



TRANSPORTATION COMMITTEE MEETING AGENDA

**MONDAY, JUNE 2, 2025
10:00 a.m.**

**CVAG Conference Room
73-710 Fred Waring Drive, Suite 104
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/86462003044?pwd=bqAs7wsBlrIAQcDJELv1FZgAfmfMrW.1>

Dial In: +1 669 900 9128 US

Webinar ID: 864 6200 3044

Password: 979307

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

Public comment is encouraged to be emailed to the Transportation Committee prior to the meeting at cvag@cvag.org by 5:00 p.m. on the day prior to the committee meeting.

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

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

THIS MEETING IS HANDICAPPED ACCESSIBLE. ACTION MAY RESULT ON ANY ITEMS ON THIS AGENDA. UNLESS OTHERWISE STATED, ALL ACTION ITEMS WILL BE PRESENTED TO THE EXECUTIVE COMMITTEE FOR FINAL APPROVAL.

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

2. **ROLL CALL**

A. **Member Roster**

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3. **PLEDGE OF ALLEGIANCE**

4. **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.

5. **CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS**

6. **CONSENT CALENDAR**

A. **Approve the Minutes of the April 7, 2025, Transportation Committee Meeting**

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B. **Accept the Transportation Uniform Mitigation Fee (TUMF) Annual and Five-Year Report for Fiscal Year 2023-24**

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C. **Receive and file the Fiscal Year 2023-24 Transportation Uniform Mitigation Fee Agreed Upon Procedures final report**

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D. **Approve Amendment No. 1 to the Reimbursement Agreement with the County of Riverside and the City of Coachella for the Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive), extending the time trigger to June 30, 2026**

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E. **Authorize the Executive Director to spend an additional \$100,000 for flagging services and associated work related to CV Link under Union Pacific Railroad in Indio**

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6.1. **ITEM(S) HELD OVER FROM CONSENT CALENDAR**

7. **HEARINGS**

A. **Appeal Hearing: Appeal by Toscana Country Club on Transportation Uniform Mitigation Fee (TUMF) assessment**

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- 1) Receive the Staff Report – Peter Satin
- 2) Open Hearing and Receive Testimony/Public Comments, including Appellate
- 3) Close Hearing

Recommendation: Deny the Transportation Uniform Mitigation Fee (TUMF) appeal brought forth by the Toscana County Club

8. **DISCUSSION / ACTION**

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

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Recommendation: Authorize the Executive Director to execute Amendment No. 5 to the agreement with Albert A. Webb Associates to extend the term to June 30, 2027, for an additional not-to-exceed amount of \$991,841; and negotiate and execute amendments to existing reimbursement agreements with the Cities of Coachella, Indio and La Quinta to adjust the local share of pre-construction services

B. **CV Link Maintenance Agreement with Desert Recreation District – Randy Bowman**

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Recommendation: Authorize the Executive Director to execute a shared services agreement with Desert Recreation District for two years, with an optional one-year renewal, for a not-to-exceed amount of \$600,000 per year to operate and maintain the CV Link

C. **Update on Regional Pavement Management Analysis – Julie Mignogna**

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Recommendation: Information

9. **INFORMATION**

- a) Transportation Committee Attendance Roster
- b) Regional Transportation Projects Status Report
- c) Regional Arterial Program Compliance Report

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10. **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.

11. **ANNOUNCEMENTS**

The next meeting of the **Transportation Committee** will be held on Monday, August 25, 2025, at 10:00 a.m. The meeting is expected to be held at the Colorado Regional Water Quality Control Board, 73-720 Fred Waring Drive, Suite 100, Palm Desert, CA 92260. CVAG staff will confirm the location closer to the meeting date.

The next meeting of the **Executive Committee** will be held on Monday, June 2, 2025, at 4:30 p.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260.

The next meeting of the **General Assembly** will be held on Monday, June 30, 2025, at 6 p.m. at the Westin Rancho Mirage Golf Resort & Spa, 71333 Dinah Shore Dr., Rancho Mirage, 92270.

12. **ADJOURNMENT**

ITEM 2A**TRANSPORTATION COMMITTEE
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 Pro Tem
City of Coachella	Steven Hernandez, Chair Mayor
City of Desert Hot Springs	Scott Matas Mayor
City of Indian Wells	Toper Taylor Councilmember
City of Indio	Elaine Holmes Mayor Pro Tem
City of La Quinta	Kathleen Fitzpatrick Councilmember
City of Palm Desert	Jan Harnik, Vice Chair Mayor
City of Palm Springs	David H. Ready Councilmember
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 6A

TRANSPORTATION COMMITTEE MINUTES OF MEETING MONDAY, APRIL 7, 2025



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

1. CALL TO ORDER

The Transportation Committee meeting was called to order by Chair Steven Hernandez, City of Coachella, on Monday, April 7, 2025, at 10:02 a.m. at the CVAG Conference Room, 73-710 Fred Waring Drive, Suite 104, in the City of Palm Desert. Videoconferencing was available from the City of Blythe.

2. ROLL CALL

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

MEMBERS/ALTERNATES PRESENT

Mayor Joseph DeConinck
Mayor Pro Tem Raymond Gregory
Mayor Steven Hernandez, *Chair*
Mayor Scott Matas
Councilmember Toper Taylor (*arrived at item 5*)
Mayor Pro Tem Elaine Holmes
Councilmember Kathleen Fitzpatrick
Mayor Jan Harnik, *Vice Chair*
Councilmember David Ready
Mayor Ted Weill
Supervisor V. Manuel Perez

AGENCY

City of Blythe (*via Zoom*)
City of Cathedral City
City of Coachella
City of Desert Hot Springs
City of Indian Wells
City of Indio
City of La Quinta
City of Palm Desert
City of Palm Springs
City of Rancho Mirage
County of Riverside

MEMBERS/EX OFFICIOS NOT PRESENT

Tribal Member Virginia Siva-Gillespie
Tribal Chair Joseph Mirelez

AGENCY

Agua Caliente Band of Cahuilla Indians
Torres Martinez Desert Cahuilla Indians

3. PLEDGE OF ALLEGIANCE

Mayor Pro Tem Raymond Gregory led the Committee in the Pledge of Allegiance.

4. PUBLIC COMMENTS ON AGENDA ITEMS

Indian Wells Public Works Director Ken Seumalo addressed Item 7A and thanked CVAG staff for their efforts controlling and directing traffic during the BNP Paribas tennis tournament, which saw record breaking attendance numbers.

5. CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS

Executive Director Tom Kirk reports Riverside County Transportation Commission (RCTC) will have the freeway patrol service extending through the Coachella Valley again for the upcoming Coachella Fest and Stagecoach weekends.

Mr. Kirk also reports CVAG has submitted congressional earmark requests for the Interstate 10/ Varner Road Bypass project.

6. CONSENT CALENDAR

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

- A. Approve the Minutes of February 3, 2025, Transportation Committee Meeting**
- B. Adopt a 2.03 percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2026, and update the TUMF Handbook to reflect the revised fee upon its effective date**
- C. Authorize the Executive Director to execute a construction contract with Granite Construction Company for a not-to-exceed amount of \$544,444, including a 10 percent contingency, for the CV Link Community Connector project in the City of Coachella**

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

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

6.1. ITEM(S) HELD OVER FROM CONSENT CALENDAR

None

7. DISCUSSION / ACTION

- A. Presentation: CV Sync Coordination for BNP Paribas Open and major events**

Program Manager Kris Gunterson provided a recap of CV Sync's coordination with cities, including the traffic management for the BNP Paribas Open and plans for the upcoming major Coachella and Stagecoach music festivals.

No action was taken as this was an information-only item.

- B. Contract Amendment for CV Sync Phase II Construction Management**

Assistant Director of Transportation Mark Lancaster presented the staff report.

Member discussion ensued with Councilmember Taylor requesting a detailed overview of CV Sync and CV Link for new committee members.

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

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

C. Ad Hoc Committee Focused on Improving Interstate 10

Mr. Kirk presented the staff report and opened the floor for nominations to fill a two vacancies on the ad hoc committee.

Mayor Harnik moved to appoint Mayor Pro Tem Gregory as recommended in the staff report and added Councilmember Kathleen Fitzpatrick be appointed to the second vacancy.

No other nominations were received.

IT WAS MOVED BY MAYOR HARNIK AND SECONDED BY MAYOR PRO TEM HOLMES TO APPOINT CATHEDRAL CITY MAYOR PRO TEM RAYMOND GREGORY AND LA QUINTA COUNCILMEMBER KATHLEEN FITZPATRICK TO THE AD HOC COMMITTEE THAT WORKS WITH CALTRANS ON INTERSTATE 10 IMPROVEMENTS

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

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

D. Improvements along Avenue 50 from Oates Lane to State Route 86

Program Manager Julie Mignogna gave the staff report.

Brief member discussion ensued regarding the inclusion of a conditional pay back provision being added to recommendation in the event that the project is not constructed.

IT WAS MOVED BY MAYOR PRO TEM GREGORY AND SECONDED BY COUNCILMEMBER FITZPATRICK TO INCLUDE A CONDITIONAL PAY BACK PROVISION AND AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 2 TO THE REIMBURSEMENT AGREEMENT WITH THE CITY OF COACHELLA TO PROVIDE PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) AND RIGHT-OF-WAY (ROW) ACQUISITION OF PHASE 2 OF THE AGREEMENT FOR A NEW AVENUE 50 BRIDGE OVER THE WHITEWATER RIVER AND A NEW INTERCHANGE AT AVENUE 50 AND STATE ROUTE 86, INCLUSIVE OF ADDING A SEGMENT OF AVENUE 50 BETWEEN OATES LANE AND CABAZON DRIVE, EXTENDING THE TIME TRIGGER TO JULY 2029 AND INCREASING REGIONAL COST SHARE BY \$5,375,000

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

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

E. CV Link Extension to the Salton Sea

Ms. Mignogna presented the staff report.

Brief member discussion ensued, with Supervisor Perez noting the community interest in the extension project.

IT WAS MOVED BY SUPERVISOR PEREZ AND SECONDED BY COUNCILMEMBER TAYLOR TO AUTHORIZE THE EXECUTIVE DIRECTOR TO:

- 1. EXECUTE A SERVICES CONTRACT WITH DOKKEN ENGINEERING, NOT TO EXCEED \$1,227,502, TO CONDUCT A PROJECT STUDY REPORT-PROJECT DEVELOPMENT SUPPORT (PSR-PDS) PROJECT INITIATION DOCUMENT FOR THE CV LINK MECCA/NORTH SHORE EXTENSION PROJECT; AND**
- 2. EXECUTE A REIMBURSEMENT AGREEMENT WITH THE COUNTY OF RIVERSIDE FOR A 50-50 COST SHARE, WITH CVAG'S SHARE NOT TO EXCEED \$613,751**

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

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

- F. CV Link Construction Contract Approval Authority
- G. Contract Amendment with Alta Planning & Design for CV Link
- H. Contract Amendment with Anser Advisory for CV Link

These three agenda items were presented and discussed concurrently. Transportation Director Jonathan Hoy provided an overview that included details of the construction status, the need for additional contract approval authority and related amendments.

Member discussion ensued regarding the contingency fund amount, the increase of construction prices over the years, and discussions regarding future maintenance responsibilities of CV Link. Staff addressed members' questions about the project schedule and costs.

IT WAS MOVED BY MAYOR MATAS AND SECONDED BY SUPERVISOR PEREZ TO:

- (ITEM F) AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE ADDITIONAL CHANGE ORDERS FOR THE CV LINK CONSTRUCTION CONTRACTS WITH AMES AND GRANITE FOR A COMBINED, NOT-TO-EXCEED AMOUNT OF \$15,000,000
- (ITEM G) AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 15 TO THE AGREEMENT WITH ALTA PLANNING & DESIGN FOR AN ADDITIONAL NOT-TO-EXCEED AMOUNT OF \$198,000 AND EXTENDING THE TERM UNTIL DECEMBER 31, 2025; AND
- (ITEM H) AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 3 TO THE AGREEMENT WITH ANSER ADVISORY FOR AN ADDITIONAL NOT-TO-EXCEED AMOUNT OF \$2,276,000 FOR CONSTRUCTION MANAGEMENT SERVICES AND EXTEND THE TERM THROUGH DECEMBER 31, 2025

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

TRIBAL MEMBER SIVA-GILLESPIE	ABSENT
MAYOR DECONINCK	AYE
MAYOR PRO TEM GREGORY	AYE

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

I. Next Steps for the Transportation Project Prioritization Study (TPPS) Update

Assistant Director of Transportation Randy Bowman presented the staff report.

IT WAS MOVED BY COUNCILMEMBER FITZPATRICK AND SECONDED BY MAYOR HARNIK TO AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH HDR ENGINEERING, INC IN AN AMOUNT NOT TO EXCEED \$1,482,275 TO PROVIDE PROFESSIONAL ENGINEERING SERVICES IN ORDER TO UPDATE THE 2016 TRANSPORTATION PROJECT PRIORITIZATION STUDY (TPPS) AND COMPANION DOCUMENTS

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

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

8. INFORMATION

- a) Transportation Committee Attendance Roster
- b) Regional Transportation Projects Status Report
- c) Additional funding for the Interstate 10/Monroe Street Interchange Project

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

9. PUBLIC COMMENTS ON NON-AGENDA ITEMS

None

10. ANNOUNCEMENTS

The next meeting of the **Transportation Committee** will be held on Monday, May 5, 2025, at 10:00 a.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260.

The next meeting of the **Executive Committee** will be held on Monday, April 28, 2025, at 4:30 p.m. at the CVAG conference room, 73-710 Fred Waring Drive, Suite 104, Palm Desert, 92260.

11. ADJOURNMENT

There being no further business, Chair Hernandez adjourned the meeting at 11:09 a.m.

Respectfully submitted,

Elysia Regalado
Management Analyst- Administration

ITEM 6B

Coachella Valley Association of Governments Transportation Committee June 2, 2025



STAFF REPORT

Subject: TUMF Annual and Five-Year Report for Fiscal Year 2023-24

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

Recommendation: Accept the Transportation Uniform Mitigation Fee (TUMF) Annual and Five-Year Report for Fiscal Year 2023-24

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

CVAG's Regional Arterial Program is comprised of TUMF and Measure A regional arterial funds. The two sources combined generated a total of \$32,665,714 during fiscal year 2023-24, which represents an 8-percent decrease in revenues over fiscal year 2022-23 (Table 1). Local Measure A funds are received by TUMF-collecting jurisdictions for their local street and road projects in the Coachella Valley, and are determined via a formula quantifying total dwelling units and taxable sales. Dwelling unit data is collected annually from each jurisdiction and is forwarded on to the Riverside County Transportation Commission (RCTC).

Table 1: TUMF program revenues in fiscal year 2023-24 compared to fiscal year 2022-23.

Fund	FY 23-24	FY 22-23	Difference	% Difference
<i>TUMF</i>	\$5,480,489	\$7,712,811	\$(2,232,322)	(29)%
<i>Measure A</i>	\$27,185,225	\$27,829,419	\$(644,194)	(2)%
<i>Total</i>	\$32,665,714	\$35,542,230	\$(2,876,516)	(8)%

The TUMF program began in fiscal year 1989-90 and saw a steady increase in local Measure A funding received by CVAG's member jurisdictions until the Great Recession, which began in 2008 and resulted in significant downturns in revenues generated. Revenues from both Measure A funding and TUMF assessments then began to climb again, before peaking during the COVID-19 pandemic. Since the pandemic, both revenue sources have declined, with TUMF revenues falling much more sharply than Measure A revenues.

The report was provided to the Desert Valleys Builders Association (DVBA) for comment, who noted minor inconsistencies. Those inconsistencies have been addressed in the version now being presented for the Committee's approval. A final comment letter supporting the finalization of the report was issued by DVBA on April 28, 2025 and is attached.

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

Attachments:

1. TUMF Annual and Five-Year Report for Fiscal Year 2023-24
2. DVBA comment letter, April 28, 2025

TRANSPORTATION UNIFORM MITIGATION FEE ANNUAL AND FIVE-YEAR REPORT

FISCAL YEAR 2023-2024



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

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Transportation Uniform Mitigation Fee Fiscal Year 2023-2024 Annual Report

CVAG
Transportation Department



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

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Introduction

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

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

TUMF, like all development impact fees, requires a nexus be demonstrated between the proposed development and the impacts to be mitigated. In TUMF’s case, the assessment is based on the number of vehicle trips new development or site improvements may generate. The most recent nexus study¹, conducted in 2018, determined that by 2040, over one million trips will be added to the Coachella Valley due to projected development. At the same time, a Transportation Project Prioritization Study² (TPPS) was conducted to provide an unbiased, methodological way to provide CVAG direction in determining funding for regional arterials by identifying and ranking discrete segments to be improved.

The 2018 nexus study originally proposed a fee of \$751/trip; however, this fee was reduced to the current \$245/trip after re-evaluating which regional transportation projects would likely be built in the near-term³. With the new revised trip rate, the actual development fees can be calculated for individual land uses. The Institute of Transportation Engineers (ITE) has exhaustively analyzed different land uses with respect to trip generation and publishes the ITE Trip Generation Manual. This manual is the accepted industry standard with respect to trip generation data.

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

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

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

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

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

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

which CVAG has rounded to a final fee assessment of \$2,310 for a single-family residence. CVAG's adopted TUMF policies, as codified in the TUMF Handbook, allow for the consideration of annual adjustments for inflation based on the Consumer Price Index for All Urban Consumers (CPI-U), all items. If approved by CVAG's Executive Committee, these adjustments take place on January 1 of the calendar year following their adoption. In 2023, CVAG applied a 7.4% increase to all fee rates for calendar year 2024, as described below.

<i>Land-use Category</i>	<i>Assessment Unit</i>	<i>Fee 2023</i>	<i>Fee 2024</i>
<i>Residential</i>			
<i>Single-Family Detached</i>	Dwelling unit	\$2,550	\$2,740
<i>Multi-Family, Mobile Home</i>	Dwelling unit	\$1,470	\$1,580
<i>Nursing/Congregate Care</i>	Dwelling unit	\$545	\$585
<i>Transit Oriented Development</i>	Dwelling unit	15% discount	
<i>Low-Income Housing</i>	Dwelling unit	Exempt	
<i>Non-Residential</i>			
<i>Industrial</i>	1,000 square feet	\$1,340	\$1,440
<i>Office</i>	1,000 square feet	\$2,640	\$2,835
<i>Retail</i>	1,000 square feet	\$6,640	\$7,130
<i>Fuel – Gas</i>	Dispenser	\$9,515	\$10,220
<i>Fuel – Electric</i>	Dispenser	\$100	\$105
<i>Golf Course</i>	Acre	\$1,015	\$1,090
<i>Hotel</i>	Room	\$3,880	\$4,165

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

Fiscal Year 2023-2024 Summary

The following information pertains to the TUMF fund for the year ending June 30, 2024⁴. There were no interfund transfers or loans from the TUMF Fund. No fees were re-allocated pursuant to Gov Code Section 66001 for sums that remain unspent after five years and for which a date of commencement of the improvement has not been provided.

Fund Balance – July 1, 2023	\$11,813,644.69
Balance of fees collected (accrual basis) - June 30, 2024	\$5,482,848.42
Interest earnings from Investment Pool	\$348,872.51
Refunds	(\$553,974.20)
Other miscellaneous revenues/receipts	\$1,403.96
Project costs	(\$4,412,737.31)
Program management expenditures	(\$717,499.69)
Fund Balance - June 30, 2024	\$11,962,558.38

Five Year Test Using First In First Out Method	
<i>Includes fees collected, interest earned, and miscellaneous revenues</i>	
Revenues Collected from Fiscal Year 2019/2020	\$5,077,605
Revenues Collected from Fiscal Year 2020/2021	\$6,278,423
Revenues Collected from Fiscal Year 2021/2022	\$10,511,729
Revenues Collected from Fiscal Year 2022/2023	\$8,041,761
Revenues Collected from Fiscal Year 2023/2024	\$5,833,125
Total Revenue for Last Five Years	\$35,742,644

As of June 30, 2024, \$159,466,915 has been collected by the assessment of TUMF. Taking into account the additional \$24,360,350 in Measure A In-Lieu funds collected, the TUMF program has generated a total of **\$183,827,264** since program inception on July 1, 1989.

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

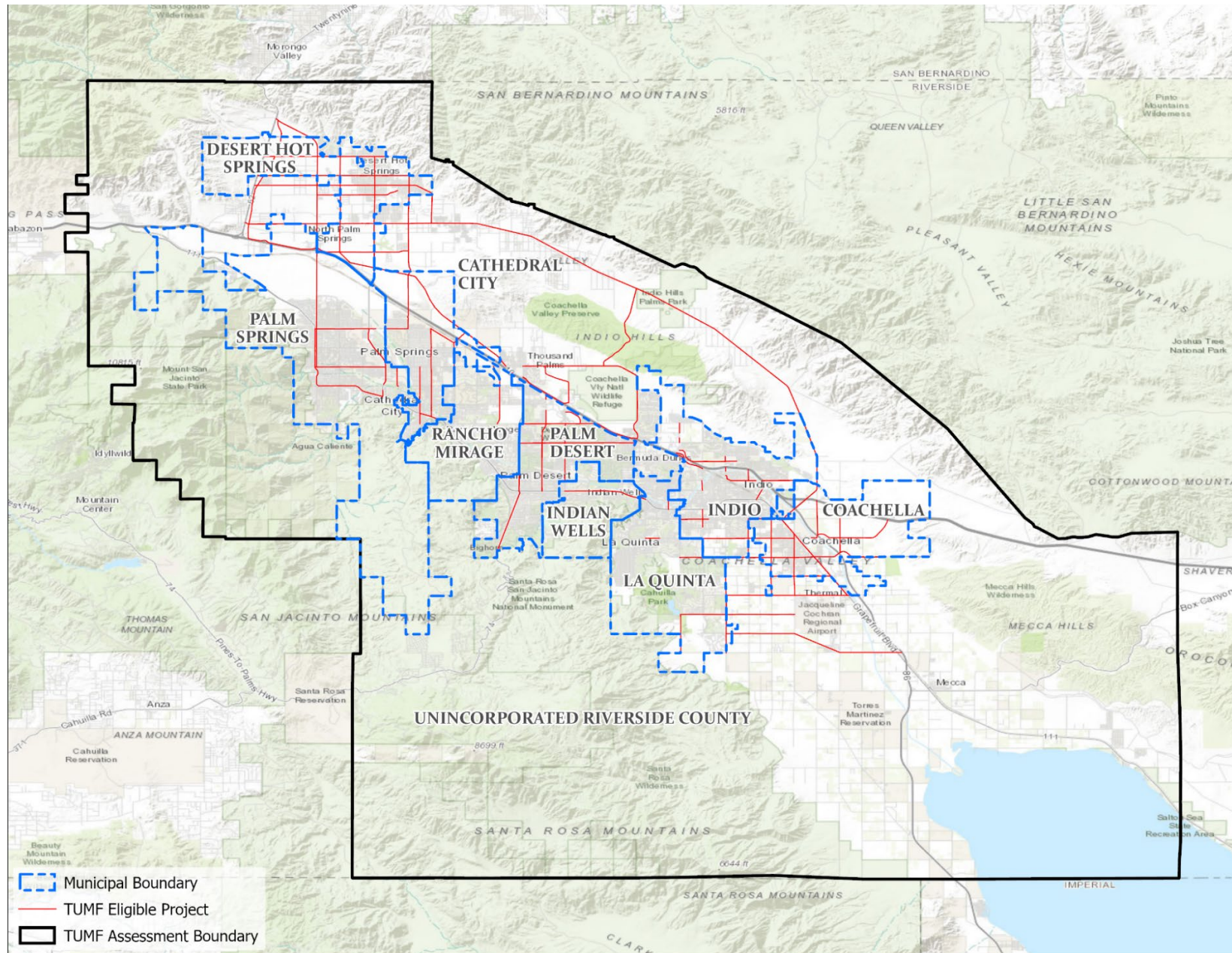


Figure 1: TUMF assessment boundary and participating jurisdictions. Projects eligible for TUMF funding are described more fully in the Transportation Project Prioritization Study, 2018, and are displayed here only for context.

