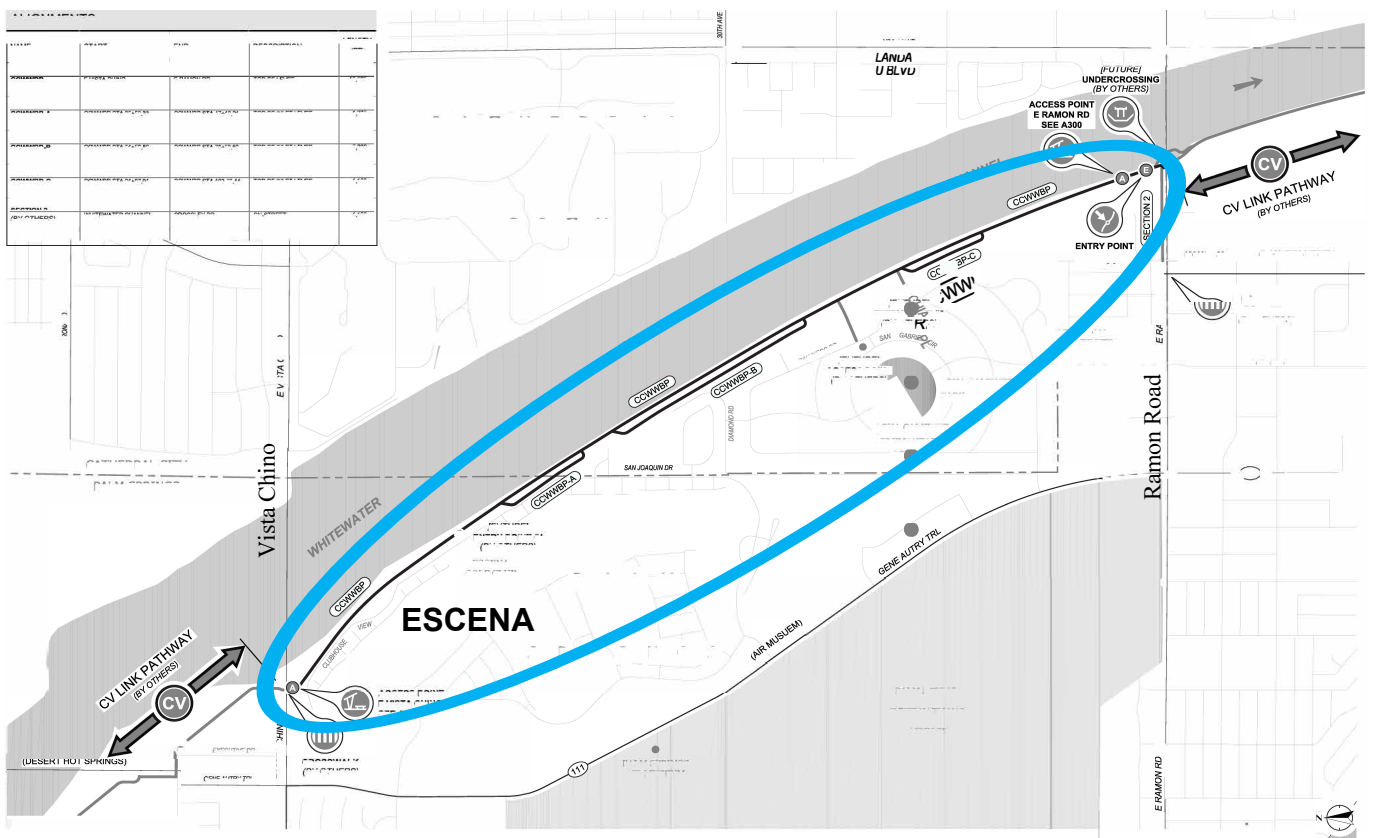
Attachment:

1. Map of Miralon and Escena projects in the City of Palm Springs

MIRALON CV LINK SEGMENT



ESCENA CV LINK SEGMENT



ITEM 6A

Coachella Valley Association of Governments Transportation Committee April 4, 2022



STAFF REPORT

Subject: Grant Funding for Connecting CV Link to Parks in Cathedral City and Coachella

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

Recommendation: Adopt CVAG Resolution 2022-03 and authorize the Executive Director to take the necessary steps to accept \$1,153,341 for the Coachella Valley Community Connectors project

Background: The Clean California Local Grant Program (CCLGP) is a competitive statewide program created to beautify and clean up local streets and road, tribal lands, parks, pathways, transit centers and other public spaces. The program is part of the nearly \$1.1 billion Clean California initiative the State launched to take direct aim at litter abatement, state beautification, safety projects, and education campaigns. The program is funded by \$296 million dollars in fiscal year 2021/2022.

CVAG, in partnership with the Cities of Cathedral City and Coachella, were recently successful in securing funding for the Coachella Valley Community Connectors project. This project will make much needed improvements along two community connectors in disadvantaged communities along CV Link. The first will provide direct access from CV Link to the new Dream Homes Park in Cathedral City and the second will provide access to the new Central Park in Coachella. Both parks are now being developed after securing funding from Round Four of California's Statewide Park Development and Community Revitalization Program. The funds secured with CVAG will cover design and construction costs, providing access for cyclists and pedestrians. It also includes landscaping, installation of benches, wayfinding signs and trash receptacles and planting of shade trees. The community connectors are designed to improve access to the parks as well as CV Link.

CVAG's award is one of many that the region secured in the Clean California Local Grant Program. Projects in the City of Blythe, City of Indio and the unincorporated area of Oasis also were awarded - resulting in more than \$11.2 million dollars^a in grant funding to the region. It is worth noting that awards were given to 105 projects out of the 329 applications received, or approximately 30% of the submitted applications. Caltrans has scheduled a press conference for April 7 in the City of Indio to celebrate this investment.

In order to accept the funds, a formal resolution is required. CVAG staff is also recommending that the Executive Director be authorized to take any and all steps to accept state grant funding and enter into a grant agreement with the California Department of Transportation.

^a <https://cleancalifornia.dot.ca.gov/local-grants>

Fiscal Analysis: CVAG was awarded \$1,153,341 for the project, which includes the work in both Cathedral City and Coachella. Based on the California Department of Transportation's guidelines for the CCLGP, the Coachella Valley Community Connectors project qualified for a zero-dollar local match

Attachments:
Resolution 2022-03

Resolution No: 2022-03

**RESOLUTION OF THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE ACCEPTANCE OF STATE GRANT FUNDS AND ENTERING
INTO A GRANT AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION FOR THE COACHELLA VALLEY COMMUNITY CONNECTOR
PROJECT**

WHEREAS, state grant funds are made available on a competitive statewide basis by the California Department of Transportation for the Clean California Local Grants Program (CCLGP); and

WHEREAS, the grants are awarded pursuant to guidelines established by the California Department of Transportation for determination of project eligibility for funds; and

WHEREAS, said procedures established by the California Department of Transportation require the Grantee to certify by resolution the approval to accept grant funds and provide authorization to enter into an agreement with the California Department of Transportation to implement activities related to the CCLGP project.

NOW, THEREFORE, BE IT RESOLVED that the Executive Committee of the Coachella Valley Association of Governments approves the acceptance of state grant funds for the project, *Coachella Valley Community Connectors*, in the amount of \$1,153,341.

IT IS FURTHER RESOLVED that the Coachella Valley Association of Governments appoints the Executive Director as agent to conduct all negotiations, execute and submit all documents including, but not limited to grant agreements, payment requests and so on, which may be necessary for the completion of the aforementioned project.

The foregoing Resolution was passed and adopted by the Executive Committee this 25th day of April 2022.

