



TRANSPORTATION COMMITTEE MEETING AGENDA

**MONDAY, FEBRUARY 2, 2026
10:00 a.m.**

**Coachella Valley Water District
Steve Robbins Administration Building Training Room
75515 Hovley Lane East
Palm Desert, CA 92260**

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

**Blythe City Hall
235 N Broadway, Room A
Blythe, CA 92225**

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

<https://us02web.zoom.us/j/88206425192?pwd=oGlt3S4UxXmbRqLB0Yfebwsaeszfjq.1>

**Dial In: +1 669 900 9128 US
Webinar ID: 882 0642 5192
Password: 691401**

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. Members of the public joining the meeting by Zoom can also provide comment by using the “raise hand” feature or hitting *9 on the phone keypad.

As a convenience to the public, CVAG provides a call-in and internet-based option for members of the public to virtually observe and provide public comments at its meetings. Please note that, in the event of a technical issue disrupting the call-in or internet-based options, the meeting will continue unless otherwise required by law.

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 Jan Harnik, Councilmember, City of Palm Desert

Roll Call
Pledge of Allegiance
Agenda Modifications
Conflict of Interest Disclosure

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2. PUBLIC COMMENTS ON AGENDA ITEMS

This is the first of two opportunities for public comment. Any person wishing to address the Transportation Committee on items appearing on this agenda may do so at this time. At the discretion of the Chair, comments may be taken at the time items are presented. Please limit comments to three (3) minutes.

3. CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS

4. CONSENT CALENDAR

A. Approve the minutes of the November 3, 2025, Transportation Committee Meeting

P6

B. Authorize the Executive Director to approve replacement equipment purchases for CV Sync at a total not-to-exceed amount of \$640,162 from CT West, Bosch, Iteris, Yunex and various vendors that will be finalized prior to the Executive Committee's consideration

P11

C. Authorize the Executive Director to execute a one-time expenditure for a 2026 Chevrolet Silverado Truck from Jessup Chevrolet for the CV Sync program at a cost not to exceed \$52,377

P14

D. Authorize the Executive Director to:

- 1. Execute an amendment to the Cooperative Agreement with the Riverside County Transportation Commission to accept \$1,012,408.45 in additional Regional Early Action Planning (REAP) funds and to extend the term to September 30, 2026;**
- 2. Execute an amendment to the Professional Services Contract with Chen Ryan Associates to provide an additional \$1,012,408.45 through September 30, 2026, inclusive of \$84,908 in contingency so long as grant funding is available**

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E. Receive and file the 2025 Pavement Management Report

P23

F. Adopt Resolution No. 2026-002-TC authorizing the CVAG Transportation Committee, as an eligible multijurisdictional body, to utilize the teleconferencing

P62

provisions established under Senate Bill 707

4.1. ITEM(S) HELD OVER FROM CONSENT CALENDAR

5. DISCUSSION / ACTION

A. Presentation: SunLine Transit Agency's Rides Reimagined – Sunline CEO/ General Manager Mona Babauta

B. Next Steps for the Arts and Music Line Project – Randy Bowman

P64

Recommendation: Adopt CVAG Resolution 2026-003 and authorize the Executive Director to:

- 1.) Take the necessary steps including executing agreements to accept \$20 million in Congestion Mitigation and Air Quality program funding for the Arts and Music Line project; and
- 2.) Be delegated as the official representative to take all actions required, pursuant to federal and state law, to execute necessary agreements and permits, and expend funds necessary to complete the right-of-way acquisition process for the Arts and Music Line project; and
- 3.) Amend agreements with the cities of La Quinta, Indio, and Coachella for funding reimbursements; amend an agreement with Coachella Valley Water District for future maintenance; and execute an agreement with the County of Riverside for related traffic signal work

C. Additional Authorities for CV Sync Phase II Construction – Jonathan Hoy

P69

Recommendation: Authorize the Executive Director to add a contingency to the CV Sync Phase II construction contract with Crosstown Electrical & Data, Inc. and execute additional change orders for a not-to-exceed amount of \$8,670,461

D. Continued Analysis of Cash Flow Concerns – Jonathan Hoy

P75

Recommendation: Direct the Executive Director to form an ad hoc committee comprised of Transportation, Finance and/or Executive Committee members, as well as member jurisdictions' staff, to consider and recommend policy changes addressing cash flow, including the Transportation Uniform Mitigation Fee, reducing regional costs and increasing regional revenue

6. INFORMATION

a) Transportation Committee Attendance Roster

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b) Regional Transportation Projects Status Report

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c) Conflict of Interest Guidance

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7. PUBLIC COMMENTS ON NON-AGENDA ITEMS

This is the second opportunity for public comment. Any person wishing to address the Transportation Committee on items of general interest within the purview of this Committee may do so at this time. Please limit comments to two (2) minutes.

8. ANNOUNCEMENTS

The next meeting of the **Transportation Committee** will be held on Monday, April 6, 2026, at 10:00 a.m. at the Coachella Valley Water District, Steve Robbins Administration Building Training Room, 75515 Hovley Lane East, Palm Desert, 92260.

The next meeting of the **Executive Committee** will be held on Monday, February 23, 2026, at 4:00 p.m. at the Coachella Valley Water District, Steve Robbins Administration Building Training Room, 75515 Hovley Lane East, Palm Desert, 92260

9. ADJOURNMENT

ITEM 1**Transportation Committee
Fiscal Year 2025-26 Roster**

Transportation Committee Members	
Agua Caliente Band of Cahuilla Indians	Anthony Purnel Tribal Vice Chairman
City of Blythe	Joseph DeConinck Mayor
City of Cathedral City	Raymond Gregory Mayor
City of Coachella	Steven Hernandez Mayor
City of Desert Hot Springs	Scott Matas Mayor
City of Indian Wells	Toper Taylor Mayor
City of Indio	Elaine Holmes Mayor
City of La Quinta	Kathleen Fitzpatrick, Vice Chair Mayor Pro Tem
City of Palm Desert	Jan Harnik, Chair Councilmember
City of Palm Springs	David H. Ready Mayor Pro Tem
City of Rancho Mirage	Steve Downs Councilmember
County of Riverside	V. Manuel Perez Supervisor Dennis Acuna Director of Transportation
Torres Martinez Desert Cahuilla Indians	Joseph Mirelez Tribal Chair

ITEM 4A

Transportation Committee
Meeting Minutes
November 3, 2025



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 Jan Harnik, City of Palm Desert, on Monday, November 3, 2025, 10 a.m. at the Coachella Valley Water District Steve Robbins Administration Building Training Room, 75515 Hovley Lane East, in Palm Desert, 92260. Videoconferencing was available from the City of Blythe.

2. ROLL CALL

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

MEMBERS/ALTERNATES PRESENT

Mayor Joseph DeConinck
Mayor Pro Tem Raymond Gregory
Mayor Scott Matas
Councilmember Toper Taylor
Mayor Pro Tem Elaine Holmes
Councilmember Kathleen Fitzpatrick, *Vice Chair**
Mayor Jan Harnik, *Chair*
Councilmember David Ready
Mayor Ted Weill
Supervisor V. Manuel Perez
Tribal Chair Joseph Mirelez*

AGENCY

City of Blythe
City of Cathedral City
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

MEMBERS/EX OFFICIOS NOT PRESENT

Mayor Steven Hernandez
Tribal Vice Chairman Anthony Purnel

AGENCY

City of Coachella
Agua Caliente Band of Cahuilla Indians

**arrived at item 5*

3. PLEDGE OF ALLEGIANCE

City of Palm Springs Councilmember David Ready led the Committee in the Pledge of Allegiance.

4. PUBLIC COMMENTS ON AGENDA ITEMS

None

5. CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS

Executive Director Tom Kirk shared an update on federal funding, announcing that the Southern California Association of Governments (SCAG) has recommended CVAG for a \$20 million award for the Arts & Music Line, and the region was also poised to see a \$30 million award for the Interstate 10-Monroe interchange project.

Chair Harnik announced that the California Association of Councils of Governments (CALCOG) will be in town on November 6-7 for their fall board meeting.

6. CONSENT CALENDAR

Before the vote, Supervisor Perez commented on item 6E-2, reminding the committee that the Coachella Valley Dust Summit is scheduled for this week and encouraging all members to attend.

IT WAS MOVED BY SUPERVISOR PEREZ AND SECONDED BY COUNCILMEMBER TAYLOR TO:

- A. Approve the Minutes of the August 25, 2025, Transportation Committee Meeting**
- B. Adopt Policy No. 25-02 to establish a Claims Policy**
- C. Authorize the Executive Director to approve replacement material purchases for CV Link through June 30, 2030, at an amount not to exceed \$400,000 from Landscape Forms, Inc. and an amount not to exceed \$300,000 from Urban Solar Corporation**
- D. Adopt CVAG Resolution 2025-002 to authorize the Executive Director to take the necessary steps to accept \$619,710 from the Caltrans Sustainable Transportation Planning Grant Program for the Coachella Valley Multimodal Corridor Plan, including executing the required agreements with the State of California**
- E. Authorize the Executive Director to:**
 - 1. Execute Amendment No. 1 to the services contract with Sweeping Corporation of America for regional street sweeping services, adding an additional \$279,311 a year and extending through December 31, 2027;**
 - 2. Take the necessary steps to secure additional funding for the program, including funding from South Coast Air Quality Management District and the County of Riverside**
 - 3. Execute Amendment No. 7 to the AB 2766 Vehicle Registration Revenue Memorandum of Understanding with each jurisdiction, increasing the funding contribution from 75 to 100 percent and extending the term through June 30, 2028**
- F. Approve Amendment No. 7 to the Reimbursement Agreement with the City of Indio and the County of Riverside for the Monroe Street / Interstate 10 Interchange Project, extending the time trigger to commence construction to December 31, 2026**

THE MOTION FOR CARRIED WITH 11 AYES AND 2 MEMBERS ABSENT.

TRIBAL VICE CHAIRMAN PURNEL	ABSENT
MAYOR DECONINCK	AYE
MAYOR PRO TEM GREGORY	AYE
MAYOR HERNANDEZ	ABSENT
MAYOR MATAS	AYE
COUNCILMEMBER TAYLOR	AYE
MAYOR PRO TEM HOLMES	AYE

COUNCILMEMBER FITZPATRICK	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER READY	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE
TRIBAL CHAIR MIRELEZ	AYE

6.1. ITEM(S) HELD OVER FROM CONSENT CALENDAR

None

7. DISCUSSION / ACTION

A. Presentation: Caltrans Capital Projects in Coachella and Palo Verde Valleys

Anthony Liao, Deputy Director of Project Management for Caltrans District 8, joined the meeting via Zoom to present a PowerPoint update highlighting improvements to both active and upcoming projects along the Interstate 10 corridor.

A robust discussion followed, during which Mr. Liao responded to members' questions concerning corridor maintenance, beautification responsibilities, and project timelines.

No action was taken as this was an informational item only.

B. Amending the Reimbursement Agreement for Jefferson Street Widening (Avenue 38 to Sun City Boulevard)

Transportation Program Manager Julie Mignogna presented the staff report.

IT WAS MOVED BY MAYOR PRO TEM HOLMES AND SECONDED BY TRIBAL CHAIR MIRELEZ TO APPROVE AMENDMENT NO. 2 THE REIMBURSEMENT AGREEMENT WITH THE CITY OF INDO FOR THE JEFFERSON STREET WIDENING PROJECT (AVENUE 38- SUN CITY BOULEVARD), INCREASING THE REGIONAL FUNDING SHARE BY \$1,953,750 AND EXTENDING THE TIME TRIGGER TO DECEMBER 31, 2027, TO ALLOW FOR COMPLETION OF THE PLANS, SPECIFICATIONS, AND ENGINEER'S ESTIMATE (PS&E)

THE MOTION FOR CARRIED WITH 11 AYES AND 2 MEMBERS ABSENT.

TRIBAL VICE CHAIRMAN PURNEL	ABSENT
MAYOR DECONINCK	AYE
MAYOR PRO TEM GREGORY	AYE
MAYOR HERNANDEZ	ABSENT
MAYOR MATAS	AYE
COUNCILMEMBER TAYLOR	AYE
MAYOR PRO TEM HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER READY	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE

TRIBAL CHAIR MIRELEZ

AYE

C. Reimbursement Agreement Amendment for the Avenue 50 Widening (Jefferson Street to Jackson Street) Project

Ms. Mignogna presented the staff report.

Brief member discussion ensued with Ms. Mignogna answering questions from the committee members regarding cash flow availability for the project cost increase.

IT WAS MOVED BY MAYOR PRO TEM HOLMES AND SECONDED BY COUNCILMEMBER FITZPATRICK TO APPROVE AMENDMENT NO.2 TO THE REIMBURSEMENT AGREEMENT WITH THE CITY OF INDO FOR THE AVENUE 50 WIDENING PROJECT (JEFFERSON STREET TO JACKSON STREET), ADDING AN ADDITIONAL \$1,936,815 IN REGIONAL FUNDING AND EXTENDING THE TIME TRIGGER TO DECEMBER 31, 2027, TO ALLOW FOR COMPLETION OF THE PLANS, SPECIFICATIONS AND ENGINEER'S ESTIMATE (PS&E)

THE MOTION FOR CARRIED WITH 11 AYES AND 2 MEMBERS ABSENT.

TRIBAL VICE CHAIRMAN PURNEL	ABSENT
MAYOR DECONINCK	AYE
MAYOR PRO TEM GREGORY	AYE
MAYOR HERNANDEZ	ABSENT
MAYOR MATAS	AYE
COUNCILMEMBER TAYLOR	AYE
MAYOR PRO TEM HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER READY	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE
TRIBAL CHAIR MIRELEZ	AYE

D. CV Link Project Close Out

Director of Transportation Jonathan Hoy presented the staff report and noted the grand opening celebrations scheduled in November.

A robust discussion followed, during which Mr. Hoy addressed committee members' questions about potential future extensions to the southern and northern areas of the valley, provided updates on signage, and clarified aspects of the project closeout process.

IT WAS MOVED BY COUNCILMEMBER FITZPATRICK AND SECONDED BY COUNCILMEMBER GREGORY TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ACCEPT AND FILE NECESSARY PROJECT CLOSE OUT DOCUMENTS, INCLUDING NOTICES OF COMPLETION, FOR CV LINK

THE MOTION FOR CARRIED WITH 11 AYES AND 2 MEMBERS ABSENT.

TRIBAL VICE CHAIRMAN PURNEL	ABSENT
MAYOR DECONINCK	AYE

MAYOR PRO TEM GREGORY	AYE
MAYOR HERNANDEZ	ABSENT
MAYOR MATAS	AYE
COUNCILMEMBER TAYLOR	AYE
MAYOR PRO TEM HOLMES	AYE
COUNCILMEMBER FITZPATRICK	AYE
MAYOR HARNIK	AYE
COUNCILMEMBER READY	AYE
MAYOR WEILL	AYE
SUPERVISOR PEREZ	AYE
TRIBAL CHAIR MIRELEZ	AYE

8. INFORMATION

- a) Transportation Committee Attendance Roster
- b) Regional Transportation Projects Status Report

These items were placed in the agenda packet for members' information.

9. PUBLIC COMMENTS ON NON-AGENDA ITEMS

None

10. ANNOUNCEMENTS

The next meeting of the **Transportation Committee** will be held on Monday, January 5, 2026, at 10:00 a.m. at the Coachella Valley Water District Steve Robbins Administration Building Training Center, 75515 Hovley Lane East, Palm Desert, 92260.

The next meeting of the **Executive Committee** will be held on Monday, December 1, 2025, at 4:00 p.m. at the Coachella Valley Water District Steve Robbins Administration Building Training Center, 75515 Hovley Lane East, Palm Desert, 92260.

Prior to adjournment, Councilmember Taylor inquired about increased travel times along major CV Sync corridors. Mr. Kirk noted he would follow up with the member, and encouraged anyone with related questions about the signal synchronization project to reach out to him directly.

11. ADJOURNMENT

There being no further business, Chair Harnik adjourned the meeting at 10:59 a.m.

Respectfully submitted,

Elysia Regalado
Deputy Clerk

ITEM 4B

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: Purchase of Replacement Equipment for CV Sync Network

Contact: Mark Lancaster, Assistant Director of Transportation (mlancaster@cvag.org)

Recommendation: Authorize the Executive Director to approve replacement equipment purchases for CV Sync at a total not-to-exceed amount of \$640,162 from CT West, Bosch, Iteris, Yunex and various vendors that will be finalized prior to the Executive Committee's consideration

Background: In designing the CV Sync regional signal synchronization program, CVAG established specified equipment to optimize the performance of CV Sync to ensure compatibility between the traffic controller, video detection, closed circuit television, controller cabinets, remote sensing units, fiber optic cabling and other traffic signal equipment across the entire network of more than 500 intersections across the Coachella Valley. Over the course of the Phase I and Phase II project development and construction, the Executive Committee authorized project construction contracts that included the acquisition of equipment for the project from specific manufacturers.

Construction of the CV Sync Phase II signal coordination project is entering its final year. Work on CV Sync Phase I was completed in June 2024 across 139 intersections and is now being operated and managed by CVAG staff. Completion of Phase II in summer 2026 will bring improvements to approximately 400 additional intersections across the Coachella Valley. The total number of intersections for both phases will exceed 500 intersections.

Much like CVAG member jurisdictions that maintain inventories of spare parts for municipal assets, CVAG staff recommends doing the same for CV Sync to ensure replacement equipment is available to deploy in a timely manner and is compatible with the equipment already installed. The number and type of replacements needed in a given fiscal year will vary due to a range of factors based on weather, vandalism, malfunction and traffic accidents. Ordering replacement parts individually may take four-to-seven months to deliver and deploy, depending on the availability. Additionally, equipment prices have increased in recent years, along with costs of other durable goods and construction costs, so purchasing a limited number of units in advance could reduce CVAG expenditures for replacement equipment in the future.

The recommended action would authorize the Executive Director to secure equipment vendors to start establishing an inventory and also establish long-term pricing for replacement equipment. Some of this equipment and materials will require CVAG staff to conduct a sole-source procurement, as authorized through its 2024 Procurement Policy and Procedures. This includes CT West for intersection controller units; Bosch for high-definition CCTV cameras; Iteris for video detection cameras; and Yunex for Roadside Units (RSU). The attached list of equipment also

identifies equipment and materials where CVAG staff is still obtaining quotes per CVAG's procurement policy prior to purchase to get the best price for the item.

Due to timing, staff is recommending the Transportation Committee recommend authorization of the procurement and expenditures, and staff is aiming to finalize the list of replacement needs prior to this item being considered by the Executive Committee.

Fiscal Analysis: The recommended action would authorize the Executive Director to approve the purchase of replacement CV Sync equipment and materials up to a total amount of \$640,162 from listed vendors and vendors who supply this equipment at the lowest price. In some cases, the amount to one vendor will exceed \$100,000, which is the limit if this procurement were to occur under the Executive Director's signature authority.

The cost for purchasing replacement equipment and materials is funded from regional Measure A funds.

Attachment:

Table A – Equipment name, function, number of units requested, current price per unit.

Table A
CV Sync Spare Equipment Request

Name	Vendor	What it does	# of units	Price per unit	Total cost
Controllers - 2070 LX (CT West)	CT West	Intersection Controller (332 / ATC)	20	\$4,685	\$ 93,700.00
Controller - XN-2	CT West	Intersection Controller (NEMA)	20	\$4,260	\$ 85,200.00
Bosch HD CCTV Camera	Bosch	Monitors intersections with cameras - moveable (PTZ)	5	\$7,431	\$ 37,155.00
Iteris APEX Hybrid Video Detection	Iteris	Vehicle Video Detection - 4 Camera System	6	\$34,650	\$ 207,900.00
Spare CMU	Yunex	Cabinet Monitoring Unit (332 / ATC)	10	\$1,350	\$ 13,500.00
Spare MMU	Yunex	Malfunction Monitoring Unit (NEMA)	10	\$1,500	\$ 15,000.00
AMS Yunex Traffic Roadside Unit (RSU)	Various	Road Side Unit - For Connected Vehicles	3	\$5,930	\$ 17,790.00
PoE RSU - Yunex	Various	Power Supply for RSU's	10	\$200	\$ 2,000.00
Spare Bobcat Switch (50)	Various	Edge Switch for Intersections and CMS locations	10	\$5,672	\$ 56,720.00
Hardened Managed 24 Port GIGABIT Aggregate Switch	Various	Aggregate Switch for Hub locations	1	\$13,745	\$ 13,745.00
Rack mounted surge protector	Various		4	\$450	\$ 1,800.00
334L Communcation HUB cabinet	Various		1	\$27,940	\$ 27,940.00
Air Conditioner for HUB cabinet	Various		1	\$7,500	\$ 7,500.00
32L ATC Cabinet	Various	Advanced Traffic Controller Cabinet	1	\$20,547	\$ 20,547.00
334L Cabinet	Various		1	\$18,590	\$ 18,590.00
NEMA "P" Cabinet	Various	Intersection Cabinet - NEMA	1	\$21,075	\$ 21,075.00
				Subtotal	\$ 640,162.00

ITEM 4C

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: **Authorize Vehicle Purchase for CV Sync**

Contact: Mark Lancaster, Assistant Director of Transportation (mlancaster@cvag.org)

Recommendation: **Authorize the Executive Director to execute a one-time expenditure for a 2026 Chevrolet Silverado Truck from Jessup Chevrolet for the CV Sync program at a cost not to exceed \$52,377**

Background: With CV Sync now operational, staff have recognized the need to better respond to issues raised by the general public and by CVAG's member jurisdictions related to the operation of traffic signals under the regional signal synchronization program. In December 2023, the Transportation and Executive Committees authorized the purchase of a Tesla Model Y electric vehicle, which has the on-board unit needed to receive data from CV Sync's roadside unit infrastructure. Staff is now recommending the purchase of a truck to allow the team to properly investigate and resolve issues that arise in the field and also have the ability to transport replacement equipment to a given intersection or location.

The purchase of a second vehicle will allow the CV Sync team to better deploy resources, allowing staff divide and conquer any issues that arise across the Coachella Valley. It also will allow CV Sync staff to store equipment needed to perform operational checks at the controller cabinet. Issues that have already arisen where a vehicle is needed include investigating the operation of the intersection, checking signal cabinet controllers and other equipment in the cabinet to ensure everything is connected properly and is in good working order. Other field tasks include performing diagnostic checks of the controllers to ensure the correct signal timing for an intersection has been programmed and is running as programmed, as well as minor maintenance of cameras and controller cabinets at a given intersection. A vehicle for responding to issues in the field is essential to responding in a timely manner.

Consistent with CVAG's Procurement Policy and Procedures, which was last updated in June 2024, staff solicited three quotes for this vehicle purchase. Staff recommends purchasing the truck from Jessup Chevrolet in the City of Cathedral City. While the price is the second lowest quote received, it was inclusive of a sliding bed insert which would be a valuable addition for CV Sync staff to organize and protect equipment from damage during transport from the Regional Traffic Management Center (RTMC) to the field. Jessup Chevrolet was the only dealership to offer this addition.

Fiscal Analysis: Staff solicited quotes for a model year 2026 Chevrolet Silverado 1500 truck from three dealerships, including two dealerships in the Coachella Valley. A summary of the quotes is as follows:

- Jessup Chevrolet in Cathedral City: A quote of \$53,851.25 was originally received in November. Staff received an updated, and lower, quote of \$52,376.50 on January 26, 2026 and it includes a sliding insert for the bed of the truck valued at \$1,495.
- La Quinta Chevrolet in La Quinta: A quote of \$52,663.69 was received November 24.
- Paradise Chevrolet in Temecula: A quote of \$57,817.44 was received on October 3.

The recommended action would authorize the Executive Director to approve the purchase of a 2026 Chevrolet Silverado Truck from Jessup Chevrolet in Cathedral City.