TUMF Collections by Jurisdiction, Fiscal Year 2023-2024

This section sorts TUMF collections for fiscal year 2023-2024 by jurisdiction. As of 2013, each of the regional municipalities within the Coachella Valley, along with the County of Riverside, are participating in CVAG's TUMF program. All TUMF shortfalls have been collected and no in-lieu payments were made during the reporting period.

The total TUMF collected for fiscal year 2023-2024 was \$5,480,849 with 25-percent generated each by the Cities of Desert Hot Springs and Indio. An additional \$27,185,225 of Measure A funding was disbursed to CVAG for regional arterial projects.

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

All Jurisdictions

	<i>FY 23/24</i>	<i>% FY</i>	<i>Total to Date</i>	<i>% Total</i>
<i>Cathedral City</i>	\$287,965	5%	\$13,123,850	8%
<i>Coachella</i>	\$143,560	3%	\$7,850,198	5%
<i>Desert Hot Springs</i>	\$1,370,039	25%	\$9,395,433	6%
<i>Indian Wells</i>	\$141,600	3%	\$3,725,069	2%
<i>Indio</i>	\$1,349,672	25%	\$40,070,206	25%
<i>La Quinta</i>	\$425,314	8%	\$7,681,332	5%
<i>Palm Desert</i>	\$466,498	9%	\$25,828,071	16%
<i>Palm Springs</i>	\$504,400	9%	\$17,873,463	11%
<i>Rancho Mirage</i>	\$288,599	5%	\$13,010,779	8%
<i>Riverside County</i>	\$502,842	9%	\$20,908,512	13%
<i>Total TUMF</i>	\$5,480,489	100%	\$159,466,915	100%
<i>Total In Lieu</i>	\$-		\$24,360,350	
<i>Regional Arterials</i>	\$27,185,225		\$415,856,224	
<i>Total</i>	\$32,665,714		\$599,683,488	

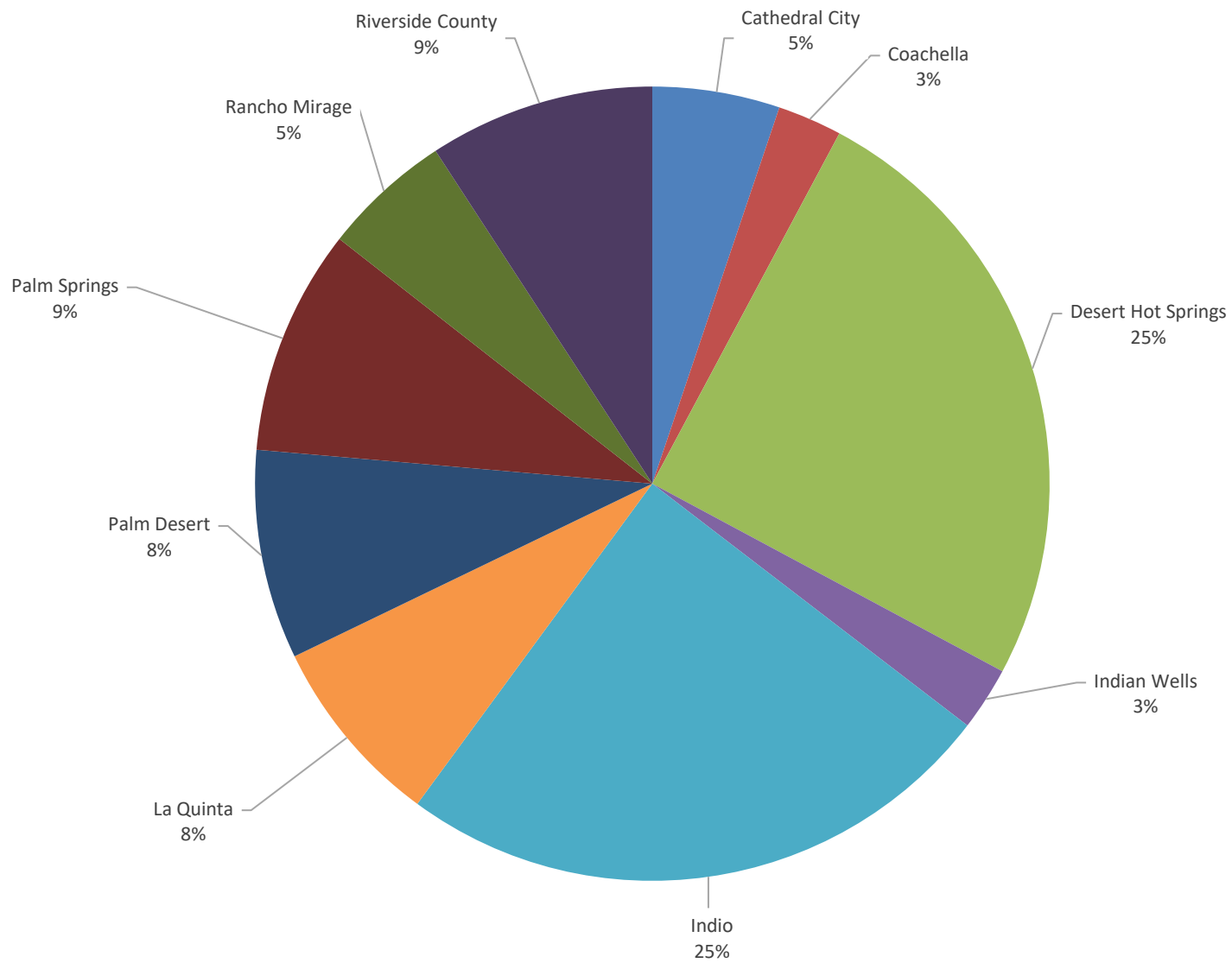


Figure 2: Proportion of total TUMF collections per jurisdiction for fiscal year 2023-2024.

Cathedral City

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$73,152	\$0	\$73,152
<i>Aug</i>	\$0	\$0	\$0
<i>Sep</i>	\$2,550	\$0	\$2,550
<i>Oct</i>	\$10,518	\$0	\$10,518
<i>Nov</i>	\$5,100	\$0	\$5,100
<i>Dec</i>	\$70,560	\$0	\$70,560
<i>Jan</i>	\$47,905	\$0	\$47,905
<i>Feb</i>	\$0	\$0	\$0
<i>Mar</i>	\$0	\$0	\$0
<i>Apr</i>	\$45,462	\$0	\$45,462
<i>May</i>	\$19,580	\$0	\$19,580
<i>Jun</i>	\$13,134	\$0	\$13,134
Total	\$287,965	\$0	\$287,965

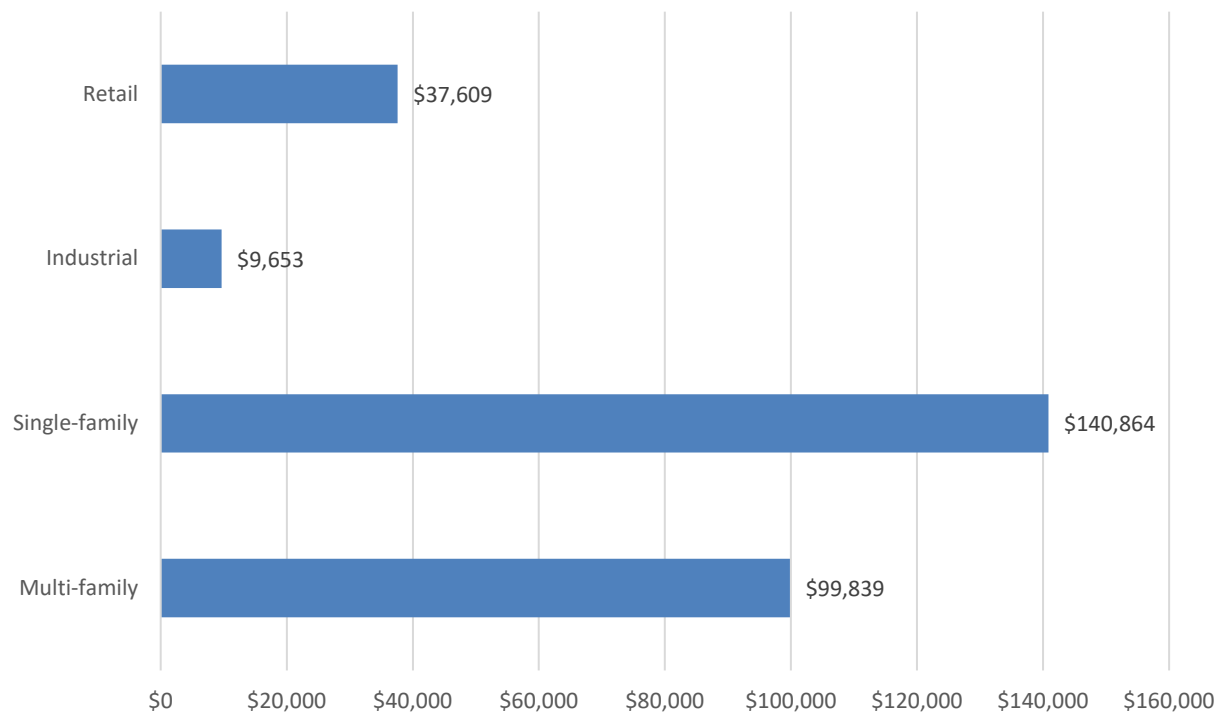


Figure 3: Cathedral City TUMF collections per land use category, fiscal year 2023-2024.

Coachella

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$35,700	\$0	\$35,700
<i>Aug</i>	\$20,400	\$0	\$20,400
<i>Sep</i>	\$0	\$0	\$0
<i>Oct</i>	\$17,850	\$0	\$17,850
<i>Nov</i>	\$12,750	\$0	\$12,750
<i>Dec</i>	\$45,900	\$0	\$45,900
<i>Jan</i>	\$0	\$0	\$0
<i>Feb</i>	\$10,960	\$0	\$10,960
<i>Mar</i>	\$0	\$0	\$0
<i>Apr</i>	\$0	\$0	\$0
<i>May</i>	\$0	\$0	\$0
<i>Jun</i>	\$0	\$0	\$0
Total	\$143,560	\$0	\$143,560

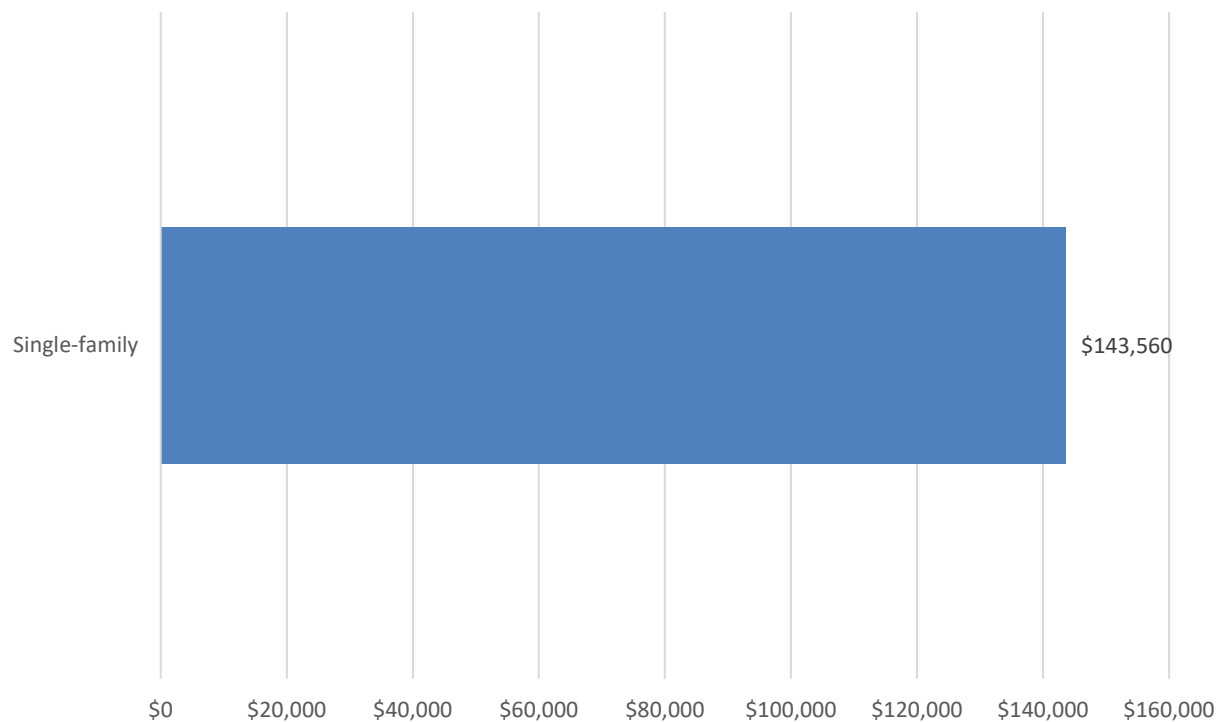


Figure 4: Coachella TUMF collections per land use category, fiscal year 2023-2024.

Desert Hot Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$9,871	\$0	\$9,871
<i>Aug</i>	\$11,670	\$0	\$11,670
<i>Sep</i>	\$48,258	\$0	\$48,258
<i>Oct</i>	\$2,740	\$0	\$2,740
<i>Nov</i>	\$22,260	\$0	\$22,260
<i>Dec</i>	\$164,224	\$0	\$164,224
<i>Jan</i>	\$15,172	\$0	\$15,172
<i>Feb</i>	\$12,430	\$0	\$12,430
<i>Mar</i>	\$20,020	\$18,176.20	\$20,020
<i>Apr</i>	\$8,220	\$0	\$8,220
<i>May</i>	\$1,026,134	\$0	\$1,026,134
<i>Jun</i>	\$29,041	\$0	\$29,041
Total	\$1,370,039	\$18,176.20	\$1,351,863

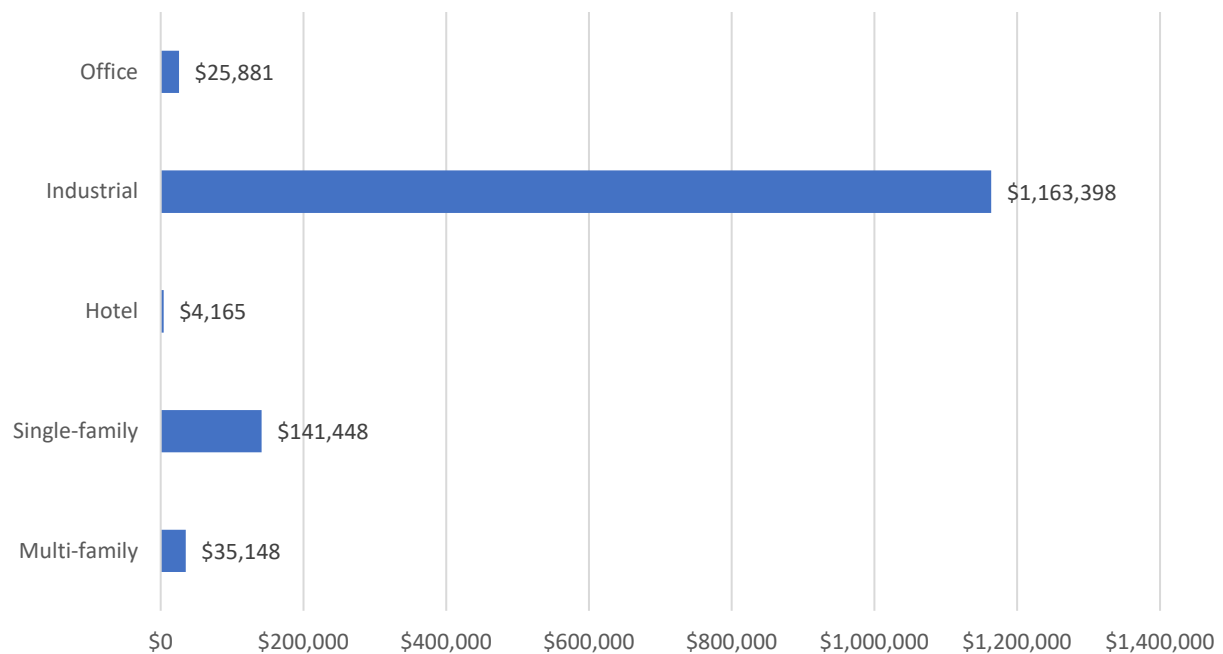


Figure 5: Desert Hot Springs TUMF collections per land use category, fiscal year 2023-2024.

Indian Wells

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$192	\$0	\$192
<i>Aug</i>	\$40,139	\$0	\$40,139
<i>Sep</i>	\$10,200	\$0	\$10,200
<i>Oct</i>	\$3,235	\$0	\$3,235
<i>Nov</i>	\$15,300	\$0	\$15,300
<i>Dec</i>	\$41,422	\$0	\$41,422
<i>Jan</i>	\$16,440	\$0	\$16,440
<i>Feb</i>	\$2,740	\$0	\$2,740
<i>Mar</i>	\$0	\$0	\$0
<i>Apr</i>	\$11,931	\$0	\$11,931
<i>May</i>	\$0	\$0	\$0
<i>Jun</i>	\$0	\$0	\$0
Total	\$141,599	\$0	\$141,599

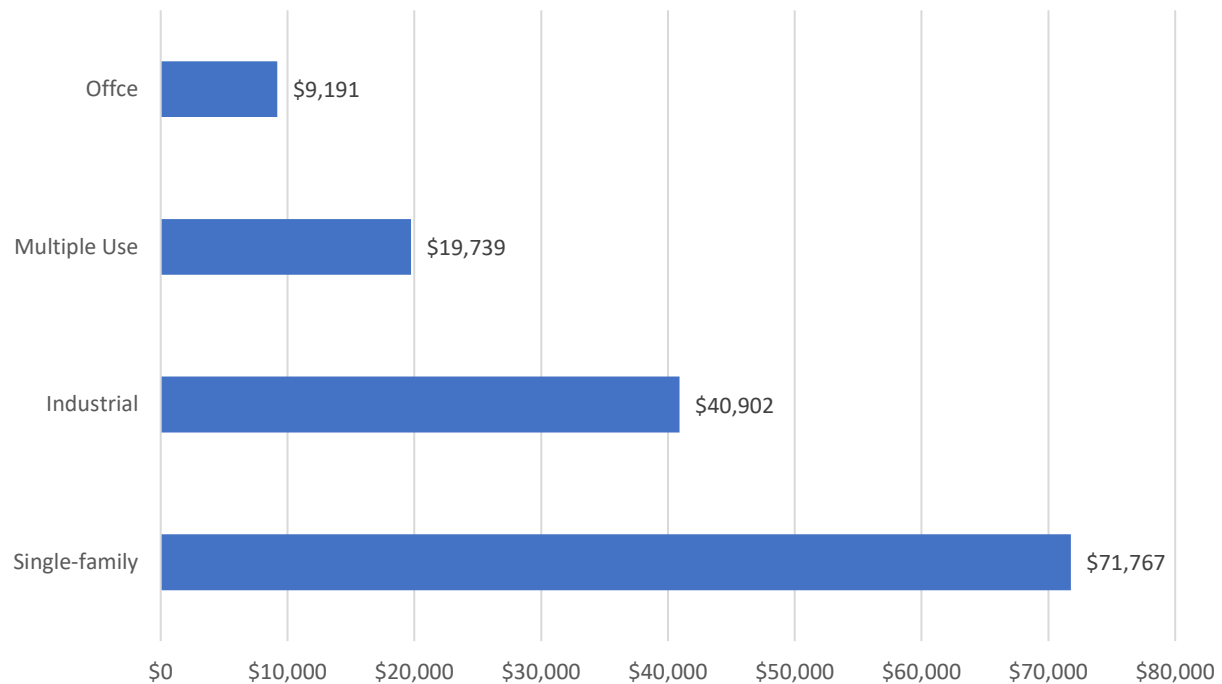


Figure 6: Indian Wells TUMF collections per land use category, fiscal year 2023-2024.

Indio

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$2,550	\$0	\$2,550
<i>Aug</i>	\$116,730	\$0	\$116,730
<i>Sep</i>	\$5,100	\$0	\$5,100
<i>Oct</i>	\$143,402	\$0	\$143,402
<i>Nov</i>	\$102,469	\$0	\$102,469
<i>Dec</i>	\$307,474	\$0	\$307,474
<i>Jan</i>	\$10,960	\$0	\$10,960
<i>Feb</i>	\$62,580	\$0	\$62,580
<i>Mar</i>	\$115,080	\$0	\$115,080
<i>Apr</i>	\$20,830	\$532,672	\$20,830
<i>May</i>	\$91,661	\$0	\$91,661
<i>Jun</i>	\$370,834	\$0	\$370,834
Total	\$1,349,672	\$532,672	\$817,000

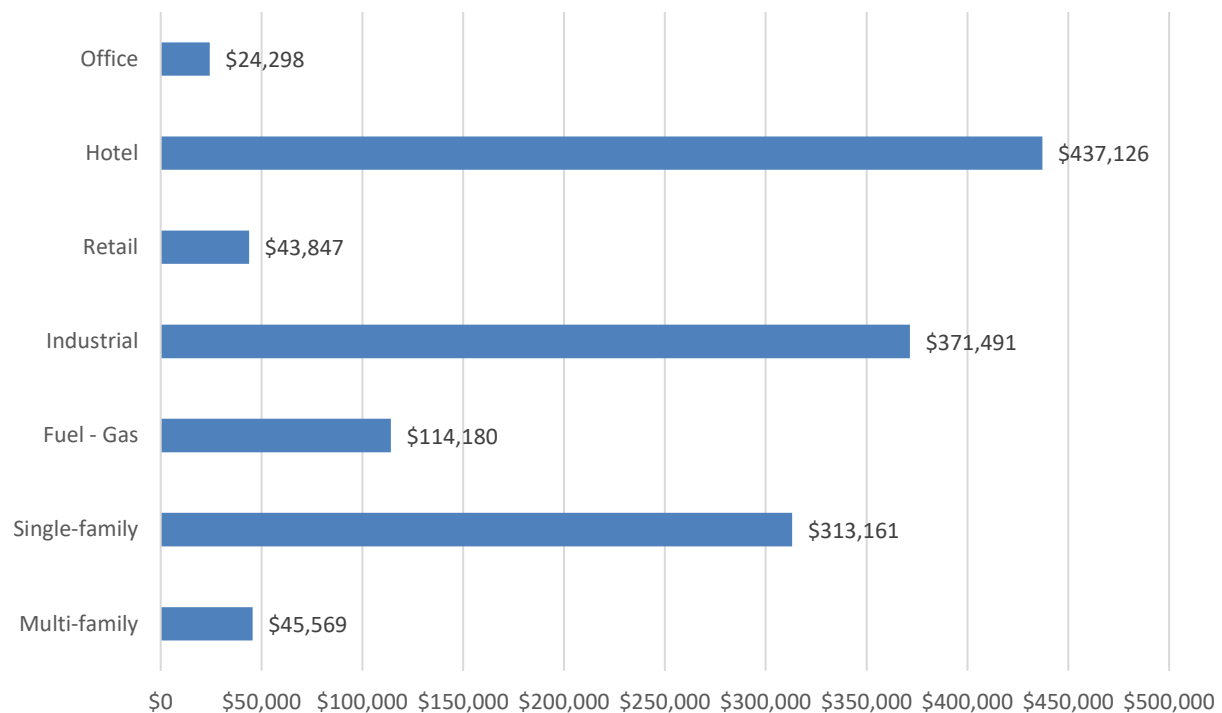


Figure 7: Indio TUMF collections per land use category, fiscal year 2023-2024.

