



TRANSPORTATION COMMITTEE MEETING AGENDA

**MONDAY, APRIL 6, 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 ADA 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 P4
Pledge of Allegiance
Agenda Modifications
Conflict of Interest Disclosure

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 February 2, 2026, Transportation Committee Meeting** P5

 - B. **Adopt a 3.9-percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2027, and update the TUMF Handbook to reflect the revised fee upon its effective date** P11

 - C. **Authorize the Executive Director to execute Amendment No. 2 with Kimley-Horn and Associates for an amount not to exceed \$128,326 to conduct transportation model updates utilizing available Regional Early Action Planning (REAP 2.0) grant funding** P15

 - D. **Authorize the Executive Director to execute Amendment No. 5 to the agreement with Anser Advisory (also known as Accenture Infrastructure and Capital Projects LLC.) for an additional not-to-exceed amount of \$950,000 for construction management services of CV Link** P19

- 4.1. **ITEM(S) HELD OVER FROM CONSENT CALENDAR**

5. **DISCUSSION / ACTION**
 - A. **Update on California Association of Councils of Governments (CALCOG) – Palm Desert Councilmember Jan Harnik, former CALCOG Chair** P29

Recommendation: Information

- B. **On-Call Traffic Signal Repair Services and Maintenance for CV Sync Network –** P30
Mark Lancaster

Recommendation: Authorize the Chair and Executive Director to execute on-call services agreements for CV Sync traffic signal repair and maintenance with Crosstown Electrical & Data, Inc., St. Francis Electric, LLC, and Yunex Traffic, LLC for a combined, not-to-exceed total of \$300,000 annually through June 2028

- C. **Amendment to the Reimbursement Agreement for the South Palm Canyon Drive Bridge Replacement Project Over Tahquitz Creek –** P32
Julie Mignogna

Recommendation: Authorize the Chair and Executive Director to execute Amendment No. 2 to the Reimbursement Agreement with the City of Palm Springs for the South Palm Canyon Drive Bridge Replacement Project Over Tahquitz Creek, increasing CVAG's regional share to \$2,125,717.50

- D. **Amendment to the Reimbursement Agreement for the Monroe Street / Interstate 10 Interchange Project –** P39
Julie Mignogna

Recommendation: Authorize the Executive Director to execute Amendment No. 8 to the Reimbursement Agreement with the City of Indio and the County of Riverside for the Monroe Street / Interstate 10 Interchange Project providing \$56,531,115 for construction, inclusive of \$30.848 million already obligated

6. **INFORMATION**

a) Transportation Committee Attendance Roster P48

b) Regional Transportation Projects Status Report P49

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, May 4, 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, April 27, 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	Stephanie Virgen Councilmember
City of Desert Hot Springs	Scott Matas Mayor
City of Indian Wells	Tooper 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
February 2, 2026



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, February 2, 2026, 10:01 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.

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

MEMBERS/ALTERNATES PRESENT

Tribal Vice Chairman Anthony Purnel
Mayor Joseph DeConinck (*via Zoom*)
Mayor Raymond Gregory
Mayor Topper Taylor
Mayor Elaine Holmes
Mayor Pro Tem Kathleen Fitzpatrick, *Vice Chair*
Mayor Jan Harnik, *Chair*
Mayor Pro Tem David Ready
Councilmember Steve Downs
Supervisor V. Manuel Perez

AGENCY

Agua Caliente Band of Cahuilla Indians
City of Blythe
City of Cathedral City
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

MEMBERS/EX OFFICIOS NOT PRESENT

Mayor Steven Hernandez
Mayor Scott Matas
Tribal Chair Joseph Mirelez

AGENCY

City of Coachella
City of Desert Hot Springs
Torres Martinez Desert Cahuilla Indians

City of La Quinta Mayor Pro Tem Kathleen Fitzpatrick led the Committee in the Pledge of Allegiance. There were no agenda modifications or conflicts of interest announced.

2. **PUBLIC COMMENTS ON AGENDA ITEMS**

None

3. **CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS**

Executive Director Tom Kirk reminded the Committee about the meeting logistics of the room and thanked CVWD for their partnership in hosting CVAG committee meetings.

Mr. Kirk provided updates on the Congressional earmarks and the projects for which CVAG has submitted federal funding requests. He also shared information on the Varner Road Safety Event being led by California State Transportation Agency Secretary Toks Omishakin, as well as an update from the recent Riverside County Transportation Commission workshop held in Cathedral City.

Supervisor V. Manuel Perez provided an update on air quality and reminded the Committee that, as windy season approaches, members should consider engaging in higher-level conversations with the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). He emphasized the importance of a coordinated call to action to stay ahead of the issue.

4. CONSENT CALENDAR

Before the vote, Items 4B, 4C, 4E were pulled from the consent calendar for further discussion.

IT WAS MOVED BY MAYOR HOLMES AND SECONDED BY SUPERVISOR PEREZ TO APPROVE ITEMS 4A, 4D, AND 4F ON THE CONSENT CALENDAR.

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

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**

F. 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

THE MOTION CARRIED WITH 10 AYES AND 3 MEMBERS ABSENT.

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

4.1. ITEM(S) HELD OVER FROM CONSENT CALENDAR

Item 4B was pulled by Chair Jan Harnik who inquired about the next steps for the equipment. Item 4C was pulled by Mayor Toper Taylor so staff could explain what other vehicles CVAG owns. And Item 4F was pulled by Supervisor Perez about how it pertains to needs in the eastern Coachella Valley.

Brief member discussion ensued

IT WAS MOVED BY MAYOR GREGORY AND SECONDED BY MAYOR PRO TEM

FITZPATRICK TO APPROVE ITEMS B, C, AND E ON THE CONSENT CALENDAR.

- 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**
- 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**
- E. Receive and file the 2025 Pavement Management Report**

THE MOTION CARRIED WITH 10 AYES AND 3 MEMBERS ABSENT.

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

5. DISCUSSION / ACTION

A. Presentation: SunLine Transit Agency's Rides Reimagined

SunLine CEO/General Manager Mona Babauta provided an update on SunLine's Rides Imagined Program and ongoing community outreach.

A brief member discussion followed, during which Supervisor Perez thanked Ms. Babauta and SunLine staff for their efforts.

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

B. Next Steps for the Arts and Music Line Project

Assistant Director of Transportation Randy Bowman presented the staff report.

Brief member discussion ensued with Mr. Bowman answering questions regarding funding.

IT WAS MOVED BY MAYOR HOLMES AND SECONDED BY MAYOR PRO TEM FITZPATRICK TO 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

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

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

C. Additional Authorities for CV Sync Phase II Construction

Director of Transportation Jonathan Hoy presented the staff report.

Member discussion followed, with Mr. Hoy responding to questions regarding the contingency amount and the change order process.

IT WAS MOVED BY MAYOR TAYLOR AND SECONDED BY SUPERVISOR PEREZ TO 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

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

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

TRIBAL CHAIR MIRELEZ

ABSENT

D. Continued Analysis of Cash Flow Concerns

Mr. Hoy presented the staff report and cash flow projections. Member discussion followed, and Mr. Kirk noted any volunteers for the ad hoc.

IT WAS MOVED BY SUPERVISOR PEREZ AND SECONDED BY MAYOR GREGORY TO 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

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

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

6. INFORMATION

- a) Transportation Committee Attendance Roster
- b) Regional Transportation Projects Status Report
- c) Conflict of Interest Guidance

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

7. PUBLIC COMMENTS ON NON-AGENDA ITEMS

City of Indian Wells Mayor Toper Taylor shared the community's concerns about recent changes to the flight patterns into Palm Springs International Airport, and encouraged cities join Indian Wells in submitting letters to the Federal Aviation Administration (FAA) to address these concerns.

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 Center, 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 Center, 75515 Hovley Lane East, Palm Desert, 92260.

9. **ADJOURNMENT**

There being no further business, Chair Harnik adjourned the meeting at 11:25 a.m.

Respectfully submitted,

Elysia Regalado
Deputy Clerk

ITEM 4B

**Coachella Valley Association of Governments
Transportation Committee
April 6, 2026**



STAFF REPORT

Subject: TUMF Inflation Adjustment for Calendar Year 2027

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

Recommendation: Adopt a 3.9-percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2027, and update the TUMF Handbook to reflect the revised fee upon its effective date

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

The current TUMF rates were adopted in 2018 upon the completion of a revised Nexus Study, Transportation Project Prioritization Study (TPPS), Regional Arterial Cost Estimate (RACE), and Active Transportation Plan (ATP). Prior to their adoption, the fee had remained unchanged at \$192/trip for over a decade. The 2018 Nexus Study originally proposed a revised fee of \$751/trip; however, this fee was reduced to the current \$245/trip after re-evaluating which regional transportation projects would likely be built in the near-term. This rate equates to \$2,313 for a single-family dwelling. By comparison, the Western Riverside Council of Governments has four fee tiers depending on the square footage of the single-family dwelling, ranging from \$12,380 to \$19,344.

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

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

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

Applying regular increases due to inflation is a preferred approach to infrequent increases to catch up over time. An inflation factor of 2-percent was applied across each of CVAG’s TUMF categories by the Executive Committee at its April 2025 meeting. In accordance with California’s Mitigation Fee Act, and to allow member jurisdictions time to update their local TUMF ordinances as needed, implementation of the inflation factor did not go into effect until January 1, 2026.

The CPI-U, All items for the Riverside-San Bernardino-Ontario metropolitan area rose by 3.88-percent for calendar year 2025. BLS notes that some entities choose to calculate “core” inflation on the CPI-U, less food and energy (the latter of which includes motor fuel), as these items tend to be more volatile in their pricing. Removing these volatile items from the regional CPI results in an inflation factor of 4.13-percent, largely due to reductions in the price of fuel and other energy sources.