Attachment: Jessup Chevrolet Quote for a 2026 Chevrolet Silverado 1500 truck



Cvag
2026 CHEVROLET SILVERADO 1500
VIN: 1GCPKWEK1TZ195807
Stock# 26-1150
Salesperson: Ramiro
01/26/2026 3:55 PM

Incentive programs and rebates are estimates, subject to change and verification. Tax Profile: 8.75% Tax

Cash Deal Structure

Market Value	54,005.00
Discount Savings	-3,005.00
Vehicle Price	51,000.00
Rebate Savings	-5,000.00
Veh. Price (Net after Rebate)	46,000.00
Accessories	1,495.00
Document Prep Fee	85.00
License / Title	33.00
Tire/Battery/VTR Fee	8.75
Weight Fee	154.00
Sales Tax	4,600.75
Due On Delivery	52,376.50
Tax: 8.75% TAX	8.75 %

Cash Total Includes: BED SLIDE \$1495

X

Customer Signature

Date

ITEM 4D

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: REAP Project Update and Contract Amendment

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

Recommendation: Authorize the Executive Director to:

1. Execute an amendment to the Cooperative Agreement with the Riverside County Transportation Commission to accept \$1,012,408.45 in additional Regional Early Action Planning (REAP) funds and to extend the term to September 30, 2026;
2. Execute an amendment to the Professional Services Contract with Chen Ryan Associates to provide an additional \$1,012,408.45 through September 30, 2026, inclusive of \$84,908 in contingency so long as grant funding is available

Background: Since September 2023, CVAG staff has been providing updates on the Regional Early Action Planning Grants of 2021 (REAP 2.0), a State of California-funded program to accelerate meeting the State's housing and climate goals. REAP 2.0 is being administered regionally by the Southern California Association of Governments (SCAG), which has set aside \$80 million for use in its County Transportation Commission (CTC) Partnership Program. The CTC Partnership Program is designed to facilitate the development of transit and other multimodal services to reduce vehicle miles traveled (VMT) and promote infill development.

Riverside County Transportation Commission (RCTC) staff invited CVAG staff to put forward potential projects for funding through the program and were eventually awarded \$11,088,635 for five projects countywide. Of these five projects, two CVAG proposals were selected for funding: a regional VMT study was fully funded for \$2,005,000, and a community connectors active transportation planning project was partially funded for \$1,700,000. In September 2024, CVAG's Executive Committee authorized the execution of a Memorandum of Understanding with RCTC to accept the REAP 2.0 funds, and then in December 2024 authorized the execution of two professional services contracts with CR Associates (CRA) and Kimley-Horn and Associates (KH) to conduct the community connectors project and the VMT study, respectively. In June 2025, CVAG amended each of the above agreements to extend the performance period from the original ending date of December 31, 2025, to June 30, 2026.

Significant progress has been made on each project in that time. The VMT project team has conducted extensive outreach with the public and CVAG member agencies to better understand growth and development trends, mitigation needs, and mobility preferences. Collected data has been used to update the RIVCOM transportation demand model, and staff anticipates providing updates to Western Riverside Council of Governments (WRCOG) upon completion. The team has also worked to compile VMT reduction strategies tailored to meet the specific needs of the Coachella Valley, and will be further utilized in assessing the VMT mitigation needs and reduction opportunities within CVAG's next Transportation Project Prioritization Study (TPPS) and the

associated Active Transportation Plan and Transportation Uniform Mitigation Fee nexus study, all currently under revision.

The team working on the community connector project has also conducted extensive outreach with member jurisdictions' staff and the public to identify 44 regional active transportation corridors that would enhance access from local neighborhoods, commercial centers, and public facilities to CV Link. These corridor alignments also include proposed buildouts, taking into account rider comfort, roadway space, and safety needs. The project team is currently prioritizing these corridors based on environmental and demographic characteristics, local agency support, and regional feasibility. Based on the scope of the contract, the top two ranked connectors will undergo initial design work. Additional contract support is available to help prepare applications for the state's Active Transportation Program (ATP) Cycle 8 grant program, as a call for projects is expected this calendar year.

When the community connector project was originally proposed, CVAG staff requested approximately \$4 million to allow for 30% design work on the top 15 corridors. The partial award was sufficient to cover the alignment identification, corridor prioritization, and conceptual planning, but only allowed for initial design work on the top two corridors. However, in anticipation that additional funding may become available, CVAG's Request for Proposals for the community connector project had listed as an optional task the initial design work for the top 15 corridors; CRA was selected, in part, on their ability to fulfil that task.

Staff is now recommending steps be taken to provide additional flexibility to the CRA contract as CVAG has been notified by RCTC staff that \$1,012,408.45 in unspent funds from other REAP-funded projects in the county is available to be applied to CVAG's community connector project. CVAG staff have coordinated with CRA staff to augment the existing project scope such that \$927,500 would be applied to advancing up to five of the top prioritized connectors to 30%, along with an additional \$10,000 to supplement outreach activities to strengthen the pending ATP program grant applications. CVAG staff is recommending some flexibility on how to allocate the remaining \$84,908.45 of available grant funds, which could be used to accomplish tasks under the contract or be used to offset CVAG's project management efforts such as engineering and design review. Alongside the additional funding, the recommended action would extend the performance period for the project is being extended from June 30, 2026 to September 30, 2026.

Fiscal Analysis: The original cooperative agreement with RCTC to accept REAP funding was for \$3,705,000, allocated across the VMT and Community Connector projects. The first recommended action will amend this cooperative agreement with an additional \$1,012,408.45, bringing the total to \$4,717,408.45.

The original professional services agreement with CRA is for \$1,599,574. The second recommended action will amend this professional services agreement with an additional \$1,012,408.45, bringing the total to \$2,611,982.45, inclusive of a \$84,908.45 contingency. This contingency would be authorized by the Executive Director so long as there is grant funding available.

Attachments:

1. Draft Amendment No. 2 to the RCTC Cooperative Agreement
2. Draft Amendment No. 2 to the CRA Professional Services Agreement

**AMENDMENT NO. 2 TO
COOPERATIVE AGREEMENT
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
FOR THE REGIONAL EARLY ACTION PLANNING GRANT 2.0**

1. Parties and Date. This Amendment No. 2 to the Cooperative Agreement for the Regional Early Action Planning Grant 2.0 is made and entered into this _____ day of _____, 2025, by and between the Riverside County Transportation Commission (“RCTC”) and the Coachella Valley Association of Governments (“CVAG”).

2. Recitals.

2.1 RCTC and CVAG have entered into a cooperative agreement, dated October 4, 2024 (the “Master Agreement”), for the Southern California Association of Governments (SCAG)’s Regional Early Action Planning 2.0 (REAP 2.0) program. SCAG awarded REAP 2.0 funds for two projects: Coachella Valley Regional Vehicle Miles Travelled (VMT) Study and CV Link Community Connectors Analysis – Phase I. (“Projects”).

2.2 The Master Agreement provided for a Term of Agreement ending on November 30, 2025.

2.3 The parties now desire to amend the Master Agreement in order to extend the Term of Agreement to September 30, 2026, and to increase funding allocated to the Projects by \$1,012,408.45 from \$3,705,000.00 to \$4,717,408.45, or as otherwise amended by law, SCAG, or California Department of Housing and Community Development (HCD) guidelines.

3. Terms.

3.1 Section 2.2 of the Master Agreement, shall be amended, in its entirety, to read as follows:

2.2. SCAG and RCTC have entered into a funding memorandum of agreement, effective July 26, 2024, allocating the Projects \$4,717,408.45 in REAP 2.0 funds (“SCAG MOU”).

3.2 Section 3.2 of the Master Agreement, shall be amended, in its entirety, to read as follows:

3.2 Term of Agreement. The term of this Cooperative Agreement shall extend from the Effective Date and shall remain in effect through September 30, 2026, or as otherwise amended by law, SCAG, or California Department of Housing and Community Development (HCD) guidelines, or until written agreement by the Parties that the Projects have been completed, unless earlier terminated as provided in this Cooperative Agreement.

3.3 Except as amended by this Amendment, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.

3.4 This Amendment may be signed in counterparts, each of which shall constitute an original.

3.5 A manually signed copy of this Amendment which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment for all purposes. This Amendment may be signed using an electronic signature.

[Signatures on following page]

SIGNATURE PAGE
TO AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
FOR THE REGIONAL EARLY ACTION PLANNING GRANT 2.0
(AGREEMENT NO. 24-65-007-02)

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

By: _____
Aaron Hake, Executive Director

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel to RCTC

**COACHELLA VALLEY ASSOCIATION OF
GOVERNMENTS**

By: _____
Tom Kirk, Executive Director

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel to CVAG

ATTEST:

By: _____

Title: _____

**AMENDMENT NUMBER TWO
to the
CR ASSOCIATES
SERVICES CONTRACT
for
CV LINK COMMUNITY CONNECTORS ANALYSIS – PHASE I**

This **AMENDMENT NUMBER TWO** is made and entered into this **23rd day of February, 2026** by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **CR Associates (Consultant)**, and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement dated **December 2, 2024**, CV Link Community Connectors Analysis – Phase I.

1. This Amendment Number Two extends the term of the Agreement to September 30, 2026.
2. This Amendment Number Two provides additional funding for a not-to-exceed amount of \$927,500 plus a contingency amount up to \$84,908 contingent upon the availability of grant funding and written authorization from the CVAG Executive Director.
3. The total amount payable under this agreement shall not exceed \$2,611,982 without a written amendment.

Original Agreement	December 2, 2024	\$1,599,574
Amendment Number One	June 18, 2025	No Cost
Amendment Number Two	February 23, 2026	\$1,012,408
Total Agreement Not-to-Exceed		\$2,611,982

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

**COACHELLA VALLEY ASSOCIATION OF
GOVERNMENTS**

By:

Tom Kirk, CVAG Executive Director

CR ASSOCIATES

By:

Monique Chen, Principal

ITEM 4E

Coachella Valley Association of Governments
Transportation Committee
February 2, 2026

**STAFF REPORT**

Subject: **2025 Regional Pavement Management Analysis**

Contact: Julie Mignogna, Transportation Program Manager (jmignogna@cvag.org)

Recommendation: Receive and file the 2025 Pavement Management Report

Background: In June 2025, CVAG staff provided an update to the Transportation and Executive Committees about the ongoing efforts to update the region's 2011 Pavement Management Analysis Report. The work, which was conducted under a contract that committees approved with Michael Baker International, Inc., involved a comprehensive regional pavement condition evaluation of CVAG member agency arterial and collector roadways and to implement a modern, updated pavement management system. The final report is substantially the same as what was presented last summer, and staff is now recommending that it be received and filed.

CVAG staff and member agencies have long discussed the potential development of a regional pavement management program to address pavement maintenance needs along CVAG's Regional Arterial Roadway Network. Currently, individual member agencies are responsible for maintaining both regional arterials and local roadways within their respective jurisdictions. A regional pavement management program could leverage a cost-sharing approach to reduce the financial burden on individual jurisdictions, promote consistent pavement quality across major arterials, achieve economies of scale, and better coordinate construction schedules to minimize impacts to residents and visitors—particularly during major regional events.

Michael Baker was hired in June 2024 to complete a detailed evaluation of approximately 558 centerline miles of regional roadway segments across the ten CVAG member jurisdictions. The project included collection of updated pavement condition data, implementation of the AtlasView Pavement Management System, development of a web-based AtlasView Dashboard, and preparation of a 10-year pavement investment forecasting analysis under multiple funding scenarios.

The pavement condition survey was conducted in October 2024. Over the subsequent 11 months, CVAG staff worked closely with public works directors and staff from the cities and the County to verify roadway data, review assumptions, and refine modeling inputs. This collaborative effort culminated in the final 2025 Pavement Management Report.

The evaluation determined that the regional roadway network has an average Pavement Condition Index (PCI) of 75.5, corresponding to a Satisfactory condition rating. The total estimated replacement value of the network is approximately \$1.5 billion, or \$2.7 million per mile. Analysis indicates that an average annual investment of \$21.9 million is needed to maintain current conditions.

Table 1 below, provides the different condition categories, their respective PCI ranges, and the quantity of pavement area that was found in each condition category.

Condition Category	Area (Sq. ft.)	Percent of Network	PCI Range
Good	24,521,560.57	32.4%	PCI 86-100
Satisfactory	25,431,005.99	33.6%	PCI 71-85
Fair	15,689,580.40	20.7%	PCI 56-70
Poor	6,731,568.48	8.9%	PCI 41-55
Very Poor	2,740,092.68	3.6%	PCI 26-40
Serious	534,859.00	0.7%	PCI 11-25
Failed	100,178.00	0.1%	PCI 0-10

Michael Baker analyzed five 10-year investment scenarios to evaluate long-term network performance under varying funding levels:

- Unlimited Budget
 - Average annual investment: \$35.85 million
 - Projected PCI in 2034: 98.65
- Zero Budget (Do Nothing)
 - Average annual investment: \$0
 - Projected PCI in 2034: 38.14
- Maintain Current Condition (PCI = 75.5)
 - Average annual investment: \$22.0 million
 - Projected PCI in 2034: 75.57
- Reach PCI = 80
 - Average annual investment: \$26.9 million
 - Projected PCI in 2034: 80.05
- Maintain PCI = 71 (Satisfactory Threshold)
 - Average annual investment: \$18.16 million
 - Projected PCI in 2034: 71.01

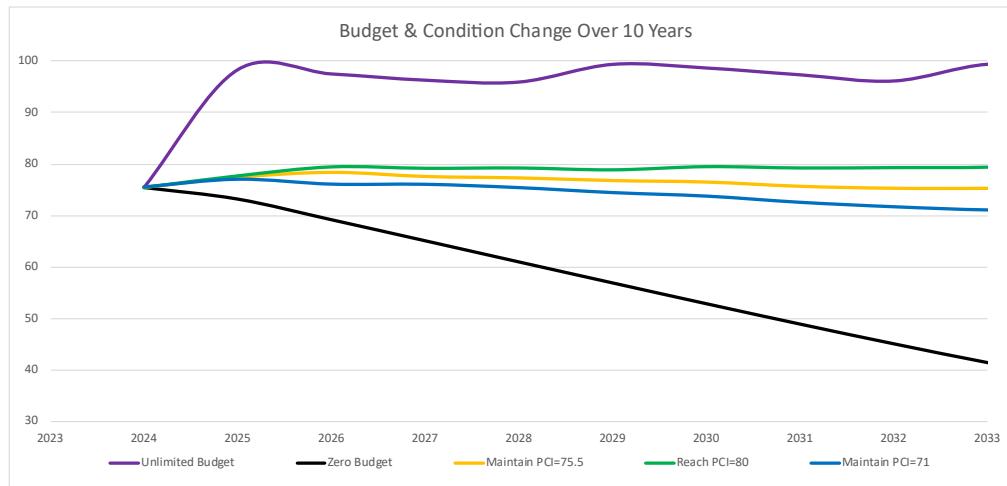


Figure 1. Budget and Condition Change Over 10 Years

To enhance transparency and usability, the project included implementation of the AtlasView Dashboard, a web-based interactive tool that allows users to view pavement condition data through a color-coded regional map. The dashboard enables users to select individual roadway segments and

view condition information in real time. The web-based dashboard has been implemented, is operational for use, and training has been provided to staff at CVAG and at member jurisdictions.

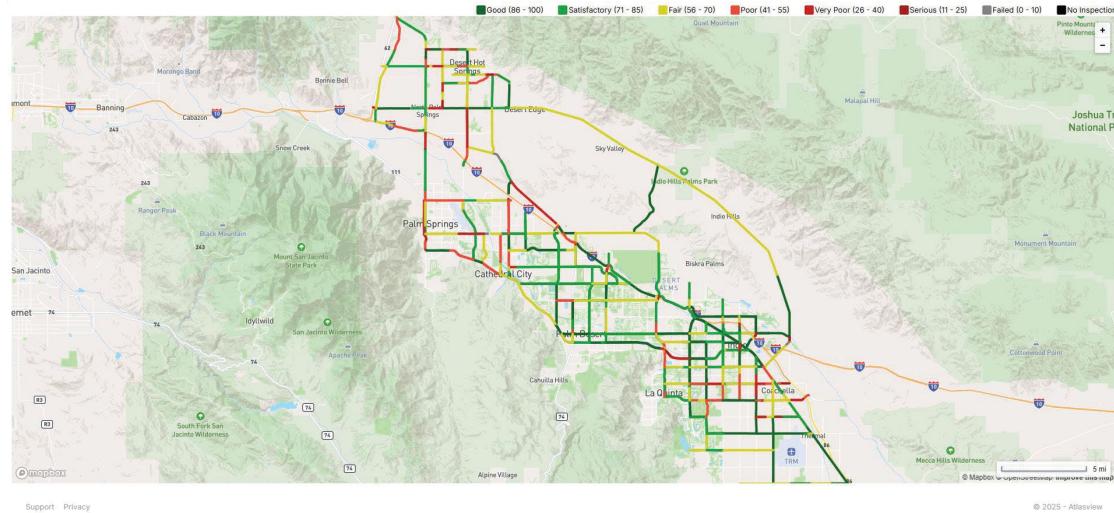


Figure 2. CVAG's *AtlasView Dashboard*

It should be noted that when this report was launched in 2024, staff had highlighted the benefits of a regional pavement management program, and how a cost-sharing partnership with the cities and county would extend the life of regional roadways to extend their useful life and ensure they do not deteriorate to a poor condition. However, such a regional program would require additional regional funding and staff is not recommending those steps at this time.

Fiscal Analysis: There is no additional cost associated with receiving and filing this report.

The final 2025 Pavement Management Report will be retained as a technical reference document. Any future policy or funding actions will return to the appropriate committees for consideration.

The agreement with Michael Baker International, Inc. was previously authorized in an amount not-to-exceed \$246,215, including contingency.

Attachment: 2025 Pavement Management Report

Pavement Management Report for Coachella Valley Association of Governments (CVAG)

Submitted by: Michael Baker International, Inc.

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1.0 Executive Summary

Coachella Valley Association of Governments (CVAG) contracted Michael Baker International, Inc. (Michael Baker) to perform a detailed regional pavement condition evaluation of CVAG member agency arterial and collector roadway network and implement a modern and updated pavement management system. The project included pavement condition evaluations on the approximately 558 miles of the regional roadway network within the jurisdiction of the ten city and county CVAG members, implementing the AtlasView pavement management system with updated roadway details and conditions, and performing various 10-year scenario forecasting analyses to evaluate the impacts for different infrastructure maintenance investment strategies. The project also included implementation of the AtlasView Public Dashboard to facilitate transparency by enabling residents to have real-time access to CVAG's regional roadway network condition information.

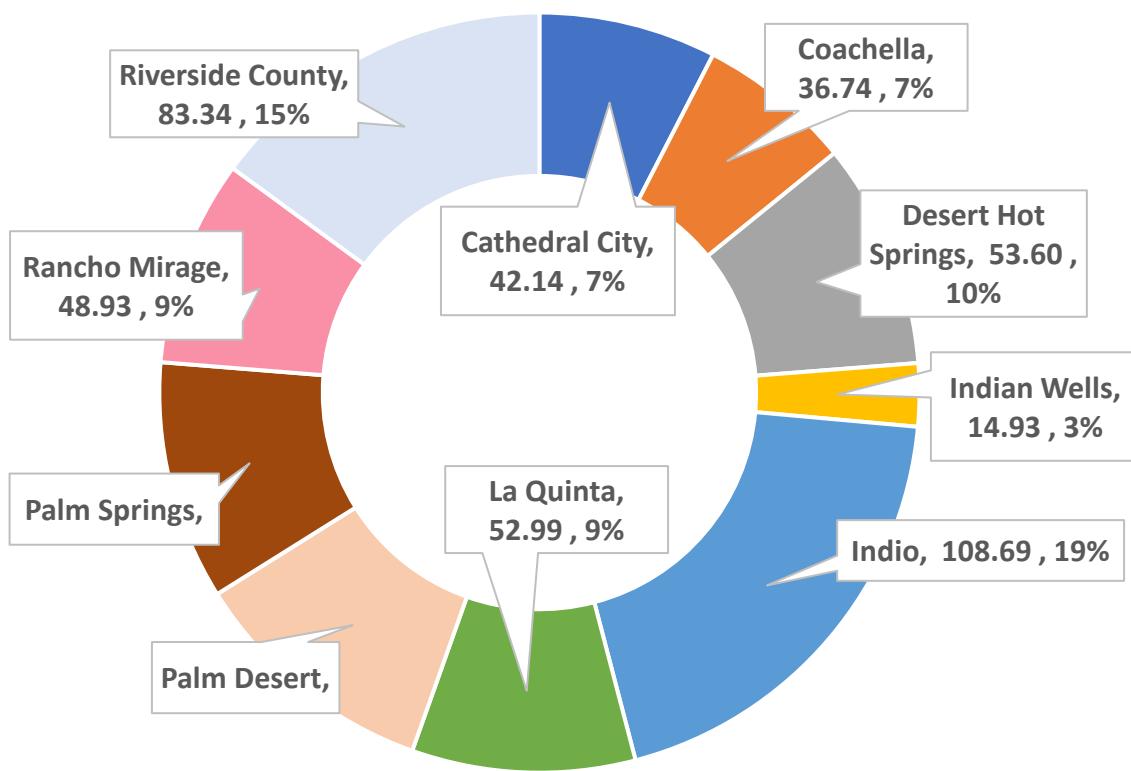


Figure 1: Mileage Distribution per Jurisdiction in CVAG

The regional pavement condition evaluation was conducted in October 2024, and the results show that the average Pavement Condition Index (PCI) of the CVAG's roads is 75.5 out of 100, which corresponds to a Satisfactory condition category. The total estimated asset replacement cost of CVAG's roadway network is approximately \$1.5 billion, or \$2.7 million per mile. The 10-

year investment scenario forecasting analyses showed that CVAG member agencies would need to invest approximately \$21.9M annually, on average, to maintain a network-average PCI of 75.5; this is equivalent to an annual investment of 1.5% of the total asset value (replacement cost).

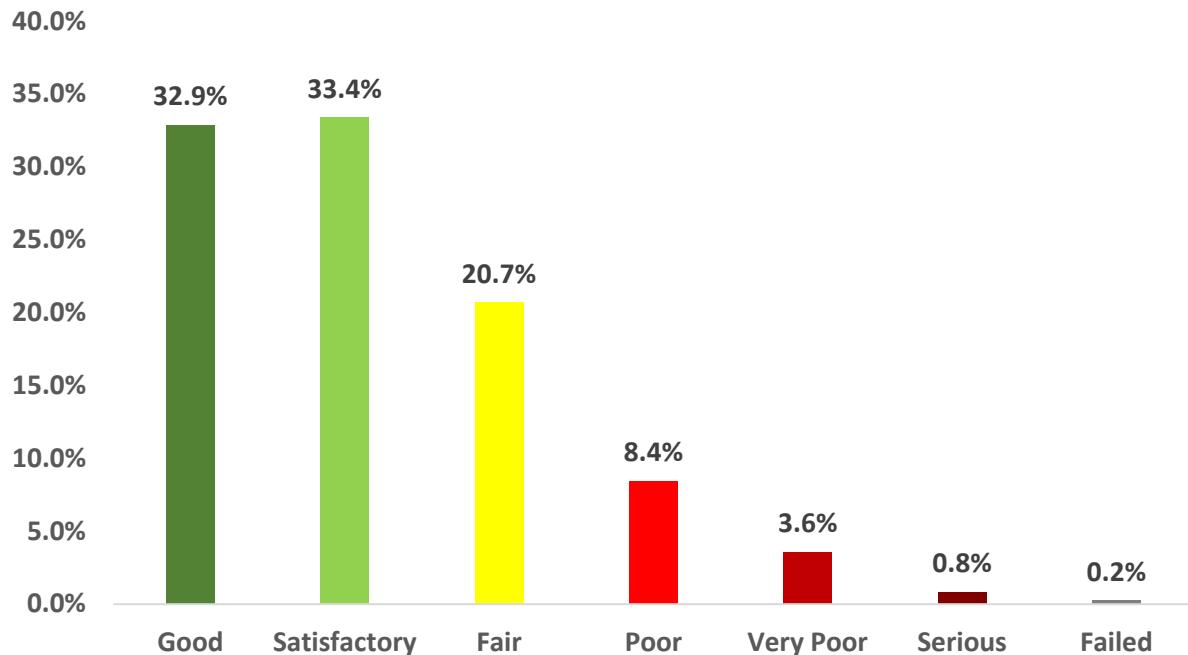


Figure 2: Condition Category Distribution of CVAG Roads by Milage

This report includes details about the methodology used to perform pavement evaluations, pavement management system implementation details, and the results of five 10-year investment scenario forecasting analyses that CVAG can use to prepare informed pavement maintenance and rehabilitation project recommendations.