La Quinta

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$7,650	\$0	\$7,650
<i>Aug</i>	\$14,004	\$0	\$14,004
<i>Sep</i>	\$2,550	\$0	\$2,550
<i>Oct</i>	\$2,550	\$0	\$2,550
<i>Nov</i>	\$23,170	\$0	\$23,170
<i>Dec</i>	\$60,250	\$0	\$60,250
<i>Jan</i>	\$5,480	\$0	\$5,480
<i>Feb</i>	\$21,920	\$0	\$21,920
<i>Mar</i>	\$10,960	\$0	\$10,960
<i>Apr</i>	\$65,760	\$0	\$65,760
<i>May</i>	\$169,920	\$0	\$169,920
<i>Jun</i>	\$41,100	\$0	\$41,100
Total	\$425,314	\$0	\$425,314

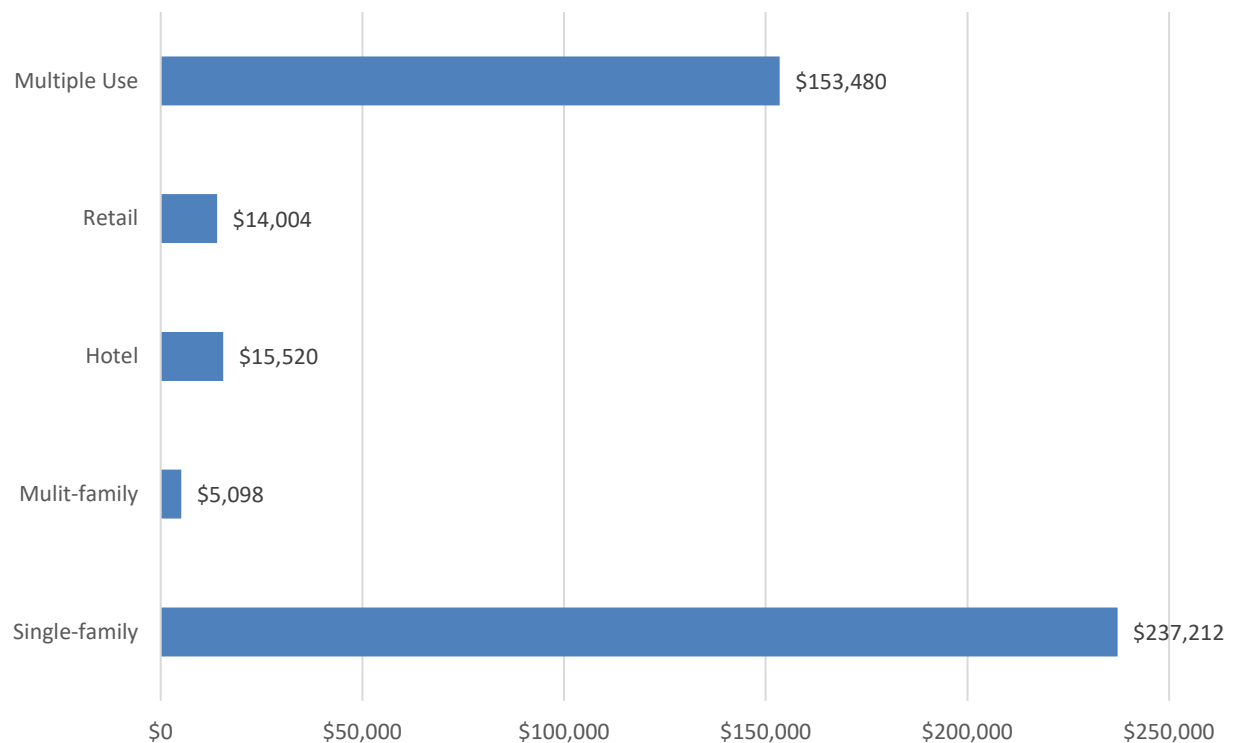


Figure 8: La Quinta TUMF collections per land use category, fiscal year 2023-2024.

Palm Desert

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$26,616	\$0	\$26,616
<i>Aug</i>	\$53,550	\$0	\$53,550
<i>Sep</i>	\$30,351	\$0	\$30,351
<i>Oct</i>	\$24,016	\$0	\$24,016
<i>Nov</i>	\$38,256	\$0	\$38,256
<i>Dec</i>	\$105,595	\$0	\$105,595
<i>Jan</i>	\$2,740	\$0	\$2,740
<i>Feb</i>	\$24,470	\$0	\$24,470
<i>Mar</i>	\$52,060	\$0	\$52,060
<i>Apr</i>	\$99,240	\$768	\$99,240
<i>May</i>	\$9,604	\$0	\$9,604
<i>Jun</i>	\$0	\$0	\$0
Total	\$466,498	\$768	\$465,730

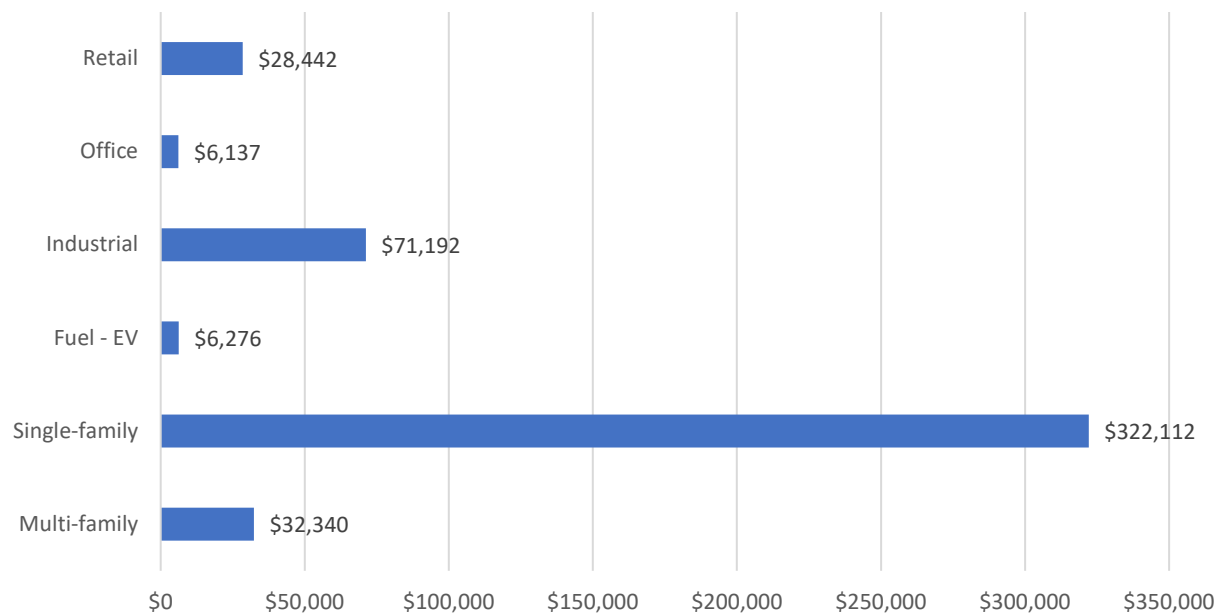


Figure 9: Palm Desert TUMF collections per land use category, fiscal year 2023-2024.

Palm Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$30,412	\$0	\$30,412
<i>Aug</i>	\$7,500	\$0	\$7,500
<i>Sep</i>	\$7,053	\$0	\$7,053
<i>Oct</i>	\$0	\$0	\$0
<i>Nov</i>	\$285,155	\$0	\$285,155
<i>Dec</i>	\$10,200	\$0	\$10,200
<i>Jan</i>	\$2,740	\$0	\$2,740
<i>Feb</i>	\$13,910	\$0	\$13,910
<i>Mar</i>	\$10,960	\$0	\$10,960
<i>Apr</i>	\$94,182	\$0	\$94,182
<i>May</i>	\$36,087	\$0	\$36,087
<i>Jun</i>	\$6,200	\$2,358	\$6,200
Total	\$504,400	\$2,358	\$502,042

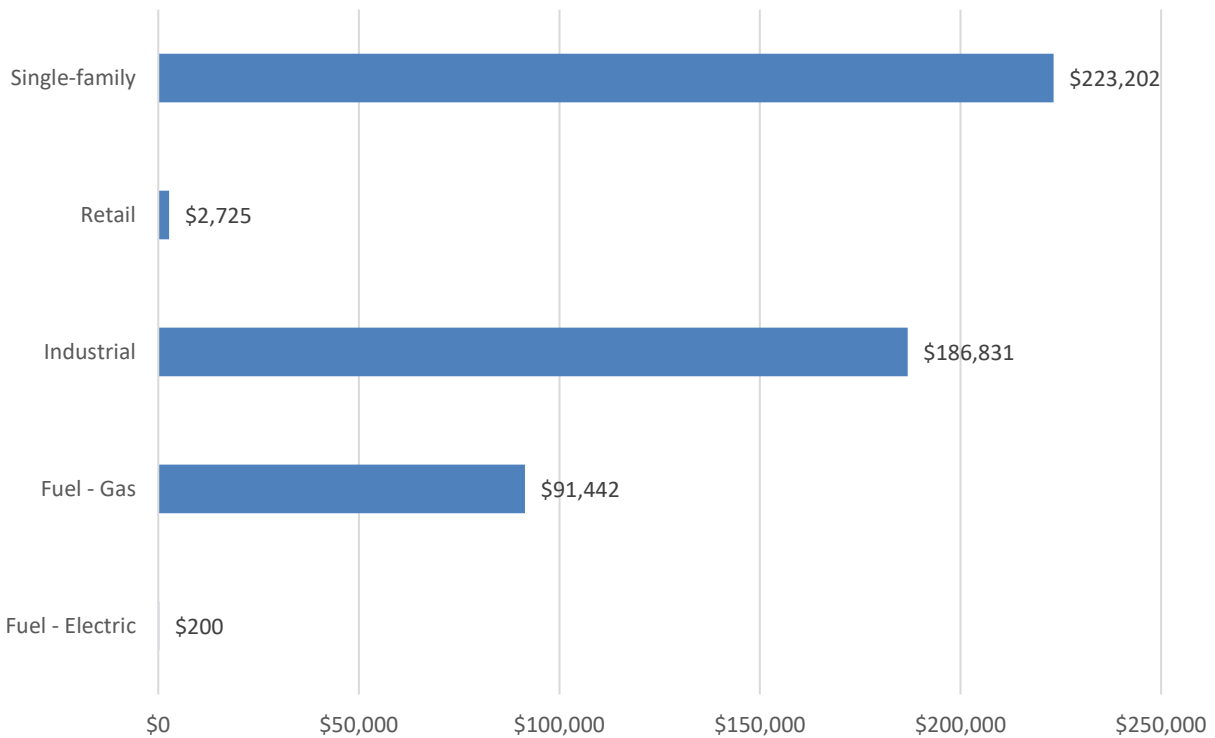


Figure 10: Palm Springs TUMF collections per land use category, fiscal year 2023-2024.

Rancho Mirage

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$4,197	\$0	\$4,197
<i>Aug</i>	\$6,115	\$0	\$6,115
<i>Sep</i>	\$26,718	\$0	\$26,718
<i>Oct</i>	\$0	\$0	\$0
<i>Nov</i>	\$2,358	\$0	\$2,358
<i>Dec</i>	\$2,550	\$0	\$2,550
<i>Jan</i>	\$19,180	\$0	\$19,180
<i>Feb</i>	\$57,138	\$0	\$57,138
<i>Mar</i>	\$10,677	\$0	\$10,677
<i>Apr</i>	\$138,835	\$0	\$138,835
<i>May</i>	\$9,870	\$0	\$9,870
<i>Jun</i>	\$10,960	\$0	\$10,960
Total	\$288,598	\$0	\$288,598

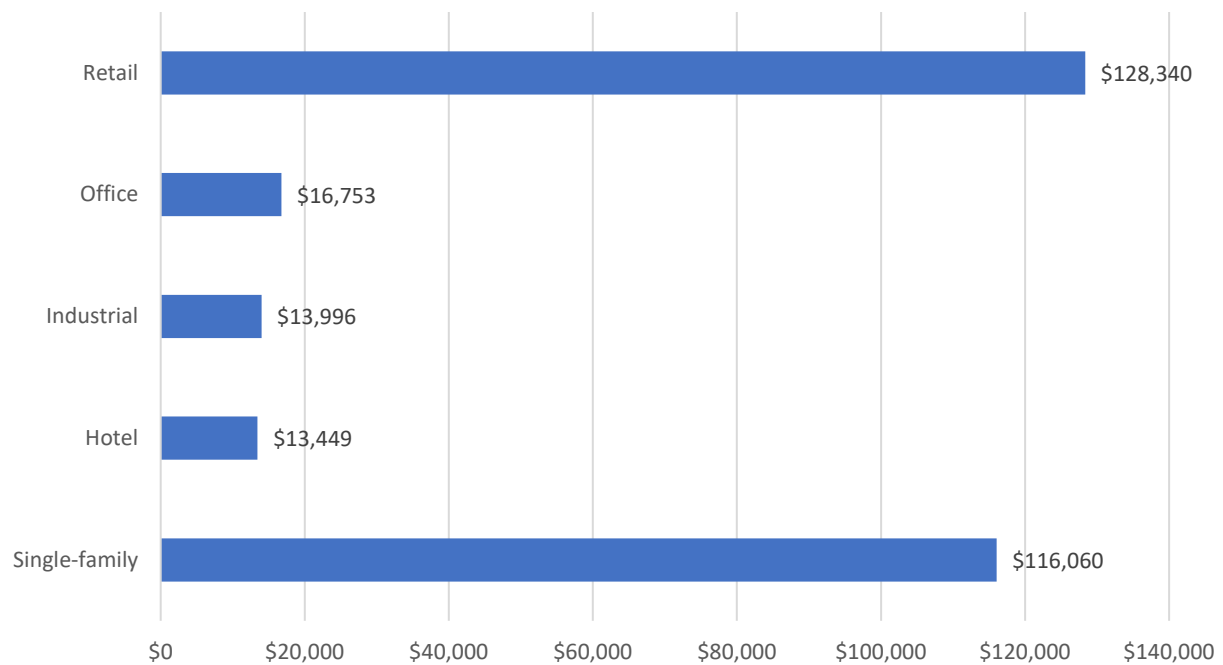


Figure 11: Rancho Mirage TUMF collections per land use category, fiscal year 2023-2024.

Riverside County

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$20,400	\$0	\$20,400
<i>Aug</i>	\$28,179	\$0	\$28,179
<i>Sep</i>	\$37,156	\$0	\$37,156
<i>Oct</i>	\$59,226	\$0	\$59,226
<i>Nov</i>	\$70,474	\$0	\$70,474
<i>Dec</i>	\$29,796	\$0	\$29,796
<i>Jan</i>	\$50,900	\$0	\$50,900
<i>Feb</i>	\$42,580	\$0	\$42,580
<i>Mar</i>	\$38,550	\$0	\$38,550
<i>Apr</i>	\$38,416	\$0	\$38,416
<i>May</i>	\$46,065	\$0	\$46,065
<i>Jun</i>	\$41,100	\$	\$41,100
Total	\$502,842	\$0	\$502,842

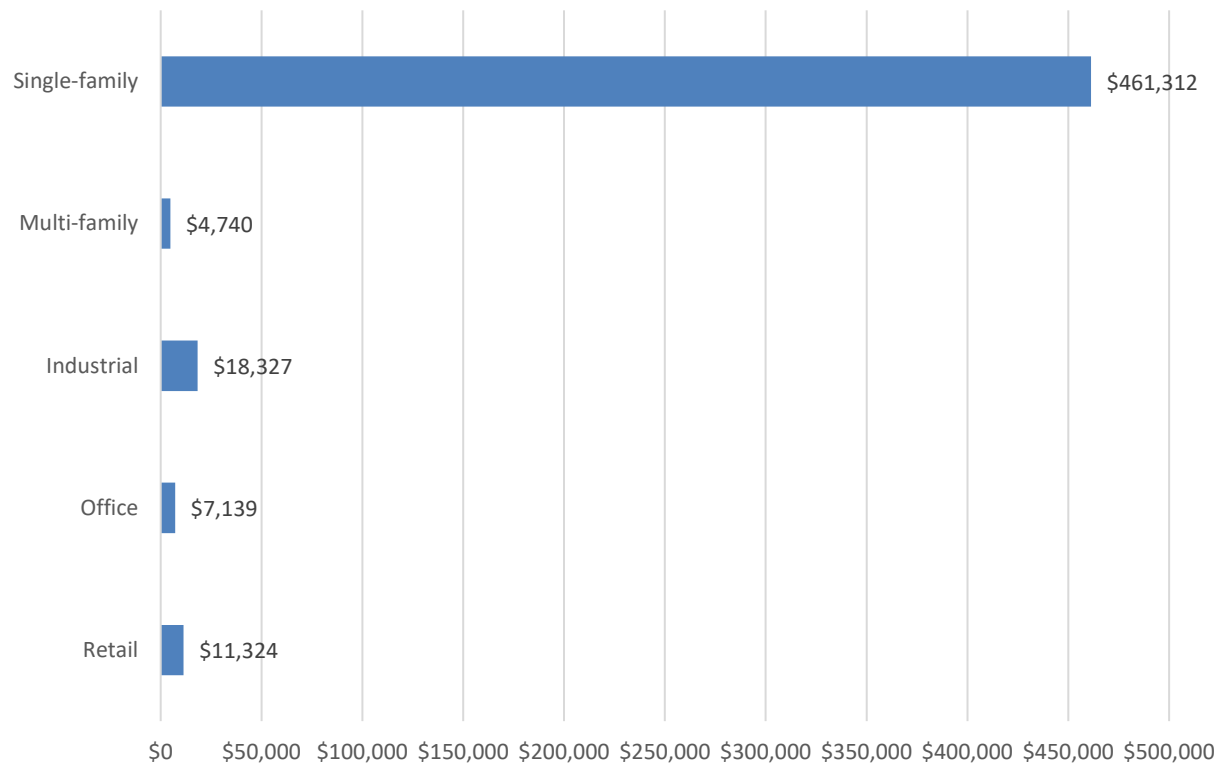


Figure 12: Riverside County TUMF collections per land use category, fiscal year 2023-2024.

TUMF Collections by Land Use Category, Fiscal Year 2023-2024

This section sorts each jurisdiction's TUMF collections into different land use categories. Residential development was greatest source of TUMF revenue, contributing to almost 45-percent of the total collected fees, with the next highest categories being industrial and hotel development at 33- and 8-percent, respectively.

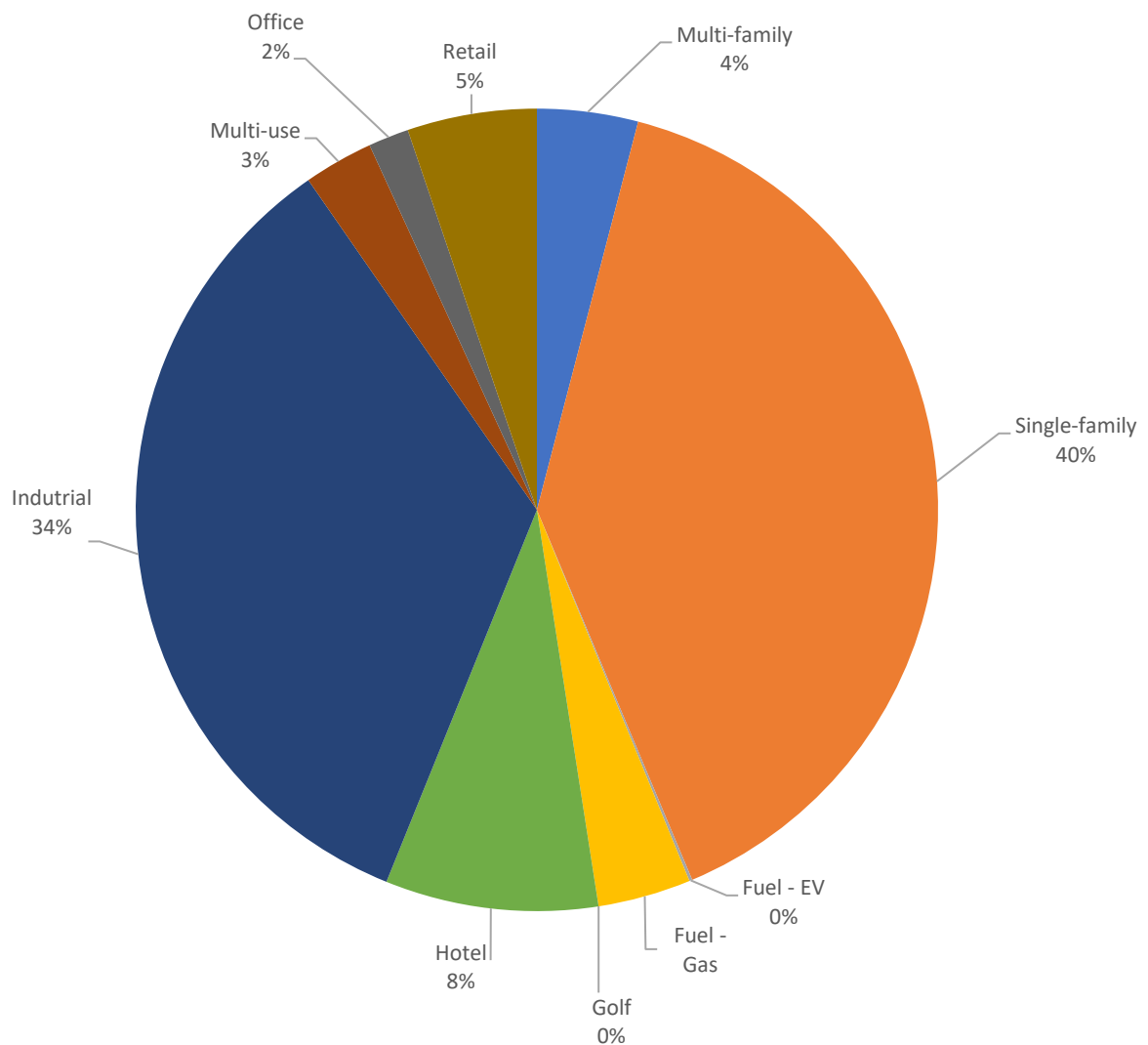


Figure 13: Proportion of total TUMF collections per land use category.

Table 1: TUMF collections per land use.