CVAG staff recommend applying the CPI-U, All items inflation factor of 3.88-percent to the current fee assessments, as described in the below table.

<i>TUMF Category</i>	<i>Current Rate</i>	<i>Proposed Rate</i>	<i>Difference</i>
<u><i>Residential (per dwelling unit)</i></u>			
<i>Single family detached</i>	\$2,900	\$3,010	\$110
<i>Multi-family attached</i>	\$1,670	\$1,735	\$65
<i>Nursing/congregate care</i>	\$615	\$640	\$25
<i>Transit oriented single family</i>	\$2,465	\$2,560	\$95
<i>Transit oriented multi-family</i>	\$1,425	\$1,480	\$55
<u><i>Non-Residential (per 1,000 sq. ft)</i></u>			
<i>Retail</i>	\$7,535	\$7,825	\$290
<i>Office</i>	\$2,995	\$3,110	\$115
<i>Industrial</i>	\$1,520	\$1,580	\$60
<i>Fuel - gas (per dispensing unit)</i>	\$10,800	\$11,220	\$420
<i>Fuel - electric (per dispensing unit)</i>	\$110	\$115	\$5
<i>Hotel (per room)</i>	\$4,400	\$4,570	\$170
<i>Golf course (per acre)</i>	\$1,155	\$1,200	\$45

The revised rates would be implemented January 1, 2027 so that member jurisdictions will have sufficient time to amend local ordinances. The rates listed in the TUMF Handbook will also be updated at that time to reflect the adjustment.

This information was provided to the Desert Valleys Builders Association (DVBA) for comment on March 3, 2026. They have submitted a response letter (attached) That includes a request for a revised fee study. CVAG staff would note that an update to the TUMF nexus study is currently underway as part of the broader TPPS update, and for which CVAG recently authorized the Executive Director to create an ad-hoc committee. In the event the revised nexus study is ready for implementation in early 2027, CVAG staff will work with its Committees and member jurisdictions to prioritize the updated program over this inflationary adjustment.

Staff recommends authorizing this inflationary adjustment to the current fee schedule to accommodate any delays in the TPPS and TUMF update processes.

Fiscal Analysis: Based on TUMF revenues generated in Fiscal Year 2024-25, adjusting current TUMF rates based on the CPI-U, All items inflation rate of 3.88-percent would result in additional revenue of \$131,675.

Revising the TUMF Handbook will have no fiscal impact.

Attachment: DVBA Comment Letter dated March 20, 2026



2026 BOARD OF DIRECTORS

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PMA Advertising

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Planet Solar
Michelle Witherspoon
MSA Consulting

March 20, 2026

Coachella Valley Association of Governments

Peter Satin, Conservation Program Manager
74-199 El Paseo, Suite 100
Palm Desert, CA 92260

RE: Annual TUMF CPI Increase

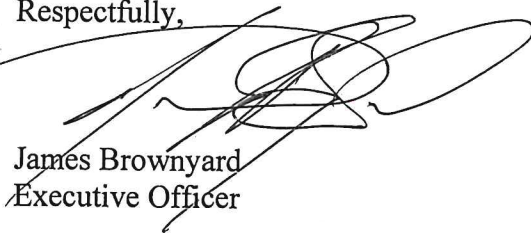
Dear Mr. Satin,

Thank you for providing the Desert Valleys Builders Association the opportunity to review the annual inflationary increase of the Coachella Valley Association of Government's Transportation Uniform Mitigation Fee program.

We understand and support CVAG's use of the Bureau of Labor Statistics Consumer Price Index for the Riverside-San Bernardino-Ontario region. The calculation of 3.88 percent appears to have been calculated appropriately and is a reasonable increase, keeping the TUMF amount in line with inflation.

However, based on the latest amendments to the Mitigation Fee Act, the "Nexus Study" and its associated studies expire after 8 years. The Desert Valleys Builders Association requests that an appropriate Mitigation Fee Act compliant study be conducted prior to the Coachella Valley Association of Governments request that its partner local agencies increase the Transportation Uniform Mitigation Fee rate based on an inflationary adjustment.

Respectfully,


James Brownyard
Executive Officer

ITEM 4C

Coachella Valley Association of Governments Transportation Committee

April 6, 2026



STAFF REPORT

Subject: Vehicles Miles Traveled (VMT) Project Update and Contract Amendment

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

Recommendation: Authorize the Executive Director to execute Amendment No. 2 with Kimley-Horn and Associates for an amount not to exceed \$128,326 to conduct transportation model updates utilizing available Regional Early Action Planning (REAP 2.0) grant funding

Background: In September 2023, CVAG staff provided to the Transportation Committee information on the Regional Early Action Planning Grants of 2021 (REAP 2.0), a State of California-funded program to accelerate meeting the State's housing and climate goals. REAP 2.0 is being administered regionally by the Southern California Association of Governments (SCAG), which has set aside \$80 million for use in its 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 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. The community connector team has identified 44 regional active transportation corridors that would enhance access to CV Link from local neighborhoods, commercial centers, and public facilities. These corridor alignments also include proposed buildouts, taking into account rider comfort, roadway space, and safety needs. CVAG recently authorized an amendment to the contract for the community connector project in response to additional funding from SCAG to allow for additional design and engineering work on the top scoring alignments to better situate the projects for future grant competitiveness.

The recommended action would authorize some additional work on the VMT project. The team has conducted extensive outreach with the public and CVAG member jurisdictions to better understand growth and development trends, mitigation needs, and mobility preferences. Collected data has been used 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 Transportation Project Prioritization Study (TPPS) and the associated Active Transportation Plan and Transportation Uniform Mitigation Fee (TUMF) nexus study, all currently under revision.

A critical component of the VMT study involved establishing baseline VMT thresholds for use in the preparation of California Environmental Quality Act (CEQA) environmental review documentation. In order to do so, the project team had proposed updating the Coachella Valley portion of the regional transportation demand model, RIVCOM, from its current 2018 base year to 2023, the most recent year for which American Community Survey data was available. While conducting the update, it was identified that, in many Transportation Analysis Zones (TAZ; the primary geographic unit within a transportation demand model), development was improperly distributed, which could result in inaccurate project-level VMT calculations and therefore mitigation requirements. This was resolved by redistributing development based on historical TUMF data or by splitting larger TAZs into smaller TAZs that better reflected development patterns.

Although the abovementioned work was sufficient to establish current VMT thresholds in accordance with the needs of the project, the team observed that updating the growth projections for the RIVCOM horizon year of 2045 would better inform recommendations of the need for any regional VMT mitigation program, such as a VMT mitigation bank, as well as its potential scope and scale. Outreach with CVAG member jurisdictions' staff was conducted to determine where within each jurisdiction's boundaries growth was projected, and how much. The growth projections generated through this approach, and the resulting VMT calculations, suggested that the need for a regional VMT mitigation program was minimal –and the project team therefore did not apply any further constraints to the projects provided by member agency staff.

CVAG staff coordinated these updates to RIVCOM with the Western Riverside Council of Governments (WRCOG) staff, who manage and maintain the model, to ensure that any work conducted under the VMT project could be easily passed to WRCOG for integration into the existing model version. During these coordination efforts, WRCOG staff informed the VMT team that they would be embarking on a wholesale update to RIVCOM to bring it in line with SCAG's most recent regional transportation plan, Connect SoCal 2024. This would include updating the base year to 2024, the horizon year to 2050, and constraining growth projections in accordance with parameters imposed by SCAG's planning requirements.

CVAG staff is recommending an amendment to Kimley-Horn's contract in order to utilize remaining REAP funding to conduct these final model update steps. This means that the work already conducted – notably the reallocation of existing development and TAZ splits – can be easily integrated into the general RIVCOM update being undertaken by WRCOG. These final steps include updating the CVAG sub-regional base line year from 2023 to 2024, updating the horizon year from 2045 to 2050 and simultaneously constraining the growth projections already received in accordance with SCAG's control projections, incorporating trip generation from outside Riverside County, and revising the population synthesis methodology to accommodate the updated inputs.

Fiscal Analysis: CVAG's VMT study was originally awarded \$2,005,000 in REAP funding from SCAG. Of that, CVAG advertised a project budget of \$1,800,000. Kimley-Horn's original proposal was projected to cost \$1,670,485, and remains on budget. The remaining RIVCOM updates are projected to cost \$128,326, bringing the contract total to \$1,798,811, which remains within the original advertised budget.

Attachment: Draft Amendment No. 2 to the Kimley-Horn Professional Services Agreement

AMENDMENT NUMBER TWO
to the
KIMLEY-HORN AND ASSOCIATES, INC
SERVICES CONTRACT
for
COACHELLA VALLEY REGIONAL VEHICLE MILES TRAVELED STUDY

This **AMENDMENT NUMBER TWO** is made and entered into this **6th day of April, 2026** by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **Kimley-Horn and Associates, Inc. (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**, Coachella Valley Regional Vehicle Miles Travelled Study.

- 1. This Amendment Number Two authorized the additional scope of services as described in Exhibit A. Scope of Work for the not-to-exceed amount of \$128,326.00.**
- 2. The total amount payable under this agreement shall not exceed \$1,798,811.00.**

Original Agreement	December 2, 2024	\$1,670,485.00
Amendment Number One	June 18, 2025	No Cost
Amendment Number Two	April 6, 2026	<u>\$128,326.00</u>
Total Agreement Not-to-Exceed		\$1,798,811.00

Consistent with CVAG Policy 21-02, this amendment shall be executed with the use of electronic or digital signatures in order to be in effect.