APPROVED:

Christy Gilbert Holstege, Esq.
CVAG Chair

Tom Kirk
Executive Director

ITEM 6B

Coachella Valley Association of Governments Transportation Committee April 4, 2022



STAFF REPORT

Subject: Amendment No. 1 to the Reimbursement Agreement with City of Indio for the Avenue 44 Bridge Project

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

Recommendation: Approve Amendment No. 1 to the Reimbursement Agreement between CVAG and the City of Indio for the Avenue 44 Bridge Project, increasing CVAG's regional share of the project by \$1,561,740 for a not-to-exceed total of \$3,216,000 for design and construction

Background: In July 2014, the CVAG Executive Committee approved a Reimbursement Agreement with the City of Indio to design and construct the Avenue 44 bridge over the Whitewater River, which is also known as the Coachella Valley stormwater channel. The City has completed the right-of-way phase and is finalizing the design to include the improvements required by the Coachella Valley Water District (CVWD). Construction of the new bridge is expected to be authorized by Caltrans this fall and ready to begin construction by mid-2023.

The project includes a provision for a CV Link underpass below the bridge within the Avenue 44 right-of-way. Connection to CV Link will be made by CVAG as construction continues through the City of Indio.

In order to fund the project, the City of Indio successfully acquired a Highway Bridge Program (HBP) grant to construct the Avenue 44 bridge. The total estimated cost of the bridge project was \$19,230,000 at the time. The HBP grant provides 88.53 percent – totaling up to \$17,024,319 – toward eligible costs associated with the project.

Unfortunately, costs have increased significantly since the agreement was signed. As noted to CVAG committees in a recent presentation, part of these increased costs with bridge projects are associated with new CVWD requirements along the channel. For Avenue 44, there is a grade-control structure and other improvements not originally included in the original estimate.

The new estimate for the design and construction of this project is \$30,142,000, with the portion eligible for federal reimbursement at \$29,116,750. The City has submitted a cost change request to Caltrans increasing the federal HBP share to \$25,778,000, and is now requesting an additional \$1,561,740 in regional funding.

CVAG staff is recommending approval of Amendment No. 1 with the City of Indio to provide CVAG's share of the additional project costs.

Fiscal Analysis: Amendment No. 1 would have CVAG provide an additional \$1,561,740 in regional funding, bringing CVAG's not-to-exceed share of the project costs to \$3,216,000.

There are sufficient regional transportation funds available for this amendment.

Attachments:

City of Indio request letter



November 29, 2021

Jonathan Hoy
Director of Transportation
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Subject: Request for a Revised Project Budget of the Agency Reimbursement Agreement by and between CVAG and the City of Indio for the Avenue 44 Bridge Project.

Dear Mr. Hoy,

The City of Indio respectfully requests CVAG consideration to increase the regional share of project costs associated with the project to design and construct a new bridge over the Whitewater River along Avenue 44. At the time of the agreement approval, the total project costs were estimated to be \$19,230,000 which was consistent with the Federal Highway Bridge Program (HBP) Project Application. With the approved federal funding of 88.53% of eligible project costs, the regional share was established at the not-to-exceed cost of \$1,654,260, which represents 75% of the local share.

Based on the final design, the total project costs have increased to \$30,142,000. In addition, due to site constraints and federal eligibility considerations, the portion of this cost that is eligible for federal reimbursement is \$29,116,750. As such, the City has already submitted a cost change request to Caltrans to increase the federal share to \$25,778,000. The total project cost also includes some costs related to designing the Indio Water Authority relocation that have been removed from CVAG eligible costs. With these considerations the total local share of eligible costs is \$4,288,000. Therefore, the City requests the regional share be increased by \$1,561,740.00 to a revised total of \$3,216,000.

The City of Indio is pleased to inform you that we are nearly ready to advertise the construction documents for the Avenue 44 Bridge Project. We have completed all necessary property acquisitions and have coordinated each utility relocation with the respective agencies. The only items remaining prior to requesting our authorization to bid include a final review and approval

from the Coachella Valley Water District (CVWD), final utility agreements, and the Caltrans Encroachment Permit approval for minor work under the I-10 bridge.

Since 2014, when the Agency Reimbursement Agreement was signed between the City of Indio and CVAG, several major considerations were required to be included in the project scope. Firstly, as a result of the environmental analysis, Caltrans requested the City extend the limits of the widening through the Caltrans Interstate Right of Way. This does not represent a large share of the total construction costs, but it is not eligible for HBP reimbursement. Secondly, the CVWD approved Hydraulic Report required mitigation of scour impacts that would result from the removal of the existing low water crossing with a new grade control structure. The City would also like formal acknowledgement from CVAG to fund sidewalks and bike lanes on each side of the bridge. Lastly, the construction index for bridge projects has increased over the past six years which has driven up the cost of construction in general.

Thank you for your consideration to approve the revised project budget. We are available for a meeting with CVAG to discuss the project funding details. Please feel free to contact me at TWassil@indio.org or at (760) 391-4017 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Wassil', with a large, stylized loop at the end.

Timothy T. Wassil, PE
Director of Public Works
City of Indio

ITEM 6C

Coachella Valley Association of Governments Transportation Committee April 4, 2022



STAFF REPORT

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

Contact: Jonathan Hoy, Director of Transportation (jhoy@cvag.org)

Recommendation: Authorize the Executive Director to execute Amendment No. 10 to the agreement with Alta Planning & Design for a total not-to-exceed amount of \$551,352; and authorize the Executive Director and/or Legal Counsel to make clarifying changes/revisions before execution

Background: Construction is now underway for the largest segment of CV Link to date, which includes work in the Cities of Palm Springs, Palm Desert, La Quinta, Indio, and Coachella as well as unincorporated Riverside County. In addition, CVAG recently completed work with the City of Palm Desert for the on-street segment of CV Link in the city. In order to prepare for the bid advertisement of the next segment, complete additional design changes required by local agencies, and ensure on-call construction support, CVAG staff is now 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 June 2021, when the Executive Committee approved a not-to-exceed amount of \$578,211. 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 now involved in responding to request for information (RFIs) to assist the contractor leading the current construction efforts, providing continued coordination with CVAG staff and sub-consultants, and work for areas where outside public agencies requested additional design changes. There also are challenges in finalizing the design of CV Link based on feedback from outside agencies in order to finalize construction plans. As other projects along the Whitewater River/ Coachella Valley stormwater channel have experienced, the Coachella Valley Water District (CVWD) has extensive requirements that can lead to

unexpected design revisions and sometimes lengthy reviews. Alta's team has been utilized to respond to CVWD's required redesigns and modifications for approval of the CV Link undercrossings and other segments. This task includes hydraulic modeling, design modifications and coordination with CVWD.

Alta's work also is helping CVAG prepare for the next stages of the project. This work includes the preparation of bid documents for the next segment, which extends through the reservation lands of the Cabazon Band of Mission Indians and the Twenty-Nine Palms Band of Cahuilla Indians in order to provide an uninterrupted connection between the Cities of Indio and Coachella. Additionally, Alta is responding to CVAG's project team's requests for changes at a number of locations that will reduce overall cost, increase safety and expedite project delivery. This includes the realignments at Gene Autry Trail, Highway 111 and Avenue 34 in Palm Springs to reduce impacts and stay in the public right of way; and adjustments at Washington Street in La Quinta to avoid conflicts with proposed signal modifications. In addition – in order to streamline the work funded by the Clean California Grant – CVAG staff is recommending that funding is included for designing the CV Link connections to the parks in Cathedral City and Coachella. Finally, Alta will continue to provide construction support work through the end of 2022 to respond to requests for information, attend construction coordination meetings and make necessary plan revisions as required for permitting, including the ongoing work with CVAG, CVWD and Union Pacific Railroad to design and get approval for 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 – will coordinate 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.