	<i>Multi-family</i>	<i>Single-family</i>	<i>Industrial</i>	<i>Office</i>	<i>Retail</i>	<i>Fuel - Gas</i>	<i>Fuel - EV</i>	<i>Golf</i>	<i>Hotel</i>	<i>Multi-use</i>
<i>Cathedral City</i>	\$99,839	\$140,864	\$9,653	\$0	\$37,609	\$0	\$0	\$0	\$0	\$0
<i>Coachella</i>	\$0	\$143,560	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Desert Hot Springs</i>	\$35,148	\$141,448	\$1,163,398	\$25,880	\$0	\$0	\$0	\$0	\$4,165	\$0
<i>Indian Wells</i>	\$0	\$71,767	\$40,902	\$9,191	\$19,739	\$0	\$0	\$0	\$0	\$0
<i>Indio</i>	\$45,569	\$313,161	\$371,491	\$24,298	\$43,847	\$114,180	\$0	\$0	\$437,126	\$0
<i>La Quinta</i>	\$5,098	\$237,212	\$0	\$0	\$14,004	\$0	\$0	\$0	\$15,520	\$153,480
<i>Palm Desert</i>	\$32,340	\$322,112	\$71,192	\$6,137	\$28,442	\$0	\$6,276	\$0	\$0	\$0
<i>Palm Springs</i>	\$0	\$223,202	\$186,831	\$0	\$2,725	\$91,442	\$200	\$0	\$0	\$0
<i>Rancho Mirage</i>	\$0	\$116,061	\$13,996	\$16,753	\$128,340	\$0	\$0	\$0	\$13,449	\$0
<i>Riverside County</i>	\$4,740	\$461,312	\$18,327	\$7,139	\$11,324	\$0	\$0	\$0	\$0	\$0
Total	\$222,734	\$2,170,699	\$1,875,789	\$89,397	\$286,029	\$205,622	\$6,476	\$0	\$470,260	\$153,480

Table 2: Development units per land use.

	<i>Multi-family</i>	<i>Single-family</i>	<i>Industrial (sq ft)</i>	<i>Office (sq ft)</i>	<i>Retail (sq ft)</i>	<i>Fuel - Gas (dispensers)</i>	<i>Fuel - EV (dispensers)</i>	<i>Golf (ac)</i>	<i>Hotel (rooms)</i>
<i>Cathedral City</i>	69	51	6,898	0	3,768	0	0	0	0
<i>Coachella</i>	0	56	0	0	0	0	0	0	0
<i>Desert Hot Springs</i>	25	54	841,195	9,129	0	0	0	0	1
<i>Indian Wells</i>	0	33	8,000	4,011	2,667	0	0	0	0
<i>Indio</i>	184	236	276,971	20,811	21,411	12	0	0	122
<i>La Quinta</i>	4	91	0	0	2,109	0	1	0	8
<i>Palm Desert</i>	333	144	53,128	1,850	1,902	59	0	0	0
<i>Palm Springs</i>	142	98	129,823	0	0	1	1	0	0
<i>Rancho Mirage</i>	0	34	4,137	8,663	17,142	0	0	0	0
<i>Riverside County</i>	3	144	0	0	0	0	0	0	0
Total	760	941	1,320,152	44,464	48,999	72	2	0	131

Measure A Collections

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

As of June 30, 2024, the cumulative amount of regional Measure A received – \$337,161,137 – has exceeded the amount of TUMF collected – \$159,466,915. In all jurisdictions, the cumulative local Measure A received has exceeded the cumulative TUMF collected.

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

All Jurisdictions

	<i>TUMF Collections</i>	<i>Measure A Collections</i>
<i>Cathedral City</i>	\$13,123,850	\$42,732,282
<i>Coachella</i>	\$7,850,198	\$13,092,395
<i>Desert Hot Springs</i>	\$9,395,433	\$10,867,574
<i>Indian Wells</i>	\$3,725,069	\$6,894,962
<i>Indio</i>	\$40,070,206	\$43,509,291
<i>La Quinta</i>	\$7,681,332	\$13,099,335
<i>Palm Desert</i>	\$25,828,071	\$73,766,419
<i>Palm Springs</i>	\$17,873,463	\$59,247,324
<i>Rancho Mirage</i>	\$13,010,779	\$25,141,028
<i>Riverside County</i>	\$20,908,512	\$48,810,527
<i>Total</i>	\$159,466,915	\$337,161,137

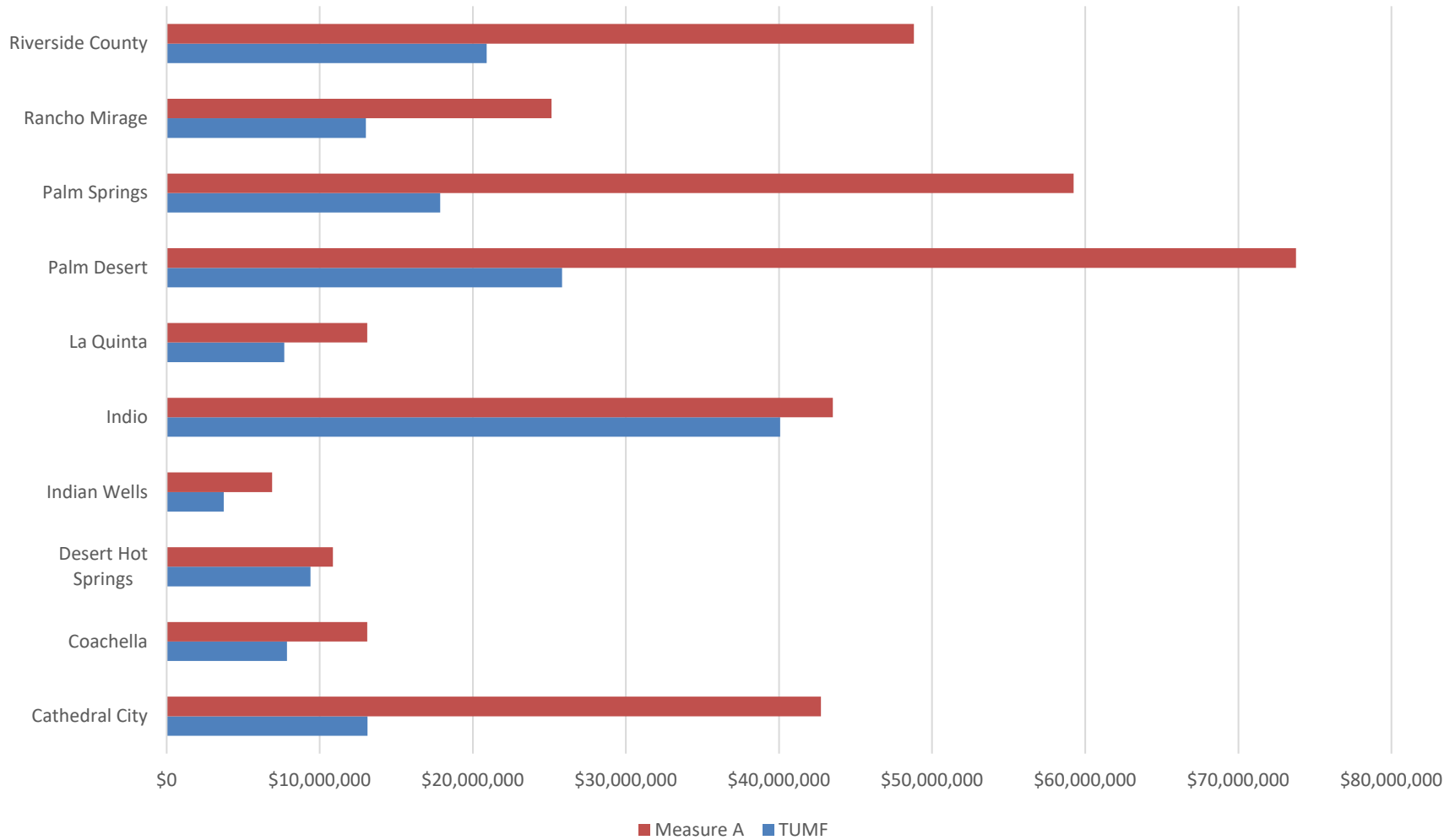


Figure 14: Local Measure A received compared to TUMF collected per jurisdiction, 1989-2024

Cathedral City

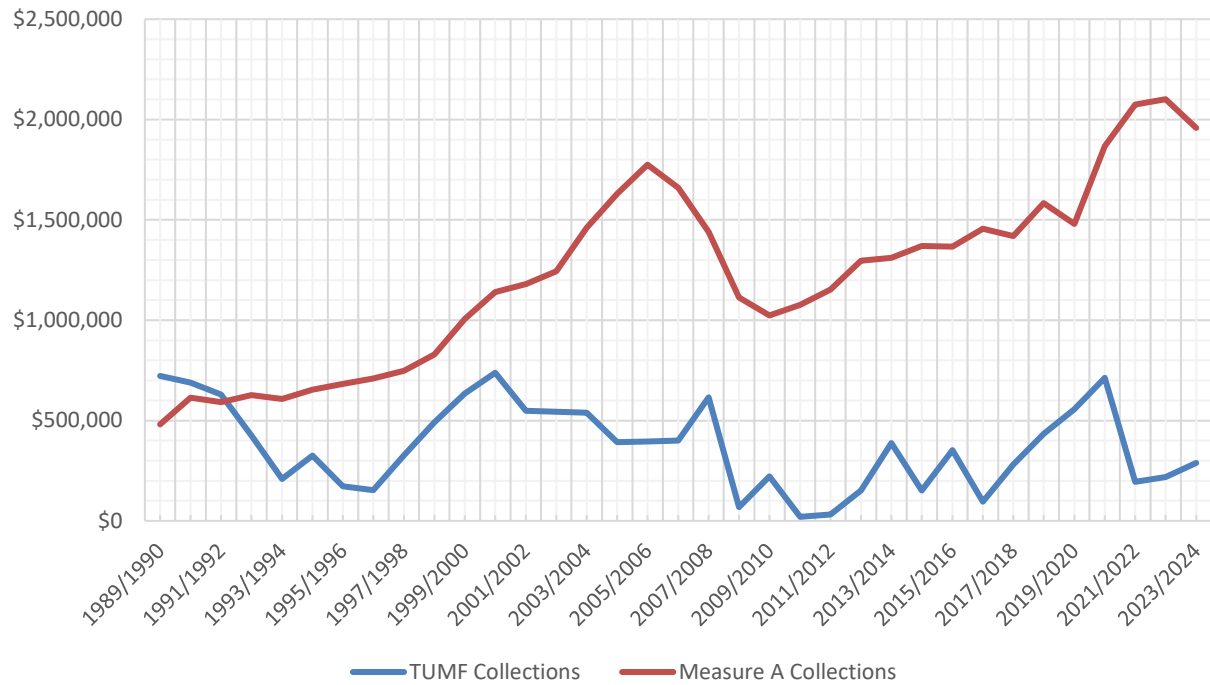


Figure 15: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Cathedral City.

Coachella

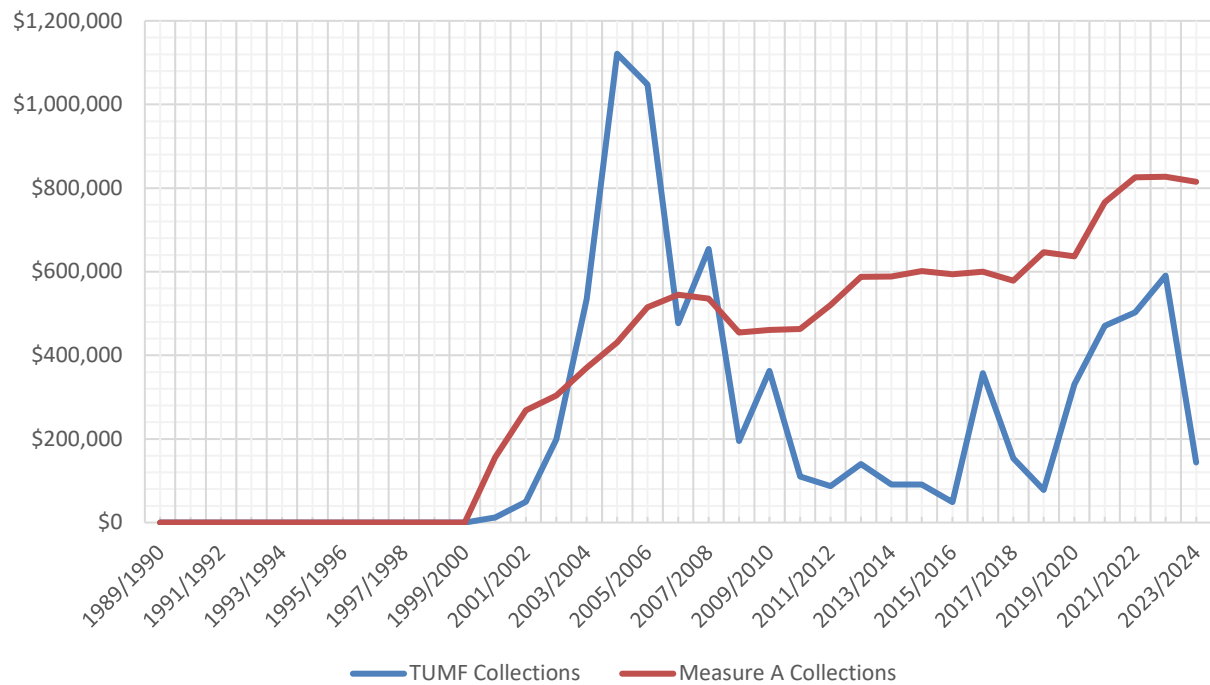


Figure 16: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Coachella.

Desert Hot Springs

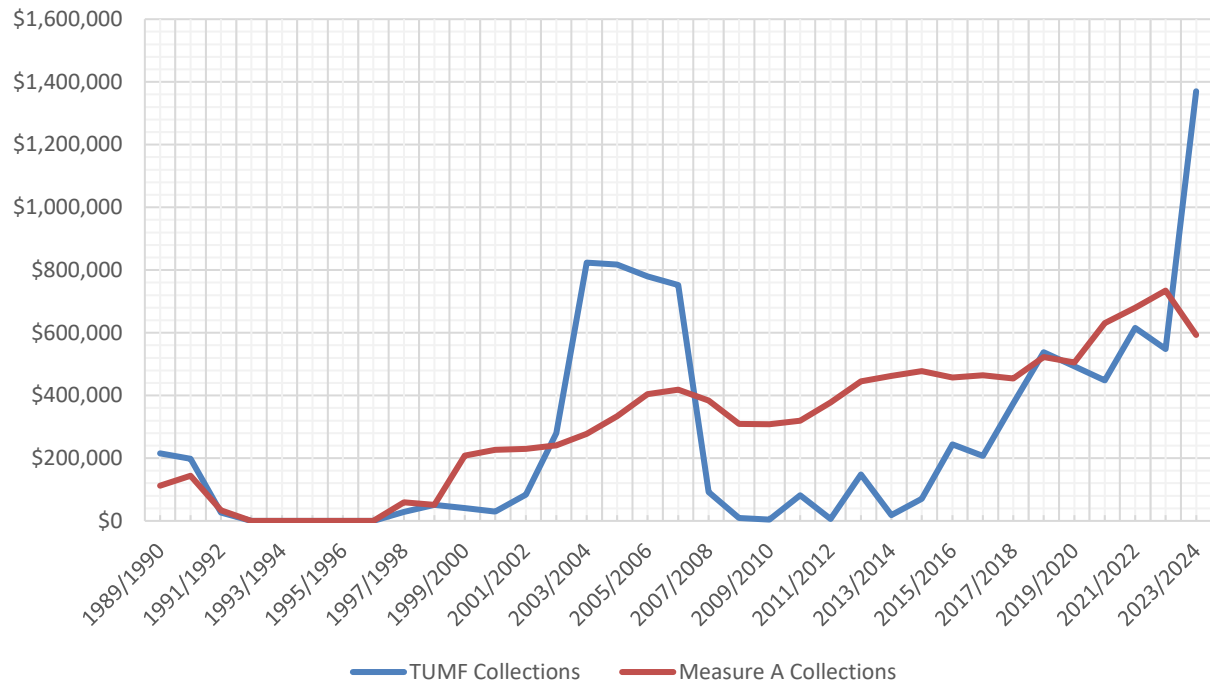


Figure 17: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Desert Hot Springs.

Indian Wells

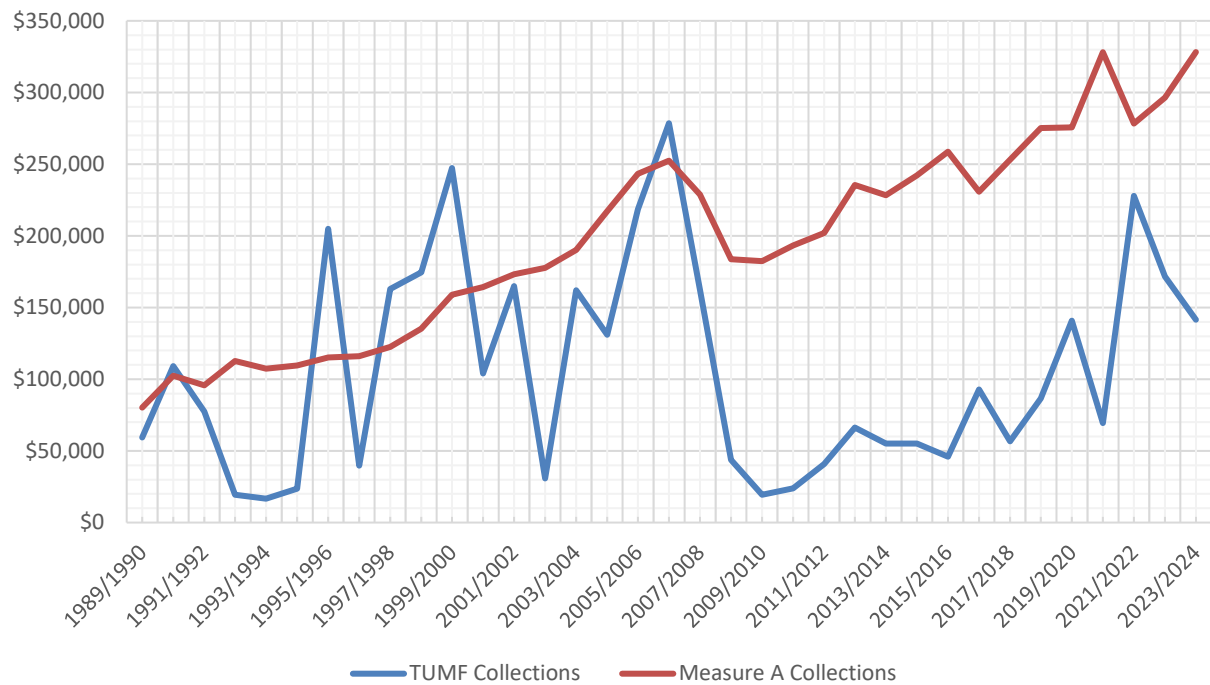


Figure 18: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indian Wells.

Indio

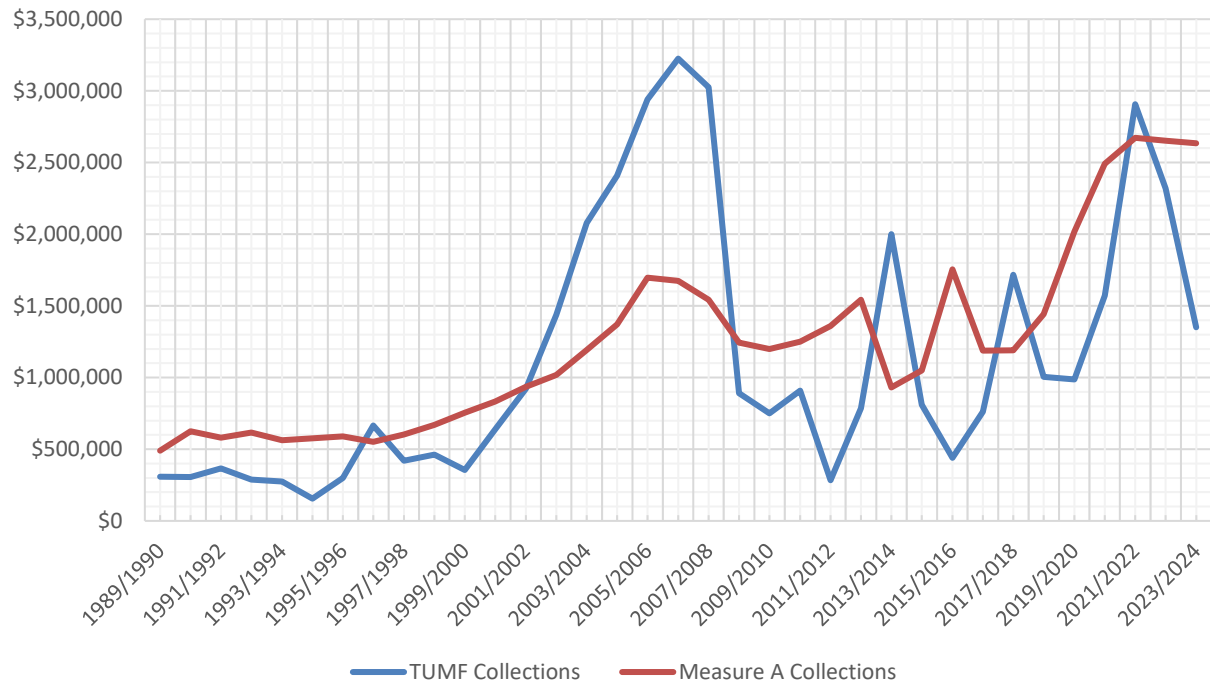


Figure 19: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indio.

La Quinta

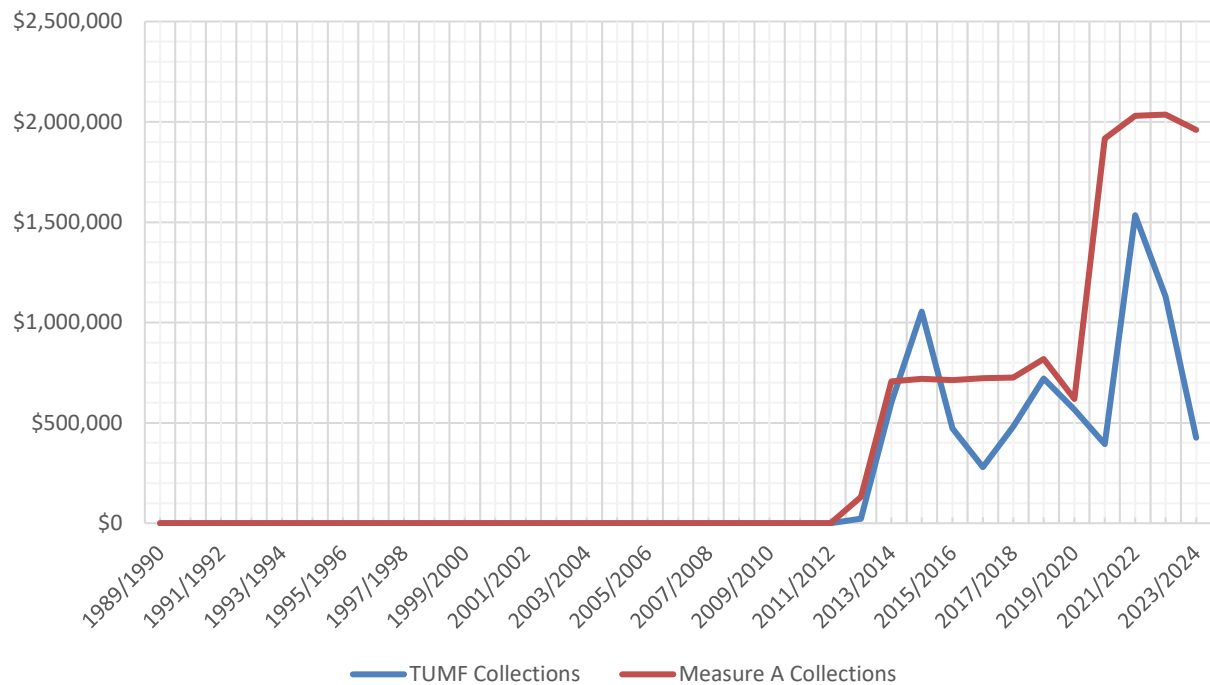


Figure 20: Cumulative TUMF collected by CVAG compared to Measure A funds collected by La Quinta.