2.0 Methodology

2.1 Pavement Management Principles

Roadway networks are one of the most critical infrastructure assets that municipal and county agencies manage because roads facilitate transportation which is vital to the local and regional economy. As regions, such as the Coachella Valley, experience population growth, the demand on their roadway network also grows; however, many municipal and county agencies do not have sufficient funds to maintain their full roadway network in a state of good repair. Furthermore, most municipal and county agencies solely focus maintenance and rehabilitation activities on the segments of their roadway network that are in the worst condition, which leads to a worst-first maintenance strategy that can fail short of improving the network-level condition because the majority of available funds are invested on expensive rehabilitation and reconstruction projects on very few roads.

Modern pavement management systems focus on optimizing maintenance and rehabilitation investment across the whole roadway network with the goal of maximizing the average road network pavement condition. This is done by balancing the desire for reconstruction or rehabilitation of roads in poor conditions with the need to prioritize system preservation whereby agencies can stop or delay the deterioration of roads in relatively good condition by utilizing lower-cost pavement preservation applications. As shown in Figure 3, early intervention and investment in pavement preservation activities could have a Return of Investment (ROI) of up to 1,000% by delaying or eliminating more expensive reconstruction.

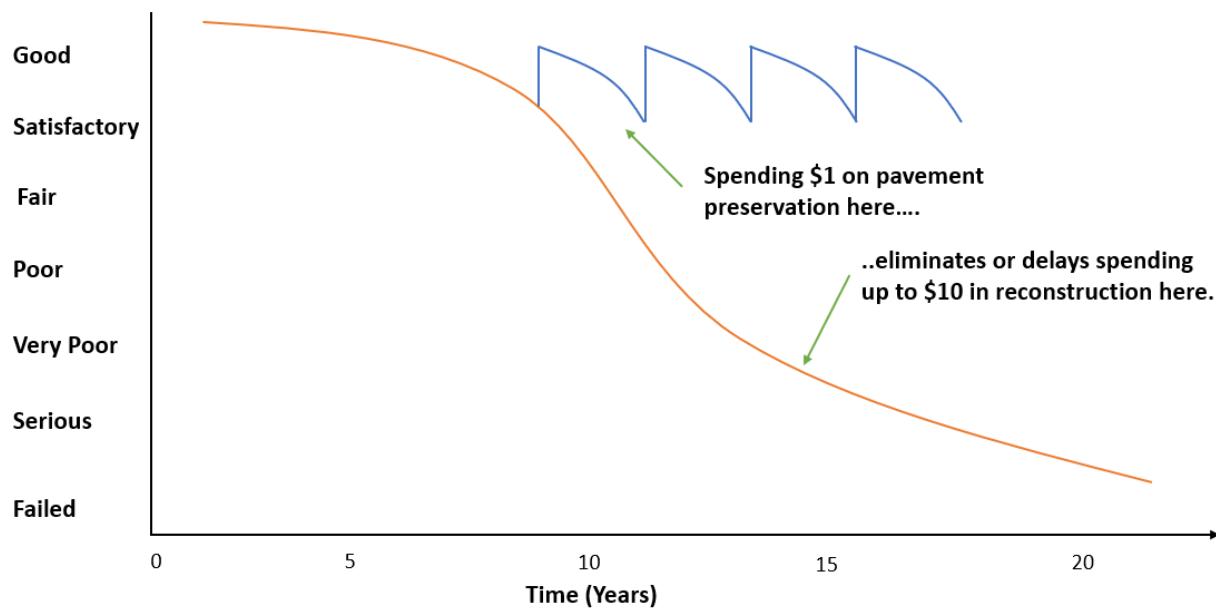


Figure 3: Benefits of Pavement Preservation

2.2 Pavement Data Collection Approach

Michael Baker performed the regional pavement condition and roadway information data collection using our Advanced Transportation Linear Inspection System (ATLIS) vehicle. The ATLIS used to capture data on regional roads was equipped with:

- LCMS-2 pavement surface scanners that collect full-lane pavement scans with enough detail to identify rutting, surface distresses, cracking as small as 1 mm wide.
- Line-laser inertial profilers that meet ASTM E950 Class 1 specifications and that measure and calculate accurate International Roughness Index (IRI).
- Four 9-megapixel high-definition right of way (ROW) cameras.
- One 75 Megapixel Spherical Camera providing an industry-leading continuous 360-degree view of the roadway network.
- Distance Measuring Instruments (DMI).
- Differentially corrected GPS that spatially (latitude, longitude, elevation) references all collected data.
- Inertial navigation with an Inertial Measurement Unit (IMU).



Figure 4: Advanced Transportation Linear Inspection System (ATLIS)

Michael Baker used the data collected by the ATLIS to calculate a Pavement Condition Index (PCI) for each roadway segment in accordance with the ASTM D6433 standard. To calculate the PCI, Michael Baker used the continuous, detailed, and precise 3D pavement scans collected by the ATLIS to process and generate a database of pavement defects that include location, type,

severity, and quantity of each pavement defect on 100% of the lane where data was collected. Data was collected in a single pass for 2-lane roads and bi-directionally (two passes) for 4+ lane roads or median-divided roads. To verify that all distresses have been correctly identified and quantified, Michael Baker Pavement Analysts utilized the Distress Selector application to review 3D pavement frames for quality control and assurance.

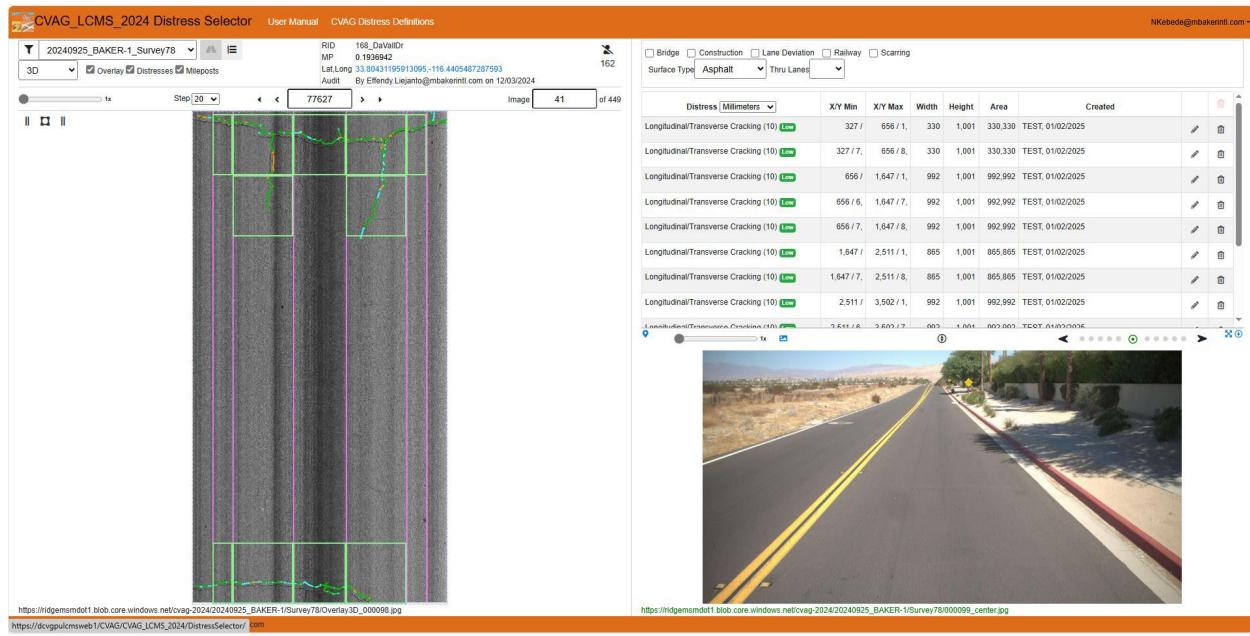


Figure 5: Distress Selector Application Used for Pavement Data Quality Control

The detailed pavement distress and defect information was uploaded into the PAVER software to calculate PCIs for each road segment per the ASTM D6433 standards. Additionally, the longitudinal pavement profile captured in each wheel path was used to compute the International Roughness Index (IRI) for each pavement segment.

3.0 Findings

3.1 Current Inventory

CVAG's roadway network has approximately 558 miles of roads divided into three functional classifications. At 54.5%, Arterial roads make up the majority of the CVAG's roadway network. The total infrastructure asset replacement value of CVAG's roadway network is approximately \$1.5 billion, making the roadway infrastructure one of (if not the) most valuable physical infrastructure CVAG member agencies manage.

Table 1 and Table 2 provide additional details about CVAG's roadway network inventory. A full inventory of CVAG's roadway network, including results of the pavement condition evaluation, is included in Appendix A.

Table 1: Roadway Network Miles

<i>Functional Classification</i>	Miles	Percent of Network
Arterial	304	54.5%
Collector	248.9	44.6%
Highway	4.7	0.9%
Total	557.6 Miles	

Table 2: Roadway Network Asset Value

<i>Functional Classification</i>	Area (Sq.ft.)	Replacement Cost
Arterial	45,528,540.07	\$910,570,801
Collector	29,897,034.05	\$597,940,681
Highway	323,271	\$6,465,420
Total	75,748,845.12	\$1,514,976,902

3.2 Current Condition

Based on the pavement condition evaluation conducted in October 2024, the average (area-weighted) PCI of CVAG's roadway network is 75.5. Approximately 65.9% of the roadway pavement (by area) is in Good or Satisfactory, while 20.7% is in Fair condition. Approximately 13.2% of the roadway pavement is in Poor, Very Poor, or Serious condition, while only 0.1% of the roadway pavement area was found to be in a Failed condition.

Table 3 provides the different condition categories, their respective PCI ranges, and the quantity of pavement area that is found in each condition category. Figure 4 shows CVAG's pavement network in each condition category.

Table 3: Condition Categories of CVAG's Roads

Condition Category	Area (Sq.ft.)	Percent of Network	PCI Range
Good	24,521,560.57	32.4%	PCI 86-100
Satisfactory	25,431,005.99	33.6%	PCI 71-85
Fair	15,689,580.40	20.7%	PCI 56-70
Poor	6,731,568.48	8.9%	PCI 41-55
Very Poor	2,740,092.68	3.6%	PCI 26-40
Serious	534,859.00	0.7%	PCI 11-25
Failed	100,178.00	0.1%	PCI 0-10

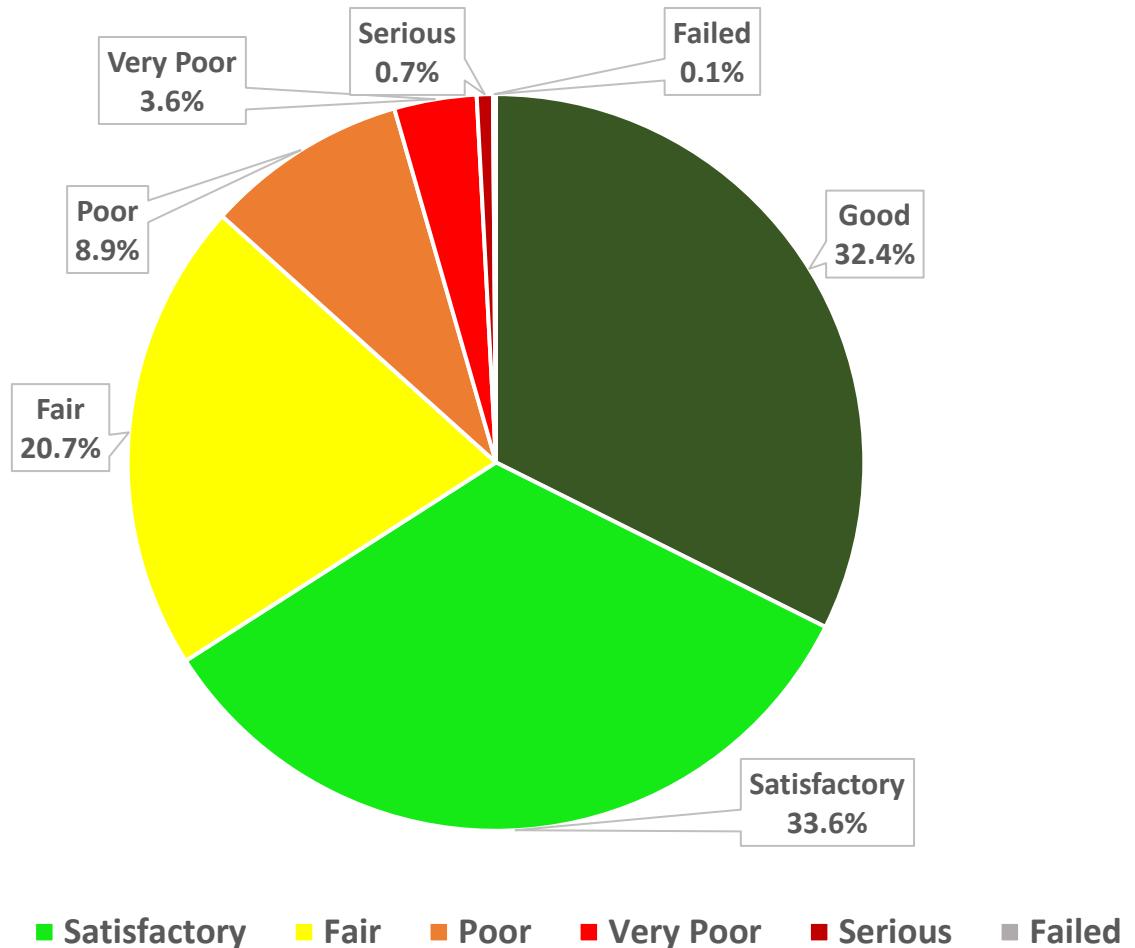


Figure 6: CVAG's Pavement Condition by Area

Figure 7 through Figure 12 illustrate what roads in each of the seven condition categories could look like. Each of these figures are of sections of roads within CVAG's roadway network, and they represent conditions captured as part of the October 2024 pavement evaluation.



Figure 7: Section of Thousand Palms Canyon Road in Good Condition



Figure 8: Section of Fred Waring Drive in Satisfactory Condition



Figure 9: Section of Worsley Road in Fair Condition



Figure 10: Section of Cathedral Canyon Drive in Poor Condition



Figure 11: Section of North Palm Canyon Drive in Very Poor Condition



Figure 12: Section of Avenue 52 in Serious Condition



Figure 13: Section of Dillon Road in Failed Condition

Table 4 provides the descriptions of each condition category and the recommended repair activity.

Table 4: Description of Condition Categories and Recommended Repairs

Condition Category	Description	Recommended Repair Activity
Good	Roads in this category generally have little to no distresses. The distresses observed may include tight cracks and weathering of the surface.	Roads in this category are perfect early candidates for pavement preservation activities such as rejuvenators or seal coats.
Satisfactory	Roads in this category have started to develop occasional surface cracks. The surface weathering is also more pronounced	Roads in this category are perfect candidates for pavement preservation activities such as rejuvenators, seal coats, crack sealing, chip sealing, slurry sealing, and microsurfacing.
Fair	Roads in this category have more cracking that has developed into block cracking. There may also be early signs of fatigue cracking in the wheel paths.	Roads in this category are good candidates for more substantive pavement preservation activities such as thin mill and overlay with spot repairs.
Poor	Roads in this category exhibit widespread block cracking as well as moderate	Roads in this category are good candidates for rehabilitation

	amounts of fatigue cracking in the wheel paths.	activities such as ticker mill and overlay with extensive spot repairs.
Very Poor	Roads in this category exhibit widespread block cracking as well as significant amounts of fatigue cracking in the wheel paths. There may also be occasional potholes forming where sever alligator cracking is observed	Roads in this category are candidates for rehabilitation activities such as ticker mill and overlay with extensive spot repairs.
Serious	Roads in this category exhibit widespread block cracking as well as significant amounts of sever fatigue cracking in the wheel paths as well as potholes forming in higher frequency where sever alligator cracking is observed.	Roads in this category are good candidates for rehabilitation activities such as pavement in-place recycling or reconstruction.
Failed	Roads in this category exhibit widespread sever block cracking as well as sever fatigue cracking in the wheel paths. Potholes are common and may cause significant roughness of the roadway.	Roads in this category are good candidates for reconstruction.

4.0 Pavement Management System Implementation

Along with capturing updated pavement condition data for CVAG's roadway network, another critical objective for this project was the implementation of a modern and functional pavement management system. The CVAG selected to replace the prior PAVER software system with AtlasView Pavement Management (AtlasView) application because of its ease of use, ease of access, GIS integration, and complex pavement management analysis capabilities. AtlasView is a web-based pavement management application implemented to be a centralized source of pavement condition reporting and pavement management planning.

4.1 GIS Mapping

Michael Baker used existing publicly available GIS map sources (including a GIS map file provided by the CVAG) to create an updated GIS map of the CVAG's roadway network. The updated map was used during the field data collection. The map was further revised based on the collected roadway inspection data, and it was uploaded to CVAG's AtlasView account as part of the pavement management system implementation task. AtlasView provides access to update the GIS map directly within the pavement management system. Furthermore, CVAG can download the GIS map as a shape file at any time.

Figure 14 shows the color-coded pavement condition of the CVAG's roadway network map.

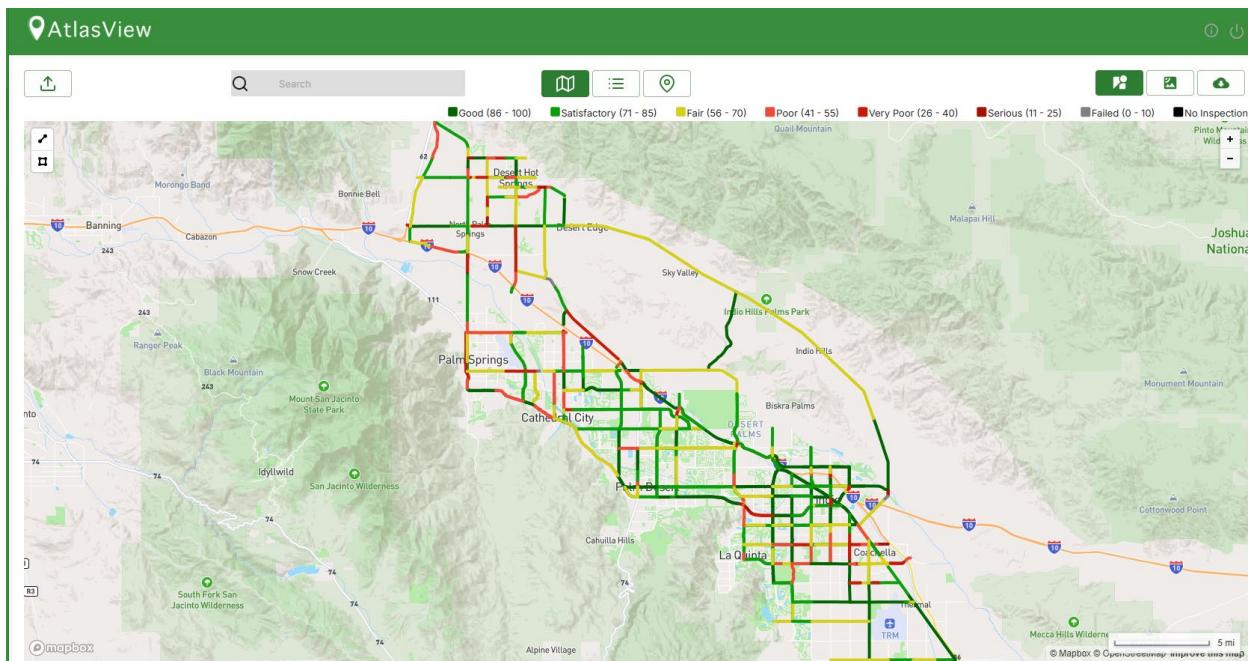
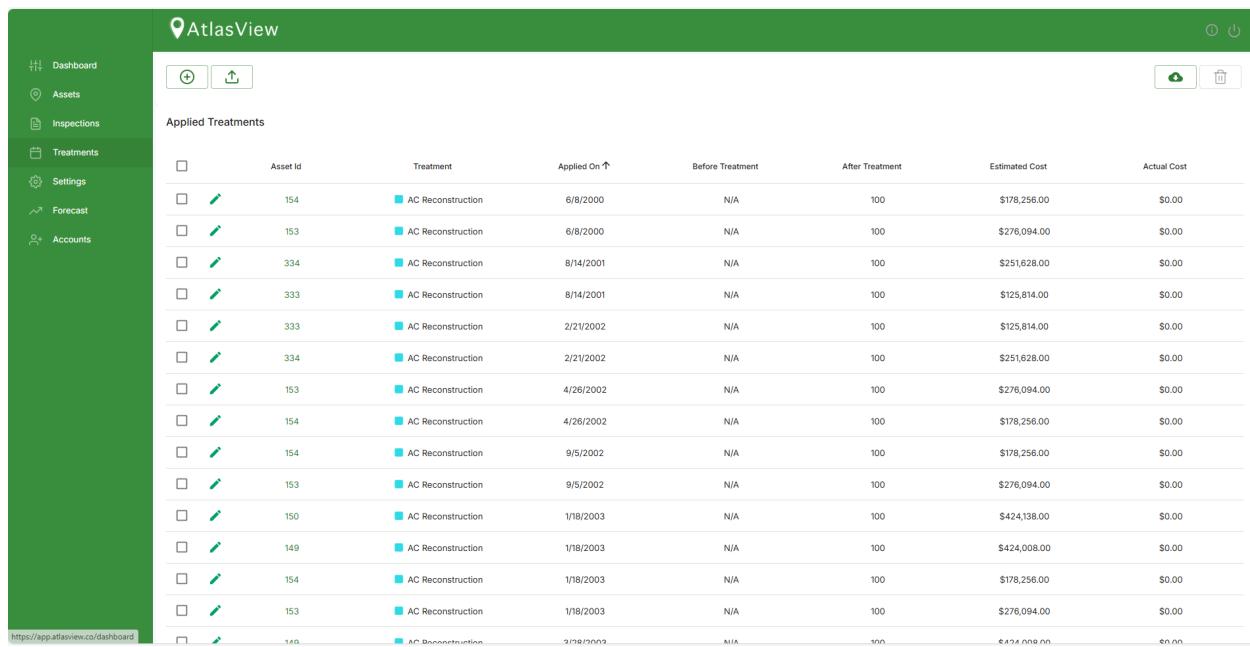


Figure 14: AtlasView Pavement Network Map Module

4.2 Maintenance and Rehabilitation Records

Michael Baker collected available historical maintenance, rehabilitation, and reconstruction records from available sources as well as member agencies, and updated the pavement database in AtlasView. The available historical maintenance records dates back to 2000 and have been associated with each affected pavement segment in AtlasView. AtlasView also offers an easy way for CVAG to track all future maintenance records associated with each affected pavement segment. Maintaining updated maintenance records for each pavement segment in AtlasView ensures that updated and current pavement condition information is always available; that is because AtlasView recalculates the PCI of pavement segments to incorporate the positive impacts of maintenance activities. Figure 15 shows the maintenance record module in AtlasView.



The screenshot shows the 'Applied Treatments' section of the AtlasView interface. The table lists treatments applied to various assets, including Asset Id, Treatment type (AC Reconstruction), Applied On date, and treatment metrics like Before Treatment, After Treatment, Estimated Cost, and Actual Cost. The table includes 14 rows of data.