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

KIMLEY-HORN AND ASSOCIATES, INC.

By: _____
Tom Kirk, CVAG Executive Director

By: _____
Michael Schmitt, Project Manager

Exhibit A. Scope of Work

A critical component of the Vehicle Miles Traveled (VMT) study involved establishing baseline VMT thresholds for use in the preparation of California Environmental Quality Act (CEQA) environmental review documentation. In order to do so, the project team had proposed updating the Coachella Valley portion of the regional transportation demand model, RIVCOM, from its current 2018 base year to 2023, the most recent year for which American Community Survey data was available. While conducting the update, it was identified that, in many Transportation Analysis Zones (TAZ; the primary geographic unit within a transportation demand model), development was improperly distributed, which could result in inaccurate project-level VMT calculations and therefore mitigation requirements. This was resolved by redistributing development based on historical Transportation Uniform Mitigation Fee (TUMF) data or by splitting larger TAZs into smaller TAZs that better reflected development patterns.

Although the abovementioned work was sufficient to establish current VMT thresholds in accordance with the needs of the project, the team observed that updating the growth projections for the RIVCOM horizon year of 2045 would better inform recommendations of the need for any regional VMT mitigation program, such as a VMT mitigation bank, as well as its potential scope and scale. Outreach with CVAG member agency staff was conducted to determine where within each jurisdiction's boundaries growth was projected, and how much. The growth projections generated through this approach, and the resulting VMT calculations, suggested that the need for a regional VMT mitigation program was minimal, and the project team therefore did not apply any further constraints to the projects provided by member agency staff.

CVAG staff coordinated these updates to RIVCOM with the Western Riverside Council of Governments (WRCOG), who manage and maintain the model, to ensure that any work conducted under the VMT project could be easily passed to WRCOG for integration into the existing model version. During these coordination efforts, WRCOG staff informed the VMT team that they would be embarking on a wholesale update to RIVCOM to bring it in line with Southern California Association of Governments' (SCAG) regional transportation plan, Connect SoCal 2024. This would include updating the base year to 2024, the horizon year to 2050, and constraining growth projections in accordance with parameters imposed by SCAG's planning requirements.

CVAG staff is proposing to utilize remaining REAP funding to conduct these final model update steps such that the work already conducted – notably the reallocation of existing developments and TAZ splits – can be easily integrated into the general RIVCOM update being undertaken by WRCOG. These final steps include updating the CVAG sub-regional base line year from 2023 to 2024, updating the horizon year from 2045 to 2050 and simultaneously constraining the growth projections already received in accordance with SCAG's control projections, incorporating trip generation from outside Riverside County, and revising the population synthesis methodology to accommodate the updated inputs.

The remaining RIVCOM updates are projected to cost \$128,326, bringing the contract total to \$1,798,811, which remains within the original advertised budget.

ITEM 4D

Coachella Valley Association of Governments
Transportation Committee
April 6, 2026



STAFF REPORT

Subject: Amendment to the agreement with Anser Advisory for CV Link

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

Recommendation: Authorize the Executive Director to execute Amendment No. 5 to the agreement with Anser Advisory (also known as Accenture Infrastructure and Capital Projects LLC.) for an additional not-to-exceed amount of \$950,000 for construction management services of CV Link

Background: CV Link was the largest active transportation project in the state, if not the nation, when it was first launched by CVAG. Largely located along the Whitewater River/ Coachella Valley Storm Water Channel, CV Link provides a safer alternative to walking and biking along the Coachella Valley's fast-moving roadways, where too many cyclists and pedestrians have been hit or killed. CV Link also provides significant environmental, health, air quality and economic benefits to generations of current and future residents and visitors.

In November 2025, CVAG officially celebrated the project with grand opening events in each of the participating jurisdictions. On December 1, 2025, the Executive Committee authorized the Executive Director to accept and file the necessary project closeout documents, including Notices of Completion, for CV Link.

As part of the closeout of CV Link, staff is recommending a final contract amendment for Anser Advisory Group. CVAG hired Anser, which is now Accenture Infrastructure and Capital Projects, LLC, in 2020 as construction projects of CV Link's scale typically necessitates the involvement of a construction manager. Over the years, several amendments have been approved to add additional funding and extend the term of the contract, which is set to end on June 30, 2026.

Although the project is open to the public, closeout of CV Link has been delayed due to the ongoing construction of the Avenue 44 undercrossing in Indio, the processing of numerous change orders, and final negotiations with the contractors. Closeout has been further hampered by personnel turnover within the contractor's project management team, including the replacement of both their Field Engineer and Project Manager.

Part of the recommended authorization will cover approximately \$106,000 in costs that CVAG has already incurred. Unfortunately, it has come to staff's attention that a data error occurred when CVAG transitioned this contract from the former, paper-based tracking system to the new Enterprise Resource Planning (ERP) system. This resulted in CVAG showing a larger available balance than actually existed.

CVAG staff is now recommending an amendment to the contract with Anser Advisory Group. This would cover ongoing costs related to the final closeout of the project. The recommended contract amendment would also allow the Executive Director and/or Legal Counsel to make minor, clarifying contract changes prior to execution.

Fiscal Analysis: Amendment No. 5 with Anser includes an additional, not-to-exceed amount of \$950,000. Anser was first hired in January 2020 for a not-to-exceed contract of \$9,022,988.37. Amendment No. 1 added no additional costs to the contract. Amendment No. 2 added \$6,000,000. Amendment 3 added \$2,276,000. Amendment 4 added no additional costs to the contract. This amendment will bring the total amount to about \$18.2 million.

The cost of the contract amendments will be paid from existing funding sources for CV Link, including regional transportation funding.

CVAG has previously secured funding commitments from an array of sources for CV Link's planning and construction, which is reflective of the broad support the project has had. These include:

State Active Transportation Program:	\$	21,692,000
State Transportation Improvement Program:	\$	18,655,000
South Coast Air Quality Mitigation District:	\$	19,125,603
Federal Congestion Mitigation and Air Quality:	\$	12,600,000
Desert Healthcare District:	\$	10,000,000
California Strategic Growth Council:	\$	1,000,000
Riverside County Parks:	\$	750,000
Bicycle Transportation Account Grant:	\$	748,500
Caltrans Environmental Justice Grant:	\$	291,000

Attachments:

1. Amendment No. 5 to Anser Advisory's professional services agreement
2. Anser Advisory LLC letter dated March 24, 2026

**AMENDMENT NUMBER FIVE
to the
ANSER ADVISORY LLC
PROFESSIONAL SERVICES AGREEMENT
for the
CV LINK PROJECT**

This **AMENDMENT NUMBER FIVE** is made and entered into this **27th day of April 2026**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **Anser Advisory LLC (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 January 27, 2020 for the CV Link Project.

- 1. This Amendment Number Five authorizes the additional scope of services as outlined the attached Anser Advisory LLC letter dated March 24, 2026 for the not-to-exceed amount of \$950,000.00. The total amount payable shall not exceed \$18,248,988.37.**

Original Agreement	January 27, 2020	\$9,022,988.37
Amendment Number One	November 1, 2022	No Cost
Amendment Number Two	June 24, 2024	\$6,000,000.00
Amendment Number Three	April 28, 2025	\$2,276,000.00
Amendment Number Four	December 12, 2025	No Cost
Amendment Number Five	April 27, 2025	<u>\$950,000.00</u>
Total Agreement not-to-exceed		\$18,248,988.37

Consistent with CVAG Policy 21-02, this amendment shall be executed with the use of electronic or digital signatures in order to be in effect.

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

**COACHELLA VALLEY ASSOCIATION
OF GOVERNMENTS**

ANSER ADVISORY LLC

By: _____
Tom Kirk, CVAG Executive Director

By: _____
Tyson C. Atwood, P.E.
Senior Vice President



March 23, 2026

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

**RE: CV Link Construction Management Change Order Request
Agreement No. CVAG 2020-007-01**

Dear Mr. Hoy,

Accenture Infrastructure and Capital Projects, LLC (Accenture) respectfully requests an increased fee time and materials change order amendment to the subject contract agreement based on the following changes which have occurred since the time of our Amendment No. 03 request in March '25:

Segment 1 Construction

Amendment #3 anticipated that all punch list work and close-out would be completed by Dec '25. The contractors' Project Management turnover was worse than originally anticipated, as they lost both a Field Engineer and a Project Manager. Not only did the contractor fail to provide the necessary resources to quickly close out the punch list items under their control, they also struggled with their subcontractors performing original contract work. For example, the cable railing subcontractor did not complete all the contract cable railing scope on the project until December '25.

Furthermore, due to the turnover, the contractor has been very slow to submit the required close-out paperwork and change order documentation. The construction management team gave deadlines to the contractor for which all paperwork had to be submitted so that the project could be closed out. To date, we believe that all change order requests have been submitted. We are now anticipating that the project will be fully closed by May '26 deadline.

Segment 3/4/5 Construction

The contractor failed to complete their contract scope of work as we were originally told due to resource constraints. They also had challenges with their subcontractor related to the construction of the canopy and flood gate warning systems related to work within the UPRR right-of-way. To date, the high detection warning system remains contract work which has yet to be performed.

It should be noted that due to the contractors' failed performance, there may be an opportunity to recoup some of Accenture's cost through to the liquidated damages clause, though further negotiations would have to be had due to owner caused time delays due in large part due to environmental constraints and unforeseen conditions related to work within the UPRR right-of-way.