Palm Desert

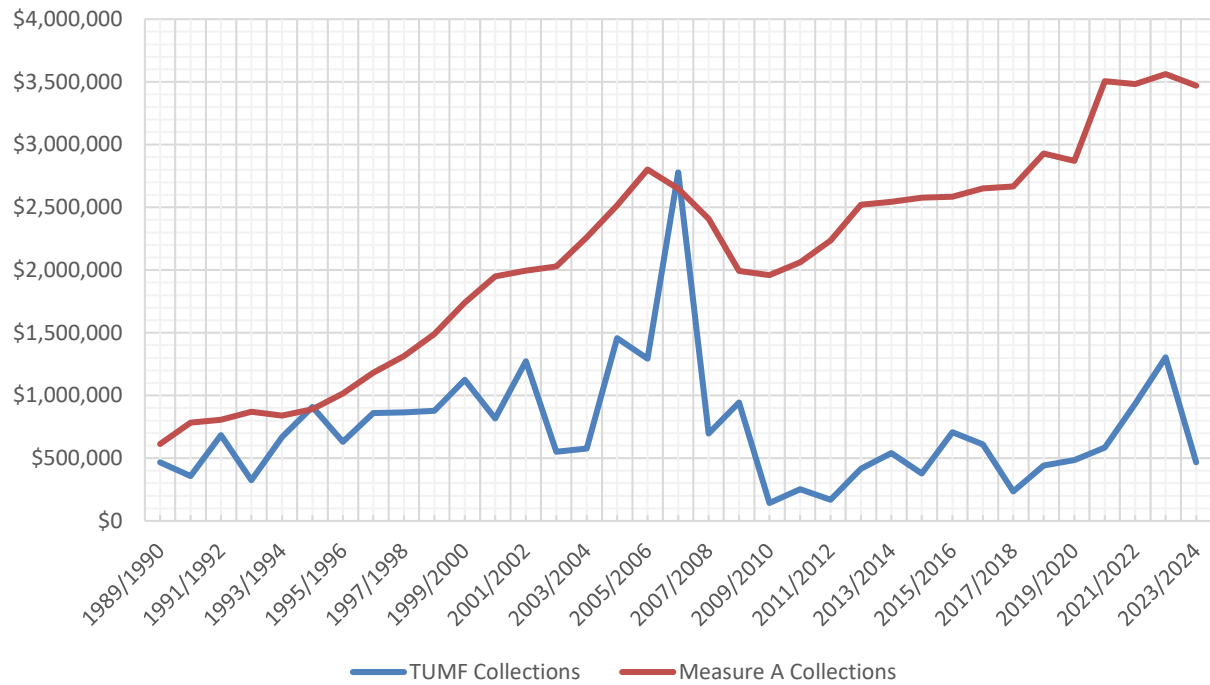


Figure 21: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Desert.

Palm Springs

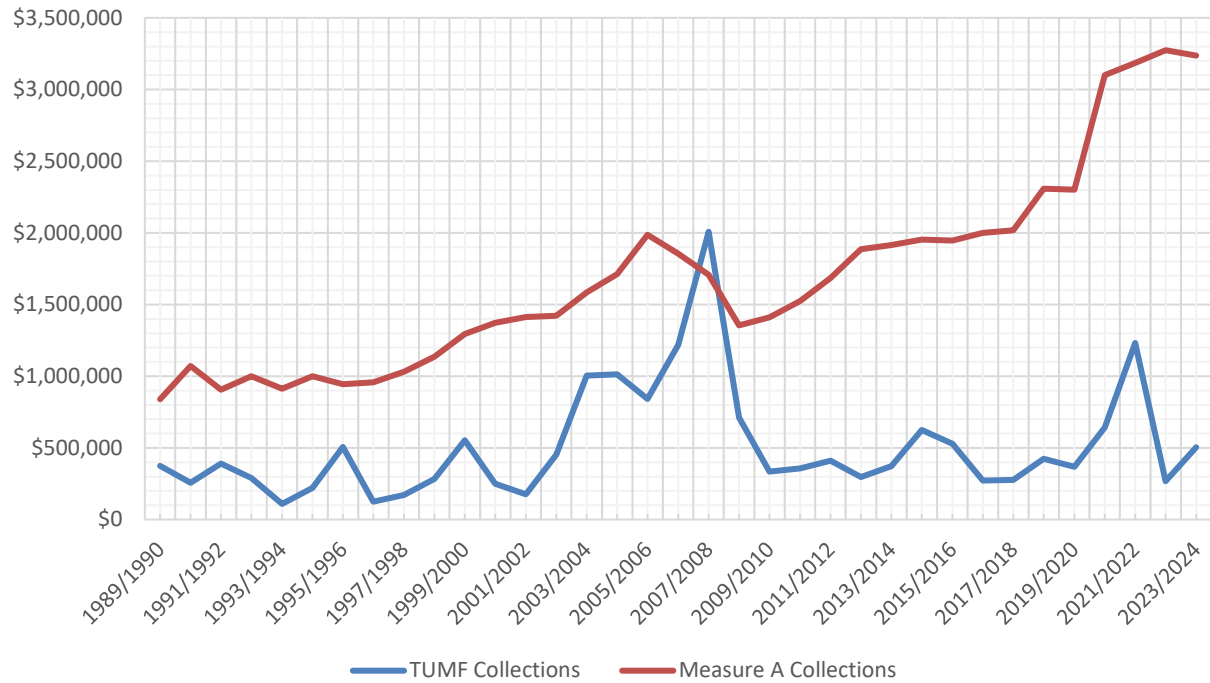


Figure 22: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Springs.

Rancho Mirage

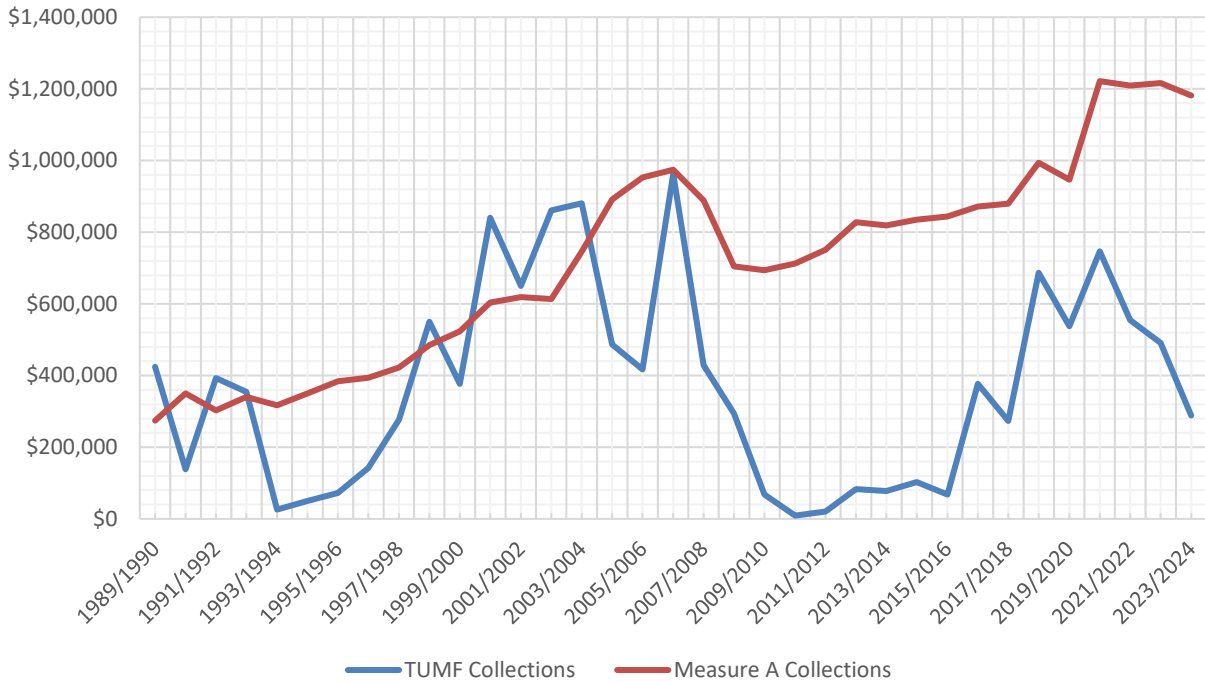


Figure 23: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Rancho Mirage.

Riverside County

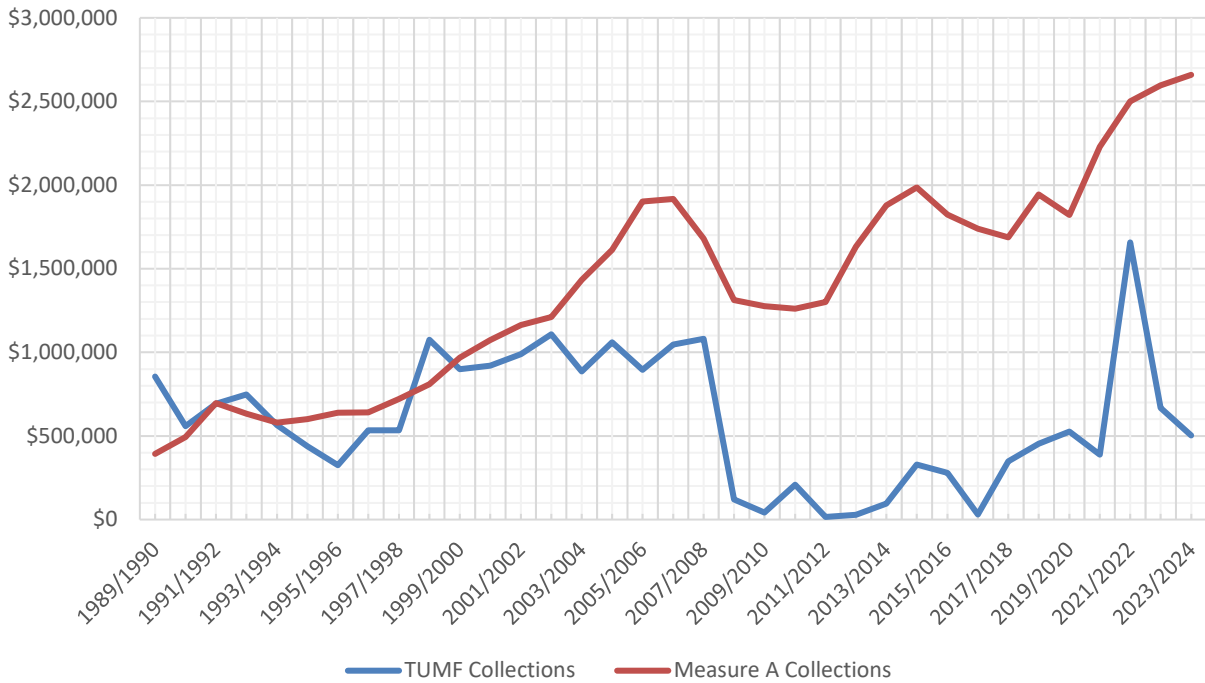


Figure 24: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Riverside County.

Congestion Management Program

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

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

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

CVAG Monitoring Process

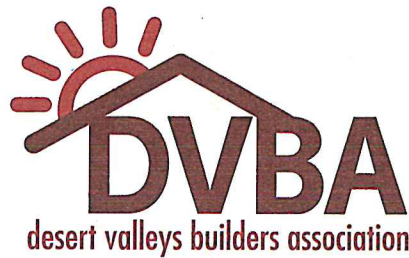
To meet requirements of the CMP, In-Lieu jurisdictions forward copies of their approved Building Activity Report (or its equivalent) to CVAG on a monthly basis. CVAG staff reviews the report and requests copies of building permits issued for all development subject to TUMF. Data is then extracted from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

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

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

Project Description	Lead Agency ¹	Project Cost	Approved CVAG Share	Actual Expenditures FY 17/18	Actual Expenditures FY 18/19	Actual Expenditures FY 19/20	Actual Expenditures FY 20/21	Actual Expenditures FY 21/22	Actual Expenditures FY 22/23	Actual Expenditures FY 23/24	Total Expenditures to Date	TOTAL Measure A to Date	TOTAL TUMF to Date
Interchanges													
Interchange Preparation Fund	Various	\$ 14,049,238.75	\$ 14,239,238.75	\$ 827,756.80	\$ 3,451,214.96	\$ 1,304,285.39	\$ 123,407.25	\$ 1,117,659.82	\$ 126,256.32	\$ -	\$ 12,077,567.48	\$ 7,850,418.86	\$ 4,227,148.62
Jackson St/I-10 IC	COR	\$ 8,300,000.00	\$ 6,225,000.00	\$ 240,692.41	\$ 1,429,739.85	\$ 608,883.09	\$ 197,655.55	\$ 207,548.27	\$ 814,080.38	\$ 1,309,523.08	\$ 5,687,130.49	\$ 3,696,634.82	\$ 1,990,495.67
Monroe St/I-10 IC	COR	\$ 14,137,200.00	\$ 12,102,900.00	\$ 234,370.70	\$ 1,280,917.83	\$ 733,006.98	\$ 193,912.35	\$ 2,057,142.74	\$ 2,356,838.77	\$ 1,535,067.57	\$ 9,155,494.72	\$ 5,951,071.57	\$ 3,204,423.15
Portola Ave/I-10 IC	COR	\$ 72,100,000.00	\$ 13,061,250.00	\$ -	\$ 1,199,789.65	\$ 1,418,084.56	\$ 1,072,227.29	\$ 193,216.51	\$ 9,524.71	\$ 84,719.79	\$ 3,977,562.51	\$ 2,585,415.63	\$ 1,392,146.88
Jefferson St/I-10 IC	COR	\$ 77,886,000.00	\$ 42,160,000.00	\$ 2,526,375.42	\$ 839,987.59	\$ -	\$ 45,660.46	\$ -	\$ -	\$ -	\$ 28,206,766.97	\$ 18,334,398.53	\$ 9,872,368.44
Avenue 50/I-10 IC	COA	\$ 2,800,000.00	\$ 2,300,768.00	\$ 654,736.92	\$ 259,613.98	\$ 25,188.10	\$ -	\$ -	\$ -	\$ 90,093.41	\$ 2,390,861.41	\$ 1,554,059.92	\$ 836,801.49
Indian Canyon Dr/I-10 IC	PS	\$ 26,476,137.00	\$ 3,142,835.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,604,198.31	\$ 1,692,728.90	\$ 911,469.41
Palm Dr./Gene Autry Tr./I-10 IC	COR	\$ 38,603,000.00	\$ 25,931,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,997,055.54	\$ 3,898,086.10	\$ 2,098,969.44
Date Palm Dr./I-10 IC Incl. RR bridge	Various	\$ 31,721,000.00	\$ 17,181,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,678,993.37	\$ 7,591,345.69	\$ 4,087,647.68
Monterey Ave./I-10 Ramp Improvements	PD	\$ 8,100,000.00	\$ 5,150,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,990,633.40	\$ 2,593,911.71	\$ 1,396,721.69
Subtotal Interchanges:		\$ 294,172,575.75	\$ 141,493,991.75	\$ 4,483,932.25	\$ 8,461,263.86	\$ 4,089,448.12	\$ 1,632,862.90	\$ 3,575,567.34	\$ 3,306,700.18	\$ 3,019,403.85	\$ 85,766,264.20	\$ 55,748,071.73	\$ 30,018,192.47
Bridges													
Cathedral Canyon Bridge	CC	\$ 22,038,000.00	\$ 2,577,092.58	\$ -	\$ 58,910.30	\$ -	\$ 566,210.51	\$ 1,483,574.17	\$ 140,936.59	\$ 131,637.33	\$ 2,585,498.20	\$ 1,680,573.83	\$ 904,924.37
Ave. 66 Grade Separation	COR	\$ 23,490,000.00	\$ 16,964,667.00	\$ 379,345.70	\$ 3,105,748.25	\$ 4,279,140.40	\$ 3,618,244.59	\$ 1,972,967.32	\$ 520,473.80	\$ 217,498.59	\$ 16,448,631.72	\$ 10,691,610.62	\$ 5,757,021.10
Ramon Bridge Widening	PS	\$ 35,998,000.00	\$ 8,146,500.00	\$ 56,906.56	\$ 263,238.65	\$ 492,089.93	\$ 309,686.89	\$ 73,832.48	\$ 243,326.70	\$ 3,400.75	\$ 2,100,093.05	\$ 1,365,060.48	\$ 735,032.57
Vista Chino Bridge (across WWR)	PS	\$ 114,700.00	\$ 8,172,375.00	\$ 38,714.95	\$ 72,223.89	\$ 125,662.61	\$ 4,761.79	\$ 15,482.11	\$ 19,147.18	\$ 54,859.61	\$ 438,763.58	\$ 285,196.33	\$ 153,567.25
Dune Palms Bridge over WWR	LQ	\$ 19,993,000.00	\$ 9,119,730.00	\$ 414,810.68	\$ 691,963.59	\$ 558,541.81	\$ 279,840.58	\$ 286,611.62	\$ 903,950.33	\$ 2,660,529.26	\$ 5,951,200.54	\$ 3,868,280.35	\$ 2,082,920.19
South Palm Canyon Bridge	PS	\$ 101,968.00	\$ 865,326.00	\$ 12,790.28	\$ 28,677.48	\$ 12,772.62	\$ 32,812.83	\$ 3,655.26	\$ 1,841.91	\$ 1,082.28	\$ 143,442.39	\$ 93,237.55	\$ 50,204.84
East Palm Canyon Bridge	PS	\$ 102,063.00	\$ 1,109,611.00	\$ 18,193.23	\$ 16,963.55	\$ 5,299.66	\$ 133,408.85	\$ 68,413.95	\$ 77,636.36	\$ 11,121.89	\$ 356,752.27	\$ 231,888.98	\$ 124,963.29
Ave. 50 Bridge (WWR & SR86)	COA	\$ 7,407,835.00	\$ 5,535,626.00	\$ 86,569.99	\$ 125,156.01	\$ 224,987.05	\$ 46,490.43	\$ 554,688.77	\$ 210,037.69	\$ 41,378.11	\$ 1,645,401.48	\$ 1,069,510.96	\$ 575,890.52
Avenue 44 Bridge (across WWR)	Indio	\$ 19,230,000.00	\$ 3,216,000.00	\$ 264,329.98	\$ 127,864.02	\$ 75,690.63	\$ 40,253.53	\$ 32,670.39	\$ 26,184.92	\$ 24,795.02	\$ 591,788.49	\$ 384,662.52	\$ 207,125.97
Ave. 56 Grade Separation	COR	\$ 22,218,043.00	\$ 14,884,000.00	\$ 962,902.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,374,464.90	\$ 8,693,402.19	\$ 4,681,062.72
Frank Sinatra Bridge (across WWR)	RM	\$ 35,290,000.00	\$ 4,548,658.00	\$ 39,199.50	\$ 20,825.41	\$ 24,265.56	\$ 37,034.59	\$ 20,409.04	\$ -	\$ -	\$ 270,716.39	\$ 175,965.65	\$ 94,750.74
Date Palm Bridge (across WWR)	CC	\$ 18,703,000.00	\$ 1,608,925.00	\$ 1,083,342.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,277,163.12	\$ 830,156.03	\$ 447,007.09
Indian Canyon Ave. (from Garnet to and Incl. RR crossing)	PS	\$ 21,500,000.00	\$ 7,500,000.00	\$ -	\$ 222,130.35	\$ 27,543.11	\$ 197,060.49	\$ 297,090.52	\$ 168,139.25	\$ 651,596.09	\$ 2,905,871.71	\$ 1,888,816.61	\$ 1,017,055.10
Subtotal Bridges:		\$ 226,186,629.00	\$ 83,198,510.58	\$ 3,347,105.50	\$ 4,733,691.50	\$ 5,825,993.38	\$ 5,265,805.08	\$ 4,809,395.63	\$ 2,311,674.73	\$ 3,797,898.93	\$ 48,089,787.84	\$ 31,258,362.10	\$ 16,831,425.74
Arterial Links													
North Indian Canyon (20th to Dillon)	COR	\$ 4,788,000.00	\$ 3,591,000.00	\$ -	\$ 1,036,124.06	\$ 369,637.89	\$ 194,697.22	\$ 2,524,828.32	\$ -	\$ -	\$ 4,761,777.05	\$ 3,095,155.08	\$ 1,666,621.97
Avenue 48 - Van Buren to Dillon	COR	\$ 4,700,000.00	\$ 3,525,000.00	\$ 245,314.68	\$ 319,933.84	\$ 30,545.79	\$ 135,207.55	\$ 84,515.52	\$ 191,183.18	\$ 1,064,301.09	\$ 2,071,001.65	\$ 1,346,151.07	\$ 724,850.58
Madison St. (from Ave. 52 to Indio Blvd.)	Indio	\$ 46,250,000.00	\$ 24,204,794.00	\$ 4,072,772.29	\$ 6,448,163.54	\$ 1,798,595.70	\$ 242,336.24	\$ 75,455.97	\$ 475,149.12	\$ 403,799.37	\$ 22,181,602.22	\$ 14,418,041.44	\$ 7,763,560.78
Traffic Signals Project	COA	\$ 1,950,000.00	\$ 1,725,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jefferson St./Varner Road north of I-10	Indio	\$ 6,000,000.00	\$ 4,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,611,753.83	\$ 1,047,639.99	\$ 564,113.84
Hwy. 111 in Indio	Indio	\$ 11,400,000.00	\$ 7,074,009.15	\$ 1,255,770.12	\$ 4,626,430.62	\$ 140,653.66	\$ -	\$ -	\$ -	\$ -	\$ 7,052,441.11	\$ 4,584,086.72	\$ 2,468,354.39
Ave. 48 between Jackson and Van Buren	COA	\$ 3,622,000.00	\$ 991,500.00	\$ 26,418.04	\$ 41,773.56	\$ 840,242.17	\$ -	\$ -	\$ -	\$ -	\$ 991,500.00	\$ 644,475.00	\$ 347,025.00
Date Palm Drive North of I-10	CC	\$ 3,116,000.00	\$ 2,337,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 454,133.55	\$ 301,686.81	\$ 162,446.74
Jackson Street Signal Improvements	Indio	\$ 3,000,000.00	\$ 2,655,900.00	\$ 2,278,420.28	\$ 8,439.40	\$ 167,959.27	\$ -	\$ -	\$ -	\$ -	\$ 2,652,900.00	\$ 1,724,385.00	\$ 928,515.00
Avenue 50 (Calhoun to Harrison)	COA	\$ 4,500,000.00	\$ 3,375,000.00	\$ -	\$ 197,149.72	\$ 88,705.98	\$ 209,539.78	\$ 57,850.01	\$ 665,318.06	\$ 172,300.63	\$ 1,390,864.18	\$ 904,061.72	\$ 486,802.46
Avenue 50 (SR86 to I-10)	COA	\$ 1,820,000.00	\$ 1,365,000.00	\$ 692,970.11	\$ 37,776.05	\$ 15,206.26	\$ 273,472.69	\$ -	\$ 345,574.89	\$ -	\$ 1,365,000.00	\$ 887,250.00	\$ 477,750.00
2017 ATP Regional Bicycle/Pedestrian Safety Program	Various	\$ 14,627,890.00	\$ 10,235,384.00	\$ 722,787.67	\$ 1,641,151.14	\$ 3,008,033.24	\$ 1,369,680.71	\$ 1,762,498.55	\$ 1,020,987.44	\$ -	\$ 9,525,138.75	\$ 6,191,340.19	\$ 3,333,798.56
Fred Waring/Washington Street Intersection	LQ	\$ 1,860,745.00	\$ 1,395,555.00	\$ -	\$ -	\$ 252,092.04	\$ 929,945.27	\$ 116,140.66	\$ -	\$ -	\$ 1,298,177.97	\$ 843,815.68	\$ 454,362.29
Avenue 50 and Jackson Street Intersection Improvement	Indio	\$ 1,594,600.00	\$ 1,195,950.00	\$ -	\$ 8,797.73	\$ 190,868.03	\$ 85,515.55	\$ 81,595.83	\$ 194,012.64	\$ 27,562.50	\$ 588,352.28	\$ 382,428.98	\$ 205,923.30
2019 ATP Safety Program	Various	\$ 6,472,978.00	\$ 4,854,733.50	\$ -	\$ -	\$ 1,520,510.45	\$ 731,836.76	\$ 523,696.71	\$ 46,122.75	\$ -	\$ 2,822,166.67	\$ 1,834,408.34	\$ 987,758.33
Indian Canyon Two-way Conversion	PS	\$ 2,000,000.00	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00	\$ -	\$ -	\$ 1,500,000.00	\$ 975,000.00	\$ 525,000.00
Grapefruit Blvd. between Leeco Lane and 9th Street	COA	\$ 5,024,462.00	\$ 1,453,820.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,453,820.76	\$ -	\$ 1,453,820.76	\$ 944,983.49	\$ 508,837.27
Avenue 50 Widening (Jefferson St to Jackson St)	Indio	\$ 900,000.00	\$ 675,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,682.50	\$ 222,735.45	\$ 241,417.95	\$ 156,921.67	\$ 84,496.28
Jefferson St between Ave 38 and Sun City Blvd	Indio	\$ 300,000.00	\$ 225,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,648.50	\$ 90,277.87	\$ 91,926.37	\$ 59,752.14	\$ 32,174.23
Subtotal Arterial Links:		\$ 123,326,675.00	\$ 76,879,646.48	\$ 9,294,453.19	\$ 14,365,739.66	\$ 8,423,050.48	\$ 4,172,231.77	\$ 6,726,581.57	\$ 4,412,499.84	\$ 1,980,976.91	\$ 62,063,974.34	\$ 40,341,583.32	\$ 21,722,391.02
Total:		\$ 644,285,879.75	\$ 307,572,148.81	\$ 17,125,490.94	\$ 27,560,695.02	\$ 18,338,491.98	\$ 11,070,899.75	\$ 15,111,544.54	\$ 10,030,874.75	\$ 8,798,279.69	\$ 195,920,026.38	\$ 127,348,017.15	\$ 68,572,009.23