	Asset Id	Treatment	Applied On ↑	Before Treatment	After Treatment	Estimated Cost	Actual Cost
<input type="checkbox"/>	154	AC Reconstruction	6/8/2000	N/A	100	\$178,256.00	\$0.00
<input type="checkbox"/>	153	AC Reconstruction	6/8/2000	N/A	100	\$276,094.00	\$0.00
<input type="checkbox"/>	334	AC Reconstruction	8/14/2001	N/A	100	\$251,628.00	\$0.00
<input type="checkbox"/>	333	AC Reconstruction	8/14/2001	N/A	100	\$125,814.00	\$0.00
<input type="checkbox"/>	333	AC Reconstruction	2/21/2002	N/A	100	\$125,814.00	\$0.00
<input type="checkbox"/>	334	AC Reconstruction	2/21/2002	N/A	100	\$251,628.00	\$0.00
<input type="checkbox"/>	153	AC Reconstruction	4/26/2002	N/A	100	\$276,094.00	\$0.00
<input type="checkbox"/>	154	AC Reconstruction	4/26/2002	N/A	100	\$178,256.00	\$0.00
<input type="checkbox"/>	154	AC Reconstruction	9/5/2002	N/A	100	\$178,256.00	\$0.00
<input type="checkbox"/>	153	AC Reconstruction	9/5/2002	N/A	100	\$276,094.00	\$0.00
<input type="checkbox"/>	150	AC Reconstruction	1/18/2003	N/A	100	\$424,138.00	\$0.00
<input type="checkbox"/>	149	AC Reconstruction	1/18/2003	N/A	100	\$424,008.00	\$0.00
<input type="checkbox"/>	154	AC Reconstruction	1/18/2003	N/A	100	\$178,256.00	\$0.00
<input type="checkbox"/>	153	AC Reconstruction	1/18/2003	N/A	100	\$276,094.00	\$0.00
<input type="checkbox"/>	140	AC Reconstruction	2/29/2003	N/A	100	\$424,008.00	\$0.00

Figure 15: AtlasView Pavement Maintenance Record Module

4.3 Deterioration Curves

AtlasView uses deterioration curves to estimate future pavement conditions. Accurate deterioration modeling is critical to generate reliable budget and condition forecasts used for pavement management programming.

Three deterioration curves were established for CVAG's roadway network. Figure 16, Figure 17, and Figure 18 show the deterioration models created and adopted for asphalt surfaced pavements, surface treated pavements, and concrete surfaced pavements, respectively. The deterioration curves were developed based on review of local and regional pavement performance information. CVAG can review and update these deterioration models directly in AtlasView as more relevant performance data is acquired; however, it is not recommended to change models frequently.

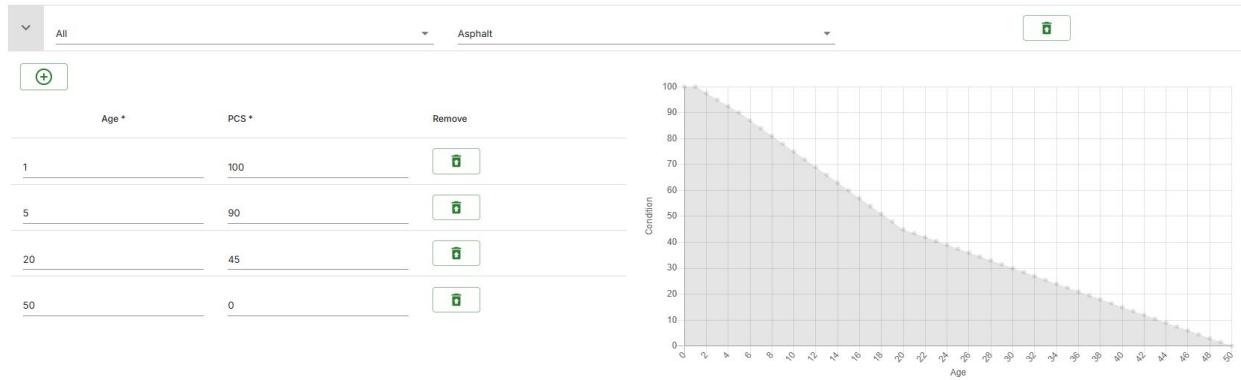


Figure 16: Asphalt Pavement Deterioration Curve in AtlasView

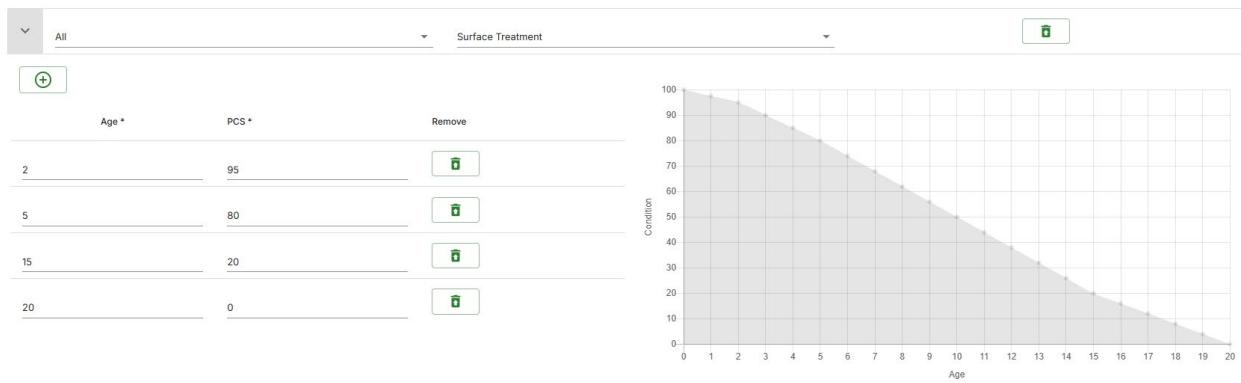


Figure 17: Surface Treatment Deterioration Curve in AtlasView

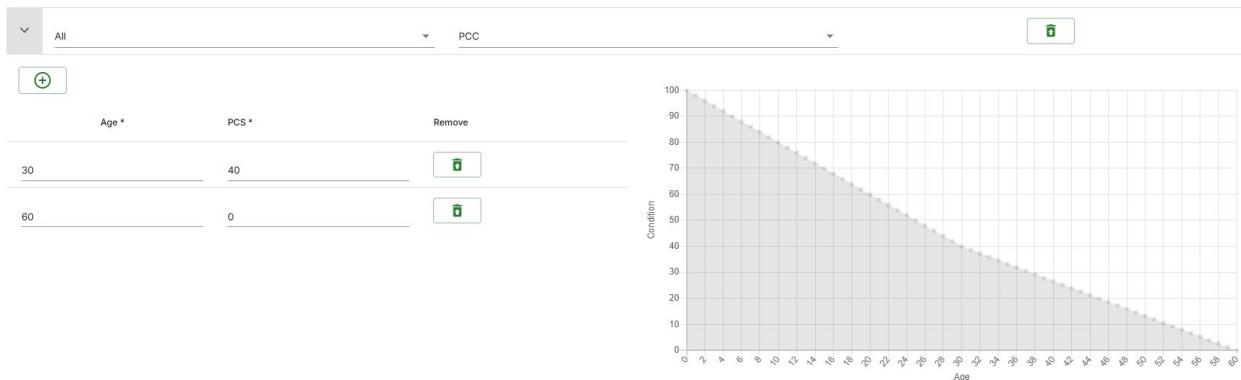


Figure 18: Concrete Pavement Deterioration Curve in AtlasView

4.4 Maintenance Activities

Based on regional trends and best practices, Michael Baker developed a list of recommended activities along with their expected impact on PCI and unit cost. Table 5 shows a list of the maintenance activities that have been entered in to CVAG's AtlasView account.

Table 5: Maintenance and Rehabilitation Options

Activity Name	Condition Impact	Unit Cost
AC Reconstruction	Reset PCI	\$20/sq.ft.
1.5" Thin Overlay	Reset PCI	\$5/sq.ft.
2.5" Mill & Overlay	Reset PCI	\$9/sq.ft.
Microsurfacing	Increase PCI by 30%	\$1/sq.ft.
Slurry Seal (rubberized)	Increase PCI by 30%	\$0.5/sq.ft.
Chip Seal (rubberized)	Increase PCI by 30%	\$0.8/sq.ft.
Crack Seal	Increase PCI by 10%	\$1/sq.ft.

Pavement Preservation: The further adoption of pavement preservation activities is highly recommended for CVAG member agencies because pavement preservation construction is relatively less expensive and helps extend the functional life of the pavement surface by preserving it in good condition. Pavement preservation does not add additional structural capacity to roads and performs best when it is used on roads that are in Satisfactory Condition or better. CVAG member agencies have used slurry seals, chip seals, and microsurfacing extensively in the past. Information from the member agencies suggests that Class-3 slurry seals have not always performed well; however, the some agencies have had positive experience with the use of rubberized slurry seals since the rubber modification enhances the slurry seal to perform better in the high temperatures that are common in the region during the summer months.

The pavement preservation activities incorporated in CVAG's Maintenance and Rehabilitation Options include slurry seals, microsurfacing, and chip seal. When used appropriately, these pavement preservation activities can extend the functional life of the roadway pavement surface by up to 10 years.

Rehabilitation: Once roadway pavement conditions fall out of the preservation range (below PCI of 70), it is recommended to use rehabilitation activities to restore the roadway pavement surface. Two rehabilitation options have been included in the City's Maintenance and Rehabilitation Options: thin overlays and thick overlays. The thin overlays are recommended to be no more than 1.5 inches thick while thick overlays can be up to 3 inches thick with some milling of the existing surface. In some instances, patching repairs may be needed before rehabilitation to address any localized issue that may compromise the performance of the rehabilitation. Additionally, it is recommended that crack sealing be performed prior to

rehabilitation, especially for thick overlay applications, in order to reduce the probability of existing cracks reflecting and forming on the surface of the rehabilitated pavement.

CVAG member agencies are encouraged to consider the use of geosynthetic and asphalt interlayers to further enhance asphalt overlays by arresting existing cracks below the overlay surface for projects where there is extensive cracking on the existing pavement surface. Furthermore, CVAG member agencies are encouraged to consider the use of in-place recycling (cold in-place and hot in-place recycling) as a way to preserve the existing pavement by reusing it for rehabilitation. In-place recycling involves the milling of the top 2 to 5 inches of pavement and mixing it with a binder to re-pave it immediately. In-place recycling is performed by using a “train” of milling, paving, and compacting equipment, and it significantly reduces construction time since roads can usually be opened immediately after construction; it also reduces virgin material needed for the construction project.

Reconstruction: Once roadway pavement conditions drop below a PCI of 40, the CVAG member agencies should consider reconstruction. Besides restoring the roadway pavement, reconstruction also offers an opportunity for the CVAG member agencies to reconfigure lanes, realign geometries, and implement “Complete Streets” designs. The reconstruction option incorporated in CVAG’s Maintenance and Rehabilitation Options includes 6 inch of asphalt concrete over 8 inches of base course.

On-going Maintenance: Ongoing roadway maintenance such as crack sealing and pothole filling are expected to occur as needed. Because they should be part of the regular roadway maintenance operations, these activities are not added to the Maintenance and Rehabilitation Options list. CVAG member agencies are encouraged to continue regular crack sealing operations on roads that are in Fair condition or better. Crack sealing reduces the amount of moisture and debris that enter the pavement structure through surface cracks and increases the performance and functional life of the pavement. Potholes should also be filled as soon as observed so that they do not pose any safety risks for the traveling public and to delay further deterioration of the pavement surface around the pothole.

[4.5 Maintenance Policy](#)

A maintenance policy that includes a decision tree detailing the condition ranges that warrant the application of preservation, rehabilitation, and reconstruction activities discussed in the previous section was developed and uploaded into CVAG’s AtlasView account.

Table 6 describes the recommended PCI range for the application of each maintenance and rehabilitation activity for CVAG’s roadway network. CVAG can update or revise the Maintenance Policy directly in AtlasView. It is recommended that CVAG reviews the maintenance policy at least every 2 years to make sure that it aligns with field observations and maintenance objectives.

Table 6: Maintenance Policy Decision Matrix

Activity Type	Functional Classification	PCI Range
AC Reconstruction	All	Less than or equal to 39
1.5" Thin Overlay	All	Between 55 and 70
2.5" Mill & Overlay	All	Between 40 and 54
Chip Seal	All	Between 71 and 80
Microsurfacing	All	Between 81 and 89

4.6 AtlasView Public Dashboard

One of the objectives of the project was to increase transparency and facilitate easy access to roadway condition information for all regional residents. In addition to implement a new pavement management system, Michael Baker also implemented AtlasView's Public Dashboard (Dashboard) for CVAG. The Dashboard is web-based and can be accessed through a URL ([CVAG Pavement Condition Public Dashboard](#)), and the URL can be provided for public access on CVAG's website. The Dashboard can also be embedded into CVAG's website for added functionality.

The Dashboard is connected to CVAG's pavement management system in real-time and provides an up-to-date pavement condition information of the regional roadway network. The Dashboard includes a color-coded map that shows the condition of the roadway network. Users can zoom in and select a specific street to learn about the condition of that street segment. Figure 19 provides an image of the City's Dashboard.

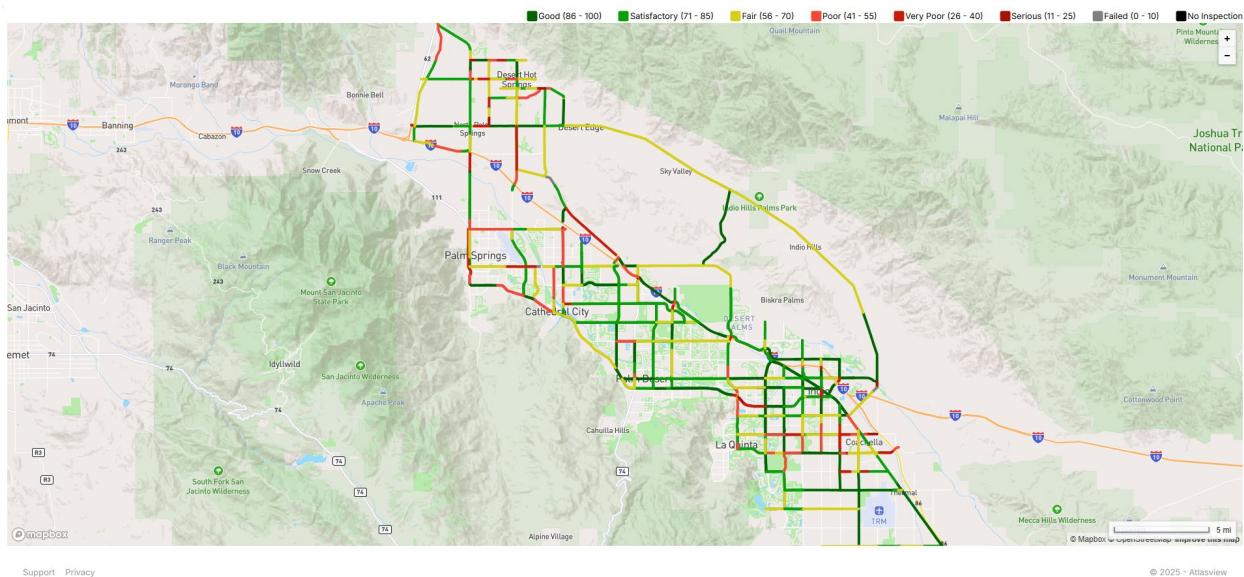


Figure 19: CVAG's AtlasView Public Dashboard

5.0 Pavement Management Analysis

After the upload of pavement condition data, deterioration models, maintenance activities, and the maintenance policy; Michael Baker performed pavement management analyses that includes five scenarios. These scenarios were analyzed for a period of ten-years and show the expected roadway network condition as a result five distinct annual investment plans over the analysis period. The findings and observation of these analysis are described in the following sections.

5.1 Scenario 1: Unlimited Budget

The Unlimited Budget scenario analyzes a hypothetical scenario where CVAG member agencies have a “blank check” to perform all necessary pavement maintenance, rehabilitation, and reconstruction based on the established maintenance policy. While it is unlikely that any municipal agency would have access to funding that enables this scenario, the results of this analysis provide an opportunity to review how much funding would be needed to “do everything”.

The results of the analysis show that CVAG needs to invest approximately \$35.8M annually, on average, over the next 10-years to perform all recommended maintenance rehabilitation tasks. The average roadway pavement condition after 10-years is expected to be 98.6. Figure 20 shows annual fluctuations of the budget and condition over the analysis period.

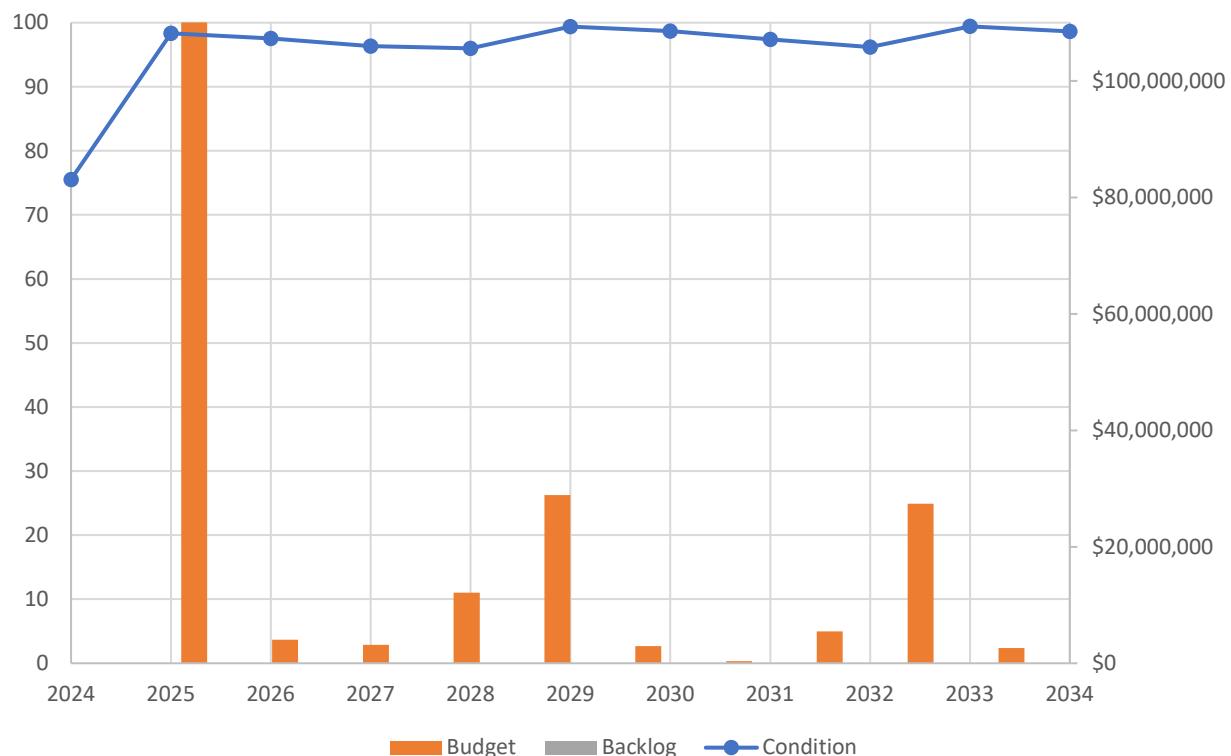


Figure 20: Annual Budget, Backlog, and Condition for the “Unlimited Budget” Scenario

As seen in Figure 20, this scenario includes a high investment of approximately \$271.5M in the first year to perform all activities that are currently in backlog; the following two years require a relatively reduced annual investment ranging approximately from \$3M to \$4M. Years five and nine show a spike in needed funding, ranging between \$27M and \$28M, while year 7 has the lowest funding needs at approximately \$360.7K. Figure 21 shows how the network condition is expected to change for the analysis period.

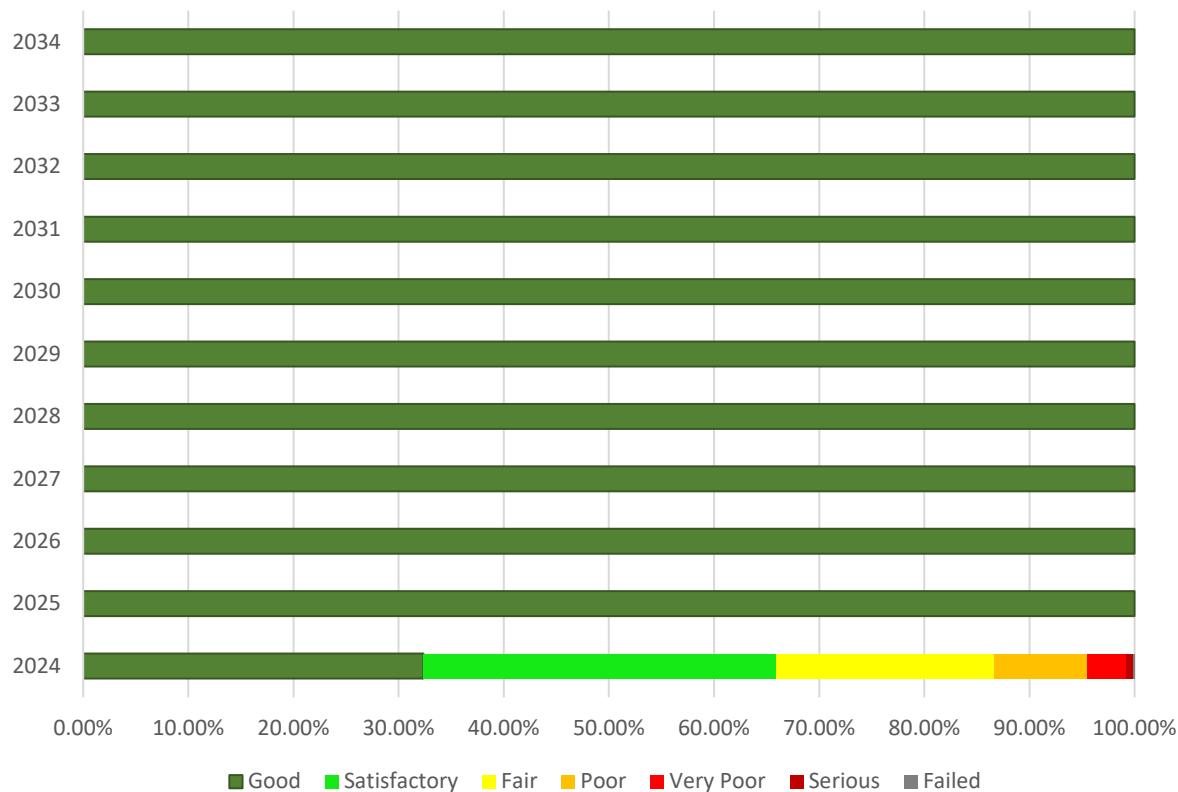


Figure 21: Changes in Network Pavement Condition for the "Unlimited Budget" Scenario

Appendix B includes the detailed annual work plan generated as part of this scenario analysis.

5.2 Scenario 2: Do Nothing (\$0 Budget)

The Do Nothing scenario analyzes a hypothetical scenario where CVAG member agencies have no funds to perform any of the necessary pavement maintenance, rehabilitation, and reconstruction based on the established maintenance policy over the next 10 years. Similarly to the previous scenario, few municipal agencies would find themselves in a situation where there is no roadway maintenance funding available for a decade; however, the results of this analysis provide an opportunity to review the impact of a sustained lack of maintenance of the roadway pavement infrastructure.

The results of the analysis show that CVAG's average roadway pavement condition is expected to fall to 38.14 after 10-years. Figure 22 shows annual fluctuations of the backlog and condition over the analysis period.