Segment 6 Construction

While the Segment 6 project substantially completed as anticipated, there have been a number of linger issues which have resulted in extended management costs. For example, the work on Lawrence/Crossley Road had to be significantly redesigned due to safety concerns. This coordination was done with the City of Palm Spring, which required their approval prior to the work beginning. This pushed a large portion of the street work toward the end of the project. This intersection also had delays associated with SCE completing their work associated

with installing a new service meter for the signal. All these delays required extensive coordination and field re-design efforts on Accenture behalf.

While Ramon Road Undercrossing was always part of the original contract, due to delays in being able to obtain right-of-way, this scope was moved to the end of the project. The scope of work started in November '25 and took place entirely after the rest of Segment 6 was substantially completed, thus resulting in higher management costs because it was not completed concurrently with other scopes of work. Accenture to put mitigation efforts into place by providing part-time inspection services while also working toward closing out other aspects of the project.

While originally planned to be completed in May '25, the Highway 111 scope of work did not start until August '25, significantly later than anticipated during our original cost estimate. During construction, there were several grade and unforeseen condition challenges which required extensive coordination with the designer. Landscape and irrigation were always an unknown on the project, so the inspection team had to tediously document the location of the existing irrigation system, so that it could be replaced in a like condition after the pathway was construction.

Additional Projects and Scopes

After our amendment, CVAG has requested additional scopes of work that could not have been foreseen at the time. This includes management of the following:

- Coachella Community Connector – Accenture provided both constructability review, construction management and inspection services for this project which featured very similar features to the CV Link project. This project experienced unforeseen challenges in the form of manmade buried objects at multiple locations. The scope of work was substantially more involved than expected given the small size of the project.
- Avenue 44 Gap Connector – CVAG's strategy for completing this project shifted after the amendment was executed, in which Accenture was much more involved with this project. The project was ultimately sole sourced by CVAG so that it could be constructed at the most cost effective and efficient manner possible. Accenture was tasked with putting contract documents together, negotiating costs, and ultimately managing the project in coordination with the City of Indio Avenue 44 Bridge project.
- Cathedral City: Cathedral Canyon Crossing – While identified as a needed project that would likely be added as a change order, this project required significant coordination with both the Cathedral City and their design team. Accenture was ultimately tasked with completing the constructability review, negotiating the change order, and overseeing this scope after Segment 6 had been substantially completed.
- Wayfinding Design Changes – Due to public comment, the entire Wayfinding design package was changed, requiring an extensive design review effort on Accenture's behalf. The Accenture team also took the lead in taking down Wayfinding signs throughout the project which were causing confusion to the traveling public until such time as the new design package could be completed.

Accenture has prepared an estimated cost to complete of the federally funded portion of the CV Link program based on the most currently known information available. The details of this estimate are shown in the attached Exhibit A. Based on this estimate, Accenture respectfully requests an increase to our original contract value of **\$950,000.00**.



Accenture appreciates the opportunity to complete this exciting program. Should you have any questions or would like to discuss further, please do not hesitate to reach out.

Respectfully submitted,

A handwritten signature in blue ink that reads "Tyson C. Atwood". The signature is fluid and cursive, with the first name "Tyson" and last name "Atwood" clearly legible.

Tyson C. Atwood
Senior Vice President
tyson.atwood@accenture.com

EXHIBIT A

Summary

Row Labels	Sum of Total Cost
Segment 1/2	\$225,931.37
Anser	\$156,931.37
CA Consultants	\$0.00
Danken	\$59,000.00
DESI	\$7,500.00
ECORP	\$2,500.00
Geocon	\$0.00
Michael Baker International	\$0.00
Segment 3/4/5	\$222,940.16
Anser	\$138,940.16
CA Consultants	\$0.00
Danken	\$59,000.00
DESI	\$10,000.00
ECORP	\$5,000.00
Geocon	\$5,000.00
Michael Baker International	\$5,000.00
Segment 6	\$284,289.02
Anser	\$259,289.02
CA Consultants	\$0.00
Danken	\$0.00
DESI	\$10,000.00
ECORP	\$5,000.00
Geocon	\$5,000.00
Michael Baker International	\$5,000.00
Anser ODC's	\$31,552.50
Anser ODC	\$31,552.50
Ave 44 Gap	\$162,931.02
Anser	\$141,431.02
DESI	\$0.00
ECORP	\$8,500.00
Geocon	\$13,000.00
Wayfinding Signs	\$15,300.00
Anser	\$15,300.00
DESI	\$0.00
Public Outreach	\$7,000.00
Burke Rix	\$7,000.00
Grand Total	\$949,944.07

Total Requested Add

\$950,000.00

Row Labels	Sum of Total Cost	Sum of Jan '26	Sum of Feb '26	Sum of Mar '26	Sum of Apr '26	Sum of May '26	Sum of Jun '26	Sum of Jul '26
Anser	\$711,891.57	\$113,318.32	\$151,748.34	\$169,358.37	\$137,910.77	\$86,267.03	\$53,288.74	\$0.00
Burke Rix	\$7,000.00		\$3,000.00	\$3,000.00	\$1,000.00			
CA Consultants	\$0.00							
Danken	\$118,000.00	\$18,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	
DESI	\$27,500.00		\$7,500.00	\$10,000.00	\$10,000.00			
ECORP	\$21,000.00		\$12,500.00	\$7,500.00	\$1,000.00			
Geocon	\$23,000.00		\$15,000.00	\$5,000.00	\$3,000.00			
Michael Baker International	\$10,000.00		\$10,000.00					
Anser ODC	\$31,552.50	\$4,800.00	\$6,922.50	\$7,612.50	\$6,112.50	\$3,712.50	\$2,392.50	\$0.00
Grand Total	\$949,944.07	\$136,118.32	\$226,670.84	\$222,470.87	\$179,023.27	\$109,979.53	\$75,681.24	\$0.00

Segment	Company	Position Role/Title	Jan '26	Feb '26	Mar '26	Apr '26	May '26	Jun '26	Jul '26	Total Cost
										\$0.00
Anser ODC's	Anser ODC	Office Costs								\$0.00
Anser ODC's	Anser ODC	Vehicle Costs	\$4,800.00	\$6,922.50	\$7,612.50	\$6,112.50	\$3,712.50	\$2,392.50	\$0.00	\$31,552.50
Anser ODC's	Anser ODC	Misc (Permits, etc)								\$0.00
Segment 1/2	Anser	Construction Management	\$30,718.58	\$42,558.00	\$39,904.36	\$22,446.24	\$15,062.12	\$6,242.06	\$0.00	\$156,931.37
Segment 1/2	Danken	Document Control	\$9,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00		\$59,000.00
Segment 1/2	CA Consultants	Utility Coordination								\$0.00
Segment 1/2	DESI	Labor Compliance		\$2,500.00	\$5,000.00					\$7,500.00
Segment 1/2	Michael Baker International	Survey								\$0.00
Segment 1/2	Geocon	Material Testing								\$0.00
Segment 1/2	ECORP	Environmental		\$2,500.00						\$2,500.00
Segment 3/4/5	Anser	Construction Management	\$27,474.91	\$34,882.93	\$28,537.23	\$29,073.08	\$14,231.18	\$4,740.84	\$0.00	\$138,940.16
Segment 3/4/5	Danken	Document Control	\$9,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00		\$59,000.00
Segment 3/4/5	CA Consultants	Utility Coordination								\$0.00
Segment 3/4/5	DESI	Labor Compliance		\$2,500.00	\$2,500.00	\$5,000.00				\$10,000.00
Segment 3/4/5	Michael Baker International	Survey		\$5,000.00						\$5,000.00
Segment 3/4/5	Geocon	Material Testing		\$5,000.00						\$5,000.00
Segment 3/4/5	ECORP	Environmental		\$2,500.00	\$2,500.00					\$5,000.00
Segment 6	Anser	Construction Management	\$36,205.12	\$48,053.74	\$60,027.01	\$50,601.67	\$35,851.83	\$28,549.65	\$0.00	\$259,289.02
Segment 6	Danken	Document Control								\$0.00
Segment 6	CA Consultants	Utility Coordination								\$0.00
Segment 6	DESI	Labor Compliance		\$2,500.00	\$2,500.00	\$5,000.00				\$10,000.00
Segment 6	Michael Baker International	Survey		\$5,000.00						\$5,000.00
Segment 6	Geocon	Material Testing		\$5,000.00						\$5,000.00
Segment 6	ECORP	Environmental		\$2,500.00	\$2,500.00					\$5,000.00
Ave 44 Gap	Anser	Construction Management	\$13,819.71	\$21,153.66	\$35,789.78	\$35,789.78	\$21,121.89	\$13,756.19	\$0.00	\$141,431.02
Ave 44 Gap	Geocon	Material Testing		\$5,000.00	\$5,000.00	\$3,000.00				\$13,000.00
Ave 44 Gap	DESI	Labor Compliance								\$0.00
Ave 44 Gap	ECORP	Environmental		\$5,000.00	\$2,500.00	\$1,000.00				\$8,500.00
Wayfinding Signs	Anser	Construction Management	\$5,100.00	\$5,100.00	\$5,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15,300.00
Wayfinding Signs	DESI	Labor Compliance								\$0.00
Undercrossing Lighting	Anser	Construction Management	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Undercrossing Lighting	DESI	Labor Compliance								\$0.00
Misc Project	Anser	Construction Management	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Public Outreach	Burke Rix	Public Outreach		\$3,000.00	\$3,000.00	\$1,000.00				\$7,000.00