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



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April 28, 2025

Coachella Valley Association of Governments

Tom Kirk, Executive Director
c/o Peter Satin, Conservation Program Manager
74-199 El Paseo, Suite 100
Palm Desert, CA 92260

Re: Annual Report TUMF 2023/2024

Dear Mr. Kirk:

Thank you for providing the Desert Valleys Builders Association the opportunity to review the Coachella Valley Association of Government's "Transportation Uniform Mitigation Fee Annual and Five-Year Report, fiscal Year 2023/2024." During our examination, we noticed some inconsistencies. However, these were quickly remedied by CVAG staff.

The Desert Valleys Builders Association supports the adoption and filing of the Transportation Uniform Mitigation Fee Annual and Five-Year Report for fiscal year 2023/2024.

Respectfully,

Gretchen Gutierrez
Chief Executive Officer

ITEM 6C

Coachella Valley Association of Governments Transportation Committee June 2, 2025



STAFF REPORT

Subject: Fiscal Year 2023-24 Transportation Uniform Mitigation Fee Agreed Upon Procedures (AUP) Final Report

Contact: Claude T. Kilgore, Director of Finance (ckilgore@cvag.org)

Recommendation: Receive and file the Fiscal Year 2023-24 Transportation Uniform Mitigation Fee Agreed Upon Procedures final report

Finance Committee: Concurred (Meeting of May 27)

Background: Over the years, the Finance Committee has directed the engagement of Agreed Upon Procedures (AUP) to be performed by CVAG's external audit firm, which is currently Davis Farr LLP (Davis Farr). These procedures, which have focused on key areas of CVAG's financial operations, provide additional assurance and insight into the integrity and accuracy of CVAG's financial processes although they do not represent work to the extent of an audit more like that of a desk review. In February 2024, the Finance Committee directed staff to focus the AUP for Fiscal Year 2023-24 on CVAG's Transportation Uniform Mitigation Fee (TUMF) program.

The TUMF program was established in 1989 as a one-time impact fee charged on all new development occurring within the CVAG region. These fees are collected by CVAG's member jurisdictions, usually as part of the other fees collected from developers, and then the TUMF is remitted to CVAG. 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. The current TUMF rates were adopted in 2018 upon completion of a Nexus Study, and the TUMF Handbook allows for CVAG to consider an annual inflation adjustment.

In May 2024, the Finance Committee provided guidance on the general scope of the procedures which included ensuring that member jurisdictions appropriately implement and administer the TUMF program. This includes confirming that member jurisdictions have collected the appropriate fee on applicable projects and remitted the correct amount to CVAG, and that they are using CVAG's fee portal to submit permit data. If not, Davis Farr would check if the alternative data submission format is approved by CVAG. The AUP would also consider whether collections were remitted by the approved date. Additionally, Davis Farr was verifying if CVAG met its obligations to store the revenues in the appropriate TUMF fund, whether the interest remains within the fund and whether TUMF revenues are being expended on projects identified in the TPPS or Nexus Study.

CVAG coordinated with Davis Farr to finalize the draft procedures, and the Finance Committee moved to approve those procedures at its meeting in February 2025. Since then, CVAG staff as well as staff from all applicable member jurisdictions have been working with Davis Farr to assist in their execution of the procedures. The final report was issued on May 9, 2025. No exceptions

were noted in the majority of the procedures, indicating that CVAG correctly records TUMF revenue into the proper accounting fund in its general ledger, retains interest generated by the TUMF fund within that fund, and makes expenditures for projects eligible under TUMF.

There were exceptions noted by Davis Farr in two of the procedures (3 and 4). In procedure 3, one member jurisdiction's ordinance did not demonstrate reference to the TUMF Fee Study. The City has been notified. For Procedure 4, numerous exceptions were identified in the tested samples across all member jurisdictions, except for the City of Indian Wells, as detailed in Exhibit A. These exceptions pertain to the applicable member agencies' compliance with CVAG's TUMF program requirements as established by Policy No. 22-02. They include incorrect calculations of the fee amount, collecting TUMF fees after permit issuance, failure to remit fees to CVAG in a timely manner, and not submitting fee data to the fee portal. Each jurisdiction worked with Davis Farr to provide the data and are aware of the exceptions. These exceptions are applicable only to the sampled transactions and have not been extrapolated to the larger data population.

Staff would note that some of the exceptions are likely due to known implementation issues staff is actively working to address. However, others may require changes to established TUMF processes. Incorrect fee calculations can occur for a variety of reasons but are most frequently related to changes to the fee schedule between the time a permit is applied for versus the time a permit is issued. In most cases, this error is caught during CVAG's monthly reconciliation and is rectified through supplemental payments to CVAG later. For all exceptions stemming from a calculation not based on the effective fee at the time of permit issuance, CVAG staff will need to conduct further investigation to determine whether the difference was remitted at a later date. Other exceptions will require additional research to determine what led to the miscalculation and whether it was rectified in a subsequent payment or refund.

To incentivize timely fee remittances and permit data submission, CVAG staff is working on amending its template reimbursement agreement to include ad-hoc compliance checks prior to filling any reimbursement request. While the specifics are still being determined, this compliance check will involve ensuring TUMF payments have been received, and have been reconciled against submitted permit data, for the billing period. Missing payments or data will need to be provided before the reimbursement can be issued.

CVAG staff will need to coordinate further with member jurisdictions' staff to identify why permits are being issued prior to payment of TUMF. It is not immediately apparent how CVAG will be able to address this exception. One potential solution may be to bring fee processing in-house, which option will be discussed by the advisory committee being assembled as part of the upcoming TUMF Nexus Study update, which will launch upon the completion of the next update to CVAG's Transportation Project Prioritization Study (TPPS) .

CVAG staff recommends the Executive Committee receive and file the Fiscal Year 2023-24 Transportation Uniform Mitigation Fee Agreed Upon Procedures final report. CVAG staff also will be following up on recommendations provided by the Finance Committee at the May 27 meeting.

Fiscal Analysis: The audited Fiscal Year 2023-24 TUMF revenues were approximately \$5 million.

The AUP engagement is separate from those already negotiated with Davis Farr LLP. Although the final invoice is pending, the estimated cost is approximately \$20,000, which was included in the Fiscal Year 2024-25 budget.

Attachment: Fiscal Year 2023-24 TUMF Agreed Upon Procedures Final Report

INDEPENDENT ACCOUNTANT'S REPORT

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

We have performed the procedures enumerated below on the applicable Member Agencies (Member Agency) of the Coachella Valley Association of Governments (CVAG) municipal ordinance and accounting records of each, with respect to the collection and subsequent remission of the Transportation Uniform Mitigation Fee (TUMF), a component of the Riverside County Transportation Commission's Transportation Improvement Plan for the applicable Member Agencies of CVAG for the period July 1, 2023 through June 30, 2024. The Member Agency is responsible for the collection and remission of the TUMF.

CVAG has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of evaluating the collection and remission of the fees by the Member Agency for the period July 1, 2023 to June 30, 2024. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures performed, and the results of those procedures are as follows:

1. We obtained each applicable Member Agency's TUMF ordinance and resolution effective for the period July 1, 2023 through June 30, 2024.

Results: No exceptions noted as a result of our procedures.

2. We obtained from CVAG the most recent Transportation Project Prioritization Study (TPPS) and TUMF Nexus Study (Fee Study).

Results: No exceptions were noted as a result of our procedures.

3. We determined if each applicable Member Agency ordinance references the CVAG TPPS and Fee Study.

Results: Each ordinance referenced the TPPS and Fee Study, except for the City of Desert Hot Springs (DHS). DHS's ordinance did not reference the Fee Study.

4. We obtained a listing of residential and non-residential permits paid and issued during the period July 1, 2023 through June 30, 2024. We selected 10% of such permits for testing, selecting no more than 25 permits or 100% of permits if the total is less than 25 with at least one permit tested from each land-use category, where applicable, and performed the following:

- a. Recalculated the fees collected by each participating Member Agency on residential and non-residential permits to determine if they are correct based on the applicable CVAG TUMF Handbook and if the correct amounts have been remitted to CVAG. For fees that are incorrect, we determined the fees that should have been collected and remitted.
- b. Verified if the TUMF was collected by the Member Agency prior to issuing a permit in accordance with CVAG Policy Number 22-01.
- c. Verified if the fees collected were remitted to CVAG by the 20th day of the month following the month in which the permit was paid.
- d. Confirmed if permit data was submitted to CVAG's fee portal and, if not submitted via CVAG's fee portal, confirmed if the permit data was submitted in a format approved by CVAG.

Results: See Exhibit A for a summary of exceptions noted by Member Agency.

5. For the samples selected in Procedure 4, we traced the amounts to CVAG's general ledger and confirmed the revenues were recorded in the TUMF special revenue fund.

Results: No exceptions were noted as a result of our procedures.

6. We confirmed that all interest income of the TUMF special revenue fund is credited to that fund.

Results: No exceptions were noted as a result of our procedures.

7. We obtained from CVAG a listing of all expenditures in the TUMF special revenue fund for the period July 1, 2023 through June 30, 2024.

Results: No exceptions were noted as a result of our procedures.

8. We selected a sample of 25 expenditures identified in Procedure 7 and verified the expenditures are for projects listed in the TPPS or TUMF Nexus Study obtained in Procedure 2. For non-project direct expenditures, we verified the expenditures are allowable pursuant to California Government Code 66000 (Mitigation Fee Act).

Results: No exceptions were noted as a result of our procedures.

We were engaged by CVAG to perform this agreed-upon procedures engagement and conducted our engagement in accordance with the attestation standards established by the AICPA. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on compliance with the collection and remission of the TUMF. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of CVAG and the respective Member Agencies and to meet our other ethical responsibilities in accordance with the relevant ethical requirement related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of management of CVAG and its Member Agencies and is not intended to be and should not be used by anyone other than those specified parties.

DavisFarr LLP

Irvine, California
May 9, 2025

Coachella Valley Association of Governments
Procedure 4 - Summary of Exceptions
Exhibit A
June 30, 2024

Procedure 4a - Recalculated the fees collected by each participating member agency on residential and non-residential permits to determine if they are correct based on the applicable CVAG TUMF Handbook and if the correct amounts have been remitted to CVAG. For fees that are incorrect, we determined the fees that should have been collected and remitted.

Agency	Exception
City of Indio	Permit BLDC-23-0014 was not correctly calculated. The permit was underpaid by \$1,775. The variance is due to the incorrect square footage used in the calculation.
City of Indio	Permit B22-004-775 was not correctly calculated. The permit was underpaid by \$14,700. The variance is due to a change in the number of units on the permit. There were 10 additional units added.
City of Indio	Permit B22-000-767 was not calculated based on the fee effective at the time. The permit was underpaid by \$9,205.
City of La Quinta	Permit BRES2023-1015 was not calculated based on the fee effective at the time. The permit was underpaid by \$190.
City of Palm Springs	Permit BLDR-2023-2050 was not calculated based on the effective fee at the time of payment. The permit was underpaid by \$190.
City of Palm Springs	Permit BLDR-2023-0809 was not calculated based on the effective fee at the time of payment. The permit was underpaid by \$190.
City of Palm Springs	Permit BLDC-2023-0291 was not calculated based on the effective fee at the time of payment. The permit was underpaid by \$190.
City of Palm Springs	Permit 2023-1718-122376 was not calculated based on the correct square footage at the time of payment. The permit was overpaid by \$20,167.
City of Palm Springs	Permit 2021-2439-100884 was not calculated based on the effective fee at the time of payment. The permit was underpaid by \$528.
City of Rancho Mirage	Permit B2201698 was not calculated based on the fee effective at the time. The permit was underpaid by \$192.
County of Riverside	Permit MT240094 was not calculated based on the effective fee at the time of payment. The permit was underpaid by \$1,450.
City of Desert Hot Springs	Permit NSFR-22-70 was not calculated based on the fee effective at the time. The permit was underpaid by \$382.
City of Cathedral City	Permit BLDG-2674-2023 was not calculated based on the effective fee at the time of payment. The permit was underpaid by \$190.

Procedure 4b - Verified if the TUMF was collected by the member agency prior to issuing a permit in accordance with CVAG Policy Number 22-01.

Agency	Exception
City of Indio	Permit BLDR-23-00085 was issued on November 15, 2023 and payment was received on November 20, 2023.
City of Indio	Permit BLDC-23-0006 was issued June 14, 2024 and payment was received on June 19, 2024.
City of Palm Springs	Permit 2023-1802-12 was issued on April 1, 2024 and payment was received on April 30, 2024.
County of Riverside	Permit MT240094 was issued on September 28, 2023, and payment was received on February 27, 2024.
City of Cathedral City	Permit BLDG-2150-2023 was issued on July 20, 2023 and payment was received on July 26, 2023.

Procedure 4c - Verified if the fees collected were remitted to CVAG by the 20th day of the month following the month in which the permit was paid

Agency	Exception
City of Indio	We reviewed 26 permits and all the fees remitted to CVAG were subsequent to the 20th day of the month following the month in which the permits were paid.
City of La Quinta	Permit BRES2023-1015 was not remitted to CVAG by the 20th day of the month following the month in which the permit was paid.
City of Palm Desert	Permit ADDC24-0001 was not remitted to CVAG by the 20th day of the month following the month in which the permit was paid.
City of Palm Springs	Permit 2022-5445-110400 was not remitted to CVAG by the 20th day of the month following the month in which the permit was paid.
City of Rancho Mirage	Permits B2301211 and B2301625 were not remitted to CVAG by the 20th day of the month following the month in which the permits were paid.
City of Coachella	We reviewed 6 permits and all the fees remitted to CVAG were subsequent to the 20th day of the month following the month in which the permits were paid.
County of Riverside	We reviewed 20 permits and were unable to determine when fees collected were remitted to CVAG or transferred to CVAG RIVCO cash account.

Procedure 4d - Confirmed if permit data was submitted to CVAG's fee portal and, if not submitted via CVAG's fee portal, confirmed if the permit data was submitted in a format approved by CVAG.

Agency	Exception
City of Indio	Permit BLDR-24-00297 was issued in April 2024 and has not been submitted to CVAG via the fee portal. However, the City did remit the fee to CVAG on May 2, 2024.

ITEM 6D

Coachella Valley Association of Governments Transportation Committee June 2, 2025



STAFF REPORT

Subject: Amendment No. 1 to the Reimbursement Agreement for Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive)

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

Recommendation: Approve Amendment No. 1 to the Reimbursement Agreement with the County of Riverside and the City of Coachella for the Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive), extending the time trigger to June 30, 2026

Background: On June 26, 2023, the Executive Committee approved a Reimbursement Agreement with the County of Riverside for the design and construction of a replacement bridge along Airport Boulevard from Orange Street to Desert Cactus Drive in the city of Coachella. The project will replace the existing functionally obsolete and seismically vulnerable bridge that currently extends over the Coachella Valley Stormwater Channel (also known as the Whitewater River) with a wider two-lane bridge. The County of Riverside serves as the Lead Agency.

Before the contract was fully executed, the City of Coachella was added to the project as it shares ownership of the bridge. A three-party agreement, and an Amended and Restated Reimbursement Agreement was approved by the CVAG Executive Committee on February 26, 2024.

Based on prior studies of various alternative options for the bridge replacement, the County is preparing plans to replace the existing structure with a 71-foot width bridge with a 75-year life. The project will also enhance safety and provide improved emergency response and general access to the community.

This project represents a partial segment of a project described in CVAG's 2015 Transportation Project Prioritization Study (TPPS), which identified Avenue 56/Airport Boulevard from Polk Street to State Route 86, including a bridge over the stormwater channel, as being ranked 87 on the TPPS list. While the project was not in the top 10 percent, CVAG staff recommended moving it forward based on the availability of external funding for the project.

The PS&E phase is nearing completion in August 2025, and the next step is to submit a Request for Authorization (RFA) to Caltrans obligating the construction phase funding. The current time trigger for start of construction is June 26, 2025. The County is now requesting an extension to the time trigger in its reimbursement agreement with CVAG to allow for obligation of Highway Bridge Program (HBP) funds, construction bidding process and contract award.

CVAG staff is recommending approval of Amendment No. 1 to the Reimbursement Agreement to extend the construction phase time trigger to June 30, 2026. The recommended action would also authorize the Executive Director and/or Legal Counsel to make clarifying revisions before execution. Additionally, the amendment also includes a condition to use electronic or digital signatures, which is consistent with CVAG Policy 21-02, and a clause being incorporated into all reimbursement agreements.

Fiscal Analysis: There is no additional cost to this amendment.

The project itself is estimated to cost \$24.6 million. County of Riverside has secured HBP federal funds in the amount of \$18,007,470, which is 88.53 percent of the HBP participating project cost. The total remaining amount not covered by the federal funds is approximately \$6.6 million, which includes the required local funding match and project costs not eligible for HBP funding.

As previously approved CVAG's (75%) regional share in the amount of \$4.95 million, which includes fully covering the scope of work related to a CV Link undercrossing. The inclusion of the City of Coachella in the Reimbursement Agreement in 2024 makes the County of Riverside and the City of Coachella shall equally the remaining 25% local share of project costs.

Regional Share 75%	Local Share 25%	
CVAG	County of Riverside (12.5%)	City of Coachella (12.5%)
\$4,950,000	\$825,000	\$825,000

Attachments:

1. Amendment No. 1 to Reimbursement Agreement
2. Project Vicinity Map

**AMENDMENT NUMBER ONE
TO THE
REIMBURSEMENT AGREEMENT
BETWEEN
CVAG, THE CITY OF COACHELLA AND THE COUNTY OF RIVERSIDE
FOR THE
AIRPORT BOULEVARD BRIDGE REPLACEMENT PROJECT
(ORANGE STREET TO DESERT CACTUS DRIVE)**

This **AMENDMENT NUMBER ONE** is made and entered into this **2ND day of June 2025**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), the **City of Coachella (City)** and the **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 original Agreement dated February 26, 2024 for the Airport Boulevard Bridge Replacement Project (Orange Street to Desert Cactus Drive).

- 1. This Amendment Number One extends the time trigger to commence construction by June 30, 2026.**

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.

Signatures continued on next page.

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

ATTEST

COUNTY OF RIVERSIDE

Clerk of the Board of Supervisors

Chair of the Board of Supervisors

FORM APPROVED COUNTY COUNSEL:

By: _____
Danielle Maland

ATTEST

CITY OF COACHELLA

William Pattison, Interim City Manager

Steven Hernandez, Mayor

ATTEST

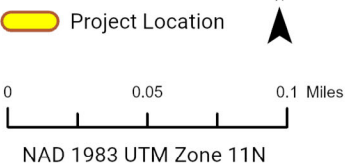
**COACHELLA VALLEY ASSOCIATION
OF GOVERNMENTS**

Tom Kirk, Executive Director

Ted Weill, Chair



Airport Boulevard Bridge



ITEM 6E

Coachella Valley Association of Governments Transportation Committee June 2, 2025



STAFF REPORT

Subject: CV Link at Union Pacific Railroad Right-of-way

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

Recommendation: Authorize the Executive Director to spend an additional \$100,000 for flagging services and associated work related to CV Link under Union Pacific Railroad in Indio

Background: CVAG is now in the final stages of constructing CV Link and one of the last, outstanding segments is the undercrossing at the Union Pacific Railroad in the City of Indio.

On September 24, 2018, the Executive Committee authorized the Executive Director to be delegated as the official representative to take any and all actions required, pursuant to federal and state law, to complete the right-of-way acquisition process and license agreement process for construction for CV Link; and have authority to spend up to \$50,000 for expenditures related to right-of-way and construction activities for CV Link.

On April 26, 2024, after much negotiation, the CVAG Executive Committee approved the Public Pedestrian Underpass Agreement with Union Pacific Railroad. This agreement requires a one-time licensing fee of \$114,000 and an engineering and construction fee of \$50,000. In addition, the agreement required a standard prevailing wage rate of \$1,400 daily by UPRR's vendor, National Railroad Safety Services (NRSS), whenever the contractor is working within 25 feet of the UPRR tracks.