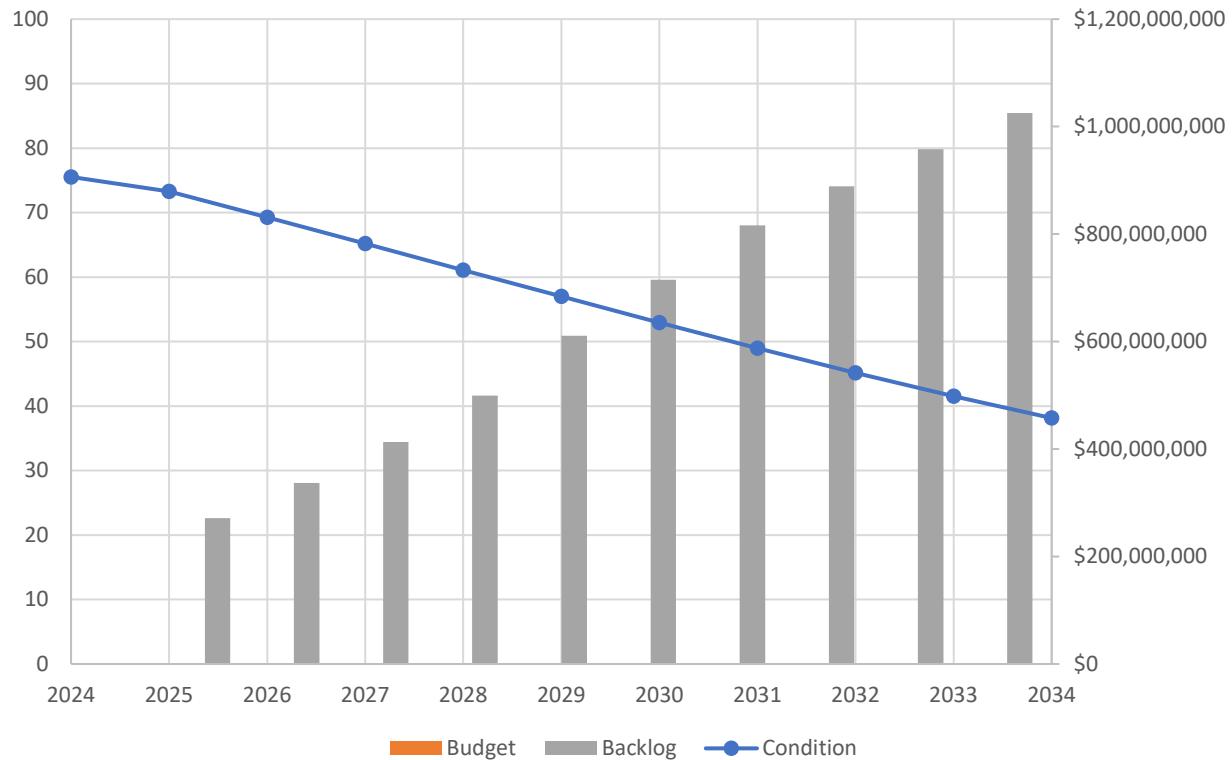


Figure 22: Annual Budget, Backlog, and Condition for the "Do Nothing" Scenario

As seen in Figure 22, the backlog gradually and consistently grows over the analysis period and reaches over \$1B at the end of the analysis period. .

Figure 23 shows how the network condition is expected to change for the analysis period.

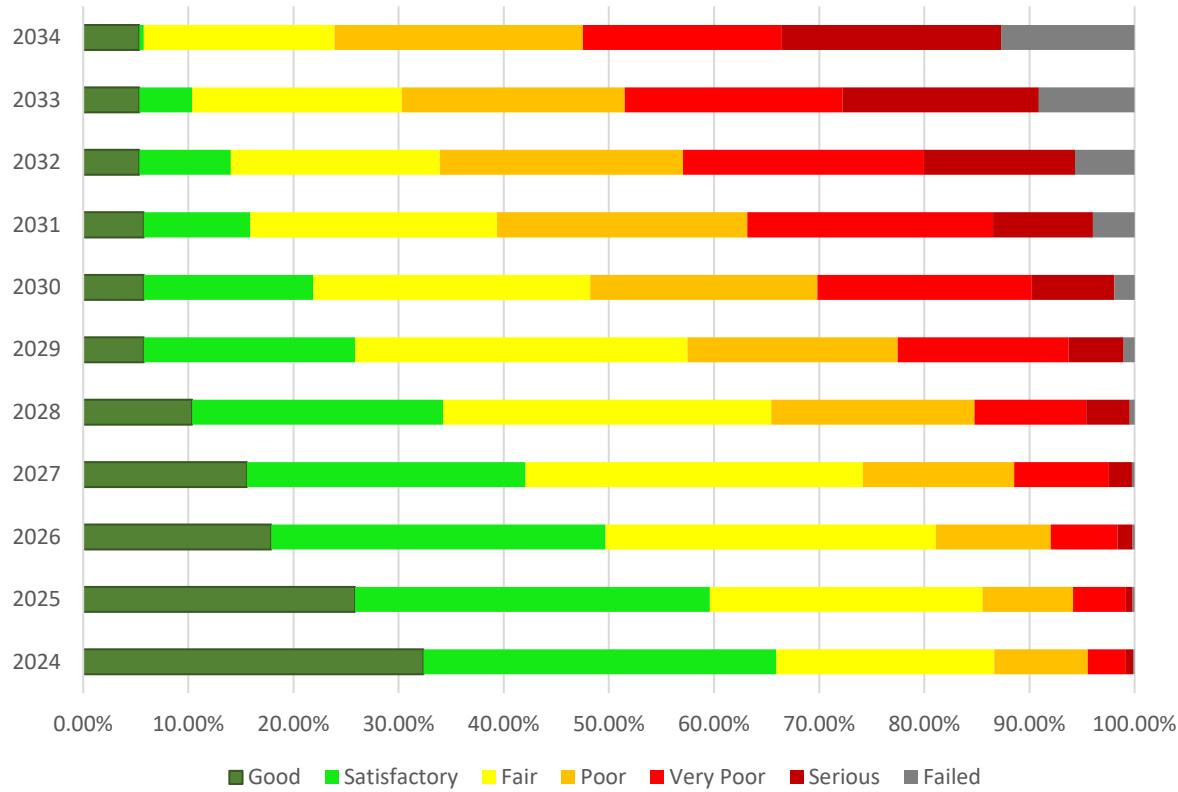


Figure 23: Changes in Network Pavement Condition for the "Do Nothing" Scenario

5.3 Scenario 3: Maintain Current Condition (PCI = 75.5)

The Maintain Current Condition scenario forecasts how much investment CVAG member agencies collectively need to make so that the roadway network average condition stays the same over the analysis period. The results of the analysis show that CVAG member agencies need to invest approximately \$22M annually, on average, over the next 10-years to perform all recommended maintenance rehabilitation tasks. The average roadway pavement condition after 10-years is expected to remain the same (PCI of 75.5); however, the PCI will have values ranging between 75.38 and 78.3 over the analysis period.

Figure 24 shows annual fluctuations of the budget, backlog, and condition over the analysis period.

Figure 25 shows how the network condition is expected to change for the analysis period.

Appendix C includes the detailed annual work plan generated as part of this scenario analysis.

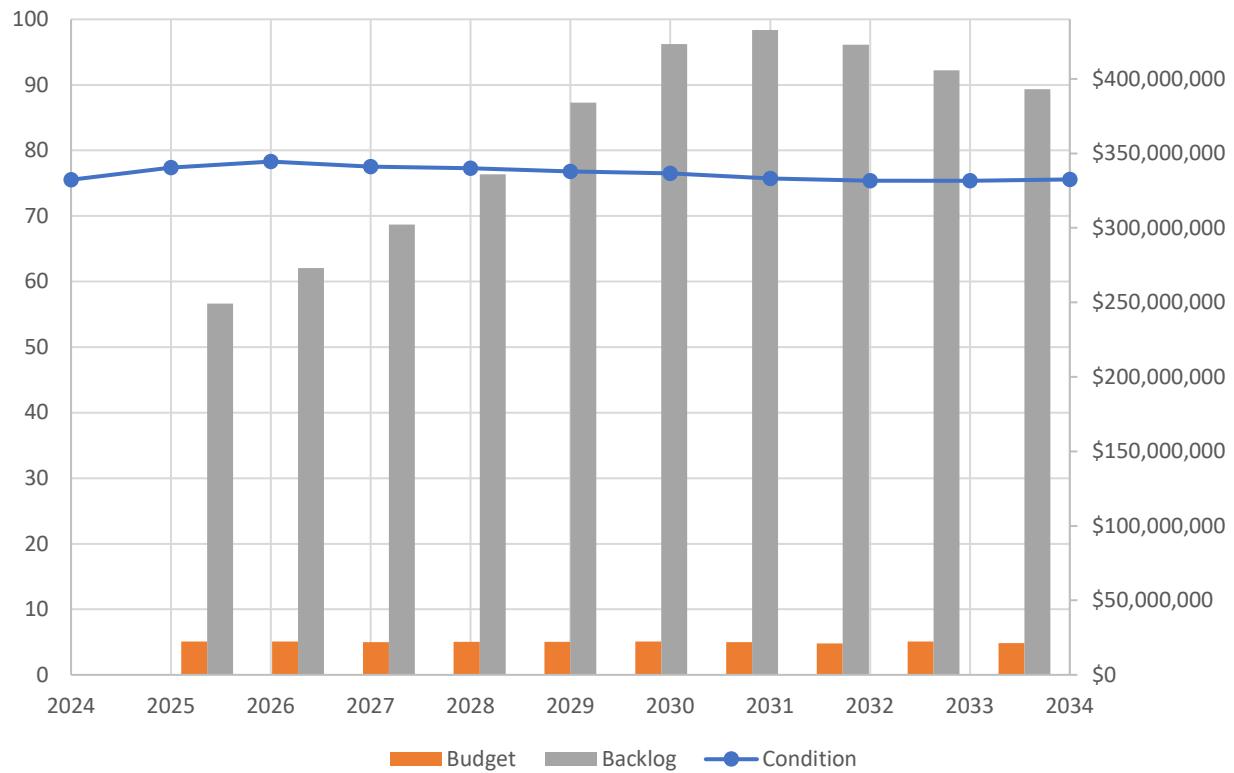


Figure 24: Annual Budget, Backlog, and Condition for the "Maintain Current Condition" Scenario

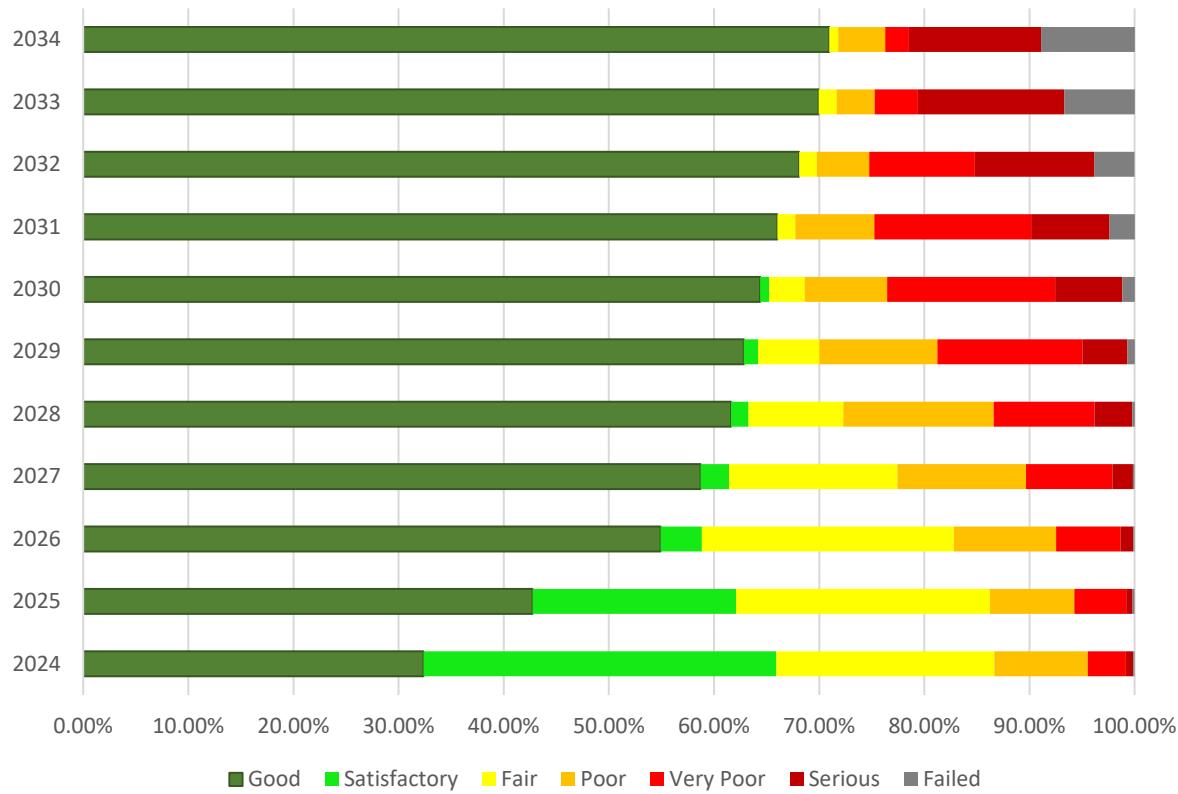


Figure 25: Changes in Network Pavement Condition for the "Maintain Current Condition" Scenario

5.4 Scenario 4: Reach PCI of 80

The Reach PCI of 80 scenario forecasts how much investment CVAG member agencies collectively need to make so that the roadway network average condition reaches a PCI of 80 over the analysis period. The results of the analysis show that CVAG member agencies need to invest approximately \$26.9M annually, on average, over the next 10-years to perform all recommended maintenance rehabilitation tasks. The average roadway pavement condition after 10-years is expected reach a PCI of 80.05; however, the PCI will have values ranging between 77.7 and 80.05 over the analysis period.

Figure 26 shows annual fluctuations of the budget, backlog, and condition over the analysis period.

Figure 27 shows how the network condition is expected to change for the analysis period.

Appendix D – Work Plan for Scenario 4: Reach PCI = 80 includes the detail annual work plan generated as part of this scenario analysis.

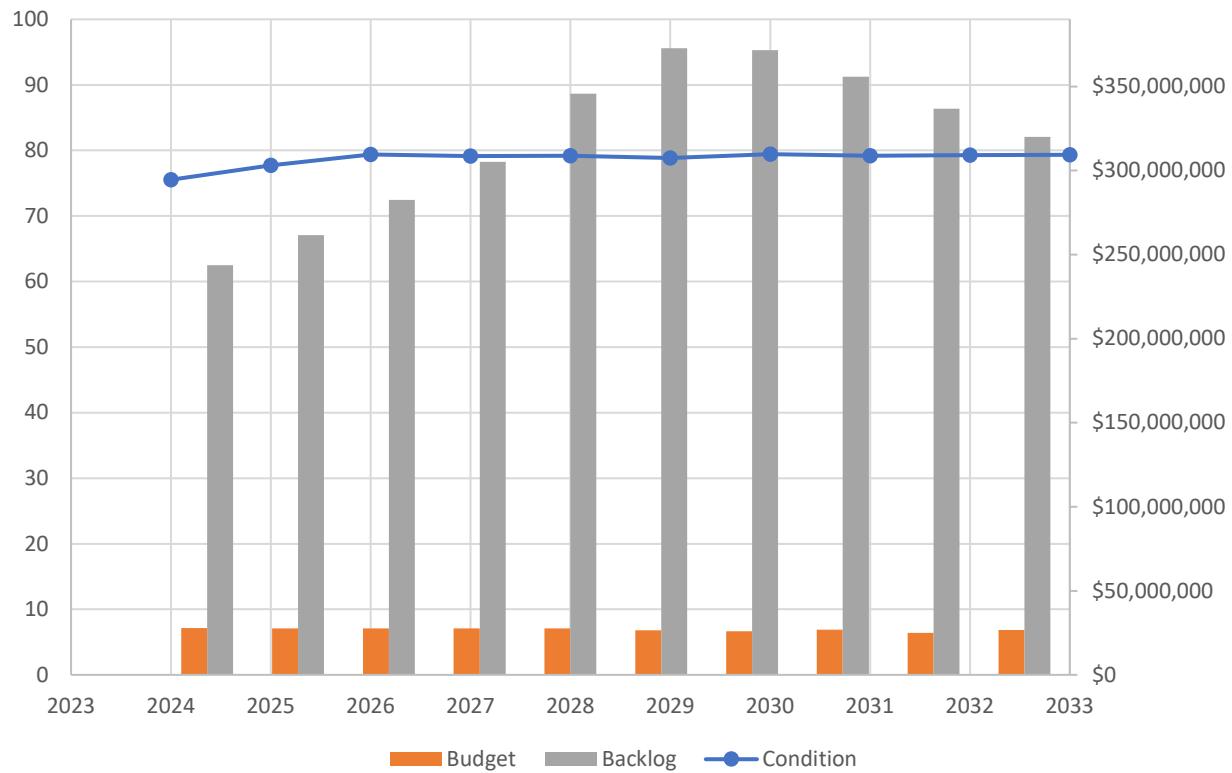


Figure 26: Annual Budget, Backlog, and Condition for the "Reach PCI of 80" Scenario

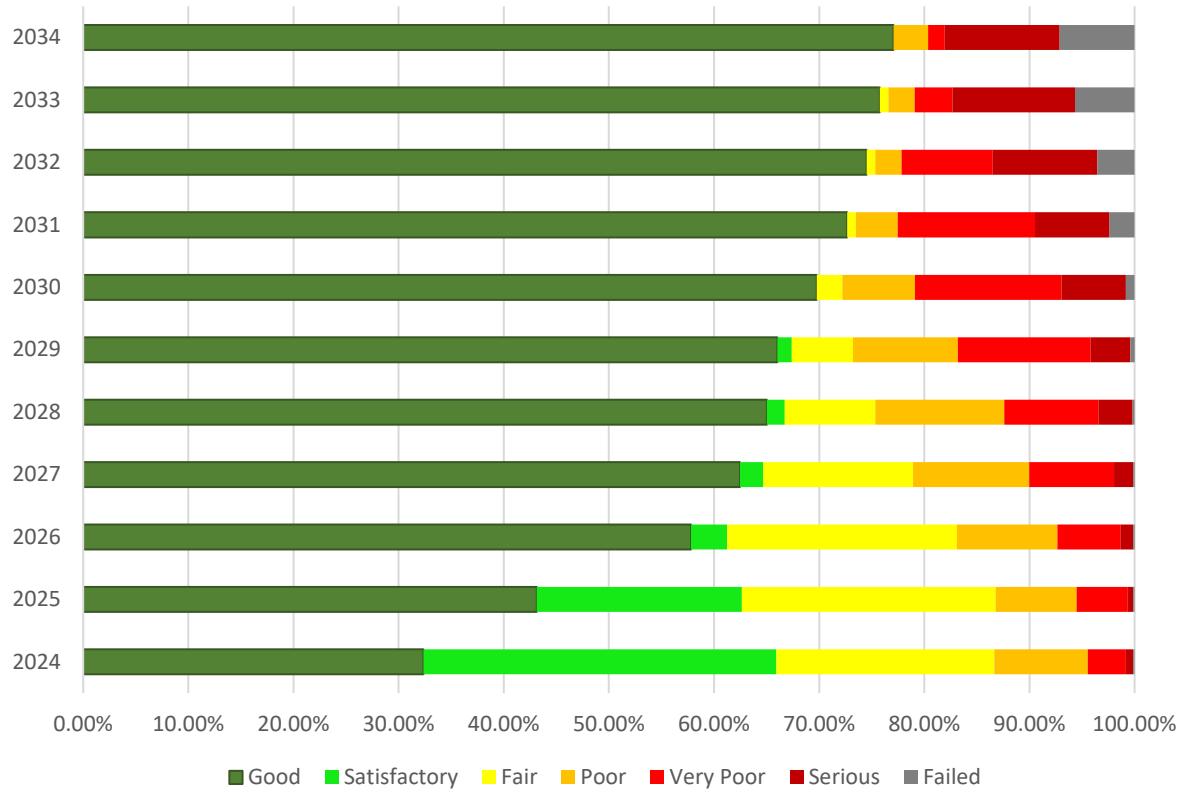


Figure 27: Changes in Network Pavement Condition for the "Reach PCI of 80" Scenario

5.5 Scenario 5: Maintain PCI of 71

The Maintain PCI of 71 scenario forecasts how much investment CVAG member agencies collectively need to make so that the roadway network average does not drop below a PCI of 71 over the analysis period. The results of the analysis show that CVAG member agencies need to invest approximately \$18.2M annually, on average, over the next 10-years to perform all recommended maintenance rehabilitation tasks. The average roadway pavement condition after 10-years is expected reach a PCI of 71.01; however, the PCI will have values ranging between 77.03 and 71.01 over the analysis period.

Figure 28 shows annual fluctuations of the budget, backlog, and condition over the analysis period.

Figure 29 shows how the network condition is expected to change for the analysis period.