\$949,944.07

Audit OH Rate: 115.12%
 Fee: 7%

Segment	Position Role/Title	Name	Raw Rate	Loaded Rate	Jan '26	Feb '26	Mar '26	Apr '26	May '26	Jun '26	Jul '26	TOTAL Hours	Total Cost
Segment 1/2	Sr. Resident Engineer	Tyson Atwood	\$136.64	\$255.00	15	16	20	20	20	10		101	\$25,755.00
Segment 1/2	Asst. RE	Ben Torres	\$80.20	\$184.60	60	60	80	80	40	20		340	\$62,765.05
Segment 1/2	Asst. RE	Kenny Casados	\$70.00	\$161.12	16	16	16	16	16			80	\$12,889.99
Segment 1/2	Office Engineer	Gysandra Preciado	\$42.91	\$98.77		80	80						
Segment 1/2	Document Control	Rachael Highley	\$47.59	\$109.54	20	20	20					60	\$6,572.51
Segment 1/2	Lead Inspector (PW)	TBD	\$80.00	\$184.14	60	80	40					180	\$33,145.69
					\$30,718.58	\$42,558.00	\$39,904.36	\$22,446.24	\$15,062.12	\$6,242.06	\$0.00		\$141,128.24
Segment 3/4/5	Sr. Resident Engineer	Tyson Atwood	\$136.64	\$255.00	15	16	20	20	20	10		101	\$25,755.00
Segment 3/4/5	Asst. RE	Kirk Streets	\$75.38	\$173.51	60	80	80	80	40			340	\$58,992.88
Segment 3/4/5	Office Engineer	Gysandra Preciado	\$42.91	\$98.77				80					
Segment 3/4/5	Document Control	Rachael Highley	\$47.59	\$109.54	20	20	20	20	20			120	\$13,145.03
Segment 3/4/5	Lead Inspector (PW)	TBD	\$80.00	\$184.14	60	80	40					180	\$33,145.69
					\$27,474.91	\$34,882.93	\$28,537.23	\$29,073.08	\$14,231.18	\$4,740.84	\$0.00		\$131,038.60
Segment 6	Sr. Resident Engineer	Tyson Atwood	\$136.64	\$255.00	15	16	20	20	20	20		111	\$28,305.00
Segment 6	Office Engineer	Gysandra Preciado	\$42.91	\$98.77		80	80					160	\$15,803.13
Segment 6	Document Control	Rachael Highley	\$47.59	\$109.54	60	60	60	80	80	80		420	\$46,007.60
Segment 6	Asst. RE	Prashanth Javvaji	\$79.31	\$182.55			60	80	80	40		260	\$47,464.17
Segment 6	Asst. RE	Ben Torres	\$80.20	\$184.60	60	80	80	80	40	40		380	\$70,149.17
Segment 6	Lead Inspector (PW)	TBD	\$80.00	\$184.14	80	80	80	40				280	\$51,559.96
					\$36,205.12	\$48,053.74	\$60,027.01	\$50,601.67	\$35,851.83	\$28,549.65	\$0.00		\$259,289.02
Ave 44 Gap	Sr. Resident Engineer	Tyson Atwood	\$136.64	\$255.00	15	15	15	15	15	15		90	\$22,950.00
Ave 44 Gap	Asst. RE	Prashanth Javvaji	\$79.31	\$182.55		20	80	80	40	40		260	\$47,464.17
Ave 44 Gap	Document Control	Rachael Highley	\$47.59	\$109.54	24	24	24	24	24	24		144	\$15,774.03
Ave 44 Gap	Lead Inspector (PW)	TBD	\$80.00	\$184.14	40	60	80	80	40			300	\$55,242.82
					\$13,819.71	\$21,153.66	\$35,789.78	\$35,789.78	\$21,121.89	\$13,756.19	\$0.00		\$141,431.02
Wayfinding Signs	Sr. Resident Engineer	Tyson Atwood	\$136.64	\$255.00	20	20	20					60	\$15,300.00
Wayfinding Signs	Asst. RE	Prashanth Javvaji	\$79.31	\$182.55								0	\$0.00
Wayfinding Signs	Lead Inspector (PW)	TBD	\$80.00	\$184.14								0	\$0.00
					\$5,100.00	\$5,100.00	\$5,100.00	\$0.00	\$0.00	\$0.00	\$0.00		\$15,300.00
Undercrossing Lighting	Sr. Resident Engineer	Tyson Atwood	\$136.64	\$255.00								0	\$0.00
Undercrossing Lighting	Asst. RE	Prashanth Javvaji	\$79.31	\$182.55								0	\$0.00
Undercrossing Lighting	Lead Inspector (PW)	TBD	\$80.00	\$184.14								0	\$0.00
Undercrossing Lighting	Document Control	Rachael Highley	\$47.59	\$109.54								0	\$0.00
					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Misc Project	Sr. Resident Engineer	Tyson Atwood	\$136.64	\$255.00								0	\$0.00
Misc Project	Asst. RE	Ben Torres	\$80.20	\$184.60								0	\$0.00
Misc Project	Document Control	Rachael Highley	\$47.59	\$109.54								0	\$0.00
					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0	\$0.00
Total Cost:					\$113,318.32	\$151,748.34	\$169,358.37	\$137,910.77	\$86,267.03	\$53,288.74	\$0.00		\$688,186.88
Total Hours:					640	923	1,015	815	495	319	0		
FTE's					4.0	5.8	6.3	5.1	3.1	2.0	0.0		

ITEM 5A

**Coachella Valley Association of Governments
Transportation Committee
April 6, 2026**



STAFF REPORT

Subject: Update on California Association of Councils of Governments

Contact: Emmanuel Martinez, Assistant Director – Energy & External Affairs
(emartinez@cvag.org)

Recommendation: Information

Background: The [California Association of Councils of Governments](#) (CALCOG) is a 49-member organization that serves councils of governments such as CVAG, metropolitan planning organizations, and regional transportation planning agencies. CALCOG works to improve the working relationships between member agencies, local governments, transit agencies, and state regulatory authorities. CALCOG also develops statewide consensus between its members on issues related to transportation, regional planning, climate change and funding. Additionally, CALCOG works to improve the inter-relationship between regional and local government by coordinating policy development with agencies such as the California State Association of Counties and the League of California Cities.

CVAG has been a CALCOG member since 2014 and is represented by Palm Desert Councilmember Jan Harnik on the CALCOG Board of Directors. The CALCOG Executive Director is Bill Higgins, who was the keynote speaker for the 2017 CVAG General Assembly. In 2025, Councilmember Harnik also served as Chair of CALCOG's Board, and was instrumental in bringing the organization to the desert for its November meeting. Councilmember Harnik will provide an update on these regional efforts at the April meeting of CVAG's Transportation Committee.

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

ITEM 5B

**Coachella Valley Association of Governments
Transportation Committee
April 6, 2026**



STAFF REPORT

Subject: On-Call Traffic Signal Repair Services and Maintenance for CV Sync Network

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

Recommendation: Authorize the Chair and Executive Director to execute on-call services agreements for CV Sync traffic signal repair and maintenance with Crosstown Electrical & Data, Inc., St. Francis Electric, LLC, and Yunex Traffic, LLC for a combined, not-to-exceed total of \$300,000 annually through June 2028

Background: CVAG established specified equipment to optimize the performance of the CV Sync regional signal synchronization program. This also ensures 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.

Construction of CV Sync Phase I was completed in June 2024 across 139 intersections along Highway 111, Washington Street and Ramon Road and is now being operated and managed by CVAG staff. Construction of Phase II is expected to be completed in summer 2026 and will bring improvements to approximately 400 additional intersections across the Coachella Valley. Once construction of the Phase II project is completed, the total number of intersections for both phases will exceed 500 intersections. Intersections that are part of the Phase II project will be under warranty for one year after project acceptance and any issues that arise with those intersections will be repaired under warranty by CVAG's current contractor, Crosstown Electrical and Data.

Much like CVAG member jurisdictions that employ professional contractors to perform field maintenance, CVAG staff recommends doing the same for CV Sync to ensure operational and maintenance activities are addressed as soon as they are identified. Staff is now recommending the creation of an on-call list of qualified contractors that are available to deploy for the efficient repair or replacement CV Sync network components is in the best interest of CVAG. The number and type of maintenance or repair call outs needed in a given fiscal year will vary due to a range of factors including weather, vandalism, malfunction and traffic accidents that damage CV Sync equipment.

On January 30, 2026, CVAG issued a Request for Proposals (RFP) to provide On-Call Traffic Signal Repair Services and Maintenance. Four firms responded to the RFP: Bear Electrical Solutions, LLC; Crosstown Electrical & Data, Inc.; St. Francis Electric, LLC and Yunex Traffic, LLC. An evaluation committee comprised of CVAG staff and a representative from the City of Palm Desert reviewed and ranked the proposals. The evaluators found all four firms qualified to perform the services listed in the RFP. All four firms have experience with video detection systems, closed circuit television, traffic controller cabinets, remote sensing units, fiber optic

cabling and switches as well as other traffic signal equipment. The evaluation committee unanimously agreed on the ranking of the vendors and is recommending entering into on-call agreements with Crosstown, St. Francis and Yunex, which were the three top ranking firms. All three contractors initially will be addressing issues with the Phase 1 intersections. However, Crosstown would not be engaged to work on Phase II signals until the warranty period for them expires, which is anticipated to be in summer 2027, or unless it is first determined that the problem does not relate to anything under warranty.

Staff is recommending the creation of an on-call list with three contractors, and authorizing the Executive Director to finalize agreements with Crosstown, St. Francis and Yunex. In addition, it would be the intent to revisit this on-call list no less than ever two years to ensure there are enough responsive contractors available. and to provide opportunities for others.