Fiscal Analysis: Amendment No. 10 includes a not to exceed amount of \$551,352. The cost of services will be paid for from existing funding sources for CV Link.

Attachments: Amendment No. 10 to Alta's contract and scope of work

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

This **AMENDMENT NUMBER TEN** is made and entered into this ____ day of April 2022, 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 Ten authorizes CVAG funds in the amount not to exceed \$551,352.00.

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
Current Cost for CV Link Project	\$10,954,378

IN WITNESS WHEREOF, the parties hereto have caused this **Amendment Number Ten** 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: _____
George Hudson, Principal

Date: _____

Date: _____

WORK ORDER NO. 10

In accordance with the Professional Services Agreement between **Alta Planning + Design, Inc. ("CONSULTANT")**, and **The Coachella Valley Association of Governments ("CLIENT")**, executed on March 24, 2022, this Work Order describes the scope, schedule, and payment terms for CONSTRUCTION MANAGER's Services on the Project known as:

CV Link

CONSULTANT Representative: Mike Rose
Address: Alta Planning + Design, Inc.
711 SE Grand Avenue
Portland, Oregon 97214
Telephone No.: 503.230.9862
Email: mikerose@altaplanning.com
CLIENT Representative: Tom Kirk
Address: 73-710 Fred Waring Drive
Palm Desert, CA 92260 Ste #200
Telephone No.: 760-326-1127
Email: tkirk@cvag.org

SERVICES. The Services shall be described in the Exhibit(s) to this Work Order.

SCHEDULE. Because of the uncertainties inherent in the Services, Schedules are estimated and are subject to revision unless otherwise specifically described herein.

PAYMENT & INVOICES. For satisfactory completion of the Services described herein, CONSULTANT shall invoice CLIENT for a total amount not to exceed **\$551,352** in accordance with the Schedule of Fees and Charges attached to this Work Order.

Services performed under this Work Order will be billed on a Time and Materials basis. Invoices will be submitted monthly showing progress toward milestones or current percent complete for each task.

TERMS AND CONDITIONS. The terms and conditions of the Professional Services Agreement referenced above shall apply to this Work Order, except as expressly modified herein.

ACCEPTANCE of the terms of this Work Order is acknowledged by the following signatures of duly authorized representatives of the parties.

Alta Planning + Design, Inc.

CLIENT

Signature Date
Name, Title

Mike Rose, Vice-President as Duly Authorized

Signature Date
Name, Title

Tom Kirk, Executive Director

Exhibit A Scope 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 Construction Assistance of CVLink Palm Desert, 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. H&H Modeling and Redesign

CVWD has required a number of redesigns and modifications for approval of the CVLink undercrossings and other segments. This task includes hydraulic modeling, design modifications and coordination with CVWD as directed by CVAG.

Proposed Fee: \$30,000

2. CVWD Approval for Hovely and low water crossing

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

Proposed Fee: \$20,000

3. Gene Autrey Re-Align

Re-alignment of CVLink segment along Gene Autry to fit within street ROW.

Proposed Fee: \$12,000

4. Construction Administration

PMT meetings, RFI responses, plan adjustments and other tasks as directed by CVAG. This is estimated at 10K per month for 2022 from April to December. 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.

Proposed Fee: \$90,000

5. Slope Protection (segment between Indio and Monroe)

Plans for additions of new slope protection. Assumes that all required existing conditions information is provided by others.

Proposed Fee: \$25,000

6. Ave 34 Re-alignment

A new proposed development along Ave 34 requires the re-alignment of CVLink in this segment. Alta is working at the direction of CVAG to accommodate this change.

Proposed Fee: \$12,000

7. Utility Cabinet relocation at Washington

The existing Utility cabinet at Washington is being relocated, requiring a change in CVLink alignment and drawings for the new cabinet location. This work will be led by MSA

Proposed Fee: \$10,000

8. Hwy 111 re-design

Adjustments to the alignment in this area as directed by CVAG and CALTrans. The tasks include work by Alta, Petra, and Bengal to complete the bridge/culvert solution over the existing drainage. The work is in progress.

Proposed Fee: \$35,000

9. Segment 5 Plan Prep

In anticipation of releasing segment 5 for bid, Alta, as directed by CVAG, will provide any 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.

Proposed Fee: \$20,000

10. Additional Construction Support Work

This is inclusive of work completed and billed since December 2021. Fee is the total of the December 2021 to February 2022 invoices, and includes an additional outstanding invoice for September 2021.

Fee: \$123,436.88

11. Clean California Grant

Work to connect CVLink to two new parks that are part of the Clean California Grant. One in Cathedral City and one in Coachella. This will include proposed new pathways, signing, wayfinding, and other CVLink branding as directed by CVAG.

Proposed Fee: \$50,000

12. 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.

Proposed Fee: \$35,000

13. Contingency of 15%

This contingency is for any unforeseen tasks or new proposed tasks as directed by CVAG. This 20% will be allocated at the discretion of CVAG.

Contingency: \$75,666

Exhibit B
Estimated Schedule

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

Task	Expected Completion Dates
1. H&H Modeling and Redesign	Upon approval by CVWD
2. CVWD Approval for Hovely and low water crossing	Upon approval by CVWD
3. Gene Autrey Re-Align	As Directed by CVAG
4. Construction Administration	December 2022
5. Slope Protection (segment between Indio and Monroe)	As Directed by CVAG
6. Ave 34 Re-alignment	As Directed by CVAG
7. Utility Cabinet relocation at Washington	As Directed by CVAG
8. Hwy 111 re-design	Upon Approval by Caltrans
9. Segment 5 Plan Prep	As Directed by CVAG
10. Additional Construction Support Work	Complete
11. Clean California Grant	As Directed by CVAG
12. Continued UPRR work for the undercrossing in Indio	Upon Approval by UPRR & CVWD
13. Contingency of 15%	As Directed by CVAG

Exhibit C
Schedule of Fees and Charges

Task/Item	Estimated Fee
1. H&H Modeling and Redesign	30,000
2. CVWD Approval for Hovely and low water crossing	20,000
3. Gene Autrey Re-Align	12,000
4. Construction Administration	90,000
5. Slope Protection (segment between Indio and Monroe)	25,000
6. Ave 34 Re-alignment	12,000
7. Utility Cabinet relocation at Washington	12,000
8. Hwy 111 re-design	35,000
9. Segment 5 Plan Prep	20,000
10. Additional Construction Support Work	123,437
11. Clean California Grant	50,000
12. Continued UPRR work for the undercrossing in Indio	50,000
13. Contingency of 15%	71,916
Total	\$551,352

ITEM 6D

Coachella Valley Association of Governments Transportation Committee April 4, 2022



Subject: TUMF Inflation Adjustment for Calendar Year 2023

Contact: Peter Satin, Regional Planner (psatin@cvag.org)

Recommendation: Adopt an 8.2-percent increase in the Transportation Uniform Mitigation Fee rates to adjust for inflation, and update the TUMF Handbook to reflect the revised fee upon its effective date of January 1, 2023

Background: The Transportation Uniform Mitigation Fee (TUMF) was established in 1989 as a one-time impact fee charged on all new development occurring within the CVAG region. Monies collected through the TUMF program are applied to transportation-related capital facilities and infrastructure required to serve new growth within the Coachella Valley and are intended to compliment revenue generated through Riverside County's Measure A sales tax. To date, TUMF has provided less than the intended share of match toward Measure A funding.