At the time the Public Pedestrian Underpass Agreement was originally taken to the Executive Committee, it was not known how much flagging services would be needed and staff anticipated that the Executive Director's funding authority would cover these costs. However, construction of the undercrossing has been challenging due to a recently detected high-pressure gas line where certain infrastructure would be constructed over the gas line within UPRR right-of-way and it has caused work delays. This was not expected, and the contractor has worked extensively with the gas company to determine the depth of the gas line. This has caused an increase in costs due to additional flagging services for the work within the UPRR right-of-way. The contractor needs to pass under the railroad, in and out of UPRR's right-of-way, multiple times for efficiency to get other work completed including, rough grading and fine grading the pathway, installing forms for concrete pours, pouring concrete, installing a warning system for flooding events, drilling in the concrete slope protection to install steel for the canopy protection structures and pouring additional concrete and associated crane operations.

While a majority of the pathway has now been completed, some outstanding items include the installation of the canopy protection structures, solar pathway lights and striping. This requires drilling in the concrete slope protection to install steel and pour concrete foundations for the

canopy protection structures. These canopy protection structures will protect CV Link users under the railroad in the event any freight falls off the railroad carts. In addition, the solar pathway lights and striping are CV Link branding amenities needed for safety of CV Link users. The contractor is now working diligently to complete the remaining work.

On February 24, 2025, the Executive Committee authorized the Executive Director to spend funds beyond his authority for a not-to-exceed amount of \$250,000, for flagging services. This amount backfilled the outstanding \$50,000 and left \$200,000 for flagging services. However, it has been determined that NRSS's weekly costs average just under \$10,000/week. Staff is now recommending the Executive Director's authority for these services be increased by an additional \$100,000.

It should be noted that construction has not stopped and UPRR is aware that CVAG is working to resolve this additional expenditure issue related to flagging services. The contractor is keeping crews on one side or the other when work is not actually occurring in the UPRR right-of-way to help minimize the need for flagging services each day.

Fiscal Analysis: The recommended action will increase the Executive Director's authority to \$350,000 for flagging services at the UPRR undercrossing.

The Executive Committee in February authorized the Executive Director to spend funds beyond his authority for a not-to-exceed amount of \$250,000. This amount backfilled the outstanding \$50,000 and left \$200,000 for flagging services. The authorized amount has been nearly fully drawn down. The recommended action will add an additional \$100,000 to cover NRSS' work, as the weekly costs average just under \$10,000/week.

CVAG staff would note that when the first recommendation came forward, it was assumed flagging services would be needed through the end of March 2025. The project is now well into May 2025 due to delays, and work will continue through June.

ITEM 7A

Coachella Valley Association of Governments Transportation Committee June 2, 2025



STAFF REPORT

Subject: Appeal by Toscana Country Club on Transportation Uniform Mitigation Fee (TUMF) assessment

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

Recommendation: Deny the Transportation Uniform Mitigation Fee (TUMF) appeal brought forth by the Toscana Country Club

Background: At the June 2 meeting, the Transportation Committee will hold a hearing to address an appeal being brought forth by the Toscana Country Club. This hearing is consistent with CVAG's procedures for the Transportation Uniform Mitigation Fee (TUMF) program. The Transportation Committee's recommendation will then be brought forward to the Executive Committee, which will also hold a hearing when it meets later in the day on June 2.

TUMF is a development impact fee imposed on new development within the Coachella Valley to offset costs incurred through capacity enhancements to the regional arterial system. TUMF assessments are predicated on the trip generation rates of any new development's underlying land use, as determined by the Institute of Traffic Engineers (ITE). For the purposes of TUMF calculation, CVAG has simplified non-residential land use into six categories: industrial, office, retail, golf, hotel, and multiple use. These land use categories have been mapped to corresponding Standard Industrial Classification (SIC) codes to provide further guidance in determining the proper TUMF land use category for any new development.

TUMF must be paid prior to the issuance of any building permit. However, project proponents have the opportunity to appeal the imposition of the fee in the event they believe the fee was inappropriately applied. In order to appeal a TUMF assessment, the project proponent must first pay the assessed fee, and then provide to CVAG a notice of appeal stating their reasons for contesting the assessment, among other administrative items. Upon receipt of a complete appeal submission, CVAG will schedule a hearing within 90 days. The hearing consists of an initial review by the Transportation Committee, who will issue a recommendation to the Executive Committee for decision. The decision of the Executive Committee is final.

On March 12, 2025, Allan Levin Associates, on behalf of Toscana Country Club, issued a TUMF payment to the City of Indian Wells for a building permit authorizing the construction of an event building consisting of an 8,815 square foot interior space and an exterior dining patio measuring 3,283 square feet. Pursuant to the TUMF Handbook, unenclosed spaces *"integral to the performance of the principal business of the site will be added to the overall square footage...for the purpose of fee collection."* As such, both interior and exterior space, totaling 12,098 square feet, are subject to TUMF assessment.

The TUMF land use category for the event building was determined to be retail, as it fell within SIC code 79 – Amusement and Recreation Services. This SIC code includes land uses such as ballrooms (SIC code 7911, defined as “event spaces specifically designed for hosting formal events such as weddings, galas, and corporate events”) and halls and auditoriums (SIC code 7999, defined as “event spaces for various occasions such as concerts, conferences, weddings, and other social gatherings”). The TUMF rate for retail land uses at the time the permit was issued was \$7,385/1,000 square feet. The City of Indian Wells therefore calculated the TUMF assessment as \$89,343.73, and the amount was transferred to CVAG as part of the City’s remittance payment in April 2025.

On April 16, 2025, CVAG received a complete notification package from Toscana Country Club appealing the imposition of TUMF on the event center. Their appeal describes the event building as replacing an existing 6,755 square-foot tent structure, and further that events will be for Toscana Country Club members, whose primary means of travel to the event building will be within the confines of the community on private streets. The appeal requests that, given the above, the entirety of the \$89,343.73 be refunded. If not, the appeal requests that the fee be assessed only on the additional difference in square footage between the permanent structure and the tent structure, and be considered as an Office use in accordance with SIC code 72 – Personal Services. The alternative approach would result in a TUMF assessment of \$15,681.71.

Toscana Country Club was originally approved by the City of Indian Wells through a conditional use permit issued in April 2000, which permit also included the event building. By spring 2013, the event building had not yet been constructed and the City approved a temporary tent structure for use until a permanent structure could be developed. Such temporary structures do not trigger imposition of the TUMF, and a Toscana representative has acknowledged to CVAG staff that no TUMF was paid on the temporary tent structure. When issuing the modified conditional use permit to authorize construction of the permanent event building in 2016, the City included a requirement that development fees, including TUMF, be paid. Since TUMF has never been collected for the structure at any square footage, CVAG staff concludes that TUMF is due for the entirety of the permanent event building’s usable floor area of 12,098 square-feet.

The appeal contends that the event building should not be considered as Amusement and Recreational Services (SIC code 79, considered as retail use under TUMF), but rather as Personal Services (SIC code 72, considered as office use under TUMF). Such Personal Services include laundry facilities, photo studios, beauty and barber shops, shoe repair services, and funeral services. Additional miscellaneous uses include tax preparation, massage therapists, tattoo parlors, banking and personal finance services, and yoga studios. It is not immediately apparent that the proposed event building will host any of these uses such that it may be considered as an office use under TUMF, and the appeal notice does not propose any such services to be housed in the event building. Rather, the event building is readily identifiable as, and the uses proposed consistent with, the ballroom, auditorium, and hall classifications included under the Amusement and Recreational Services category. CVAG staff therefore concludes that the Retail rate of \$7,385/1,000 square feet is the appropriate TUMF rate.

Finally, the appeal suggests that the event building will be utilized solely by Toscana Country Club members utilizing privately maintained roads, and that there will be no impact on public streets. Numerous rulings on previous TUMF appeals have determined that such arguments lack merit regarding the application of TUMF. First, CVAG is not a regulatory agency, and therefore cannot control future use and associated trip generation; TUMF must therefore be assessed on the maximum potential of a facility and not current circumstances (see Betty Ford Center at Eisenhower, November 20, 1992; Sunrise Country Club. January 27, 1997). Second, the difference in trip generation between “private” country clubs and other types of country clubs is

minimal, with special functions, commercial operations, and golf amenities all contributing to trip generation rates (see US Home Corporation, September 30, 1996). To wit, the Toscana Country Club is a popular destination for events that bring in visitors from across the Valley and beyond, and therefore is a significant driver of trips on the regional road network. Lastly, construction of any development, including country club facilities, drives significant trip generation, as does long term facility operation (see Sunrise Country Club, January 27, 1997). The event building cannot reasonably demonstrate that no trips will be generated from outside Toscana Country Club, and is thus not exempt from TUMF assessment.

For the above reasons, CVAG staff finds that the assessment of \$89,343.73 was correctly calculated and that TUMF procedures were appropriately implemented. Staff recommends the Toscana Country Club appeal be denied in whole.

Fiscal Analysis: If the appeal is denied, CVAG will retain \$89,343.73, plus \$500 in administrative fees, all of which will be applied to the TUMF program fund. If the appeal is upheld, the fee payment, including the \$500 administrative fee, will be refunded.

Attachment: Toscana Country Club notice of appeal



April 8, 2025

Mr. Tom Kirk
Executive Director -- CVAG
74-199 El Paseo, Suite 100
Palm Desert, CA 92260

Re: Appeal of TUMF Fee for Toscana Country Club: Villa Toscana

Dear Tom:

Toscana Country Club is constructing an 8,815 square foot event building ("Villa Toscana") within the community's existing club complex in Indian Wells, together with a 3,283 square foot outdoor dining patio, for a total of 12,098 square feet. Villa Toscana will replace an existing tent structure that has been in place since 2014.

CVAG determined that TUMF fees were payable for Villa Toscana and that the appropriate category is Retail, Amusement & Recreational Services at \$7,385/1,000 square foot resulting in a total fee of \$89,343.73. We paid the TUMF fee in that amount (see attached receipt from the City of Indian Wells). This letter is our formal appeal.

Villa Toscana is a banquet facility for private, members-only events and will serve the same function as the existing tent structure it replaces. The attendees at Villa Toscana events (as they were for events at the tent structure) will be Club members who live in the Toscana community. The majority of them use golf carts to travel to and from the facility. There will be no new employees added to the club staff. There will be no appreciable impact on the public streets (all of the streets in the Toscana community are private).

Based on these factors, we respectfully request that CVAG re-evaluate the applicability of the TUMF fee to this project and issue a refund for the full amount paid. Alternatively, if you are not willing to reach that conclusion, we request that you reconsider the fee calculation, as follows:



- The existing tent structure is 6,755 square feet. The additional incremental square footage of Villa Toscana is 5,343. We believe the TUMF fee, if charged, should be applied only to the additional square footage.
- If the fee is to be charged, please reconsider the appropriate use classification. While none of the classifications really applies, we believe that the classification of Office: Personal Services (SIC 72) would be more appropriate. The fee for that classification is \$2,935/1,000 square feet which would result in a TUMF fee of \$15,681.71 for the additional square footage and a refund of \$73,662.02.

Thank you for your time and consideration of our appeal. If you have any questions, please contact us at 760-772-7227 or psmith@sunriseco.com.

Sincerely,

Phillip K. Smith, Jr.
President

Cc: Julie Bloom, Senior Vice President and Chief Operating Officer, Sunrise Company
Allan Levin, Allan Levin Associates

INVOICE (INV-00014601)
FOR CITY OF INDIAN WELLS

BILLING CONTACT
ALLAN LEVIN
ALLAN LEVIN ASSOCIATES
76768 Bishop Place
Palm Desert, CA 92211



INVOICE NUMBER	INVOICE DATE	INVOICE DUE DATE	INVOICE STATUS	INVOICE DESCRIPTION
INV-00014601	03/11/2025	04/10/2025	Due	NONE

REFERENCE NUMBER	FEE NAME	TOTAL
BCOM-2024-0173	1005-Permit Fee	\$26,070.36
	1017-Public Improvement Facilities (Commercial)	\$11,256.76
	1032-Transportation Facilities (Commercial)	\$26,118.84
	1033-Storm Drains (Commercial)	\$484.82
	1040-Strong Motion Instrumentation 2	\$2,272.20
	1041-Green Fee	\$325.00
	Art in Public Places Commercial	\$40,575.00
	TUMF - Non-Residential Retail	\$89,343.73
76007 Via Club Villa Indian Wells, CA 92210		SUBTOTAL \$196,446.71

REMITTANCE INFORMATION
City of Indian Wells 44-950 Eldorado Drive Indian Wells, CA 92210-7497

TOTAL

\$196,446.71



ITEM 8A

Coachella Valley Association of Governments Transportation Committee June 2, 2025



STAFF REPORT

Subject: Next Steps for the Arts and Music Line Project

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

Recommendation: Authorize the Executive Director to execute Amendment No. 5 to the agreement with Albert A. Webb Associates to extend the term to June 30, 2027, for an additional not-to-exceed amount of \$991,841; and negotiate and execute amendments to existing reimbursement agreements with the Cities of Coachella, Indio and La Quinta to adjust the local share of pre-construction services

Background: In December 2022, the Executive Committee, at the recommendation of the Transportation Committee, authorized the Executive Director to take the necessary steps to accept \$36.483 million in Active Transportation Program (ATP) funding for the Arts and Music Line (AML). This project will provide nearly nine miles of protected bicycle facilities (Class 1 and Class 4) along Avenue 48, Van Buren Street, and Dillon Road in the Cities of La Quinta, Indio and Coachella. The project will also construct more than six miles of new or upgraded Class 2 and Class 3 bikeways that directly connect the project to 11 disadvantaged schools.

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

On September 30, 2019, the Executive Committee authorized a contract for the design of the AML project with Albert A. Webb Associates. The contract has been amended four times to extend the term of the contract, incorporate the required National Environmental Policy Act (NEPA) review process, address design changes as proposed in the ATP grant application and address the City of Indio's request for a privacy wall and leverage AML to implement the City's master storm water design in the project area within Indio.

As previously reported, the project experienced delays in 2024 due to addressing Coachella Valley Water District's (CVWD) concerns over the portion of the project within the La Quinta Evacuation Channel. This portion of the project is an essential component as it connects the Arts and Music Line to the CV Link at Promontory Point near the intersection of Jefferson Street and Highway 111.

Another important connection for the project is planned at the east end of the Arts and Music Line, consisting of a path along Dillon Road connecting Avenue 48 with the CV Link in the Whitewater Channel. In January 2025, the Twenty-Nine Palms Band of Mission Indians requested CVAG

move the path planned along the south side of Dillon Road to the north side to accommodate development plans the Tribe is pursuing. CVAG has conducted an initial review of alternatives and now needs to conduct field data collection, further study, including updating the project environmental documents, assessing the right-of-way needs of alternatives, and detailed design.

Due to CVWD delays and the Tribe's recent request, CVAG staff sought additional time from the State for plan development and right-of-way acquisition. In March 2025, the California Transportation Commission (CTC) approved a time extension of 12 additional months, which places the construction start in the first quarter of 2027. Due to the ATP grant funding for the construction phase of the project, CVAG staff will need to coordinate with CTC staff on changes in the project scope.

The proposed Amendment No. 5 would extend the term through June 2027 and add additional budget for planning, survey, environmental studies, and design needed to respond to the Dillon Road path relocation request by Twenty-Nine Palms. In addition, additional design budget is needed to complete a sidewalk connection along Avenue 49, which came to light during the final design of the project. Lastly, the proposed Amendment No. 5 includes a task for lighting design in Indio, which was requested by the City.

With this item, staff is recommending authorization for the Executive Director to execute Amendment No. 5 to the existing contract with Albert A. Webb Associates contract. In addition, staff is also recommending an amendment to each of the cities' reimbursement agreements. With this approval, the Executive Director and/or Legal Counsel will be authorized to make clarifying changes as the reimbursement agreements are negotiated. Additionally, the amendment also includes a condition to use electronic or digital signatures, which is consistent with CVAG Policy 21-02, and a clause being incorporated into all reimbursement agreements.

Fiscal Analysis: Amendment No. 5 is for an additional not-to-exceed amount of \$991,841, bringing the total contract to \$7,095,253. This work will allow CVAG to conduct a study and design for alternates to respond to the request from Twenty-Nine Palms Band of Mission Indians to relocate the proposed path planned along Dillon Road, among other tasks.

A summary of the contract amendments is as follows:

Contract / Amendment	Date Authorized	Amount
Original Contract	November 18, 2019	\$2,731,897.00
Amendment No. 1	September 27, 2021	No Cost
Amendment No. 2	December 5, 2022	\$1,060,000.00
Amendment No. 3	April 29, 2024	\$2,234,565.00
Amendment No. 4	December 2, 2024	\$76,950.00
Amendment No. 5 *		\$991,841.00
Total Contract not-to-exceed		\$7,095,253.00

** Subject of this staff report*

Staff is also recommending the Executive Director be authorized to amend the reimbursement agreements with the cities of La Quinta, Indio and Coachella. The cost for engineering, right of way, utilities and permitting, the project non-infrastructure education and outreach program and construction management are typically shared between CVAG and the cities of La Quinta, Indio,

and Coachella with CVAG typically funding the project costs with 75 percent in regional funds with the 25 percent local share being split proportionately between the cities.

Tasks 1 – 12 of the proposed Amendment No. 5 will be shared between CVAG and the three cities with the reimbursement agreements reflecting the local shares once a final alternative is selected. Only the City of Indio and CVAG are sharing the cost of Task 13, which relates to the additional design work requested by Indio.

Construction costs continue to rise and are being tracked as the project design continues. The current construction estimate, including contingency, is \$64.7 million. Mindful of rising costs, CVAG staff in May 2025 submitted an application to Southern California Association of Governments (SCAG) for \$20 million in Congestion Mitigation and Air Quality (CMAQ) Program funding to supplement the \$36,483,000 in ATP construction funding that the project has already been awarded. Should the CMAQ funding request be approved, then nearly all construction costs for the project would be funded with state or federal dollars.

The balance of construction costs after all external funding for construction will be funded with CVAG providing 75 percent regional funding, and the 25 percent local funding split proportionately between La Quinta, Indio, and Coachella. Including Amendment No. 5 to the Albert A. Webb Associates contract, CVAG has committed \$6,569,427 in regional funding, and \$2,019,889 has been committed by the three cities.

Attachments:

1. Albert A. Webb Associates – Arts & Music Line Amendment No. 5
2. Albert A. Webb Associates letter dated April 17, 2025
3. Project Location Map

**AMENDMENT NUMBER FIVE
to the
ALBERT A. WEBB ASSOCIATES
PROFESSIONAL ENGINEERING AND ENVIRONMENTAL SERVICES AGREEMENT
for the
COACHELLA VALLEY ARTS AND MUSIC LINE**

This **AMENDMENT NUMBER FIVE** is made and entered into this **30th day of June 2025**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **Albert A. Webb Associates (Consultant)**, and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement dated November 18, 2019, for the Coachella Valley Arts and Music Line project.

1. **This Amendment Number Five extends the term of the contract to June 30, 2027.**
2. **This Amendment Number Five authorizes the additional scope of services in accordance with the attached Albert A. Webb Associates letter dated April 17, 2025 for the not-to-exceed amount of \$991,841.00. The total amount payable shall not exceed \$7,095,253.**

Original Contract	November 18, 2019	\$2,731,897.00
Amendment Number One	September 27, 2021	No Cost
Amendment Number Two	December 5, 2022	\$1,060,000.00
Amendment Number Three	April 29, 2024	\$2,234,565.00
Amendment Number Four	December 2, 2024	\$ 76,950.00
Amendment Number Five	June 2, 2025	<u>\$ 991,841.00</u>
Total Contract not-to-exceed		\$7,095,253.00

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 Five** to be executed by their duly authorized representatives on this date:

**COACHELLA VALLEY ASSOCIATION
OF GOVERNMENTS**

ALBERT A. WEBB ASSOCIATES

By: _____
Tom Kirk, CVAG Executive Director

By: _____
Dilesh Sheth, Senior V.P.

Attachment A-1

**Albert A. Webb Associates – Arts & Music Line Amendment No. 5
Additional Scope of Services and Compensation**

Please refer to the following Albert A. Webb Associates letter dated April 17, 2025.

DRAFT



Corporate Headquarters
3788 McCray Street
Riverside, CA 92506
951.686.1070

Murrieta Office
41870 Kalmia Street #160
Murrieta, CA 92562
T: 951.686.1070

April 17, 2025

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

RE: CVAG's Arts & Music Line Contract Amendment #5 (CVAG-19-099) -
Dillon Rd Bike Path Alignment **Alternatives**

Dear Randy:

Albert A. WEBB Associates (WEBB) is submitting this request for a contract amendment #5 to cover additional services related to the Dillon Road bike path north side alignment. This amendment is in response to CVAG's request to relocate the Class I bike path from the south to the north side of Dillon Road, avoiding impacts to planned development on the south side. The north side alignment offers benefits such as eliminating the Cabazon Road crossing and separating the bike path from power lines. It also provides a more consistent alignment and better connectivity to commercial developments on the north side.

Enclosed are our Scope of Work (Section 1) and Compensation for Services (Section 2) for your review.

Sincerely,

Albert A. Webb Associates

A handwritten signature in blue ink that reads "Dilesh Sheth".

Dilesh Sheth, PE, TE
Senior Vice President



www.webbassociates.com

EXHIBIT A - SCOPE OF SERVICES

Task 1 – Additional Project Management/ Administration

1.1 Additional Project Management

We will plan, organize, direct, and monitor project activities and resources in accordance with the contract scope, schedule, and budget. Tasks include general project management with CVAG and tribes and preparing memos, letters, and emails. Additional project management is required to change the alignment from south to north along Dillon Rd.

1.2 Additional Meetings and Schedules

Additional meetings and coordination will be required to address this task. We will schedule and attend these meetings, ensuring that agendas and meeting minutes are prepared for each. The project schedule will also be updated accordingly.

Deliverables: Meeting Agendas and Minutes, Project Schedules

Task 2 – Field Survey & Base Map

2.1 Field Topographic Survey

a. Re-establish survey datum and control for the project based on the previous survey work conducted for the Arts & Music Line project.

b. Conduct field topographic survey of project limits to obtain existing ground surface elevations along Dillon Road at a cross sections interval of 50-feet, from Cabazon Road to the Coachella Valley Stormwater Channel, to include edge of pavement, billboard locations (column and overhang), drainage ditches (flowline and top), fences (top and bottom), utilities (and their appurtenances), structures, and other miscellaneous visible features.

c. Provide a minimum 1" = 40' scale digital topographic survey of the project areas with one-foot contours.

d. Process and draft field survey data and prepare electronic CAD files for the existing ground features (FT) file, update the Civil 3D existing ground surface (TO) file, and update the existing plan (XP) file for the design teams use.

Deliverables: FT CAD (Field Topo) file with Field Topo data (survey data points collected & linework). Updated TO CAD (Topo) file with Civil 3D surface for design, Updated XP CAD (Existing Plan) file with existing planimetric linework.

2.2 Title Report (Allowance)

An allowance has been included in the budget to obtain and furnish one Title Report from a title company for APNs 603-090-012 & -013. The Title report will be used to verify legal ownership, legal description of the property, and other easements/encumbrances on the property that may impact the project alignment and/or easement rights. (Scope and Budget do not include subsequent updates to the title report)

Deliverables: One Title Report for APN APNs 603-090-012 & -013.

2.3 Update Base File Mapping

- a. Review the title report obtained for any easements and/or right-of-way dedications not previously mapped.
- b. Map existing easements and/or right-of-way dedications shown in the title report for APNs 603-090-012 & -013 which may affect or impact the project alignment and update the PB (Project Base) CAD file.