Fiscal Analysis: The recommended action would authorize the Executive Director to approve agreements with Crosstown Electrical & Data, Inc.; St. Francis Electric, LLC, and Yunex Traffic, LLC. These contracts would be on a time-and-materials basis for a combined total not to exceed \$300,000 annually through June 30, 2028. Regional transportation funding is available for these agreements.

ITEM 5C

**Coachella Valley Association of Governments
Transportation Committee
April 6, 2026**



STAFF REPORT

Subject: Amendment to the Reimbursement Agreement for the South Palm Canyon Drive Bridge Replacement Project Over Tahquitz Creek

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

Recommendation: Authorize the Chair and Executive Director to execute Amendment No. 2 to the Reimbursement Agreement with the City of Palm Springs for the South Palm Canyon Drive Bridge Replacement Project Over Tahquitz Creek, increasing CVAG's regional share to \$2,125,717.50

Background: In January 2014, the Executive Committee approved a Reimbursement Agreement in the amount of \$76,476 with the City of Palm Springs to provide 75% of the local share of costs for environmental approval and final design (Preliminary Engineering) for the South Palm Canyon Drive Bridge Replacement Project over Tahquitz Creek.

This project ranks 51 with a score of 10 points on the Transportation Project Prioritization Study (TPPS). The existing bridge dates back to 1930, and it has been deemed structurally deficient in addition to creating a bottleneck for traffic near downtown. The new bridge is 98 feet long, includes reconstruction of the roadway approach at both ends of the bridge to improve safety, traffic flow, and mobility connection. It will have two lanes in both directions, as well as widened, eight-foot sidewalks and a dedicated bike lane in each direction. Cyclists will have easier accessibility from the new bridge to CV Link, which starts near Sunny Dunes and runs along Riverside Drive.

In 2017, CVAG approved Amendment No. 1 to the agreement to provide additional regional funds for the right-of-way and construction phases. By that time, the City had secured Federal Highway Bridge Program (HBP) funding to cover 88.53% of the costs for the environmental and design phases of the project. It also had expanded the project scope to include additional elements necessary to meet current design standards, which were approved by Caltrans.

Construction was awarded in October 2024 and is nearly 50% complete. The construction is anticipated to be completed by August 2026. The City is now requesting Amendment No. 2 for an additional \$1,260,391.50 of regional arterial program funding to account for increased project costs. The increased project costs are due to increases in the preliminary engineering costs from higher than anticipated permitting fees, review fees, unforeseen interagency coordination, the redesign of right of way constraints, and additional management fees. The construction costs also increased to include cultural monitoring during construction as well as to account for the rising bid prices. The current estimate is based on the awarded amount for construction.

CVAG staff supports the City of Palm Springs' request and is recommending approval of Amendment No. 2 to provide additional funds for the project. The recommended action would also authorize the Executive Director and/or Legal Counsel to make clarifying revisions before execution.

Fiscal Analysis: Amendment No. 2 would increase the regional arterial program funding for the South Palm Canyon Drive Bridge Replacement Project over Tahquitz Creek from \$788,850 to \$2,125,717.50, an increase of \$1,260,391.50 for CVAG. Regional Transportation Funds are available for this request.

With approval, the project's funding sources include:

Funding Source	Funding Amount
Federal Highway Bridge Program	\$ 13,611,000.00
Desert Water Agency	\$ 876,710.00
Southern California Gas	\$ 30,000.00
CVAG Funding Share	\$ 2,125,717.50
City Funding Share	\$ 1,600,000.50
Total Costs:	\$ 17,352,000.00

Attachments:

1. Amendment No. 2 to the Reimbursement Agreement
2. Project map
3. Request for funding

**AMENDMENT NUMBER TWO
TO THE REIMBURSEMENT AGREEMENT
BY AND BETWEEN THE CITY OF PALM SPRINGS AND CVAG
SOUTH PALM CANYON DRIVE BRIDGE REPLACEMENT PROJECT
OVER TAHQUITZ CREEK**

THIS AMENDMENT NUMBER ONE, effective this 27th day of April, 2026, by and between the City of Palm Springs (lead Agency) and the Coachella Valley Association of Governments, a California joint powers agency, (CVAG), and is made with reference to the following background and circumstances: All other terms and conditions shall remain the same as stated in the existing Reimbursement Agreement for the South Palm Canyon Drive Bridge Replacement Project Over Tahquitz Creek dated January 27, 2014.

- 1. This Amendment Number Two authorizes CVAG to provide additional funding for the South Palm Canyon Drive Bridge Replacement Project. CVAG share of this amendment is \$1,260,391.50 (75%).**

Summary:

Original Reimbursement Agreement, dated 01-27-2014	\$ 76,476.00
Amendment Number One, dated 04-24-2017	\$ 788,850.00
<u>Amendment Number Two</u>	<u>\$ 1,260,391.50</u>
Total Authorized CVAG Allocation to Date	\$ 2,125,717.50

All other provisions in the existing Reimbursement Agreement for the South Palm Canyon Drive Bridge Replacement Project Over Tahquitz Creek shall remain in full force and effect.

Consistent with CVAG Policy 21-02, this amendment shall be executed with the use of electronic or digital signatures in order to be in effect.

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

ATTEST

CITY OF PALM SPRINGS

Scott Stiles, City Manager

Naomi Soto, Mayor



ATTEST

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Tom Kirk, Executive Director

V. Manuel Perez, CVAG Chair

South Palm Canyon

-  Project Location
-  CV Link

0 210 420 Feet





City of Palm Springs

Engineering Services Department

3200 East Tahquitz Canyon Way • Palm Springs, California 92262
Tel: (760) 323-8253 • Fax: (760) 322-8360 • Web: www.palmspringsca.gov

March 4, 2026

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

Subject: Request for Amendment 2 for the South Palm Canyon Drive Bridge Replacement Project over Tahquitz Creek Agreement between CVAG and the City of Palm Springs, City Project No. 12-02, Federal Project No. BRLS-5282(042).

Dear Mr. Hoy,

The City of Palm Springs respectfully requests the Coachella Valley Association of Governments (CVAG) approve Amendment No. 2 to the Agency Reimbursement Agreement between the City of Palm Springs (City) and CVAG for the South Palm Canyon Drive Bridge Replacement Project over Tahquitz Creek between East Sunny Dunes Road and Mesquite Avenue increasing the Regional Arterial Program Funding Contribution from \$865,326 to \$2,125,717.50; an increase of \$1,260,391.50.

CVAG previously authorized and obligated the following:

Original Reimbursement Agreement, dated 01-27-2014	\$ 76,476.00
Amendment 1, dated 04-24-2017	\$ 788,850.00
This Proposed Amendment Request would add	\$ 1,260,391.50
Total CVAG Funding Authorization to date:	<u>\$ 2,125,717.50</u>

The Project's cost estimate per phase is:

Phase	Estimated Cost
PS&E	\$ 1,600,000
Right of Way	\$ 840,000
Construction	\$ 10,512,000
Construction Management	\$ 2,800,000
Contingency	\$ 1,600,000
Total Costs:	\$ 17,352,000

The Project's funding includes:

Funding Source	Funding Amount
Federal Highway Bridge Program	\$ 13,611,000.00
Desert Water Agency:	\$ 876,710.00
Southern California Gas:	\$ 30,000.00
CVAG Funding Share:	\$ 2,125,717.50
City Funding Share:	\$ 708,572.50
Total Costs:	\$ 17,352,000.00

The increased project costs are due to increases in the preliminary engineering costs to account for higher than anticipated permitting fees, review fees, unforeseen interagency coordination, the redesign of right of way constraints, and additional management fees. The construction costs also increased to include cultural monitoring during construction as well as to account for the rising bid prices. The current estimate listed above is based on the awarded amount for construction.

Construction was awarded in October 2024 and is nearly 50% complete. The construction is anticipated to be completed by August 2026. The City of Palm Springs appreciates CVAG's consideration of increasing the Regional Arterial Program funding contribution toward the South Palm Canyon Drive Bridge Replacement Project over Tahquitz Creek.

Please feel free to contact me, Joel Montalvo, at (760)322-8339 or by email at Joel.Montalvo@PalmSpringsCA.gov with any questions.

Sincerely,



Joel Montalvo, PE, MPA
City Engineer

Enclosures:

- 1) Project Map
- 2) CVAG Amendment Request Checklist

ITEM 5D

**Coachella Valley Association of Governments
Transportation Committee
April 6, 2026**



STAFF REPORT

Subject: Amendment to the Reimbursement Agreement for the Monroe Street / Interstate 10 Interchange Project

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

Recommendation: Authorize the Executive Director to execute Amendment No. 8 to the Reimbursement Agreement with the City of Indio and the County of Riverside for the Monroe Street / Interstate 10 Interchange Project providing \$56,531,115 for construction, inclusive of \$30.848 million already obligated

Background: CVAG has been a funding partner to the County of Riverside and City of Indio on the Monroe Street/ Interstate 10 (I-10) interchange project since 2007. The project is tied with Avenue 50 from Jackson to Van Buren Street in ranking as the region's number one project in the current Transportation Project Prioritization Study (TPPS). The interchange was initially funded through the \$10 million Interchange Preparation Fund, which the Executive Committee created in 2007 to support the preparation of interchange projects. CVAG has been a steadfast partner in the project, with several amendments to the reimbursement agreement being approved to fund additional stages of the project. At the same time, CVAG staff has highlighted the project as part of its cash flow analysis, as rising project costs were on the horizon.