The current TUMF rates were adopted in 2018 upon the completion of a revised Nexus Study, Transportation Project Prioritization Study, Regional Arterial Cost Estimate, and Active Transportation Plan. Prior to their adoption, the fee had remained unchanged at \$192/trip for over a decade. The 2018 Nexus Study originally proposed a revised 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. This rate equates to \$2,313 for a single-family dwelling, as compared to the \$10,104 currently charged by Western Riverside Council of Governments for similar development.

The 2018 TUMF Handbook also allows for the consideration of an annual inflation adjustment:

The inflation factor shall be the same one utilized by the Coachella Valley Local Development Mitigation Fee, based on the Riverside-San Bernardino-Ontario Consumer Price Index (CPI). Such CPI will be reviewed annually by the Executive Committee which will determine whether or not to apply the inflation factor.

The Local Development Mitigation Fee inflation factor is calculated on the CPI for All Urban Consumers (CPI-U), All items, as the over-the-year percent change, which is measured as of December in the calendar year which ends in the previous fiscal year. The Riverside-San Bernardino-Ontario CPI is measured every other month, and does not include data for the month of December. To approximate a data point for an unrecorded month, the Bureau of Labor Statistics (BLS) recommends taking the square root of the product of the indexes for the preceding and subsequent months, in this case November and January. This approximated December data point can then be used to calculate the over-the-year percent change.

CVAG staff would note that applying regular increases due to inflation is a preferred approach to infrequent increases to catch up over time. An inflation factor of 2.1-percent was applied across each of CVAG's TUMF categories by the Executive Committee at their June 2021 meeting. In

accordance with California's Mitigation Fee Act, and to allow member jurisdictions time to update their local TUMF ordinances as needed, implementation of the inflation factor did not go into effect until January 1, 2022.

The CPI-U, All items, for the Riverside-San Bernardino-Ontario metropolitan area rose by 8.24-percent in 2021, largely due to steep increases in the cost of motor fuel, and, to a lesser extent, household energy. Motor fuel prices increased by almost 50-percent over the course of 2021, rebounding from a marked low point during the initial wave of the coronavirus pandemic. BLS notes that some entities choose to calculate "core" inflation on the CPI-U, less food and energy (which includes motor fuel), as these items tend to be more volatile in their pricing. Removing these volatile items from the regional CPI results in an inflation factor of 5.83-percent. However, because motor fuel constitutes a significant cost component for the construction of TUMF-supported projects, CVAG staff recommends applying the full inflation factor to the current fee assessments, as described in the below table.

<i>TUMF Category</i>	<i>Current Rate</i>	<i>Proposed Rate</i>	<i>Difference</i>
<u><i>Residential (per dwelling unit)</i></u>			
<i>Single family detached</i>	\$2,358	\$2,550	\$192
<i>Multi-family attached</i>	\$1,358	\$1,470	\$112
<i>Nursing/congregate care</i>	\$505	\$545	\$40
<i>Transit oriented single family</i>	\$2,004	\$2,170	\$166
<i>Transit oriented multi-family</i>	\$1,154	\$1,250	\$96
<u><i>Non Residential (per 1,000 sq. ft)</i></u>			
<i>Retail</i>	\$6,135	\$6,640	\$505
<i>Office</i>	\$2,440	\$2,640	\$200
<i>Industrial</i>	\$1,240	\$1,340	\$100
<i>Fuel - gas (per dispensing unit)</i>	\$8,790	\$9,515	\$725
<i>Fuel - electric (per dispensing unit)</i>	\$93	\$100	\$7
<i>Hotel (per room)</i>	\$3,583	\$3,880	\$297
<i>Golf course (per acre)</i>	\$939	\$1,015	\$76

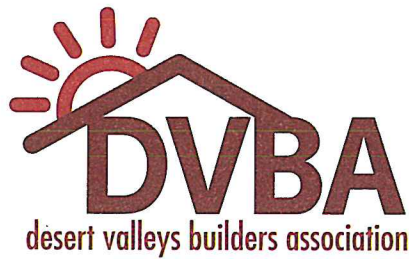
The revised rates would be implemented on January 1, 2023, so that member jurisdictions will have sufficient time to amend local ordinances. The rates listed in the TUMF Handbook will also be updated at that time to reflect the adjustment.

This information was provided to the Desert Valleys Builder's Association (DVBA) for comment on March 15, 2022. Their response letter is attached. As part of the correspondence, DVBA questioned what rate is "economically responsible." Staff would note that inflation factor for the CPI-U, All items, for the Riverside-San Bernardino-Ontario metropolitan area has been the rate used by the Coachella Valley Conservation Commission in adjusting the Local Development Mitigation Fee (LDMF) since its inception, and that the TUMF adjustment shall follow a similar metric. Additionally, it is lower than an alternative index calculated by the State of California's Department of General Services. The California Construction Cost Index (CCCI), based on the Building Cost Index for Los Angeles and San Francisco provided by Engineering News-Record, has the inflation factor for this index at 13.4-percent.

Fiscal Analysis: Based on TUMF revenues generated in fiscal year 2020-2021, adjusting current TUMF rates based on the 13.4-percent inflation factor calculated by the CCCI would result in additional revenue of \$835,129, while adjusting existing rates by the CPI-U, All items inflation rate of 8.24-percent would result in additional revenue of \$513,852. Using the CPI-U, less food and energy inflation rate of 5.83-percent would yield \$363,424 above current revenues.

Revising the TUMF Handbook will have no fiscal impact.

Attachments: DVBA Comment Letter



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Jeff Wattenbarger

Wattenbarger Construction

March 24, 2022

Coachella Valley Association of Governments

Tom Kirk, Executive Director

c/o Peter Satin, Regional Planner

73-710 Fred Waring Drive, #200

Palm Desert, CA 92260

Re: TUMF Proposed Inflationary Increase

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 Inflationary Increase*." The standard increase of costs based on traditional methods has been to use the "Core" Index (w/o Food or Energy costs) of the U.S. Bureau of Labor Statistics-Consumer Price Index (BLS-CPI). The reasoning supporting the "Core" Index, is that Food and Energy are statistically volatile. But, with issues created by the pandemic, and a multitude of materials, supply chain, and labor issues, both indexes are erratic.

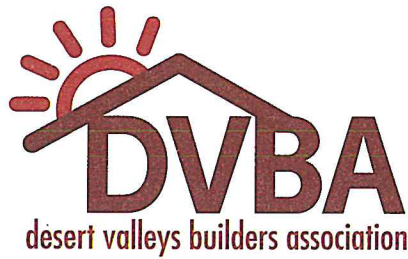
Staff has proposed a fee rate increase based on the CPI that includes Food and Energy fluctuations. This rate of 8.2%, adding \$193 to the cost of single family detached housing, might be palatable. The cost increases that will be experienced by the Non-residential categories based on 1,000 square feet, or on dispensing units, will have some builders thinking twice about it being the right-time to build those Non-Residential projects, i.e., increases retail @\$500; or fuel dispensers@ \$700.

Granted, these fees are not planned for implementation for another 9 months, so the local agencies and developers have a limited period of time to understand and work through the increase. While the "Core" rate of 5.8% looks high, it might be workable.

34360 Gateway Drive • Palm Desert • CA 92211

(760) 776-7001 office • (760) 776-7002 fax

www.TheDVBA.org



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We were not able to access the ENR-CCI, Engineering News-Record – Construction Cost Index, however the California Cost of Construction Index uses the ENR-Building Cost Index for Los Angeles and San Francisco. This source would support a 13.4% fee increase.

No one wants to see these costs go up. It is a fact of life, and business. In your professional judgement, which rate is the most economically responsible to impose on our region? We would also like to remind everyone, that each city imposes some sort of transportation or streets fee. These are usually the highest fees in our local agencies' development impact fee schedule.