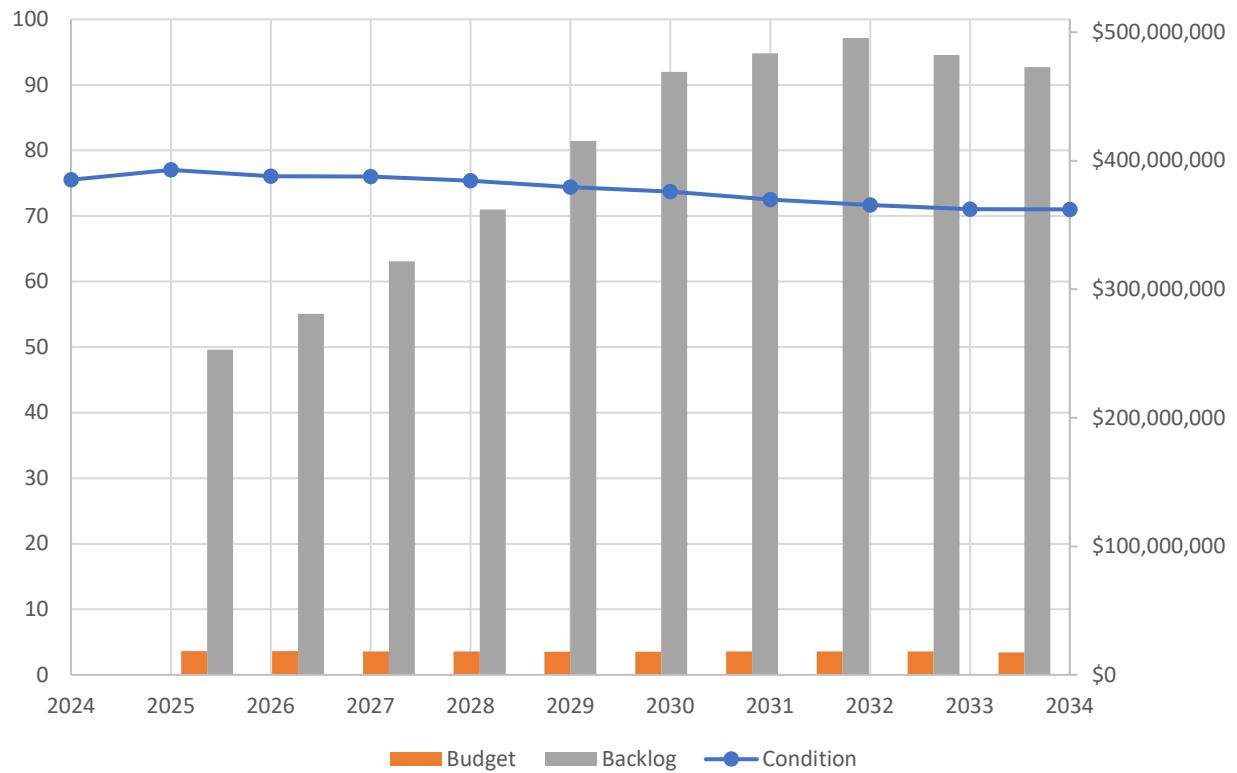


Figure 28: Annual Budget, Backlog, and Condition for the "Maintain PCI of 71" Scenario

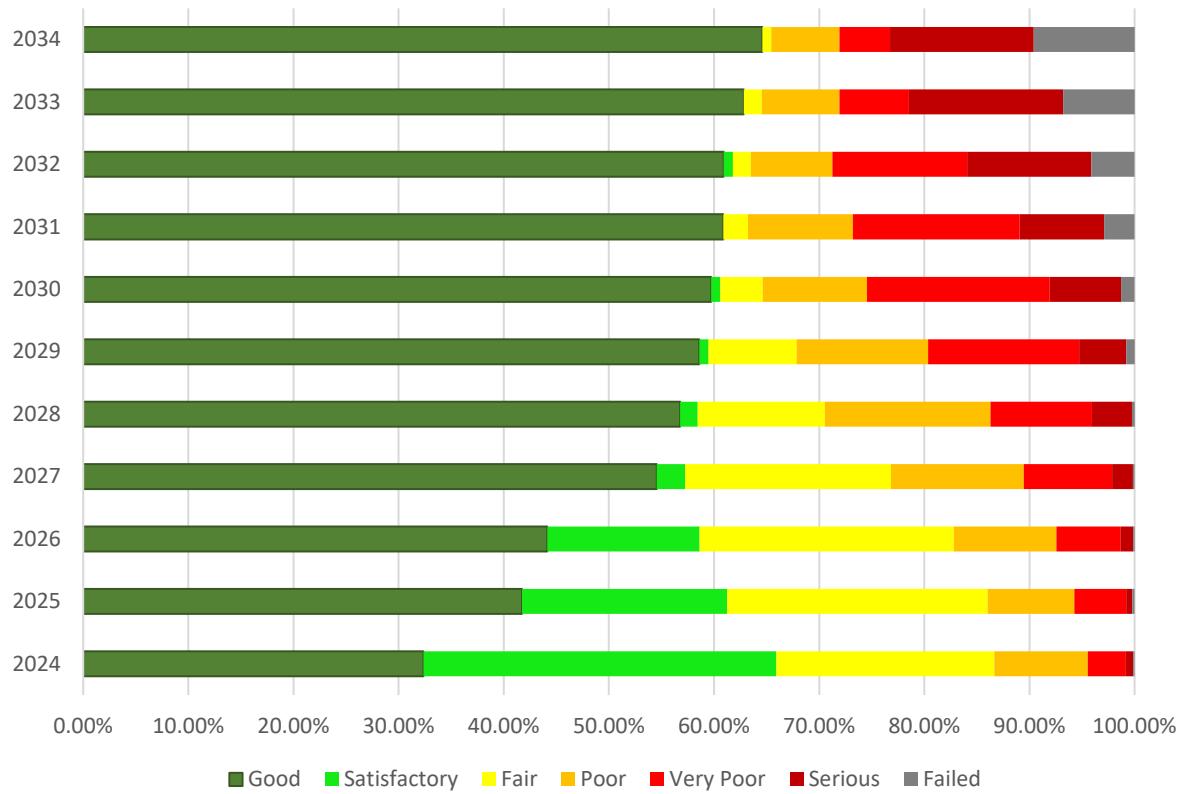


Figure 29: Changes in Network Pavement Condition for the "Maintain PCI of 71" Scenario

Appendix E includes the detail annual work plan generated as part of this scenario analysis.

6.0 Pavement Recommendations

By gathering objective and accurate pavement condition data and implementing a modern and functional pavement management system, CVAG has taken a critical step towards understanding how the regional roadway pavement network condition changes over time and the levels of investment needed to reach network condition targets. It is also commendable that CVAG has increased transparency of the roadway network condition by implementing the AtlasView Public Dashboard. Below are some recommendations from Michael Baker for the City's consideration:

1. Prior to the pavement condition evaluation in October 2024, the last cycle of pavement inspection was conducted 13 years ago. It is recommended that CVAG conduct objective and accurate pavement condition evaluations every 3 to 5 years.
2. CVAG should review the list of maintenance options and maintenance policy on an annual basis to make sure that they are applicable. The review and update can be done directly in the CVAG's AtlasView account.
3. CVAG should regularly update AtlasView with relevant information such as maintenance records and GIS map updates. A pavement management system, such as CVAG's AtlasView system implemented as part of this project, remains to be reliable and accurate only when the underlying data is up to date.
4. CVAG should encourage member agencies to find a balance between pavement preservation activities and major rehabilitation or reconstruction activities because it is much economical to keep good pavements in good condition through pavement preservation rather than waiting for pavements to reach poor conditions before intervening.

Appendix A – Road Inventory with 2024 Inspection

Appendix B – Work Plan for Scenario 1: Unlimited Budget

Appendix C – Work Plan for Scenario 3: Maintain Current Condition

Appendix D – Work Plan for Scenario 4: Reach PCI of 80

Appendix E – Work Plan for Scenario 5: Reach PCI of 71

ITEM 4F

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: **Authorizing Use of SB 707 Teleconferencing Provisions**

Contact: Elysia Regalado, Deputy Clerk (eregalado@cvag.org)

Recommendation: Adopt Resolution No. 2026-002-TC authorizing the CVAG Transportation Committee, as an eligible multijurisdictional body, to utilize the teleconferencing provisions established under Senate Bill 707

Background: The California Legislature last year passed Senate Bill 707 (2024) to modernize the teleconferencing provisions of the Ralph M. Brown Act and establish updated rules for specific categories of legislative bodies, including eligible multijurisdictional bodies. SB 707 took effect on January 1, 2026, and its provisions are now available for use by qualifying agencies.

CVAG's committees qualify as eligible multijurisdictional bodies under SB 707 because their membership includes cities, the County of Riverside, and tribal governments. The legislation recognizes that regional agencies often include members who travel across multiple jurisdictions and therefore benefit from additional flexibility when participating remotely.

Adopting the proposed resolution will authorize the CVAG Transportation Committee to use the teleconferencing flexibilities available under SB 707. These include exemptions that allow remote participation without posting a member's teleconference location, subject to certain limits. For the Transportation Committee, this would mean members could use this option up to two meetings per calendar year. SB 707 requires that an eligible multijurisdictional body adopt a resolution in open session at a regular meeting before using these provisions.

Adoption of the resolution does not obligate CVAG to rely exclusively on SB 707. CVAG may continue using traditional Brown Act teleconferencing rules, with SB 707 serving as an additional option when appropriate. Implementing SB 707 will also support member participation, particularly for a regional body whose members travel, while maintaining full compliance with the Brown Act's public access and transparency requirements.

This is a one-time resolution that does not require periodic renewal. At the direction of CVAG's Legal Counsel, a separate resolution will be adopted for each CVAG committee, each assigned a unique resolution number to ensure accurate tracking and future reference. In addition to the resolution, staff has included further guidance on Brown Act changes and conflicts of interest as part of a separate, informational staff report.

Fiscal Analysis: There is no cost to adopt the resolution.

Attachment: Resolution 2026-002-TC

RESOLUTION NO. 2026-002-TC

**A RESOLUTION OF THE
TRANSPORTATION COMMITTEE OF THE
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE USE OF TELECONFERENCING PURSUANT TO SENATE BILL 707
FOR ELIGIBLE MULTIJURISDICTIONAL BODIES**

THE TRANSPORTATION COMMITTEE OF THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS DOES HEREBY FIND, RESOLVE, AND ORDER AS FOLLOWS:

WHEREAS, the Coachella Valley Association of Governments (CVAG) is a regional, multijurisdictional agency composed of cities, the County of Riverside, and tribal governments, and therefore qualifies as an *eligible multijurisdictional body* under the Ralph M. Brown Act, as amended by Senate Bill 707 (2024); and

WHEREAS, Senate Bill 707 modernizes the Ralph M. Brown Act's teleconferencing provisions and establishes specific teleconferencing flexibilities for eligible multijurisdictional bodies, including exemptions from certain traditional teleconference requirements; and

WHEREAS, Government Code section 54953.8.7 authorizes eligible multijurisdictional bodies to utilize these teleconferencing provisions upon adoption of a resolution in open session at a regular meeting of the body, and in compliance with other requirements contained in Government Code sections 54953.8 and 54953.8.7; and

WHEREAS, the Transportation Committee desires to ensure that its members may utilize this teleconferencing method and participate remotely when appropriate, while maintaining full compliance with the Brown Act's public access and transparency requirements; and

WHEREAS, adopting this resolution will allow CVAG to implement the teleconferencing options available to eligible multijurisdictional bodies under SB 707, while continuing to provide meaningful public participation and access to meetings;

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Transportation Committee of the Coachella Valley Association of Governments hereby authorizes the use of the teleconferencing provisions available to eligible multijurisdictional bodies under Government Code section 54953.8.7, as amended by Senate Bill 707 for meetings of the Transportation Committee and other qualifying CVAG legislative bodies, as appropriate.

This resolution shall remain in effect unless and until amended or rescinded by the Transportation Committee.

PASSED AND ADOPTED by the Transportation Committee of the Coachella Valley Association of Governments, County of Riverside, State of California, on February 2, 2026.

By: _____

Jan Harnik
CVAG Transportation Committee Chair

Witnessed By: _____

Tom Kirk
Executive Director

ITEM 5B

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: **Next Steps for the Arts and Music Line Project**

Contact: Randy Bowman, Assistant Director of Transportation, (rbowman@cvag.org)

Recommendation: Adopt CVAG Resolution 2026-003 and authorize the Executive Director to:

- 1) Take the necessary steps including executing agreements to accept \$20 million in Congestion Mitigation and Air Quality program funding for the Arts and Music Line project; and
- 2) Be delegated as the official representative to take all actions required, pursuant to federal and state law, to execute necessary agreements and permits, and expend funds necessary to complete the right-of-way acquisition process for the Arts and Music Line project; and
- 3) Amend agreements with the cities of La Quinta, Indio, and Coachella for funding reimbursements; amend an agreement with Coachella Valley Water District for future maintenance; and execute an agreement with the County of Riverside for related traffic signal work

Background: CVAG has been partnering with the Cities of La Quinta, Indio and Coachella as well as the County of Riverside to design and construct the Arts and Music Line (AML), a signature connection to the CV Link multi-modal pathway. CVAG has also been actively working to secure funding for the project, including nearly \$36.5 million in Active Transportation Program (ATP) funding that was secured in 2022. With this item, staff is recommending authorization to accept an additional \$20 million in Congestion Mitigation and Air Quality (CMAQ) program funding as well as providing the Executive Director with additional authorities needed to get the project to construction.

The AML is an innovative multi-modal project that will provide nearly nine miles of protected Class 1 and Class 4 bicycle facilities along Avenue 48, Van Buren Street, Hjorth Street, the La Quinta Evacuation Channel, and Dillon Road in the Cities of La Quinta, Indio and Coachella, and unincorporated County. It will also provide more than six miles of new or upgraded Class 2 and Class 3 bikeways that directly connect the project to 11 disadvantaged schools.

The project scope includes branded elements like colored paving, special markings and signage, lighting, two bridge under-crossings, traffic signal construction, roadway repaving, concrete channel modifications as well as connections to the CV Link and to the polo grounds, which is home to the world-renowned Coachella and Stagecoach art and music festivals. It also features innovative safety elements including bicycle signals with fully protected bicycle movements, raised and/or recessed bike/pedestrian crossings, and bicycle signal indicators to alert cyclists that they have been detected by the traffic signal.

In alignment with the region's long-term mobility and financial sustainability goals, CVAG staff has continued to seek additional outside funding for the AML project. On December 4, 2025, the Southern California Association of Governments (SCAG) approved CVAG's funding request for \$20 million in CMAQ funding to be applied to the project construction cost. This award was part of a broader funding windfall for the Coachella Valley. In addition to the \$20 million for the AML Project, SCAG also awarded \$30 million in Surface Transportation Block Grant (STBG) funding to the City of Indio for the Interstate 10/Monroe Street interchange project and \$885,000 in STBG funding to the City of Palm Desert for its traffic management system replacement project.

To receive the CMAQ funds and enter into the necessary agreements, Caltrans requires a recent approved resolution. Staff is therefore recommending the Transportation and Executive Committees adopt Resolution 2026-003 to authorize the Executive Director to take the necessary steps to accept the funds and execute the required agreements.

CVAG continues to advance the design, right-of-way acquisition, and utility coordination of the AML in preparation for its construction in 2027. Right-of-way acquisition commenced in June 2024 upon approval of the National Environmental Policy Act (NEPA) document and is being conducted according to Caltrans procedures. The right-of-way acquisition for the AML project is predominantly in the form of permanent or temporary construction easements. Consistent with the approach CVAG took for CV Link, staff is recommending the Executive Director be authorized to take the necessary steps and execute the required agreements to complete the right-of-way acquisition process for the project.

The AML project also requires the acquisition of a substantial easement across the County parcel located between Arabia Street and Oasis Street on Avenue 48. The County is willing to commit funds for the construction cost of modifying two traffic signals in the County's jurisdiction along the AML project. The actions recommended by staff with this staff report will authorize the Executive Director to execute a reimbursement agreement with the County of Riverside for 100 percent of the cost to modify the two traffic signals, which will completely offset the cost of the easement acquisition and add Riverside County as a funding partner to the AML project in addition to the Cities of La Quinta, Indio, and Coachella.

The AML project connects to the CV Link at two locations: at the confluence of the La Quinta Evacuation Channel and the Coachella Valley Stormwater Channel/ Whitewater River; and at the Coachella Valley Stormwater Channel/ Whitewater River near Dillon Road. Both flood control channels are owned and/or controlled by the Coachella Valley Water District (CVWD). To memorialize the permission for the AML project to connect to the CV Link at the two locations, CVWD has requested that the existing CV Link Operational Activities, Maintenance, and license agreement with CVAG be amended to expand the agreement to cover the AML in the two channels. The Executive Committee authorized original agreement between CVAG and CVWD in October 2018 and authorized Amendment No. 1 in December 2025. The actions recommended by staff in this staff report will authorize the Executive Director to execute Amendment No. 2 to the CVAG-CVWD CV Link agreement, and add the AML connection locations to the agreement.

Staff is also recommending the Executive Committee authorize the Executive Director to negotiate and execute reimbursement agreements with the cities of La Quinta, Indio, and Coachella for the cost of right-of-way acquisition, permits and license agreements.

The recommended actions in this report would also authorize the Executive Director and/or Legal Counsel to make clarifying revisions to agreements before execution.

Fiscal Analysis: The recommended action will accept \$20 million in CMAQ funding, which will be available to cover construction costs. The current estimate for the total cost of the project is approximately \$88.2 million. A breakdown of current estimated costs and funding sources is provided in the following table.

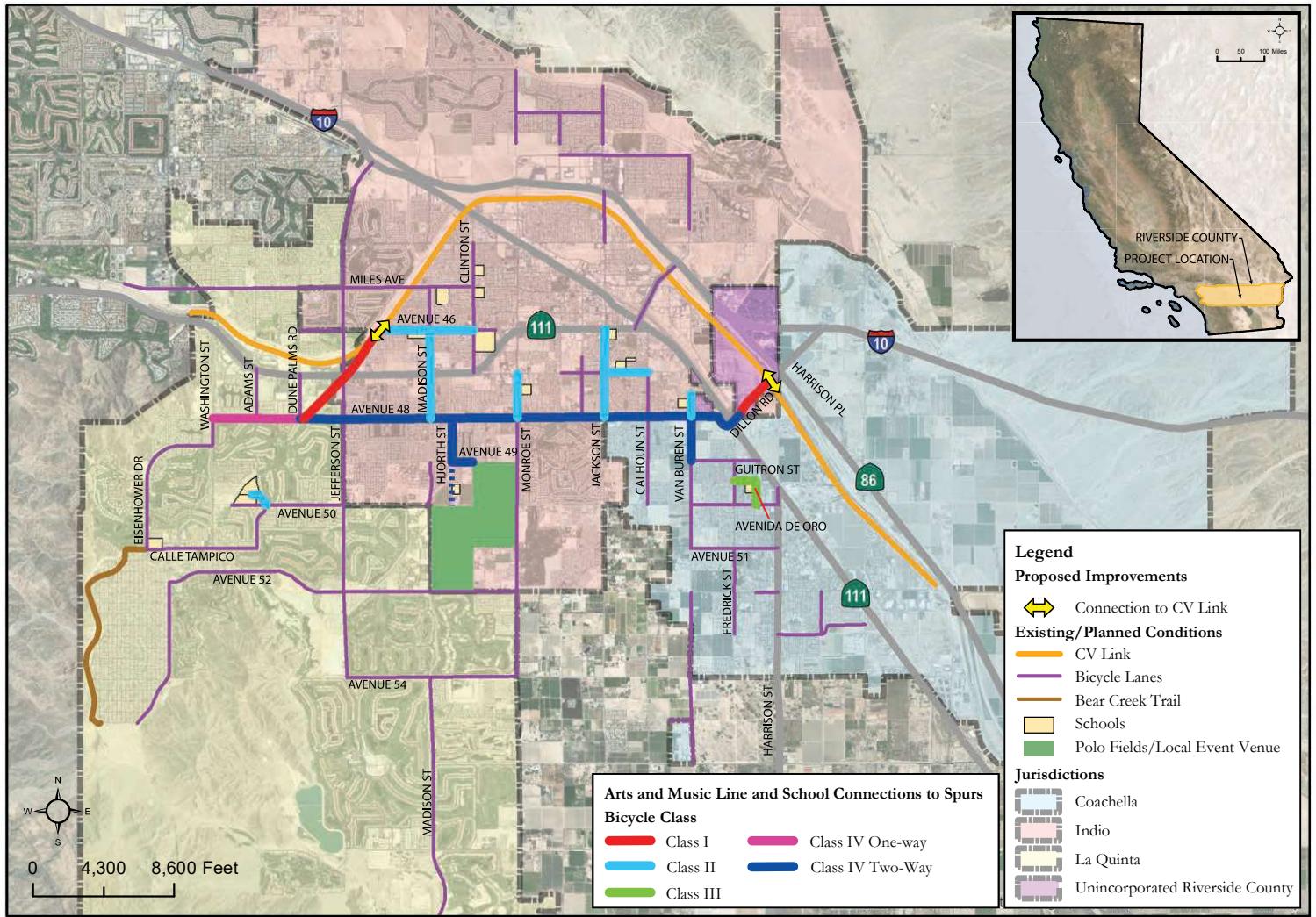
Expenditures	Total	ATP	CMAQ	CVAG	Local
Engineering	\$7,293,035			\$5,469,776	\$1,823,259
Non-Infrastructure Program	\$934,730			\$701,048	\$233,683
ROW, Utilities & Permitting	\$5,366,900			\$4,025,175	\$1,341,725
Construction	\$58,812,405	\$36,483,000	\$20,000,000	\$1,747,054	\$582,351
CM	\$9,896,255			\$7,422,191	\$2,474,064
Contingency	\$5,881,240			\$4,410,930	\$1,470,310
TOTAL	\$88,184,565	\$36,483,000	\$20,000,000	\$23,776,174	\$7,925,391

The project construction's construction is nearly completely funded through outside funding. The County of Riverside will be contributing approximately \$252,775 to the project through the action being recommended in this report. The balance of remaining project costs is being shared with CVAG contributing 75 regional funding and the 25 percent local share split proportionately between the cities of La Quinta, Indio, and Coachella. There are sufficient regional transportation funds available for CVAG's share of the project.

When the Executive Director negotiates the CV Link agreement amendment to add the AML project, CVAG staff will work with CVWD to include any need for reimbursement of maintenance costs from CVWD to CVAG as has previously been agreed for CV Link.

Attachments:

1. Location map
2. CVAG Resolution 2026-003



Active Transportation Program Cycle 6 Grant Application

RESOLUTION NO. 2026-003

**A RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE COACHELLA VALLEY
ASSOCIATION OF GOVERNMENTS, APPROVING AND AUTHORIZING EXECUTION OF
PROGRAM SUPPLEMENT AGREEMENTS TO ADMINISTERING AGENCY-STATE
AGREEMENTS WITH THE STATE OF CALIFORNIA, ACTING BY AND THROUGH THE
DEPARTMENT OF TRANSPORTATION**

THE EXECUTIVE COMMITTEE OF THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS DOES HEREBY FIND, RESOLVE, AND ORDER AS FOLLOWS:

WHEREAS, various transportation projects are eligible to receive funding from a variety of federal and/or state funding sources; and

WHEREAS, payment of reimbursements for these projects is made available through a Program Supplement Agreement to Administering Agency-State Agreements between the State of California and the Coachella Valley Association of Governments; and

WHEREAS, CVAG intends to construct the Arts and Music Line project funding from various sources, including Caltrans' Congestion Mitigation and Air Quality Program.

NOW, THEREFORE, THE EXECUTIVE COMMITTEE OF THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

The Executive Director is authorized to execute all Program Supplement Agreements to the Administering Agency-State Agreements between the State of California, acting by and through the Department of Transportation and the Coachella Valley Association of Governments.

PASSED AND ADOPTED, by the Executive Committee of the Coachella Valley Association of Governments, County of Riverside, State of California on February 23, 2026.

By: _____
V. Manuel Perez
CVAG Chair

Witnessed By: _____
Tom Kirk
Executive Director

ITEM 5C

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: Additional Authorities for CV Sync Phase II Construction

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

Recommendation: Authorize the Executive Director to add a contingency to the CV Sync Phase II construction contract with Crosstown Electrical & Data, Inc. and execute additional change orders for a not-to-exceed amount of \$8,670,461

Background: CV Sync is Coachella Valley's coordinated effort to deploy a modern, intelligent transportation system that synchronizes traffic signals, enhances safety, reduces congestion, and provides the technological foundation for connected-vehicle and future mobility applications. Construction of the CV Sync Phase II signal coordination project began in early 2024 and has entered its final year. Work on CV Sync Phase 1 was completed in June 2024 across 139 intersections and is now being operated and managed by CVAG staff. Phase II construction is expected to be completed in summer 2026, which will bring improvements to approximately 400 additional intersections across the Coachella Valley. The total number of intersections for both phases will exceed 500 intersections.

In December 2022, the Executive Committee authorized a construction contract with Crosstown Electrical & Data, Inc. for an amount not to exceed \$86,704,608.80. Unlike most capital projects of similar complexity, the Phase II contract did not include a contingency allocation when it was approved. This means that every unforeseen condition, technology update, agency request, or field modification must be individually absorbed within the fixed budget.

In April 2023, the Executive Committee authorized a contract adjustment with Crosstown Electrical & Data Inc. for a not to exceed amount of \$5,630,464.50 to authorize the construction of Bid Alternate No. 3 – Avenue 50. Another amendment was authorized in June 2023, when the Executive Committee authorized a contract adjustment with Crosstown Electrical & Data Inc. for an additional \$820,268.20 to co-locate fiber City of Indio broadband within CV Sync conduits. This brought the total authorized contract with Crosstown Electrical & Data Inc. to \$93,155,341.50.

Because CV Sync, Phase 2 is fundamentally an ITS program—dependent on fast-evolving technologies and complex regional integration, the absence of contingency funds has resulted in challenges as the work has progressed. As construction approaches final stages, staff is recommending a contingency be added to the contract. The recommended action would authorize a nearly \$8.7 million contingency, which is roughly the equivalent of a standard 10 percent contingency if it had been applied to the original base contract executed in December 2022.

Most of the recommended authority is to cover nearly \$7 million in change orders that have been incurred to date. TKE Engineering, which is under contract with CVAG to serve as construction manager and resident engineer, has provided a detailed memo explaining the need for change orders and the additional work. In general, the additional authorization stems from a series of

issues that have needed to be addressed throughout construction, such as unforeseen site conditions; changing conditions based on member jurisdictions' input; and technology updates. There also were unexpected costs related to the need to move CV Sync's Regional Traffic Management Center (RTMC) from the City of Palm Desert to the City of Rancho Mirage.