The recommended action will solidify CVAG's commitment to the project as it enters the construction phase. With this action, staff is recommending CVAG's commitment be increased by \$25,683,115 for the construction phase. This action is being requested in order to solidify funding commitments prior to securing construction bids. It also is the same approach CVAG took for Jefferson Street, which was the last I-10 interchange to be completed.

The recommended action builds on the authorization provided in December 2022, when the Executive Committee authorized a regional funding commitment to support the project and strengthen its competitiveness for state funding. At the time, CVAG was inking a new Memorandum of Understanding with Riverside County Transportation Commission related to formula funds and available outside funding. CVAG identified a \$30.848 million regional funding commitment to secure Surface Transportation Block Grant (STBG) and Local Partnership Program (LPP) funds. As project costs evolved, CVAG continued to support funding strategies, including a September 2023 Executive Committee action to program an additional \$6.778 million in available STIP funding. In parallel, Riverside County and the City of Indio successfully secured \$30 million through the Southern California Association of Governments (SCAG) from the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs.

In December 2025, the Executive Committee authorized Amendment No 7 which provided a time trigger extension to begin construction by December 31, 2026.

Approval of the Plans Specifications & Engineering (PS&E) package is anticipated for this spring 2026, with ROW certification anticipated to be approved in the coming months. The County anticipates advertising the project in August 2026 and requires funding to be secured prior to advertising. Construction is anticipated to begin in January 2027, and the County has selected a construction management firm for the constructability review and intends to award a contract for the full construction management by May 2026. As such, the City and County are now requesting regional funding for construction of the project.

CVAG staff supports the City of Indio's request and is recommending approval of Amendment No. 8 and the obligation of construction funds for the project. The recommended action would also authorize the Executive Director and/or Legal Counsel to make clarifying revisions before execution.

Fiscal Analysis: To date, CVAG's Executive Committee has authorized about \$12.1 million in regional transportation funding for the project via contract, and committed another \$30.848 million in funding. This amendment would memorialize the total \$30.848 million funding commitment from the Executive Committee's December 2022 action, and increase the Regional Arterial Program Funding Contribution from \$12,102,900 to \$68,634,015 via contract amendment, an increase of \$56,531,115. The Monroe Street/ I-10 Interchange project is scheduled to advertise for construction in August 2026. The project's current estimate is \$181 million.

The project cost estimate per phase is:

Phase	Estimated Cost
PA/ED (Includes PSR)	\$ 3,300,000
PS&E	\$ 5,765,200
Right of Way	\$ 6,572,000
Construction	\$127,181,400
Construction Management	\$ 25,436,280
Contingency	\$ 12,718,140
Total Costs:	\$180,973,020

The City, as well as CVAG and the County, continue to look for outside funding. The project's current funding breakdown is as follows:

Funding Source	Funding Amount
Outside Funding (STIP):	\$ 14,329,000
Outside Funding (STBG 2023):	\$ 26,232,000
Outside Funding (STBG 2025):	\$ 30,000,000
Outside Funding (LPP):	\$ 14,263,000
Outside Funding (CPFCDS):	\$ 2,350,000
Outside Funding (Earmark Repurpose)	\$ 500,000
Outside Funding (ATP Cycle 7):	\$ 2,287,000
CVAG PSR Funding*:	\$ 1,500,000
Local Funding Share** (25%):	\$ 22,378,005
CVAG Regional Funding Share (75%):	\$ 67,134,015

Total Costs:	\$ 180,973,020
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**CVAG share includes 100% of the original agreement cost (\$1,500,000) for the PSR.*

*** Final proportionate local share estimates will be calculated based on the ratio of trips generated by each jurisdiction using the Monroe Street I-10 Interchange, as determined through the Monroe Street Proportionate Cost Share Analysis underway.*

The current anticipated funding gap for the Monroe/Interstate 10 Interchange Project is \$89,512,020. With the approval of Amendment 8, the total CVAG Regional Funds commitment will then become \$68,634,015, or 75% of the anticipated project costs not covered by outside fundings. The local 25% funding share is \$22,387,005.

This local share will be divided based on the ratio of trips generated by each jurisdiction as determined by the Monroe Street Interchange Proportionate Cost Share Analysis currently underway. The results of the Proportionate Cost Share Analysis will be presented to the Transportation and Executive Committees for feedback and approval prior to entering into agreements with the member agencies.

While the Monroe Street Proportionate Cost Share Analysis is still underway, the initial data and calculation of jurisdictional share are identified below:

Jurisdiction	% Trips	Cost Share
Indio	62.6%	\$ 14,008,631.13
Riverside County	9.7%	\$ 2,170,666.49
Coachella	8.7%	\$ 1,946,886.44
Palm Desert	7.1%	\$ 1,588,838.36
Rancho Mirage	3.6%	\$ 805,608.18
Cathedral City	2.3%	\$ 514,694.12
La Quinta	2.2%	\$ 492,316.11
Palm Springs	1.9%	\$ 425,182.10
Desert Hot Springs	1.1%	\$ 246,158.06
Indian Wells	0.8%	\$ 179,024.04
Total	100%	\$ 22,378,005

Attachments:

1. Amendment No. 8 to the Reimbursement Agreement
2. Project map
3. City's request for funding

**AMENDMENT NUMBER EIGHT
TO THE
REIMBURSEMENT AGREEMENT BY AND BETWEEN
CVAG AND THE CITY OF INDIO AND COUNTY OF RIVERSIDE
FOR THE
MONROE STREET / INTERSTATE 10 INTERCHANGE PROJECT**

This **AMENDMENT NUMBER EIGHT** is made and entered into this **27th day of April 2026**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), the **City of Indio (City)**, and **County of Riverside (County)**, 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 amended and restated Agreement adding the County dated January 9, 2018, and currently in the Right-of-Way Acquisitions and Final Engineering phase.

1. This Amendment Number Seven authorizes CVAG to provide additional funding for the Monroe Street /Interstate 10 Construction Phase. CVAG share of this amendment is \$56,531,115 (75%) and the City (Local) share is \$18,843,705 (25%) for a total funding commitment of \$75,374,820.

Summary

Original Authorization (\$1,500,000) <i>Split: CVAG Share (100%): \$1,500,000**; Indio share (0%): \$0.00</i> <i>** Actual Amount Paid by CVAG for PSR (\$700,000)</i>	= \$	1,500,000.00
Amendment Number One (No Cost)	= \$	00.00
Amendment Number Two (\$1,800,000) <i>Split: CVAG Share (75%): \$1,350,000; Indio share (25%): \$450,000</i>	= \$	1,350,000.00
Amendment Number Three (No Cost)	= \$	00.00
Amendment Number Four (\$5,765,200) <i>Split: CVAG Share (75%): \$4,323,900; Indio share (25%): \$1,441,300</i>	= \$	4,323,900.00
Amendment Number Five (\$6,572,000) <i>Split: CVAG Share (75%): \$4,929,000; Indio share (25%): \$1,643,000</i>	= \$	4,929,000.00
Amendment Number Six (No Cost)	= \$	00.00
Amendment Number Seven (No Cost)	= \$	00.00
Amendment Number Eight (\$75,374,820) <i>Split: CVAG Share (75%): \$56,531,115;</i> <i>Indio (Local) share (25%): \$18,843,705</i>	= \$	56,531,115.00
Total Authorized CVAG Allocation to Date	= \$	68,634,015.00

Consistent with CVAG Policy 21-02, this amendment shall be executed with the use of electronic or digital signatures in order to be in effect.