Respectfully,

Gretchen Gutierrez
Chief Executive Officer

ITEM 7a

Coachella Valley Association of Governments Transportation Committee April 4, 2022



STAFF REPORT

Subject: Status of I-10 Interchange Projects

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

Recommendation: Information

Background: Attached is the latest status for Interstate 10 interchange projects as of March 2022:

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:
Post-construction closeout underway |

Portola @ I-10

Final PA&ED completed. ROW on hold until funding is identified. PS&E is nearing completion. Project will be shelved until ROW and construction funding are secured.

Monroe @ I-10

Final environmental document approved by Caltrans. PS&E phase began April 2021 and is ongoing. ROW acquisition funding has been approved by CVAG for City of Indio.

Jackson @ I-10

Environmental document was approved in September 2021. CVAG approved funding for PS&E.

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.

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
3/30/2022

Project Description	Lead Agency	PEng	ENV	PSE	ROW	CON	CVAG Funded Through	Status
Interchanges								
Avenue 50 @ 86S	COA						Environmental	PA & ED underway
Avenue 50 @ I-10	COA						PSE	PS&E contract under way.
Jackson @ I-10	COR						PSE	Final Env Doc approved by Caltrans. CVAG approved PS&E funds. City moving forward with PSE by MBI
Monroe @ I-10	COR						PSE	Final Env Doc approved by Caltrans. City moving forward with PSE by MBI. CVAG approved PS&E and ROW funds.
Jefferson @ I-10	COR						Construction	Completed. Working on post-construction close out
Arterial Links								
Ave. 48 (Jackson St. to Van Buren St.)	COA						Construction	Completed
Ave. 50 (Calhoun St. to Harrison St)	COA						Construction	PA/ED completed. PS&E under way.
Coachella Traffic Signal Conversion	COA						Construction	Completed
Date Palm Drive from I-10 to Varner	CC						PSE	Phase II is completed. The final design for Phase III in underway.
North Indian Canyon Widening	COR/DHS/PS						Construction	Phase I paving completed. Phase II construction completed.
Monterey Av. Corridor (fr. Gerald Ford to Dinah Shore)	RM						Construction	Construction completed.
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						Environmental	Environmental filed on October 2021. City moving forward with PS&E phase.
Bridges								
Avenue 66 Grade Separation over UPRR	COR						Construction	Bridge grand opening celebrated March 12.
Avenue 44 Bridge over WWR	Indio						Construction	Enviro cleared. Plans are at 99%. Pending permits from CVWD and Caltrans to clear ROW.
Avenue 50 Bridge over WWR	COA						PSE	PS&E underway. Funding agreement amendment approved by CVAG in September 2020
Cathedral Canyon Bridge	CC						Construction	Construction ongoing
Date Palm Bridge (Across WWR)	CC						Construction	Completed
Dune Palms Bridge over WWR	LQ						Construction	City constructing project by advancing HBP funding. Construction planned in 2022
Frank Sinatra Bridge over WWR	RM						Construction	City approved no-build alternative.CVAG terminated the reimbursement agreement with the City of Rancho Mirage.
South Palm Canyon Bridge over Tahquitz Creek	PS						PSE	In final design. Plans submitted for review
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						PSE	In final design. Plans submitted for review
Indian Canyon (fr. Garnet to & Incl. RR Crossing)	PS						Construction	Advanced Construction Funding authorized by Caltrans
Ramon Bridge Widening	PS						Construction	Continuing ROW and utility phase
Vista Chino Bridge over WWR	PS						PE	Project is in PE phase. Extensive negotiations with SCE for utility relocation
Interchange Preparation Fund Projects								
Portola @ I-10	PD/COR						ROW	ROW on hold due to Union Pacific stalemate. 100% PS&E expected by early 2022
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&E underway.
Jackson @ I-10	Indio						PSE	Enviro complete. CVAG approved PS&E funding.
Monroe @ I-10	Indio						ROW	Enviro complete. CVAG approved PS&E and ROW funding.
Regional Projects								
CV Sync - Phase 1	CVAG						Construction	Phase I Construction underway on Hwy 111, Ramon & Washington
CV Sync - Phase 2	CVAG						Construction	Phase II design and environmental documents completed in February for 21 corridors

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

PE = Preliminary Engineering; Env=Environmental; PSE=Plans, Specifications and Estimate; ROW=Right of Way; CON=Construction

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Bicycle/Pedestrian Safety Program - Project Status Report

3/30/2022



ITEM 7c


Project Description	Lead Agency	Design	CVAG Funded		Status
			CON	Through	
Bike/Pedestrian Safety Projects					
Palm Drive Signals and Lighting	DHS			Construction	Project completed.
Palm Canyon Intersection Pedestrian Enhancements	PS			Construction	Construction underway.
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.

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

Project Description	Lead Agency	Design	Grant App	CON	Status
CV Link	CVAG				Construction ongoing. Additional groundbreakings forthcoming, including Palm Springs in March.
ATP - Arts & Music Line	CVAG				Under design, with plans to submit for ATP Cycle 6 funding.
ATP - DHS CV Link Extension	DHS				Under design, with plans to submit for ATP Cycle 6 funding.
ATP - Cathedral City Downtown Connectors	CC				Working on final plans and bid documents.

ITEM 7d**FY 2021/2022 TRANSPORTATION COMMITTEE ATTENDANCE ROSTER**

CVAG JURISDICTION	JUL	AUG	SEPT (Aug 30)	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Blythe	✓	-	✓	-	✓	-	-	✓	-			
Cathedral City	✓	-	✓	-	✓	-	-		-			
Coachella		-	✓	-	✓	-	-	✓	-			
Desert Hot Springs	✓	-	✓	-		-	-	✓	-			
Indian Wells	✓	-	✓	-	✓	-	-	✓	-			
Indio	✓	-	✓	-	✓	-	-	✓	-			
La Quinta	✓	-	✓	-	✓	-	-	✓	-			
Palm Desert	✓	-	✓	-	✓	-	-		-			
Palm Springs	✓	-		-	✓	-	-	✓	-			
Rancho Mirage	✓	-	✓	-	✓	-	-	✓	-			
Riverside County	✓	-	✓	-	✓	-	-	✓	-			
Agua Caliente Band of Cahuilla Indians		-	✓	-	✓	-	-	✓	-			

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

ITEM 7e

Coachella Valley Association of Governments Transportation Committee April 4, 2022



STAFF REPORT

Subject: Update on Middle-Mile Broadband Efforts

Contact: Jonathon Hoy, Transportation Director (jhoy@cvag.org)

Recommendation: Information

Background: CVAG's CV Sync project has been identified by the state as one of 18 locations that will be receiving an initial middle-mile broadband investment under Senate Bill 156. This positions the regional signal synchronization project as an opportunity to also create an open-access middle-mile network that provides needed infrastructure to connect unserved and underserved areas in the Coachella Valley and increase competition in areas already being served.

Members of the Transportation Committee have requested updates on this promising opportunity. This staff report serves as a recap of the steps taken in recent months.

On March 17, 2022, CVAG staff met with the State's third-party administrator – GoldenStateNet, also known as CENIC – to provide an update on the preliminary engineering costs and design status. Initial estimates show that it will cost \$44 million, which includes a 15 percent contingency, to build the middle-mile connection to CV Sync, which is a first of this type of project. It is important to note this preliminary cost estimate includes the Coachella Valley work, as well as a state request to extend infrastructure to the Imperial County line. CVAG will continue to work with the State and the engineering to refine this estimate.