The recommended action will also provide some flexibility for staff to finalize the project by summer and consider operational efficiencies. For example, CVAG staff is currently looking at ways to better integrate CV Sync with the signal operations in the City of Rancho Mirage, which currently has its own synchronization program, in anticipation for Phase IV of CV Sync, which will fully incorporate the City into the regional effort.

Staff recommends the Transportation and Executive Committees authorize the contract amendment with Crosstown to provide the necessary contingency for work completed and anticipated as part of Phase II.

Fiscal Analysis: The recommended action would authorize the Executive Director to approve Contract Change Orders (CCO) with Crosstown Electrical & Data, Inc. for up to \$8,670,461. This includes nearly \$7 million in change orders to date. The total recommendation equates to 10 percent of the original contract value—well within the anticipated contingency for a project of this type. A detailed description of the work for each category above is included as an attachment to this staff report.

Funding for this contract will come from Measure A.

Staff would note that TKE Engineering's contract was amended in September 2025 and accounted for the additional construction inspection services cost anticipated for the work in this agenda item. The project is federally funded and administered under Caltrans oversight, consistent with ITS requirements established by the Federal Highway Administration (FHWA), including systems engineering processes and regional ITS architecture conformity.

Attachment: TKE Engineering's analysis of additional work



January 27, 2026

Mr. Mark Lancaster
Coachella Valley Association of Governments

Dear Mr. Lancaster:

Please see below a requested report related to additional budget authorization requests for Crosstown Electrical & Data, Inc. related to the CV Sync, Phase 2 project.

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Transportation Committee

STAFF REPORT

SUBJECT: CV Sync, Phase 2 – Project Update and Request for Additional Budget Authorization

CONTACT: Justin Schlaefli, PE TE, Resident Engineer – jschlaefli@tkeengineering.com

RECOMMENDATION

Authorize the Executive Director to increase the expenditure authorization for **CV Sync, Phase 2** to complete the remaining work and accommodate additional project needs, including unforeseen site conditions, technology updates inherent to Intelligent Transportation Systems (ITS) deployments, infrastructure expansion by local jurisdictions, utility-driven design modifications, Regional Traffic Management Center (RTMC) upgrades, and project additions resulting from coordination with the CV Link project.

BACKGROUND

CV Sync is the Coachella Valley's coordinated effort to deploy a modern, intelligent transportation system that synchronizes traffic signals, enhances safety, reduces congestion, and provides the technological foundation for connected-vehicle and future mobility applications. **CV Sync, Phase 2** continues the build-out of the regional system initiated in Phase 1, expanding both the geographic footprint and the technological capabilities of the network.

The contract for **CV Sync, Phase 2** was awarded in 2022 to **Crosstown Electrical & Data, Inc.**, with TKE Engineering serving as Construction Manager and Justin P. Schlaefli, PE, TE, as the Resident Engineer. The project is federally funded and administered under Caltrans oversight, consistent with ITS requirements established by the Federal Highway Administration (FHWA), including systems engineering processes and regional ITS architecture conformity.

PROJECT HISTORY AND FINANCIAL SUMMARY

Phase 2 Award Amount

The initial construction contract for CV Sync, Phase 2 was awarded for:

- **\$86,704,608.80**

This amount reflected the design and scope available at the time of bid.

Committee-Authorized Additions

Following bid award, the Transportation Committee approved two project enhancements, which were incorporated as contract change orders:

CCO	Description	Amount
CCO-004	Avenue 50 Improvements (Bid Alternative 3)	\$5,630,464.50
CCO-005	Indio Broadband Infrastructure	\$820,268.20

These additions expanded the communications backbone and corridor reach of CV Sync, Phase 2, and were approved by the Committee as part of the project's early implementation strategy.

Total Authorized Project Amount

Combining the original contract and Committee-approved additions, the total authorized construction budget is:

- **\$93,155,341.50**

Approved Change Orders Through CCO-011

Since project initiation, CVAG has approved eleven change orders addressing administrative revisions, deductive bid adjustments, project expansions, unforeseen conditions, and ITS-related system modifications.

Category	Amount
Committee-Authorized Additions (CCO-004 & CCO-005)	\$6,450,732.70
Regular CCOs (001–003, 006–011)	(\$1,188,444.87)
Total Approved Change Orders	\$5,262,287.83

The remaining contract authorization is now limited, and the scale of Phase 2 improvements requires additional budget authority to complete the project.

WHY ADDITIONAL AUTHORIZATION IS NECESSARY

Unlike most capital projects of similar complexity, **CV Sync, Phase 2 did not include a contingency allocation** when the construction contract was approved. This means that every unforeseen condition, technology update, agency request, or field modification must be individually absorbed within the fixed budget. Because CV Sync, Phase 2 is fundamentally an ITS program—dependent on fast-evolving technologies and complex regional integration—the absence of contingency has resulted in funding constraints as the work has progressed.

The need for additional authorization stems from **five major categories**, described below in detail.

1. Unforeseen Site Conditions

ITS projects require deep integration with existing infrastructure, including underground conduit, communication lines, power feeds, controller cabinets, and detection systems. During Phase 2 construction, the contractor and the Resident Engineer have encountered numerous conditions that could not be evaluated during design, including:

- Buried conduit systems filled with slurry or collapsed entirely
- Broken or severely deteriorated existing wiring
- Damaged or missing pull boxes
- Soil failures that affect CMS or signal foundation designs
- Cabinets destroyed by vehicle collisions or exposure

These conditions are typical of retrofit-based ITS deployments and cannot be fully anticipated at bid time. They require field-directed modifications, additional materials, and adjusted construction sequences.

2. Changing Conditions in Local Jurisdictions Since Design Completion

The design for CV Sync, Phase 2 was completed several years before the bulk of construction, and during that period:

- Cities constructed **new traffic signals** that now require integration into CV Sync.
- Local agencies adjusted priorities for their corridors and requested design changes.
- Additional communication and detection nodes were needed based on evolving traffic conditions.
- Growth in the corridor network and adjacent developments required expanded capabilities.

These changes are a natural result of a **multi-year ITS construction schedule** and are common in large regional signal projects.

3. Technology Updates and ITS System Evolution

ITS technology evolves rapidly. As CV Sync, Phase 2 progressed, several technology-driven updates were needed to maintain interoperability, support future mobility applications, and meet agency expectations:

- Replacement of existing video detection (VDS) equipment with newer hardware
- Enhanced communication architecture to support higher bandwidth needs
- System migration to updated ATMS, data management, and security frameworks
- Field equipment updates required to remain compatible with manufacturer-supported technologies
- New network requirements for the expansion of the Region's transportation operations ecosystem

These updates ensure the system delivered at the conclusion of Phase 2 is both **current and functional** for the next decade or more.

4. Regional Traffic Management Center (RTMC) and TOC Development

As Phase 2 progressed, it became clear that additional work was necessary to:

- Upgrade and remodel the **Regional Traffic Management Center (RTMC)**
- Establish or expand **local Traffic Operations Centers (TOCs)** for member agencies
- Connect the regional system to high-priority locations, such as the **Empire Polo Club**, which serves as a major event destination and requires integrated ITS capabilities

These expansions are essential for the long-term operational success of CV Sync.

5. Project Additions Originating from the CV Link Program

Some infrastructure originally planned for the **CV Link** project has been transferred into CV Sync, Phase 2 for efficiency and to consolidate ITS-related improvements, including:

- Communications nodes
- Fiber routes
- Traffic management components
- Supporting ITS hardware installations
- Rancho Mirage incorporation into the project
- Contingency

These transfers improve regional ITS coordination but add cost to the Phase 2 contract.

SUMMARY OF ANTICIPATED FUTURE COSTS

The Resident Engineer and Construction Manager have evaluated outstanding proposals and projected future requirements.

Category	Subtotal
Pending / City-Dependent Items	\$1,762,914.00
Known Change Order Candidates	\$2,905,092.79
Projected Future Costs	\$2,278,636.00
Rancho Mirage Incorporation	\$650,000
Contingency	\$1,000,000
Total Potential Future Exposure	\$8,596,642.79

This estimate reflects the reality that CV Sync, Phase 2 must deliver a **fully integrated regional ITS network**, not merely isolated corridor upgrades.

FINANCIAL IMPACT

The existing authorization for CV Sync, Phase 2 is **insufficient** to complete the project given the additional work described above. The potential future exposure of approximately **\$8.6 million** represents the best current estimate of the remaining financial need. This amount is within the ordinary and customary contingency amount which is ordinarily included for large projects of this nature (typically 10-15% of contract amount). As individual scopes are refined, CVAG staff and the Resident Engineer will present specific contract change orders for approval.

RECOMMENDATION (Restated)

Authorize an increase in the expenditure authorization for **CV Sync, Phase 2 in the amount of \$8,600,000** to fund:

- Unforeseen site conditions
- Technology-driven ITS system updates
- RTMC and TOC improvements
- Infrastructure changes implemented by local jurisdictions
- Additions transferred from the CV Link project
- Integration of newly constructed traffic signals
- Other project adjustments required to complete a fully operational regional ITS system

Staff will continue to bring individual change orders to the Committee and Executive Committee as required by CVAG policy.

Again, thank you for the opportunity to submit our proposal to provide construction management services. If you have any questions, please contact me at (951) 680-0440 and/or at trenner@tkeengineering.com

Sincerely,



Justin Schlaefli, P.E., T.E.
Resident Engineer
TKE ENGINEERING, INC.

ITEM 5D

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: **Continued Analysis of Cash Flow Concerns**

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

Recommendation: Direct the Executive Director to form an ad hoc committee comprised of Transportation, Finance and/or Executive Committee members, as well as member jurisdictions' staff, to consider and recommend policy changes addressing cash flow, including the Transportation Uniform Mitigation Fee, reducing regional costs and increasing regional revenue

Background: CVAG oversees cash flow as a critical element of its financial planning, monitoring expenditures on regional capital projects that have reimbursement agreements approved by the Transportation and Executive Committees. Additionally, CVAG staff collaborate with member jurisdictions to develop cash flow projections based on upcoming projects that may seek regional funding. These cashflow projections heavily rely on Measure A and Transportation Uniform Mitigation Fee (TUMF) revenue that is programmed through the Transportation Project Prioritization Study (TPPS) and TUMF Nexus Study, both of which are being updated this year.

A cashflow shortfall was highlighted in 2020, when CVAG staff identified projected cash flow shortfalls and presented these findings to the Transportation and Executive Committees. A link to the [December 7, 2020 Executive Committee staff report](#) is included here for reference. Revenue from the Measure A sales tax and the TUMF were down by double digits, and once-reliable funding sources like the State Transportation Improvement Program (STIP) were dwindling. The COVID-19 pandemic further impacted cash flow through significant reductions in formula-based city and county local streets and roads (LSR) funds from the state, including the Highway Users Tax Account (HUTA) and the Road Maintenance and Rehabilitation Account (SB1 funding that does not flow to CVAG).

Updated cashflow projections were provided to the Transportation and Executive Committees in September 2025. At the time, the Executive Committee directed the Executive Director to further analyze potential policy changes to address short and long term cashflow considerations. A link to the [September 29, 2025 Executive Committee Cashflow Analysis presentation](#) is included here for reference.

With this report, staff is recommending that an ad hoc committee be formed to review updated cashflow projections. Additionally, this ad hoc would serve as a policy sounding board as CVAG completes an update to the TPPS and TUMF Nexus Study. The ad hoc is recommended to include members of both the Transportation, Finance and/or Executive Committees, as well as member

jurisdictions' staff in order to represent the jurisdictions that pay TUMF or participate through in-lieu TUMF. This ad hoc would help provide recommendations to the CVAG Transportation and Executive Committees on potential policy changes to address short-term and long-term cash flow considerations, including options for reducing regional costs and increasing regional revenue.

CVAG Efforts to Secure Funding

CVAG and the Riverside County Transportation Commission (RCTC) have had a long-standing policy to secure funding for regional transportation projects. In December 2022, the CVAG Executive Committee authorized a Memorandum of Understanding to formalize funding distributions. Through this collaborative process, CVAG staff identified approximately \$42 million in state and federal funds to be allocated to the Coachella Valley. These funds were programmed to the Interstate 10-Monroe Street interchange project, CVAG's top transportation priority as identified in the current TPPS. CVAG and RCTC also worked together to allocate over \$50 million in Congestion Mitigation and Air Quality (CMAQ) program funds for CV Sync Phase II and construction of the regional signal synchronization project.

CVAG staff also continues to work with its member jurisdictions to ensure Coachella Valley projects are well positioned for competitive pots of external funding. The latest example of this is Southern California Association of Governments' (SCAG) 2025 Call for Projects related to Surface Transportation Block Grant (STBG) and CMAQ funding. As detailed in a separate staff report, in December 2025, SCAG recommended \$30 million of STBG funding for the Monroe Street I-10 Interchange project, and \$20 million of CMAQ funding for the Arts and Music Line Project in the cities of La Quinta, Indio and Coachella.

Cash Flow Analysis

Despite successful efforts to secure state and federal grants, including the \$50 million of STBG and CMAQ funding awarded by SCAG in December, the regional funding forecast has not improved.

The updated revenue and expenditure estimates used to prepare CVAG's latest cash flow analysis only account for currently obligated projects listed in CVAG's approved Fiscal Year 2025-26 Budget. The analysis does not include expenditures for potential new projects or project phases lacking an executed reimbursement agreement between CVAG and the member jurisdiction. For example, only the Interstate 10 interchange at Monroe Street is included—no other interchanges were considered. Even with the additional \$50 million awarded by SCAG in December 2025, the updated five-year cash flow analysis projects a negative fund balance of more than \$4 million at the end of Fiscal Year 2028-29.

A funding breakdown of completed and future interchanges is below. As staff has previously noted, federal and state funding covered 65% of the cost to construct the seven most recently completed interchanges, this includes Monroe Street I-10 Interchange, since it will be advertised for construction this year. However, federal and state funding only accounts for 0.5% of the seven future interchange projects. Without a change, no funding will be available for future interchanges and bridge projects with a combined price tag of nearly \$800 million.

Recently Completed Interchange Projects				Future Interchange/Bridge Projects			
Description	Total	Local	Federal/State	Description	Total	Local	Federal/State
Bob Hope/I-10	\$52,000,000	\$1,495,000	\$50,505,000	Jackson/I-10	\$145,000,000	\$145,000,000	\$0
Indian Canyon/I-10	\$35,000,000	\$9,000,000	\$26,000,000	Portola/I-10	\$140,000,000	\$138,725,000	\$1,275,000
Palm Dr/Gene Autry/I-10	\$35,000,000	\$6,400,000	\$28,600,000	Avenue 50/SR86	\$60,000,000	\$59,200,000	\$800,000
Date Palm/I-10	\$31,400,000	\$4,300,000	\$27,100,000	Avenue 50/I10	\$120,000,000	\$118,000,000	\$2,000,000
Jefferson St/I-10	\$71,300,000	\$23,300,000	\$48,000,000	Dillon/SR86	\$90,000,000	\$90,000,000	\$0
Monterey/I-10	\$10,300,000	\$7,735,097	\$2,564,903	Dillon I-10	\$90,000,000	\$90,000,000	\$0
Monroe/I-10*	\$175,000,000	\$87,826,000	\$87,174,000	DaVall/I-10	\$145,000,000	\$145,000,000	\$0
Total:	\$410,000,000	\$140,056,097	\$269,943,903	Total:	\$790,000,000	\$785,925,000	\$4,075,000

Ever rising construction costs of projects such as the Monroe Street interchange indicate that the region's financial situation will be even more dire.

The Monroe Street I-10 Interchange project is scheduled to advertise for construction in fall of 2026. Compared to Jefferson Street (the last interchange constructed), construction costs have increased approximately 150%. After accounting for the \$87 million in outside funding that CVAG helped secure, the remaining local funds required total approximately \$87 million. Applying the current 75/25 cost-sharing formula results in an estimated \$65 million share for CVAG and \$22 million share for local jurisdictions.

Under CVAG's interchange proportionate share policy, these cash flow impacts will directly affect many member jurisdictions in the near future. The proportionate share policy was established in 2003 for five Coachella Valley interchange projects: Indian Canyon Drive, Palm Drive/Gene Autry Trail, Date Palm Drive, Bob Hope Drive, and Jefferson Street. CVAG retained a traffic impact/transportation planning firm to conduct a benefit assessment analysis that determined the percentage of trips by jurisdiction using each interchange, creating a ratio for the 25% local share responsibility. In January 2026, CVAG contracted with a professional traffic engineering consultant to conduct a proportionate share study for the local share of the Monroe project similar to that done for prior interchange projects. Staff anticipates having preliminary figures available in the spring, so member jurisdictions can begin considering them as part of their own budgets.

Transportation Project Prioritization Study (TPPS) Status Update

In addition to CVAG's work on cashflow, CVAG's consultants and staff are working on an update to the TPPS and companion documents including the Regional Arterial Cost Estimate (RACE), Active Transportation Plan (ATP), and the TUMF Nexus Study. This update is deeply interconnected with cashflow and will have a tremendous impact on project delivery. The recommended ad hoc committee will also review these documents and make policy recommendations for Transportation and Executive Committees consideration.

Staff is anticipating the TPPS will be completed in 2026. The project team has completed their data collection meetings with jurisdictions' staff. They are currently completing their review for inclusion into the TPPS and the ATP. CVAG will be using the criteria discussed by the Transportation and Executive Committee as the starting point for the development of the 2025 TPPS Prioritization Criteria Update. Those criteria, as narrowed down by the Transportation Committee in October 2024, include the following: build infrastructure in disadvantaged

communities; improve climate and disaster resiliency; fill system gaps; add pedestrian and bicycle routes; improve mobility for disadvantaged people; reduce congestion; reduce accidents; improve pavement condition; improve access in and out of the Coachella Valley; improve access in and out of events; and reduce vehicle miles traveled/ encourage infill development

While the TPPS prioritizes projects, the Regional Arterial Cost Estimate (RACE) provides a uniform methodology used to determine feasible transportation projects studied in the TPPS and estimate the costs to complete the ultimate improvements. The costs will help determine the approximate funding amounts required for each transportation infrastructure project, including construction, right-of-way, and impact factors to cover other related project costs such as design, utility relocations, and construction management and inspection. The project cost estimates are used as an input to the TUMF Nexus Study, which is underway.

Policy Considerations Moving Forward

In addition to providing insights on the TUMF Nexus Study, the recommended ad hoc committee will consider short and long-term policies to address cashflow deficits. These which may include but not limited to the following:

Revenue Enhancement Options:

- Adjust the cost-sharing policy: The current 75/25 cost sharing formula was established in 2007. Prior to 2007, the cost sharing formula was 50/50. Considering that Road Maintenance and Rehabilitation Account (RMRA) funds (SB1 funding that goes directly to cities and county, not CVAG) have doubled in the last decade, and many cities have their own sales tax measures, CVAG could return to the original 50/50 formula split instead of the current 75/25 split;
- Increase the sales tax: For years, there have been conversations by RCTC about whether to pursue a new sales tax measure to increase cash flow revenues. The region's current Measure A is a half-cent sales tax extended by voters in 2002 for 30 years. RCTC adopted a Traffic Relief Plan to identify the types of projects that could be funded if more revenue is available, and it incorporates CVAG's TPPS. There has been no decision by RCTC about if or when to put something before voters.
- Increase development fees: Feedback will be needed on the potentially substantial increase to the TUMF fee. In 2017, CVAG's TUMF Nexus Study calculated a maximum fee of \$8,409 per single-family residence. However, in consideration of funding constraints and project feasibility over a 15-25 year timeframe, the Executive Committee adopted a reduced fee of \$2,310 per single-family residence in 2018. TUMF is raised slightly every year due to an inflation adjustment and is currently \$2,840, as compared to the \$15,476 assessed by Western Riverside Council of Governments as of April 1, 2025.

Expenditure Reduction Options:

- Adjust project prioritization: Collaborate with Riverside County and valley cities to reprioritize or eliminate projects from the TPPS.
- Reconsider interchange or large project funding: Evaluate whether CVAG should continue funding interchange projects given their significant cost impact.
- Cap CVAG funding for any single project.
- Limit CVAG funding to specific project phases: CVAG could establish a policy to fund only pre-construction activities, or to fund only the construction phase.
- Eliminate projects in jurisdictions that do not collect TUMF or in-lieu TUMF.

Staff is recommending that an ad hoc committee be formed to review cashflow projections and updated TPPS and TUMF studies to help provide guidance to the Transportation and Executive Committees on potential policy changes to address short-term and long-term cash flow considerations, including options for reducing regional costs and increasing regional revenue. This ad hoc would include members from the Transportation and Finance Committees, as well as city managers or their designees. The Executive Director would seek volunteers and ensure the ad hoc is not comprised of a quorum of any standing committee. This item is expected to be considered by the Finance Committee when they meet in February 2026.

Fiscal Analysis: There is no additional cost to CVAG to form an ad hoc committee to provide guidance to the Transportation and Executive Committees.

CVAG faces a projected \$4 million budget deficit at the end of Fiscal Year 2028-29, with nearly \$1 billion in unfunded future interchange projects. Despite CVAG securing \$235 million in outside funding over the last five years, rising costs — as exemplified by the Monroe Street interchange's 150% cost increase — have created a substantial funding gap. CVAG is facing some difficult options — whether it is changing the cost-sharing formula from 75/25 to 50/50, increasing taxes or fees, or reducing project commitments. These policy considerations will require careful evaluation of their impacts on regional transportation goals, member agency capacity, and overall system functionality.

ITEM 6a

FY 2025-26 TRANSPORTATION COMMITTEE ATTENDANCE ROSTER



CVAG JURISDICTION	JUL	AUG	SEPT	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	-	-	✓	-		-	-	-	-	-	-	-
Torres Martinez Desert Cahuilla Indians	-	-		-	✓	-	-	-	-	-	-	-

Absent	
No Meeting	-
In Attendance	

ITEM 6b

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: **Regional Transportation Project Status Report**

Contact: Julie Mignogna, Transportation Program Manager (jmignogna@cvg.org)

Recommendation: **Information**

Background: CVAG staff provides regular updates to the Transportation and Executive Committees on regionally significant projects through project status reports. This Regional Project Status Report includes the latest updates organized by project type: interchange, bridge, arterial, active transportation, and regional projects led by CVAG.

Fiscal Analysis: Funding for these projects has been budgeted through the project phase indicated and secured through various funding sources.