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

ATTEST

CITY OF INDIO

Bryan Montgomery, City Manager

Glenn Miller, Mayor

ATTEST

COUNTY OF RIVERSIDE

Clerk

V. Manuel Perez, Board Chair

ATTEST


**COACHELLA VALLEY ASSOCIATION OF
GOVERNMENTS**

Tom Kirk, Executive Director

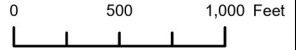
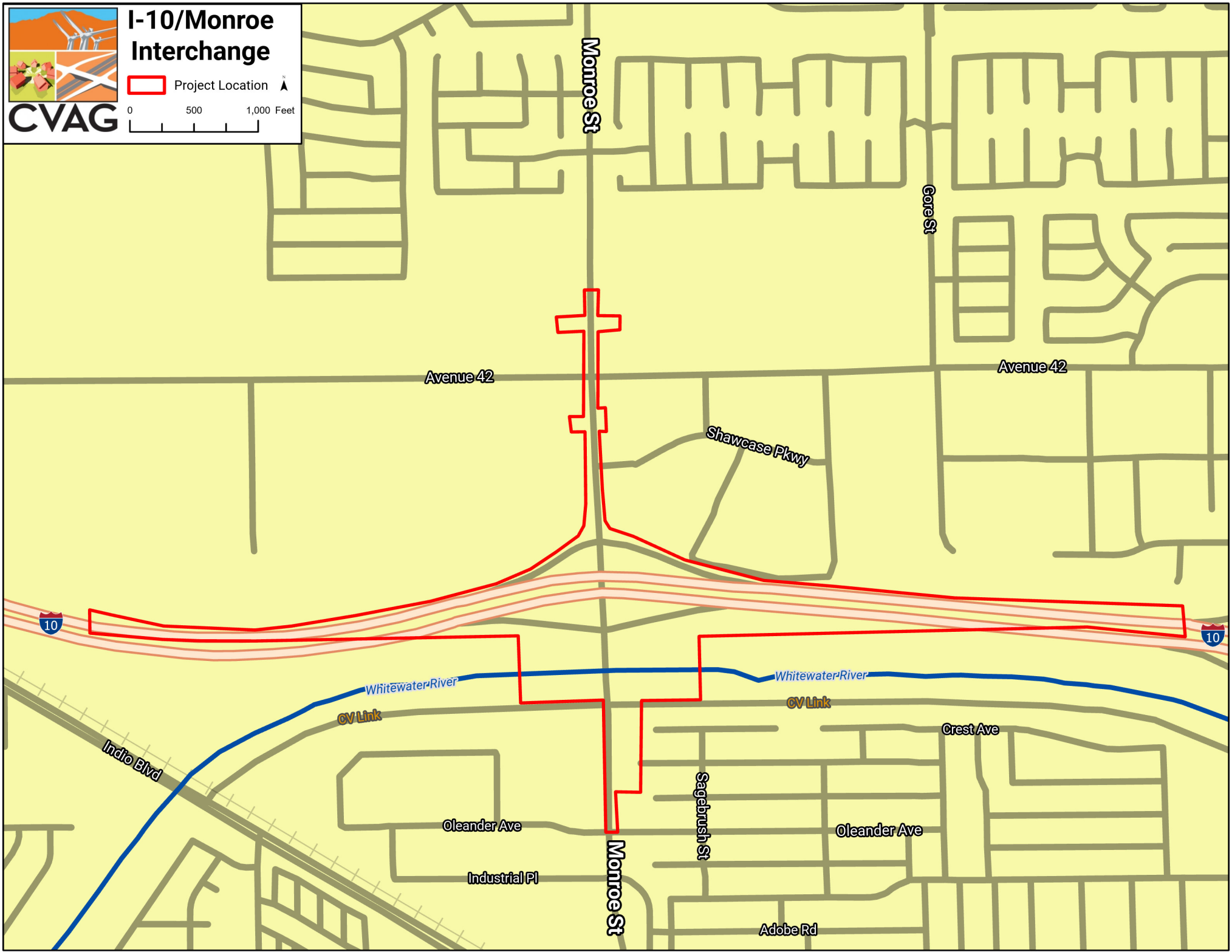
V. Manuel Perez, CVAG Chair



I-10/Monroe Interchange

Project Location 

0 500 1,000 Feet

March 9, 2026

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

Subject: Request for Amendment 8 for the Monroe Street/I-10 Interchange Project Agreement between CVAG, the City of Indio, and the County of Riverside.

Dear Mr. Hoy,

The City of Indio respectfully requests the Coachella Valley Association of Governments (CVAG) approve Amendment No. 8 to the Agency Reimbursement Agreement between the City of Indio (City), the County of Riverside (County), and CVAG for the Monroe Street/I-10 Interchange Project increasing Regional Arterial Program Funding Contribution from \$12,102,900 to \$68,634,015 an increase of \$56,531,115.

CVAG previously authorized and obligated the following:

Original Reimbursement Agreement, dated 10-17-2007	\$ 1,500,000
Amendment 1, dated 03-12-2009	\$ 0
Amendment 2, dated 09-26-2016	\$ 1,350,000
Amendment 3, dated 01-30-2017	\$ 0
Amended and Restated Agreement dated 01-09-2018	\$ 0
Amendment 4/Restated Amendment 1 dated 01-01-2018	\$ 4,323,900
Amendment 5/Restated Amendment 2 dated 12-06-2021	\$ 4,929,000
Amendment 6/Restated Amendment 3 dated 02-26-2024	\$ 0
Amendment 7/Restated Amendment 4 dated 12-01-2025	\$ 0

This Proposed Amendment Request would add \$ 56,531,115

Total CVAG Funding Authorization to date: \$ 68,634,015

The Project's cost estimate per phase is:

Phase	Estimated Cost
PA/ED	\$ 3,300,000
PS&E	\$ 5,765,200
Right of Way	\$ 6,572,000
Construction	\$ 127,181,400
Construction Management	\$ 25,436,280
Contingency	\$ 12,718,140
Total Costs:	\$ 180,973,020

The Project's funding includes:

Funding Source	Funding Amount
Outside Funding (STIP):	\$ 14,329,000
Outside Funding (STBG 2023):	\$ 26,232,000
Outside Funding (STBG 2025):	\$ 30,000,000
Outside Funding (LPP):	\$ 14,263,000
Outside Funding (CPFCDs):	\$ 2,350,000
Outside Funding (Earmark Repurpose)	\$ 500,000
Outside Funding (ATP Cycle 7):	\$ 2,287,000
City Funding Share:	\$ 22,378,005
CVAG PSR Funding*:	\$ 1,500,000
CVAG Funding Share:	\$ 67,134,015
Total Costs:	\$ 180,973,020

*CVAG share includes 100% of the original agreement cost (\$1,500,000) for the PSR.

The increased project costs of the project are due to the project advancement to the next phase of development. The City is pleased to inform you that the 100% PS&E package is being finalized and the ROW and utility coordination is complete. Approval of the PS&E package is anticipated for March 2026, with ROW certification anticipated to be approved by April 2026. As the engineering phase is coming to a close, the City and County desire to secure funding for the construction phase. The County anticipated advertising the project in August 2026 and requires funding to be secured prior to advertising. Construction is anticipated to begin in January 2027, and the County has already selected a construction management firm for the constructability review and intends to award a contract for the full construction management by May 2026.

As detailed above, the construction phase including construction, construction management, and contingency is estimated be \$165,335,820. The City, County, and CVAG have all worked together to secure \$89,961,000 in various federal and state funding sources

The City appreciates CVAG's consideration of increasing the Regional Arterial Program funding contribution and time trigger toward the proposed Monroe Interchange Project.

Please feel free to contact me, Timothy Wassil, at (760) 391-4042 or by email at twassil@indio.org if you have any questions.

Sincerely,

Timothy T. Wassil

Timothy T. Wassil, PE
Director of Public Works

CC: Azan Junaid, Riverside County Transportation Department

Enclosures:


- 1) Project Map
- 2) CVAG Amendment Request Checklist

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	-	-	✓	-	Absent	-	-	Absent	-	-	-	-
Desert Hot Springs	-	-	✓	-	✓	-	-	Absent	-	-	-	-
Indian Wells	-	-	Absent	-	✓	-	-	✓	-	-	-	-
Indio	-	-	✓	-	✓	-	-	✓	-	-	-	-
La Quinta	-	-	✓	-	✓	-	-	✓	-	-	-	-
Palm Desert	-	-	✓	-	✓	-	-	✓	-	-	-	-
Palm Springs	-	-	✓	-	✓	-	-	✓	-	-	-	-
Rancho Mirage	-	-	✓	-	✓	-	-	✓	-	-	-	-
Riverside County	-	-	✓	-	✓	-	-	✓	-	-	-	-
Agua Caliente Band of Cahuilla Indians	-	-	✓	-	Absent	-	-	✓	-	-	-	-
Torres Martinez Desert Cahuilla Indians	-	-	Absent	-	✓	-	-	Absent	-	-	-	-

Absent 
 No Meeting -
 In Attendance ✓

ITEM 6b

Coachella Valley Association of Governments
Transportation Committee
April 6, 2026



STAFF REPORT

Subject: Regional Transportation Project Status Report

Contact: Julie Mignogna, Transportation Program Manager (jmignogna@cvag.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
4/2/2026



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 complete and approval expected imminently. ROW cert approval expected spring 2026. County intend to advertise in August 2026. Construction is anticipated to begin in January 2027. Item on agenda to request construction funding amendment.
Portola Avenue @ I-10	COR						Caltrans agreed to shelve. 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.
Arterial 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 Varner Rd)	CC						Phase II is completed. PS&E for Phase III is underway.
Varner Road (Palm Drive to Date Palm Drive)	CC						PS&E is underway.
Jackson Street Widening (Ave 49 to Ave 52)	Indio						Phase I (widening CON) completed. Phase II (undergrounding, signals, sidewalk) ROW underway. CON anticipated mid 2026.
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 expected by July 2026. Construction anticipated by April 2027.
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 in 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						Project opened. Contractor completing 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 Ind. 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. Construction expected to be complete in August 2026. Item on agenda to request funding amendment.
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 underway.
CV Sync - Phase II	CVAG						Project construction 95% complete.
CV Sync - Phase III & I-10 Bypass Study	CVAG						CV Sync Phase III in design & Varner 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 Blowsand - ACCESS Indian Canyon Drive	CVAG						Revised Hydraulic Models and Hydrology Report were submitted to CVWD for approval. Geometric Approval Drawings (GAD) are being developed. A draft wind study was completed.
Flooding and Blowsand - Varner Road	CVAG						Geometrical Approval Drawings and 30% Plans Completed - Under Review.
Transportation Project Prioritization Study Update	CVAG						Study underway. Executive Director creating ad hoc to address related funding issues.
Active Transportation Projects							
Grant Funded							
ATP - Arts & Music Line	CVAG						NEPA approved in May 2024. ROW acquisition underway. Design nearing 100% complete. Construction award anticipated in Q1 2027.
ATP - DHS CV Link Extension	DHS						PS&E 90% complete.
CV Link	CVAG						Project close-out being completed.
CV Link - DHS Extension	CVAG						Project authorization and kick-off in September 2025. Feasibility Study 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 being finalized.
CV Link - Community Connector (Cathedral City)	CC						Construction complete. Project close-out being finalized.

COR=County of Riverside; RMR=Rancho Mirage; IW=Indian Wells; PD=Palm Desert; PS=Palm Springs; CC=Cathedral City; COA=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 = Whitewater River; SCE = Southern California Edison; HBP = Highway Bridge Program; CVWD = Coachella Valley Water District
 LATA = Local Agency Technical Assistance; RFP = Request for Proposal; RFB = Request for Bids; RCFC = Riverside County Flood Control

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