As it relates to the design, staff discussed route refinements that would loop from Desert Hot Springs to Palm Springs and goes down Highway 111 to Coachella. At that point, the project routes loops around west along Varner Road and back to the City of Desert Hot Springs. This change differs from initial concepts that would have created a singular route running west to east. The new design will allow for increased reliability and redundancy needed to have a robust middle-mile system in the Coachella Valley. This specific Coachella Valley loop is in line with the project foot-print for CV Sync. It is expected that costs for the trenching and boring will be shared between the State and CVAG, and the State would fully cover costs associated with the extension from Coachella to the Imperial County border.

Staff continues to work with the State to finalize the contract. In addition to paying for the capital costs, staff was also able to negotiate administrative costs for staff time dedicated to the project. It is anticipated that the middle-mile project would be transferred to State ownership once complete. These details will continue to be discussed and be incorporated into the final contract, which will come before CVAG committees for approval.

The Middle-Mile Advisory Committee also met on March 18 to receive an update from the Caltrans, the California Public Utilities Commission and GoldenStateNet on the initial 18 projects. Efforts are focused on preconstruction work, such as environmental clearances, subsurface utility investigations, project design and field reviews. At this meeting, the CPUC released its data and mapping analysis for all 18 projects. The analysis shows underserved areas, areas without affordable rates and areas that lack open-access middle-mile networks. The CPUC also provided an update on technical assistance grants for last-mile connections. These grants are open to local agencies and California's Tribal Nations, including those without federal recognition, to receive technical assistance to expand broadband to communities lacking sufficient internet. Workshops will take place in April, and more information can be found at <https://www.cpuc.ca.gov/industries-and-topics/internet-and-phone/broadband-implementation-for-california/local-agency-technical-assistance>.

CVAG staff will continue to seek opportunities for funding for last-mile connections that can be facilitated via completion of the middle-mile. This includes the Local Agency Technical Assistance Grant Program (LATA), which has a \$50 million allocation to the program. Of these funds, \$5 million is set-aside for Tribes. Eligible costs under the program include the development of broadband network deployment projects to benefit unserved Californians, including the costs of joint powers authority formation, environmental studies, network design, and engineering study expenses.

Staff will also continue to coordinate with local stakeholders, including cities, school districts and community institutions to identify opportunities to reap the benefits of the investments being made in broadband to benefit the Coachella Valley, particularly unserved and underserved areas. Lastly, CVAG staff will continue to keep its committees apprised of progress on the Coachella Valley's middle-mile project development and work with the state.

Fiscal Analysis: There is no additional cost for this update. Costs related to planning for the broadband effort are included in the CV Sync project, including the contract amendment the CVAG Executive Committee authorized in September 2021 with Advantec Consulting Engineer's Environmental and Engineering Services Phase II Contract to incorporate design of redundant fiber optic cable.

ITEM 7f

**Coachella Valley Association of Governments
Transportation Committee
April 4, 2022**



STAFF REPORT

Subject: Update on legislative advocacy efforts

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

Recommendation: Information

Background: To align and elevate CVAG's regional projects with federal and state funding opportunities, the CVAG Executive Committee in September 2021 approved retaining state and federal lobbyists. The Ferguson Group was retained for federal advocacy and the Politico Group for the state representation, and both firms started in November 2021. The initial phase of their work consisted with better understanding the work and priority projects of CVAG and its member agencies to help align them with the state and federal budgets, programs and legislation.

To guide the workplan, CVAG staff in coordination with the advocacy team developed a legislative platform to help direct strategic advocacy efforts through the legislative cycle. The platform provides policy positions and priorities key categories including transportation, energy, environmental, homeless and affordable housing, public safety and the broadband. It was presented for input to the city and tribal managers as well as the county chief executive officer. Additionally, the platform was discussed before the Administrative/ Personnel Committee. The draft legislative platform was then presented to, and approved by, the CVAG Executive Committee at the February 28, 2022 meeting.

A copy of the legislative platform is being shared with CVAG's various committees as an informational item. It will be reviewed at least annually and guide the state and federal advocacy efforts. A top priority will be positioning the region for funding, particularly from the federal Infrastructure Investment and Jobs Act and the state's \$31 billion surplus. Additionally, these advocacy efforts would supplement regional advocacy efforts and be better coordinated with other local and regional agencies.

Fiscal Analysis: The costs of the legislative platform are part of the advocacy efforts approved by the Executive Committee, which authorized \$100,000 for both state and federal advocacy for a period of six months beginning November 1, 2021. The retainer for the Ferguson Group is \$10,000 per month and for the Political Group is \$5,000 per month. Regional transportation funds are available for these costs.

Attached: CVAG's State and Federal Legislative Platform

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

2022 Federal and State Legislative Platform

January 2022



Coachella Valley Association of Governments

The Coachella Valley Association of Governments (CVAG) is a council of governments in the Coachella Valley and eastern Riverside County that funds and delivers transportation projects, operates regional programs and coordinates government services in order to improve and address issues of regional significance. CVAG's activities include, but are not limited to, improving the regional transportation system, providing services to the chronically homeless and promoting the use of green energy and sustainability. CVAG's membership includes 10 cities, the County of Riverside and four Indian tribes. As an organization committed to addressing issues of common interest and concern of its member agencies, CVAG strives to implement regional programs and policies that advance a better quality of life and balanced growth for residents, businesses and tourists of Central and Eastern Riverside County.

The legislative platform will guide the tracking and analysis of priority legislative, budget, regulatory, and administrative issues at the federal and state levels. It will assist in providing staff and lobbyists guidance on policy-related matters that may impact the operation and implementation of the various programs and services offered by CVAG. This document will also facilitate the development of a federal and state strategy and focused action plan to address the needs and priorities of CVAG and its member jurisdictions.

**Agua Caliente Band of Cahuilla
Indians**

City of Blythe

Cabazon Band of Mission Indians

City of Cathedral City

City of Coachella

City of Desert Hot Springs

City of Indian Wells

City of Indio

City of La Quinta

City of Palm Desert

City of Palm Springs

City of Rancho Mirage

County of Riverside

**Torres Martinez Desert Cahuilla
Indians**

**Twenty-Nine Palms Band of
Mission Indians**

CVAG

**73-710 Fred Waring Drive
Suite 200**

Palm Desert, CA 92260

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Key Categories



TRANSPORTATION

Reliable, sustainable, and safe multimodal transportation infrastructure is a top priority for the Coachella Valley Association of Governments as it strives to support the transportation needs of current and future residents and visitors.



ENERGY

Supporting and securing funding for clean energy sources and energy efficiency initiatives that reduce our carbon footprint, improve air quality, and increase climate resiliency for our member agencies and our residents.



ENVIRONMENTAL

Conservation of the Coachella Valley's natural resources and maintaining and growing our rich and abundant wildlife is a focus of CVAG and our members.



BROADBAND

Deployment of middle-mile infrastructure that can facilitate a high-speed last-mile broadband network for beneficial use among CVAG's residents, businesses, and members is key to the success and vitality of CVAG and the communities it serves.



HOMELESS AND AFFORDABLE HOUSING

Addressing the dual challenges of homelessness and development of affordable housing through regional solutions is critical to ensuring a high quality of life in the Coachella Valley.



PUBLIC SAFETY

Maintaining a safe and secure community, free of crime, while ensuring clean and engaging public spaces, is essential to maintaining vibrant and growing business and residential communities.