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
Regional Transportation Project Status Report
1/28/2026



Project Description	Lead Agency	CVAG Funded					Status
		PSR	PA/ED	PS&E	ROW	CON	
Interchanges							
Avenue 50 @ 86S	COA						CVAG approved funding for PS&E & ROW.
Avenue 50 @ I-10	COA						PS&E underway.
Jackson Street @ I-10	COR						PA/ED completed; 95% Plans are being prepared. ROW acquisition underway.
Monroe Street @ I-10	COR						PA/ED completed; 100% PS&E package under review and expected to submit for approval mid-February. ROW cert to be submitted mid February. Environmental permits submitted. Additional funding being pursued.
Portola Avenue @ I-10	COR						Caltrans agreed to shelf. Suspend until funding for ROW, utilities and construction is obtained.
Interchange Preparation Fund Projects							
Da Vall Drive @ I-10	CC						PSR complete. Project on-hold until funding for next phase is available.
Dillon Road @ I-10 & SR86	TNP						PSR complete. PA/ED complete. Close out for project with City of Coachella. Twenty Nine Palms Tribe of Mission Indians has become lead agency.
Aerial Links							
Avenue 48 (Van Buren St to Dillon Rd)	COR						Construction complete pending completion of minor punch list items.
Avenue 50 (Calhoun St to Harrison St)	COA						PS&E & ROW underway. Construction of Phase I complete.
Avenue 50 (Jefferson St to Jackson St)	Indio						PA/ED and PS&E underway.
Date Palm Drive (I-10 to Verner Rd)	CC						Phase II is completed. PS&E for Phase III is underway.
Verner Road (Palm Drive to Date Palm Drive)	CC						PS&E is underway.
Jackson Street Widening (Ave 49 to Ave 52)	Indio						Phase II (widening CON) completed. Phase II (undergrounding, signals, sidewalk CON) expected early 2026. Phase II ROW underway.
Jefferson Street (Ave 38 to Sun City Blvd)	Indio						PA/ED complete. PS&E underway.
Bridges							
Airport Boulevard Bridge	COR						PS&E Complete. Submittal package under review. ROW cert expedited by February. Construction anticipated by mid-2026.
Avenue 44 Bridge over WWR	Indio						Environmental cleared. ROW cleared. Under construction.
Avenue 50 Bridge over WWR	COA						PS&E & ROW underway. 100% plans being reviewed. ROW certification under review with Caltrans. Construction anticipated by third quarter 2026.
Avenue 50 Bridge over LQEC	LQ						Project in PS&E phase.
Dillon Road over WWR	TNP						CEQA and NEPA complete. Twenty Nine Palms Tribe of Mission Indians has become lead agency.
Dune Palms Road Bridge over WWR	LQ						Construction substantially complete. Contractor performing final punch list items.
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						RFA CON Approved by Caltrans. City procuring construction management team.
Indian Canyon Drive (Garnet Incl. RR Crossing)	PS						Project in construction. Schedule delayed due to environmental conditions. Construction has resumed.
Ramon Road Bridge	PS						ROW ongoing and plans being updated to latest Caltrans standards.
South Palm Canyon Drive Bridge over Tahquitz Creek	PS						Project in construction.
Vista Chino Bridge over WWR	PS						Project is in PS&E phase. Extensive negotiations with SCE for utility relocation.
Regional Projects							
Broadband Strategic Plan	CVAG						Market Assessment, Needs Assessment, Gap Analysis, Governance, and Request for Expressions of Interest from ISPs are complete. High Level Design has started.
CV Sync - Phase II	CVAG						Project construction 95% complete.
CV Sync - Phase III & I-10 Bypass Study	CVAG						CV Sync Phase III in design & Verner Rd. Feasibility Study (I-10 by-pass) completed. 65% complete plans for CV Sync Phase III have been circulated to local agencies for review.
Flooding and Blowouts - ACCESS Indian Canyon Drive	CVAG						Revised Hydraulic Models and Hydrology Report were submitted to CWD for approval. Geometric Approval Drawings (GAD) are being developed. A draft wind study was completed.
Flooding and Blowouts - Verner Road	CVAG						Geometrical Approval Drawings and 30% Plans Completed - Under Review.
Transportation Project Prioritization Study Update	CVAG						Study authorization provided and kick-off held in May 2025. Study underway. Item on agenda to provide project update.
Active Transportation Projects							
Grant Funded							
ATP - Arts & Music Line	CVAG						NEPA approved in May 2024. ROW acquisition underway. Design nearing 100% complete. Analyzing Dillon Road alternatives. Construction award anticipated in Q1 2027.
ATP - DHS CV Link Extension	DHS						PS&E 90% complete.
CV Link	CVAG						Project close-out underway.
CV Link - DHS Extension	CVAG						Project authorization and kick-off in September 2025. PSR Underway.
CV Link - Mecca/North Shore Extension	CVAG						Project authorization and kick-off in May 2025. PSR Underway.
CV Link - Community Connector (Coachella)	CVAG						Construction complete. Project close-out underway.
CV Link - Community Connector (Cathedral City)	CC						Construction complete. Project close-out underway.

CVAG Funded Phase Legend	
PSR	Planning Study / Report
PA/ED	Planning, Engineering / Environmental Document
PS&E	Plane Specifications & Estimates
ROW	Right of Way
CON	Construction

COR=County of Riverside; RM=Rancho Mirage; IW=Indian Wells; PD= Palm Desert; PS= Palm Springs; CC=Cathedral City; CDA=Coachella; LQ=La Quinta; TNP=Twenty Nine Palms Band of Mission Indians

Other Acronyms: PA/ED = Project Approval and Environmental Design; PE = Preliminary Engineering; PSR = Project Study Report; RR = Railroad; UPRR = Union Pacific Railroad

WWR = Willow Run; SCE = Southern California Edison; HBP = Highway Bridge Program; PWV = Palms West Valley

LATA = Local Agency Technical Assistance; RFP = Request for Proposal; IFSB = Request for Bid; DCPC = Riverside County Flood Control

ITEM 6c

**Coachella Valley Association of Governments
Transportation Committee
February 2, 2026**



STAFF REPORT

Subject: **Conflict of Interest Guidance**

Contact: Elysia Regalado, Deputy Clerk, (eregalado@cvaq.org)

Recommendation: Information

Background: Over the years, CVAG's committee members have periodically requested clarification regarding the rules and regulations governing conflicts of interest during voting. This staff report provides a refresher on key requirements to support informed, transparent, and ethical decision-making.

A full guidance memorandum from Best Best & Krieger is included as an attachment. Key highlights are summarized below:

- **Real Property Conflicts:** Ownership of property within 500 feet of a subject parcel creates a presumed conflict of interest. Property located more than 500 feet away may still present a conflict depending on the circumstances. Staff provides parcel maps and related information with each acquisition item, and Committee members must recuse themselves from discussion and voting when a conflict exists.
- **Financial Contributions:** Campaign contributions of **\$500 or more** made within **12 months before or after** a proceeding by an individual or entity involved in the matter constitute a conflict, subject to limited exceptions. Committee members must disclose such contributions and abstain from participating in related decisions.
- **Personal Financial Interests:** Committee members must recuse themselves if they hold any financial interest that could be affected by the decision, including real property ownership, business investments, personal income, or spousal income.
- **Dual Roles and Service on Other Boards:** Serving in multiple public roles does not automatically require recusal. However, recusal is required when the matter involves real estate negotiations or potential litigation discussed in closed session. Committee members are encouraged to be transparent about dual roles to avoid any appearance of bias.
- **Disclosure and Recusal Procedures:** Committee members must publicly disclose the basis for a conflict of interest and fully recuse themselves, which includes leaving the room during deliberations and refraining from any participation in the item.

Staff also wishes to inform the Committee of upcoming changes to the Ralph M. Brown Act that will take effect in 2026. While most of these changes are not expected to apply directly to CVAG committee members because it is a joint powers authority, staff will continue to coordinate with Legal Counsel to ensure the Committee remains compliant with any provisions that do apply. A separate consent item on this agenda is recommending a resolution related to some of these Brown Act updates.

For reference, the Brown Act guide is available for review at the following link: [Ralph M. Brown Act](#)

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

Attachment: Best Best & Krieger 2024 Key Insights Into Open Government & Ethics- *Avoiding Financial Conflicts- Should I Participate in this Decision?*



Avoiding Financial Conflicts of Interest — Should I Participate in this Decision?

The Political Reform Act of 1974 (Gov. Code Sections 81000-91014) forms the foundation for California's financial conflict of interest laws for public officials. The purpose is to cover both actual and apparent conflict of interest situations between a public official's private interest and their public duties.

The basic rule is that no public official shall make, participate in making, or in any way attempt to use their official position to influence a governmental decision if they know, or have reason to know, that they have a financial interest in the decision.

Who Should Avoid Financial Conflicts of Interest?

All decision-making public officials for local government agencies which includes every member, officer, and employee of a local government agency, as well as consultants to a local agency who meet certain criteria. Public officials may also include members of public agency boards, councils, commissions, and committees with decision-making authority.

If you are a public official who may make, participate in making, or in any way influence a public agency decision, this resource will help determine whether you have a potential financial conflict of interest that has to be addressed.

Do I Have a Financial Conflict of Interest Under the Political Reform Act?

Before making a decision or discussing a future decision of your public agency, try to answer the following questions:

1. Will you be “participating in a decision?”

You are “participating in a decision” of your public agency by doing any of the following:

- **Making an actual decision** — Voting, making an appointment, or taking an action that obligates or commits your public agency.
- **Contributing to the decision-making process** — Making a recommendation or participating in negotiations about the public agency decision.
- **Influencing the decision** — Making your position known, discussing the decision with other agency officials, providing reports, or influencing others (such as staff or consultants) who are involved in the decision-making process.

2. Does the decision affect one or more of your “financial interests?”

A financial conflict of interest can exist if the public agency decision you are participating in affects (positively or negatively) any of your “financial interests” as described in the Act and listed here:

- **Business Interest:** Any for-profit business entity in which you or your immediate family (spouse and dependent children) have a direct or indirect investment worth \$2,000 or more. You also have a financial interest in any business in which you are an employee, manager, officer, director, owner, partner or trustee, regardless of whether you have an investment or receive income from the entity.
- **Source of Gross Income:** A public official has a financial interest in any source of income that is either received by or promised to the official and totals \$500 or more in the 12 months before the decision. Income is very broadly defined as “a payment received” with few exceptions. Examples of income include salary, wage, advance, dividend, interest, rent, proceeds from any sale, gift, loan, forgiveness or payment of debt, or community property interest in income of a spouse. The FPPC regulations make it clear that a conflict of interest results whenever either the amount or the source of an official’s income is materially affected by a decision. Also, a decision that foreseeably will materially affect an official’s employer would generally necessitate a disclosure and disqualification, even if the amount of income received by the official was not affected. Common exclusions from income include loans from commercial lending institutions in the ordinary course of business made on terms available to the general public, campaign contributions, government salaries and benefits, monetary inheritances, and alimony or child support payments.
- **Gift Interest:** Any gift(s) — cash, goods or services — promised or given to you in the past 12 months by a person, business, or other entity totaling \$590 or more in value. The dollar limit is adjusted biennially in odd-numbered years based on the Consumer Price Index (CPI).
- **Real Property Interest:** Any real property interest, including ownership, mortgage, lease, easement or license, or option to acquire such interest in real property, located in the public agency’s jurisdiction owned directly or indirectly by you or your immediate family if the fair market value of the real property interest is \$2,000 or more. Month-to-month tenancies are not considered an interest in real property. Interest in real property also includes a pro rata share of a business entity’s real property or trust in which the public official or immediate family owns, directly or indirectly, a 10 percent interest or greater.

- **Personal Financial Interest:** Any personal expense, income, asset, or liability of you or your immediate family (spouse and dependent children).

3. Will the public agency decision have a reasonably foreseeable “material financial effect” on any of your financial interests?

Participation in a decision that affects your financial interest creates a conflict of interest only if it is reasonably foreseeable (a realistic possibility) and the effect is “material.”

In general, if the financial effect can be recognized as a realistic possibility and more than hypothetical or theoretical, it is reasonably foreseeable. If the financial result can be expected only in extraordinary circumstances not subject to the public official’s control, it is not reasonably foreseeable. In determining whether a governmental decision will have a reasonably foreseeable financial effect on a financial interest other than an interest explicitly involved, described above, the following factors should be considered:

- a.** The extent to which the occurrence of the financial effect is contingent upon intervening events.
- b.** Whether you should anticipate a financial effect on your financial interest as a potential outcome under normal circumstances when using appropriate due diligence and care.
- c.** Whether you have a financial interest that is of the type that would typically be affected by the terms of the governmental decision.
- d.** Whether the governmental decision will provide or deny an opportunity, or create an advantage or disadvantage for one of your financial interests, including whether the financial interest may be entitled to compete or be eligible for a benefit resulting from the decision.

This is not an exclusive list of all the relevant facts that may be considered in determining whether a financial effect is reasonably foreseeable.

“Material” means important or significant, and often depends upon whether or not the interest is explicitly involved. For each financial interest you identified as potentially affected by the decision, review the corresponding analysis below to determine whether the effect is material.

- **Business, Source of Income, and Gift Financial Interests —**

Explicitly Involved: If your financial interest is explicitly involved (i.e., the subject of or a named party in the decision), the financial effect of the decision on your financial interest is presumed to be material unless you can demonstrate that the decision will not have a financial effect on your financial interest.

- **Business, Source of Income, and Gift Financial Interests —**

Not Explicitly Involved: A reasonably foreseeable financial effect on a business entity is material if it results in 1) a change in gross revenues or in the value of assets or liabilities by at least \$1 million or 5 percent of annual gross revenues, or 2) a change in business expenses of \$250,000 or more or of 1 percent of annual gross revenues and the change is at least \$2,500; or if the business entity owns property that is the subject of the decision or would be substantially effected by the decision.

- **Real Property Interest —** Explicitly Involved: When your real property interest is explicitly involved in a public agency decision, the reasonably foreseeable financial effect is presumed material. A real property interest is explicitly involved when the decision includes matters such as the property's zoning, annexation, sale, lease, licensed or permitted use, taxes, fees, or improved services to the property.

- **Real Property Interest —** Not Explicitly Involved: When the real property is not explicitly involved, a decision's reasonably foreseeable financial effect is presumed material if, among other things, any part of the property in which you have a financial interest is within a 500-foot radius of the real property involved in the decision, unless it is clear the decision will not have a measurable impact on your property. If your property is located more than 500 feet, but less than 1,000 feet, from the property line of the property involved in the decision, the financial effect is material if the decision would have certain specified impacts, such as changing the parcel's view, noise or traffic level, development or income-producing potential, best use, character, or market value.

If the real property in which you have a financial interest is 1,000 feet or more from the property involved in the decision, the financial effect of the decision on your real property interest is presumed not to be material unless the specific circumstance of the decision and the nature of your property interest make it reasonably foreseeable that the decision will have a significant financial effect on your real property interest. Factors include the development potential of the property, use of the property, and character of the neighborhood.

- **Real Property Interest** — Leasehold Interest: If you have a leasehold interest in real property as opposed to an ownership interest, your leasehold interest in the property is material if the decision changes the termination date of the lease, affects the potential rental value of the property, changes your actual or legally allowable use of the property, or impacts your use and enjoyment of the property
- **Personal Financial Interest:** The financial effect of a decision on your personal financial interest is material if the decision may result in you or your immediate family member receiving a financial benefit or loss of \$500 or more in any 12-month period due to the decision.

5. Does the decision affect your financial interests differently from the “public generally?”

Even if you answered “yes” to the first three questions, you have a financial conflict of interest only if the decision affects you differently from the public in general. The financial effect of a decision is indistinguishable from its effect on the public generally if you establish that a significant segment of the public is affected and the effect on your financial interest is not unique compared to the effect on the significant segment.

A significant segment of the public is at least 25 percent of:

- **Business Interest** — All businesses or nonprofit entities within your jurisdiction.
- **Real Property Interest** — All real property, commercial real property, or residential real property within your jurisdiction.
- **Individuals** — All individuals within your jurisdiction.

If you are elected to represent a specific district/area in the public agency, your “jurisdiction” is that district/area; otherwise, your jurisdiction is the agency’s jurisdiction.

A significant segment of the public is at least 15 percent of residential property within your agency’s jurisdiction if the only interest you have in the decision is your primary residence.

Specific rules exist for special circumstances involving public service and utility charges, general use or licensing fees, decisions with limited neighborhood effects, rental properties, required representative interests as part of a board or commission membership, states of emergency, and governmental interests.

What Should I Do if a Financial Conflict Exists?

1. Do not participate in the decision.

If you answered “Yes” to all four questions above, you most likely have a financial conflict of interest and you are prohibited from participating in the decision-making process. Do not participate in the discussion or render any opinion or advice, and do not act in any way that might influence the decision.

2. Disclosure and recusal are required.

State law requires you to publicly disclose your financial conflict of interest on the record and excuse yourself from the meeting while the matter is being considered in open session. You generally do not have to excuse yourself on consent calendar items unless the item is pulled, but must publicly disclose the type of your financial interest (i.e., business entity, real property, etc.) that gives rise to the conflict of interest.

3. Do not commit violations of the Political Reform Act (PRA)

Violation of the PRA can result in administrative fines, civil penalties, and criminal sanctions.

Other Conflict of Interest Laws

Two other key financial conflict of interest laws apply to public officials that you may encounter as either a board or council member, public employee, or consultant in the decision-making process:

1. Self-Interested Contracts (Government Code Section 1090)

This key law prohibits you, as a local official or employee, from voting on, discussing, or negotiating a proposed contract or sale with your public agency if you could receive some financial gain or loss from the contract or sale. Even if you abstain as a board or council member, the entire board or council is prohibited from entering into the contract unless an exception applies. Any contract signed by a public agency board or council in violation of Section 1090 is void. The rule is different if you are a decision-making employee not on the board or council. A public agency employee may disclose their financial interest in the public agency contract and be disqualified from any involvement, allowing the board or council to enter the contract legally. Violation of this law will void the contract or sale and may result in permanent forfeiture of office for elected officials. There are limited exceptions to this law that are beyond the scope of this resource.

2. Campaign Contributions (Government Code Section 84308)

If you are a directly elected or appointed public official, this law (known as the Levine Act) prohibits you from participating in proceedings involving licenses, permits, or other entitlements for use that affect a person, business, or other entity from which you have received a campaign contribution of more than \$250 within the preceding 12 months, and requires you to disclose on the record the receipt of any such contribution. In addition, this law prohibits you from accepting campaign contributions of more than \$250 from a party or participant in the proceeding for 12 months after a final decision is rendered in a proceeding.



Conflict in Government Contracts — Government Code Section 1090

Generally, government officials or employees with personal financial interests in a government contract cannot participate in or influence the creation of that contract.

California Government Code section 1090 (“Section 1090”) prohibits members of the Legislature, state, county, district, judicial district, and city officers or employees (and certain consultants) from having a financial interest in any contract made by them in their official capacity or by any governmental body or board of which they are members.

A contract made in violation of Section 1090 carries with it serious consequences. With certain exceptions for independent contractors, a willful violation is punishable as a felony and the offending person may be banned from office for life. Prosecutors and the Fair Political Practices Commission (FPPC) can sue for civil penalties or impose administrative fines. Contracts made in violation of Section 1090 are void, even when the contract is to the advantage of the government agency. All benefits flowing from the contract obtained by the non-government entity may be restored to the agency (disgorged) without any offset to the other contracting party for goods or services provided.

Members of state or local governing bodies and state or local employees are generally subject to Section 1090. Consultants of an agency may be subject to Section 1090 if they have responsibilities for contracting decisions, act in a “staff capacity,” or are otherwise involved in the making of a government contract unless they fall under the exceptions outlined in Section 1097.6. If you believe that Section 1090 may apply to your situation, you should engage qualified legal counsel to help you navigate these issues.

Do I Have a Disqualifying Conflict of Interest Under Section 1090?

The FPPC is the state body responsible for ensuring that California state and local governments operate ethically under the requirements of the Political Reform Act. The FPPC applies a six-step analysis to determine whether an official or employee has a disqualifying conflict of interest under Section 1090.

1. Is the official or employee subject to the provisions of Section 1090?

All state, county, district, judicial district and city officers and employees are subject to the law. Independent contractors may be subject to Section 1090 as well unless they fall under the exceptions outlined in Section 1097.6, which went into effect on January 1, 2024. Now, independent contractors who enter into a contract with a public agency to perform one phase of a project and seek then to enter into a subsequent contract for a later phase of the same project are not “officers” under Section 1090 if their duties and services related to the initial contract did not include assisting the public agency with any portion of a request for proposals,

request for qualifications, or any other subsequent or additional contract with the agency. However, even if independent contractors assist the public agency with contracting matters, they may enter into a subsequent contract with the public agency for a later phase of the same project so long as: (1) their prior participation during an initial stage of a project was limited to conceptual, preliminary, or initial plans or specifications; and (2) all bidders or proposers for the subsequent contract have access to the same information, including all conceptual, preliminary, or initial plans or specifications.

2. Does the decision or action at issue involve a contract?

One looks to general principles of contract law to determine whether a contract is involved in a process or decision. Sections 1090 and 1097 require that all transactions be viewed in a broad manner and avoid narrow and technical definitions of “contract.” Under this law, “a contract” includes a request for proposal, MOU, construction contract, lease or other real property agreements, purchase orders and agreements, any exchange of goods or services for consideration whether in writing or not and grants of money or property or other things of value. Generally, a contract exists when two or more parties agree to exchange goods or services with the expectation that each will receive something of value in return.

3. Is the official or employee participating in the making of a contract?

“Making a contract” is broadly construed and includes any participation in the making of the contract including, but not limited to involvement in preliminary discussions, negotiations, compromises, reasoning, planning, drawing of plans and specifications, solicitation for bids and other actions. The understanding of “participation” is very broad and requires careful analysis. Also, in relation to a public body, such as a city council or district board, when members of a public board, commission or similar body have the power to execute contracts, each member is presumed to be involved in the making of all contracts by his or her board regardless of whether the member actually participates in the making of the contract. The presence of one person with a financial conflict of interest in a contract prevents the entire body from acting on that contract. Thus, when council or board members are involved, it is irrelevant whether or not they recuse themselves from the decision because the law usually presumes that the official was involved in entering the contract.

4. Does the official or employee have a “financial interest” in the contract?

A person has a financial interest in a contract if he or she might profit or suffer a loss from the contract in any way. Said another way, any kind of financial impact – good or bad – causes a conflicting financial interest. The impact need not even be certain. Although Section 1090 does not specifically define “financial interest,” the term is liberally and broadly construed to include indirect, as well as direct interests. An indirect interest often arises when an official or employee has a business or financial relationship with a person or entity who is contracting with the government entity. A person is conflicted under Section 1090 when their financial interest might in any way prevent the person from exercising absolute loyalty and undivided allegiance to the best interests of the public agency. Any separate, personal interest of an officer or employee in a government-made contract may constitute an indirect interest. An official has a conflict of interest when that official’s spouse has a financial interest in the making of the contract. This is because the law presumes that an official is financially interested in his or her spouse’s income or financial interest.

5. Does either a “remote interest” or non-interest apply?

By law, there are various statutory exceptions to Section 1090’s prohibition against an entire board or agency making a contract. Where the financial interest involved is deemed a “remote interest,” as defined in Section 1091, the contract may be made if: 1) the officer in question discloses his or her financial interest in the contract to the public agency, 2) such interest is noted in the entity’s official records and 3) the officer abstains from any participation in the making of the contract.

Section 1091 provides a list of 16 “remote interests.” These provisions are complex and one should not rely on the application of these exceptions without first consulting with counsel or seeking the advice of the FPPC.

Non-interests apply to all persons covered by Section 1090: Non-interests are set forth in Section 1091.5. There are 13 of these statutory non-interests. In essence, these constitute a legislative recognition that certain financial interests are so remote or speculative as to not require disqualification from participating in the making of a contract, or which are designed to serve or accommodate some other public policy, such as one’s interest in one’s own salary from a government entity or the receipt of public

services. A non-interest means a person is not disqualified from participating in the making of a contract. Some non-interests do still require the official to disclose the interest in the official records. Again, as with “remote interests,” these non-interest exceptions are complex and one should seek the advice of legal counsel or the FPPC before relying on one of these statutory exceptions.

6. Does the Rule of Necessity apply?

The Rule of Necessity applies only to government entities, not individuals. In very limited circumstances, a Rule of Necessity has been applied to allow the making of a contract that Section 1090 would otherwise prohibit. Under the Rule of Necessity, a government agency may acquire an essential good or service in an emergency when to delay the contract would be to the public detriment, or when no source other than that which triggers the conflict is available. When the Rule of Necessity applies, due to a conflict with an official on a multi-member board or body, the interested official must abstain from any participation in the decision.

What Are the Consequences if Section 1090 is Violated?

- With certain exceptions for independent contractors, a willful violation or aiding and abetting a willful violation of Section 1090 is punishable as a felony and carries a sentence of up to three years in state prison and a lifetime ban from holding office.
- A prosecutor or the FPPC can bring a civil action to collect civil fines of up to \$10,000 or three times the amount of the benefit received under the contract.
- The FPPC can impose administrative fines of up to \$5,000 per violation.
- The contract is void and suit may be brought to have the contract declared void.
- All proceeds, payments and profits received or obtained as a result of the contract must be returned to the government entity.
- Because most Section 1090 violations also violate the Political Reform Act’s prohibition against having a financial interest in a governmental decision, the full array of penalties available under that Act also apply, including misdemeanor criminal liability, civil penalties, administrative fines and injunctive relief.