FEDERAL

Transportation

Bridges, Regional Arterials and Improved Access

- Support regional efforts for the Coachella Valley-San Geronimo Pass Rail Corridor Service (CV Rail), including funding opportunities to advance the preferred alternative, to support alternate transportation modes and better connect desert communities and attractions with Los Angeles, Orange County and the Inland Empire.
- Support actions by the Riverside County Transportation Commission, the Federal Railroad Administration and the California Department of Transportation that advance CV Rail and advocacy efforts by the Facilitate Equitable Deals Task Force to improve coordination and collaboration with Union Pacific Railroad (FED-UP).
- Secure funding for CVAG's priority projects as outlined in the Transportation Project Prioritization Study (TPPS), including interchanges along the Interstate 10 corridor and State Highway Route 86, in order to reduce the burden on regional and local funds.
- Support legislative and regulatory efforts that increase funding for the expansion and improvement of regional arterial projects in order to improve public safety, encourage economic development, ease traffic congestion, and reduce air quality and environmental impacts.
- Support efforts by Riverside County Transportation Commission, San Diego Association of Governments and the San Bernardino Association of Governments, to reduce congestion and increase mobility to and from the CVAG region, including increased funding for bypass roads, bridges and transportation improvements in the pass area.
- Support Congressionally directed spending requests for transportation projects in the Coachella Valley and in eastern Riverside County.
- Support increased funding for Tribal nations in the Coachella Valley for implementation of regional transportation projects.
- Support efforts that expand public transportation opportunities in the City of Blythe, including increased transit.
- Support National Environmental Policy Act (NEPA) reform to expedite and streamline environmental review and project delivery for transportation projects.
- Support efforts that dedicate funding for goods movements projects, including grade separation projects, in eastern Riverside County.
- Oppose efforts that infringe on CVAG's control in collecting and administering revenue sources, including, but not limited to, Measure A sales tax revenue and the Transportation Uniform Mitigation Fee (TUMF).

- Oppose efforts that would divert revenue derived from transportation sources to non-transportation related projects or activities.
- Monitor implementation of programs in the federal Infrastructure Investment and Jobs Act (2021 Infrastructure Bill), such as the Bridge Investment Program, and support funding for existing programs such as the Highway Bridge Program and the Transportation Infrastructure Financing Innovation Act (TIFIA) Program.
- Monitor regulatory and legislative changes to the recently authorized Federal Highway Administration's Congestion Mitigation and Air Quality (CMAQ) Improvement Program which would impose additional requirements on, or decrease funding for, CVAG or its member agencies.
- Monitor efforts that would make changes to the Clean Air Act and associated transportation programs to meet nonattainment or maintenance requirements.
- Monitor potential replacement mechanisms for the federal gasoline excise tax.

Active Transportation

- Support and identify programs that provide funds for regional projects identified in CVAG's Active Transportation Plan.
- Advocate for increased federal funding to the state's Active Transportation Program, including opportunities to augment the program through infrastructure legislation such as the 2022 Build Back Better Act.
- Monitor legislative and regulatory activity related to new mobility devices, such as scooters and automated vehicles, to ensure adequate safety compatibility with active transportation systems.

Intelligent Transportation Systems

- Identify and pursue funding opportunities supporting intelligent transportation systems, including CVAG's synchronization (CV Sync) traffic signal program.
- Monitor legislative and regulatory changes to funding sources for intelligent transportation systems, including the Congestion Mitigation and Air Quality program, and oppose efforts to decrease funding for non-attainment areas.

Energy and Environment

- Support legislation and programs that invest in projects that achieve environmental benefits, including improved air and water quality, water and energy conservation, and urban greening initiatives in the region.
- Support programs that fund implementation of the Coachella Valley Multiple Species Habitat Conservation Plan and that support habitat restoration in the Coachella Valley.
- Support Salton Sea Authority efforts related to the Salton Sea and legislation that provides funding for the restoration and revitalization of the Salton Sea to limit regional impacts to air quality, wildlife habitat, and health of communities, including the Phase One: 10 Year Plan.
- Support legislation that facilitates environmentally sensitive renewable energy development at the Salton Sea Known Geothermal Resource Area, including lithium extraction.
- Support legislation that provides funding for electric vehicle infrastructure and incentives for early adoption of electric vehicles.
- Monitor federal legislative, regulatory, and administrative activities that may impact the Coachella Valley Multiple Species Habitat Conservation Plan and the Desert Renewable Energy Conservation Plan.
- Monitor legislative and regulatory actions that may impact Property Assessed Clean Energy programs.
- Identify programs and support legislation that provides funding for clean energy, energy efficiency, decarbonization and green building programs.
- Monitor and support funding opportunities for wildlife crossing structures to increase habitat connectivity and decrease wildlife-vehicle collisions in areas where populations are fragmented by highways and interstates.
- Support policies and funding that expand access for rooftop solar to households of all incomes. Monitor issues related to Net Energy Metering and initiatives that impact availability and affordability of rooftop solar.

Broadband

- Support implementation of the California Department of Technology's statewide open-access middle-mile broadband initial projects list which includes CVAG's proposed middle-mile project.
- Support and advocate for funding for open access middle-mile infrastructure to facilitate last-mile connections and leverage existing networks and construction projects to build networks, when possible.
- Support efforts that prioritize connectivity to unserved and underserved communities and community anchor institutions.

- Support and identify programs that support middle-mile and last-mile broadband infrastructure and that leverage dig-once opportunities such as CVAG's CV Sync project.
- Monitor actions by the Federal Communications Commission related to broadband and implementation of the broadband investments as authorized in the 2021 infrastructure Bill.

Homeless and Affordable Housing

- Identify and advocate for opportunities for CVAG's member agencies to secure funding that assists in building affordable housing and increasing housing opportunities for low-, moderate-, and workforce housing.
- Monitor and support programs and funding for CVAG's CV Housing First program and regional solutions to addressing homelessness.

Public Safety

- Identify, monitor and support legislation that provides funding for operations, maintenance, and updates to early earthquake warning systems.
- Identify funding opportunities for member jurisdictions to mitigate and reduce the incidents of green waste fires.
- Monitor legislation and administrative actions related to race, diversity and inclusion policies as it pertains to law enforcement.
- Monitor and support funding opportunities that will assist in the reduction of the spread of COVID-19 and other public health and safety concerns, to assist public entities in their response.

STATE

Fighting for Fairness and Funding

- Support legislative efforts that improve funding opportunities for the Coachella Valley in the state's Cap-and-Trade program and oppose policies that disproportionately disadvantage the CVAG region to compete for funding.
- Support legislative and regulatory changes to the Transformative Climate Communities program to allow eligible and qualifying planning grant recipients to also be eligible and qualify to apply for implementation grants.
- Support policies that allow for a diverse set of social equity metric measuring tools to qualify and compete for Cap-and-Trade funded grant programs including, but not limited to, household income and the AB 1550 low-income definition and oppose efforts that would limit use to, or increase reliance on, the CalEnviroScreen in grant programs.
- Support policy changes to funding programs that use the CalEnviroScreen tool that would broaden eligible competitive areas and that better reflect the diversity in the Coachella Valley.
- Oppose legislative and regulatory actions that utilize CalEnviroScreen and high-housing density criteria, which favor large urban centers, to determine allocation of state grant funds and would decrease funding competitiveness for areas such as the Coachella Valley.
- Oppose program guidelines that use transit oriented development standards, such as the Affordable Housing and Sustainable Communities program, that disproportionately favor large urban centers and do not reflect the reality of growth and development in the Coachella Valley, therefore decreasing funding opportunities for the CVAG region.
- Advocate for policy changes that allow for regional variances related to transit quality, transit frequency and density related to housing oriented development, to allow the CVAG region better compete for funding in the state's Cap-and-Trade program.

Transportation

Bridges, Regional Arterials and Improved Access

- Support regional efforts to increase passenger rail service between Los Angeles and the Coachella Valley, including funding opportunities and actions by the Facilitate Equitable Deals task force to improve coordination and collaboration with Union Pacific Railroad (FED-UP).
- Support legislation that increases funding opportunities for bridges, interchanges and regional arterials in the Coachella Valley.
- Support efforts by the California Department of Transportation, Riverside County Transportation Commission, San Diego Association of Governments and the San Bernardino Association of Governments, to implement congestion projects identified in the Inland Empire

Multimodal Corridor Plan that increase mobility to and from the CVAG region, including increased funding for bypass roads, bridges and transportation improvements in the pass area.

- Support California Environmental Quality Act (CEQA) reform to expedite and streamline project delivery for transportation projects.
- Support and advocate for actions that increase transportation resources in the City of Blythe and local Tribal Nations, to address historic underinvestment and improve mobility, economic development opportunities and quality of life.
- Monitor the state's road charge pilot program and other potential replacement mechanisms for the state gasoline excise tax.
- Monitor legislative changes to Senate Bill 1 (Statutes 2017); oppose efforts to divert funding to non-transportation related uses, such as housing, or otherwise qualifying eligibility of SB 1 funds on non-transportation related goals and objectives.
- Oppose legislative changes that create or strengthen a nexus between the availability of transportation funding and local jurisdictions' ability to meet their requirements under the Regional Housing Needs Assessment (RHNA) numbers.
- Monitor legislation that would increase voter approval thresholds for the creation, extension, or increase of local transportation tax measures.

Active Transportation

- Support efforts to increase funding to the Active Transportation Program (ATP) to address the backlog of applications and increase the program's funding capacity.
- Support increased investment in active transportation infrastructure as a component of other state-funded transportation programs that increase access and opportunities for walking, biking, and complete streets that connect the multimodal transportation system.
- Support policies and programs that promote increased use of active transportation infrastructure and systems.
- Support efforts that streamline project delivery, build local capacity such as additional technical assistance, and provide increased flexibility to innovate and strategically invest funds to meet local needs.
- Oppose legislative, regulatory, and administrative efforts to score ATP applications on non-transportation related criteria, such as housing-related policies, CalEnviroScreen and policies which would hinder low density areas like the Coachella Valley and the City of Blythe.
- Oppose changes to the ATP that would decrease CVAG's competitiveness, such as the elimination of leveraged funding and other categories that are advantageous to CVAG and its members jurisdictions.

Intelligent Transportation Systems

- Support programs that leverage technology to improve mobility, increase goods movement efficiency, reduce emissions and help to mitigate environmental impacts.
- Identify state programs and funding that supplement CVAG's CV Sync project, such as the Coachella Valley's middle-mile broadband project as selected as one of 18 initial statewide projects.
- Monitor legislation that incorporates new innovative technologies into the state transportation system, such as zero or near-zero emission vehicles, autonomous vehicles, and small electric mobility devices that improve transportation accessibility, efficiency and reduce environmental impacts.

Energy and Environment

- Support legislative and regulatory efforts to increase the flexibility of funding programs from the California Air Resources Board's Cap-and-Trade Program to ensure the Coachella and Palo Verde Valleys get their fair share, including taking into account regional variances related to growth, housing, and greenhouse gas (GHG) reduction strategies.
- Support increased investments of the state GHG reduction funds toward transportation projects to reduce transportation related GHG emissions.
- Support investments in Cap-and-Trade funded programs, such as the Clean Vehicle Rebate Program, Single-Family Energy Efficiency, and Low-income Weatherization programs.
- Advocate for changes in the CalEnviroscreen mapping tool that reflect the socio-economic realities of the diverse communities in the Coachella Valley and Palo Verde Valleys, or the use of alternative tools such as household income.
- Support policies that ensure criteria for defining disadvantaged communities and environmental justice areas accurately represent eastern Riverside County, including those that mirror AB 1550 community mapping, in order to ensure the region can compete for funding opportunities.
- Support policies, programs, and funding for electric vehicle charging infrastructure and increased use of electric vehicles in the region.
- Support efforts that provide necessary resources for implementation of the Coachella Valley Multiple Species Habitat Conservation Plan as well as resources for desert communities to prepare and adapt to changing climate and natural disasters, such as the Climate Resiliency programs.
- Support funding for programs that support local planning and response measures to extreme heat events, including nature-based solutions, to protect critical infrastructure, habitat and public health and safety.

- Identify and support legislation that provides funding for the restoration and revitalization of the Salton Sea to limit regional impacts to air quality, wildlife habitat, and health of communities, including the Phase One: 10 Year Plan.
- Support mitigation efforts at the Salton Sea that address air quality and facilitate economic development, such as lithium extraction.
- Monitor actions related to the 1934 Agreement of Compromise between Imperial Irrigation District and the Coachella Valley Water District and support Coachella Valley Energy Commission efforts to achieve a permanent service option and governance structure between Coachella Valley stakeholders and IID post-2033.
- Identify programs and support legislation that provides funding for clean energy, energy efficiency, decarbonization, and green building programs.
- Monitor legislative and regulatory efforts related to vehicle electrification and building decarbonization that would add new requirements to local governments, including Title 24 building standards.
- Monitor implementation of the state's climate resiliency efforts and efforts related to environmental justice communities and AB 617 (Statutes of 2017) emission reduction funding programs.
- Support policies and funding that expand access for rooftop solar to households of all incomes. Monitor issues related to Net Energy Metering and initiatives that impact availability and affordability of rooftop solar.

Broadband

- Support funding and implementation of the Coachella Valley's middle-mile broadband project and the creation of ongoing programs to assist with last-mile connections that bridge the digital divide in the Coachella Valley.
- Monitor legislative and regulatory actions related to SB 156 (Statutes of 2021) and related actions by the California Department of Technology and the Office of Broadband and Digital Literacy.
- Monitor the California Middle-Mile Advisory Committee and its recommendations regarding implementation of middle-mile infrastructure.
- Monitor the California Public Utilities Commissions proceedings related to broadband infrastructure implementation, such as Rulemaking (R.) 20-09-001 and Rulemaking proceeding, R.20-08-021.

Homelessness and Affordable Housing

- Support increased investment in, and creation of, programs that assist local governments, counties and regional collaborations to address the challenges associated with homelessness.

- Support legislative efforts that allow for sustainable financing options, as outlined in CVAG's Regional Early Action Plan (REAP) and member jurisdictions' Local Early Action Plans (LEAP), in order to address housing shortages and provide affordable housing options.
- Support efforts by Lift to Rise to establish the Coachella Valley Housing Catalyst Fund to increase housing production in the Coachella Valley and create homeownership opportunities for low- and very-low income families, permanent supportive housing for the homeless and address unpermitted mobilehome park issues.
- Support CEQA reform to streamline the delivery of housing projects.
- Monitor the Affordable Housing and Sustainable Communities Program and advocate for increased flexibility and changes that ensure a greater share of funding is available to areas that don't have Transit Oriented Developments (TOD) and thereby more accurately account for unique community characteristics and growth patterns in the Coachella Valley.
- Support the extension of state-funded solutions, including Project RoomKey and Project HomeKey, with an emphasis on ensuring those investments are used in the Coachella Valley.
- Support legislative efforts that would allow local jurisdictions to implement, if they choose, programs and ordinances that require unsheltered individuals to accept housing solutions and treatment solutions.
- Support efforts to establish homeless courts that can help local jurisdictions provide additional solutions and services for homeless individuals.
- Support legislative efforts that would allow local jurisdictions to implement, if they choose, programs and ordinances that increase the available housing units and/or require unsheltered individuals to accept housing solutions and treatment solutions so long as there are adequate housing units available.

Public Safety

- Support programs and policies that provide funding for the CVAG region to obtain, enhance, operate, maintain and update early earthquake warning systems.
- Monitor legislation and executive orders related to the COVID-19 pandemic and other public health and safety emergencies and support programs that provide assistance to negatively impacted communities in the Coachella Valley.
- Monitor legislation impacting race, diversity, and inclusion policies as it pertains to local law enforcement.