Deliverables: Updated PB CAD (Topo) file with easements and/or right-of-way dedications shown in the title report for APNs 603-090-012 & -013.

2.4 Legal Descriptions and Plat

- a. Prepare two legal descriptions and plats per Riverside County standards and requirements for the proposed Right-of-Way dedication and Temporary Construction Easements.
- b. Provide coordination, attend meetings, participate in phone calls, respond to emails with Riverside County staff and project design team members through the preparation of the legal description and plat.
- c. Coordinate with Riverside County staff and client to have signature pages prepared based on owner information noted in preliminary title report obtained.
- d. Coordinate with client to obtain owner's signatures, and record them at the County of Riverside Recorder's Office.

Deliverable: PDF (and wet signed original if required) of the legal description(s) and plat(s).

Task 3 – Environmental Services

Based on our review of the previously approved documentation for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), we have determined the CEQA Notice of Exemption (NOE), filed February 5, 2021 remains valid, subject to verification of the results of the biological survey of the new alignment, and that the following NEPA tasks will be required:

3.1 NEPA Technical Studies

a. Biological Studies

An updated Natural Environment Study (Minimal Impacts) (hereinafter NESMI) and Jurisdictional Delineation Report will be prepared by WSP to include the new Dillon Road alignment, which includes evaluation of the roadside drainage area. A field survey will be conducted for the new portion of the alignment and a windshield survey will be conducted for the previously approved AML alignment. Revisions to one round of Caltrans comments is included.

b. Cultural Studies

A Supplemental Historic Property Survey Report (HPSR) and Archaeological Resources Survey (ASR) will be prepared by Applied Earthworks Inc. (Æ) to include the new alignment. The HPSR will include:

- Agency and Tribal Coordination: Æ will coordinate with Caltrans regarding the updated Project Area of Potential Effect (APE) that considers all direct and indirect impacts to significant cultural resources. The proposed realignment of the APE extends into both the Cabazon Band of Cahuilla Indians and Twenty-Nine Palms Band of Mission Indians Reservation lands. Therefore, prior to the field survey, Æ will notify the tribes of the proposed APE realignment and request permission to conduct a survey on tribal lands.
- Field Survey: One of Æ's qualified archaeologists will conduct an intensive pedestrian survey of the modified APE. Æ's survey transect spacing will range from 10 to 15 meters (30 to 50 feet) insofar as possible, and the ground surface of all landforms with likely intact and significant cultural resources, if any, also will be examined. Additionally, Æ's archaeologist will investigate any unusual contours, soil changes, distinctive vegetation patterns, features (e.g., road cuts, ditches, and stream cuts), and other potential cultural site markers. For the cultural resource survey, Æ is not responsible for landowner permissions and access to the Project. Safe access must be ensured by CVAG. For the purposes of this price estimate, we assume that no subsurface testing will be completed and no standing structures or other cultural resources requiring documentation, updates, or evaluation are present in the modified APE.
- Supplemental Reports: Following completion of the field investigation, Æ will prepare an updated APE Map, a Supplemental ASR and a Supplemental HPSR, to the standards outlined in Caltrans Standard Environmental Reference, Volume 2, Cultural Resources. Based on communication with Caltrans, Æ assumes a Supplemental (Historic Resources Evaluation Report (HRER) will not be required for the Project. Æ assumes that two rounds of comments will need to be addressed following the Caltrans review. Æ's draft report will be submitted electronically in MS Word format for ease of review; our final report will be submitted electronically as a PDF file. After Caltrans has approved the report, Æ will submit the final reports to the South Coastal Information Center.
- Assumptions: An updated records search will not be required because the previous APE falls within the previous records search buffer. An updated Section 106 consultation process is also not needed; only informal consultation with the Tribes is recommended.

3.2 NEPA Categorical Exclusion

A NEPA Revalidation form will be prepared and processed with Caltrans for the results of the technical studies and changes to the design. It is assumed a new Categorical Exclusion (CE) is not required, but the Environmental Commitments Record (ECR) may require updates. One round of minimal revisions from Caltrans comments is included.

Deliverables: Draft and Final NESMI, Jurisdictional Delineation, HPSR package, and NEPA Revalidation form (with necessary attachments).

Task 4 – Revised Street Improvement Plans

4.1 Bike Path Improvement Plans

We will revise the bike path alignment from the south to the north side of Dillon Road. The new alignment will start at the northeast corner of Dillon Road and Cabazon Road intersection, continue north between the pavement edge and drainage channel, cross the channel from south to north, and then proceed east between the existing swale and billboards, connecting to CV Link at the Coachella Valley Stormwater Channel.

The plan view will show existing utilities, right-of-way, easements, and roadway features.

a. **Update Demolition Plans:** Clearly label existing surface improvements to be removed with construction notes. Provide limits of demolition by stationing or offset from the street centerline. Include existing right-of-way and utilities and note warnings for contractors about utilities within demolition areas.

b. **Update Improvement Plans:** Show existing surface improvements and features in a half-tone or dashed format to distinguish them from new improvements. New improvements, including the bike path, retaining wall, curbs, and drainage facilities, along with all adjustments, relocations, reconstructions, or modifications, should be highlighted with appropriate construction notes, detailed references, or standard plan references.

Deliverables: Revised 65%, 90%, 100% and Final Street Improvement Plan Sheets for this segment

Task 5 – Revised Traffic Signal & Signing/ Marking

CRA will implement updates to the traffic signal and signing/marketing sheets to accommodate the Arts and Music Line bike path along Dillon Road within the Twenty-Nine Palms tribal lands. The proposed changes are necessary to reflect the realignment of the bike path from the south side to the north side of Dillon Road. CRA will update the traffic signal and signing/stripping plans for Dillon Road between Station 21+00 and Station 56+50 accordingly.

Assumptions

- It is assumed that the design effort for the traffic signal plans will require additional utility review or possible potholing coordination for the placement of new poles along the north side of Dillon Rd/Cabazon Ave intersection.

5.1 Construction Plans

CRA will update previously developed 100% traffic signal and signing/stripping plans with changes that accommodate the improvements showing the new bike path along the north side of Dillon Road. One possible potholing coordination might be needed for the NE corner of Dillon Rd/ Cabazon Rd intersection.

Deliverables: Revised 100% and Final Signing/Stripping Plan Sheets at Station 21+00 to 56+50, Revised 100% and Final Traffic Plan Sheet at Avenue 48/Dillon Rd & Cabazon (1 Sheet)

Task 6 – Lighting Design and Electrical Engineering Services

6.1 Lighting Consultation Revisions

a. Provide new lighting scheme along Dillon Rd. from Cabazon Rd. to CV Link Path. Lighting layout shall be revised and re-positioned to a suitable location within the project boundary. The Artistic 'Light Field' shall be revised along with the in-grade lini-led marker lights 'Star Path' and solar marker lights. Lighting designs shall be a collaborative effort between Visual Concepts Lighting, Albert A Webb Associates and Circular Dimensions.

b. Provide new lighting renders for acceptance of new 'Light Field' location and spacing.

c. Additional team meetings for lighting designs and coordination with Artist and City Agencies.

6.2 Electrical Construction Document Revisions

a. Update existing Electrical Construction Documents to include the new lighting designs along Dillon Rd. from Cabazon Rd. to CV Link Path. Provide electrical engineering services for revision and re-location of the electrical system and lighting controls, modify panel schedules as required, details and fixture schedules as well as drafting services and coordination.

b. Additional coordination with team for revisions of electrical meter pedestal and lighting control cabinet locations. Two (2) new meter pedestal and control cabinet locations anticipated.

Deliverables: Revised 65%, 95%, 100% and Final Lighting and Electrical Plan Sheets

Task 7 – Artist Services

The artist will collaborate with the electrical engineer to provide the necessary coordination and design for the lighting features along the north side path alignment. This includes revisions to the artistic "Light Field" concept, as well as the in-grade linear LED marker lights ("Star Path") and solar marker lights. The design will be coordinated with CVAG before being finalized with the electrical engineer.

Task 8 – Structural Plans

CNS Engineers (CNS) will prepare Plans, Specifications and Estimate (Final Design PS&E) per Caltrans Standards for a retaining wall at the northeast corner of Dillion Road and Cabazon Road/48th Street intersection beside a drainage swale to accommodate the Arts and Music Line Bike Path along the north side of Dillon Road. The trail will be extended from Cabazon Road/48th Street to Coachella

Valley Stormwater Channel. The retaining wall is estimated to be 120 feet long. The proposed retaining wall is placed on the southerly side of a drainage swale to retain the bike path. The retaining wall foundation will be protected from scour/erosion by utilizing a proper scour countermeasure that will be designed by WEBB.

The structural design and plan preparation for the retaining wall will be based on Caltrans-amended AASHTO LRFD bridge design specifications, various Caltrans structural design and detail manuals. It is envisioned that a modified Caltrans Type 5 Retaining Wall will be used, and the Caltrans Standard Plans and details will be referenced to the maximum extent possible without structural calculations.

The following assumptions are made:

- There will be no complex project-specific aesthetic treatments on the face of the retaining wall and parapet wall other than a standard fractured rib texture (if desired) to control graffiti.
- The retaining wall can be supported by a conventional spread footing, and there is no seismic liquefaction that requires nonstandard deep foundation or ground improvements.

Submittals of 65% Design Plans and Cost Estimates, 95% PS&E, and Final Camera-Ready PS&E are proposed. We will provide response to agencies' review comments for the submittals. CNS will use Microsoft Word to prepare and edit Caltrans 2024 Standard Special Provisions (SSP) for structural work at 95% and Final PS&E. We will prepare a list of Caltrans standard pay items for the wall construction. Design quantity calculations will be performed using standard Caltrans forms and marginal cost estimate summary sheets. Item unit prices shall be adjusted using Contract Cost Data published by Caltrans.

It is expected that the plans will be prepared in AutoCAD and PDF. Specification documents, including technical specifications, shall be provided in electronic Microsoft Word format as well as in PDF. The Engineer's estimate shall be provided in Microsoft Excel format as well as in PDF.

Deliverables: 65% Design Plans and Cost Estimates, 95% PS&E, and Final Camera-Ready PS&E, Quantities and Construction Cost Estimates

Task 9 – Specification & Revised Cost Estimate

We will prepare a revised quantity breakdown and cost estimate for the proposed revisions along Dillon Rd, which will be provided at the 65%, 90%, and 100% plan check stages. Additionally, final specifications will be provided at the 90% and 100% plan check stages.

Deliverables: Revised Project Cost Estimate at 65%, 90%, and 100% stages, project specifications

Task 10 – Additional ROW Services

Additional ROW services are required due to changes resulting from the bike path redesign, which impacts the tribal parcels. These changes involve new right-of-way requirements and the need for updated appraisals, including the valuation of billboards, in compliance with 49 CFR and the Caltrans Right-of-Way Manual. Additionally, the project has encountered extended delays due to extensive negotiations with property owners regarding the language of necessary right-of-way

documents and the extra coordination required to ensure the timely processing and signing of these documents by CVAG.

This redesign necessitated a reevaluation of the property's value, requiring new appraisals to accurately reflect the updated right-of-way acquisition. The redesign also involves the need for an FF&E appraiser to address the impacted billboards. The FF&E appraiser will utilize the Caltrans poster panel payment schedules for the billboard valuation. As part of this process, the additional coordination efforts required to secure the appraisals have taken longer than initially anticipated, further extending the timeline for this phase of the project.

Throughout the negotiation phase, there has been a significant amount of back-and-forth between Monument, the property owners and CVAG to finalize the language of the right-of-way contracts and easement documents. These negotiations were more complex than originally expected, leading to additional time spent revising, clarifying, and approving the final documentation. This process required close collaboration and frequent communication with the property owners, as well as legal review to ensure that all parties were satisfied with the terms and that the documents complied with all necessary legal requirements.

Task 11 – Ave 49 Additional Street Improvements Services

11.1 Ave 49 (Violet St – Braley Ct) Roadway Widening and sidewalk improvements

The project proposes a bike path on the north side of Avenue 49 from Hjorth Street to Braley Court. The bike path will cross at Braley Court with the installation of HAWK signals. Avenue 49 is improved with sidewalks between Hjorth Street and Violet Street, but only partially improved with no sidewalks from Violet Street to Braley Court. The project should widen the roadway and add sidewalks on the south side between Violet Street and Braley Court to ensure pedestrian connectivity. Demolition and improvement plans will be updated accordingly.

Deliverables: Revised 100% and Final Street Improvement Plan Sheets for this segment.

Task 12 – Street Lighting Design – Ave 48 (Monroe St – Arabia St)

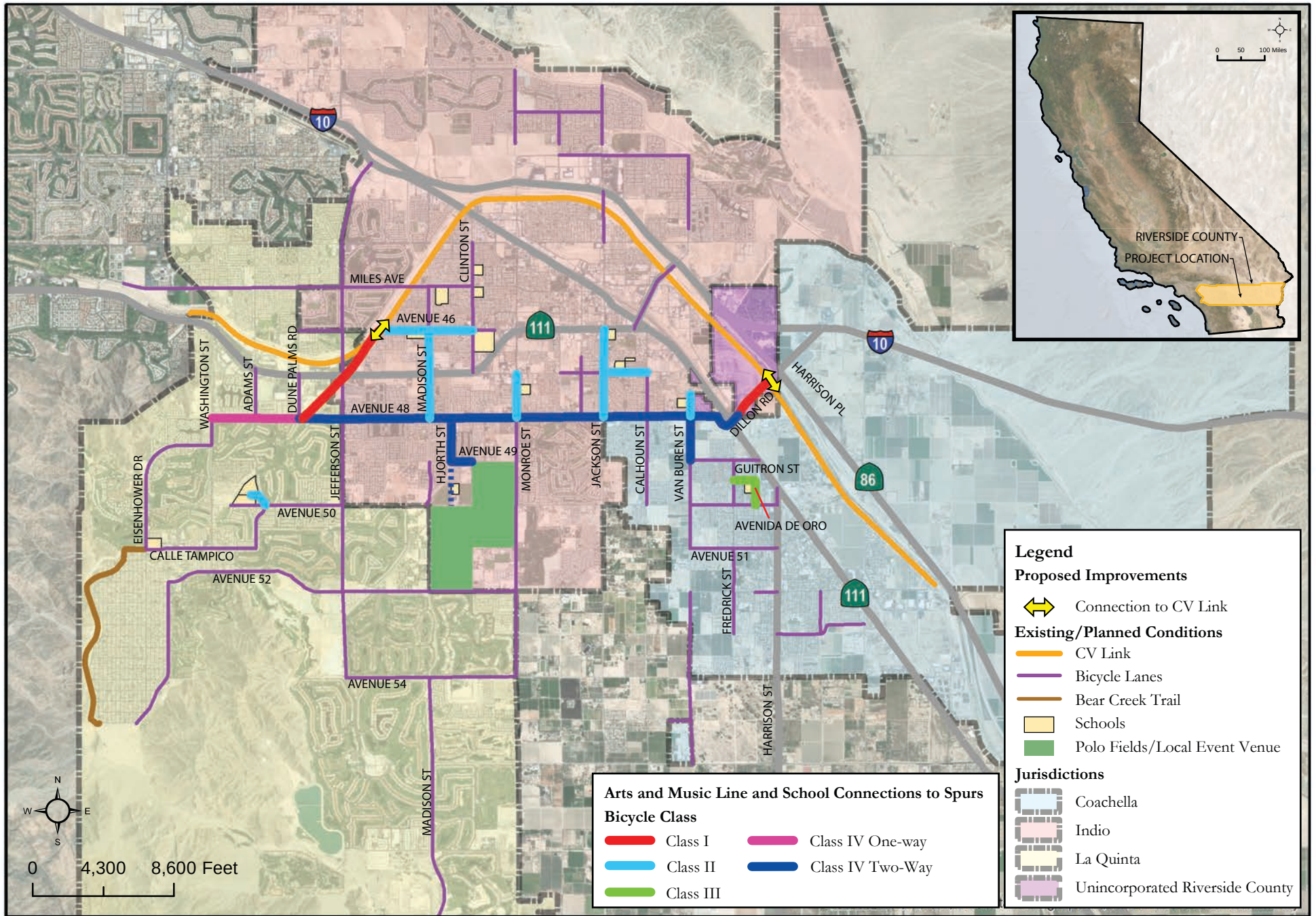
Provide lighting design and electrical engineering for the installation of public street lights within the median along Ave 48 between Monroe St., and Arabia St. Designs shall illuminate both Ave. 48 and Solano Ave. Revise Arts and Music Line plans and include all electrical circuitry, plan notes, installation details, schedules, and photometric studies adhering to City of Indio standards for an LS-3 metered system.

- a. Coordination for as-built drawings.
- b. Coordinate with civil and landscape architects for conflict resolution.
- c. Coordinate IID service points for installation of LS-3 electrical meter pedestal with Utility Consultant.

EXHIBIT B - COMPENSATION FOR ADDITIONAL SCOPE OF SERVICES

Services described in the Scope of Work (Exhibit “A”) will be provided on a time and material basis, with a maximum budget of \$380,636.00 for Segment 1 and a maximum budget of \$611,205.00 for Segment 2 for a total of \$991,841.00.

	Compensation Breakdown	Segment 1 Amount	Segment 2 Amount	Total
Task 1	Additional Project Management/ Administration	\$15,098.00	\$16,740.00	\$31,838.00
Task 2	Field Survey, Base Map, Legal, and Plats	\$ 23,535.00	\$92,346.00	\$115,881.00
Task 3	Environmental Services	\$ 45,477.00	\$45,717.00	\$91,194.00
Task 4	Utility Research and Coordination		\$41,640.00	\$41,640.00
Task 5	Update Street Improvement Plans	\$ 56,518.00	\$118,114.00	\$174,632.00
Task 6	Revised Traffic Signal and Signing & Striping Plans	\$ 26,526.00	\$27,498.00	\$54,024.00
Task 7	Lighting Design and Electrical Engineering Services	\$ 33,313.00		\$33,313.00
Task 8	Artist Services	\$ 12,766.00	\$0.00	\$12,766.00
Task 9	Structural Plans	\$ 36,963.00	\$0.00	\$36,963.00
Task 10	Specification and Revised Cost Estimate	\$ 10,284.00	\$10,572.00	\$20,856.00
Task 11	Additional ROW Services	\$ 92,571.00	\$247,193.00	\$339,764.00
Task 12	Ave 49 Additional Street Improvements Services	\$ 12,582.00	\$11,385.00	\$23,967.00
Task 13	Street Lighting Design – Ave 48 (Monroe St – Arabia St)	\$ 15,003.00	\$0.00	\$15,003.00
	Total Amendment #5	\$380,636.00	\$611,205.00	\$991,841.00



ITEM 8B

Coachella Valley Association of Governments Transportation Committee June 2, 2025



STAFF REPORT

Subject: CV Link Maintenance Agreement with Desert Recreation District

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

Recommendation: Authorize the Executive Director to execute a shared services agreement with Desert Recreation District for two years, with an optional one-year renewal, for a not-to-exceed amount of \$600,000 per year to operate and maintain the CV Link

Background: Construction of the CV link concludes this summer, marking a major milestone in a 14-year journey by CVAG to invest in an active transportation project that makes it easier and safer for cyclists, pedestrians and low-speed electric vehicles to travel across the Coachella Valley. But long before CVAG took up the cause, the Cities of Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, and Coachella were planning for the implementation of a multi-use path along the Whitewater River in their respective general plans. CV Link implements that longstanding vision and moving forward, CVAG staff intends to partner and coordinate with the cities and other agencies to keep this a premiere regional asset.

CVAG staff is now preparing for the project to be opened to the public in July with grand opening celebrations being planned in each city in the fall. With this staff report, CVAG staff is bringing forward a recommendation to contract with Desert Recreation District (DRD) to provide a regular schedule of maintenance and service across the 40 miles of CV Link. Additionally, this staff report outlines other partnerships staff has built and is continuing to build with member jurisdictions and project stakeholders to cover related services.

Shared Services Partnership with Desert Recreation District

The DRD is a public agency of the State of California established pursuant to Division 5, Chapter 4, of the Public Resources Code. DRD has the authority and expertise to acquire, develop, conserve, and manage open space and other parkland for the public benefit and for recreational use and enjoyment. DRD staff possess expertise in developing and managing recreation programs, in implementing public works projects and in managing landscape contracts with vendors. DRD has a long history of working with CVAG's members and has operations and maintenance services partnerships with local public agencies including Palm Desert and Cathedral City. Since 2022, DRD also has an agreement with the Coachella Valley Conservation Commission (CVCC), which is staffed by CVAG, for maintenance and cleanup of habitat land and conservation properties.

DRD was one of many options identified in the 2016 CV Link Conceptual Master Plan, which contemplated how to best keep CV Link a world class facility and sustainably provide an attractive, safe, and secure transportation option. The master plan looked at issues such as management, programming, marketing, enforcement, safety, security, risk management and maintenance. In

identifying DRD, the CV Link Master Plan noted that DRD already manages park facilities adjacent to CV Link, which staff would note is a growing list with the recently opened Esperanza Park in Cathedral City.

With CV Link construction nearing an end, and acknowledging the strong partnership between CVCC and DRD, CVAG staff earlier this year engaged with DRD staff to explore the CV Link operations and maintenance partnership suggested in the CV Link Master Plan. Over the past several months, staff from both organizations have developed a prospective program for maintenance, operations, and programming. The proposed partnership includes a regular schedule of maintenance and service of the following elements of the CV Link:

- Access Points and their amenities (e.g., bike racks, benches, hydration stations);
- Landscaping and irrigation, which the CV Link construction contractors are obligated to maintain for one year following project acceptance;
- Weed abatement along the outer bank of the Whitewater River/ Coachella Valley Stormwater Channel levee as required under CVAG's existing agreement with Coachella Valley Water District (CVWD);
- Trash collection along the CV Link, which is required per agreements with Riverside County Flood Control and Water Conservation District (RCFCWCD) and CVWD; and
- Regular inspection of CV Link facilities.

DRD's contract would also provide for programming and marketing for the CV Link, which leverages the work they do elsewhere in the region. The recommended contract is based on a maintenance program that has been developed based on an established schedule of maintenance and inspection to manage risks and ensure the CV Link is kept safe and clean. The maintenance program also includes contingencies for repairs or replacing damaged components as needs arise. CVAG staff recognize that the nascent partnership with DRD will evolve as experience is accumulated with operating and maintaining the CV Link and that adjustments to the partnership and budget will need to be made. If approved by both agencies, staff will provide regular reporting on CV Link maintenance and operations to CVAG committees.

The DRD contract would not involve sweeping the pathway. In its regional street sweeping contract, CVAG has provisions for the vendor, Sweeping Corporation of America (SCA), to conduct street sweeping of the CV Link. The contract runs through the end of 2025 and is renewable for another year, and CVAG is reviewing with member jurisdiction public works staff the possible extension of the contract and an amendment to the contract for additional street sweeping that is being requested by their communities. Based on the unit cost of \$51.50 per mile for CV Link sweeping in the contract, it will cost approximately \$100,000 to sweep the CV Link weekly per year. CVAG staff will include in the upcoming amendment the funding needed to provide street sweeping services for the CV Link. The street sweeping amendment is planned to be presented to CVAG committees in the coming months.

Other partnerships

Routine maintenance was only part of the needs and opportunities identified in the 2016 CV Link Conceptual Master Plan. To address the full management of CV Link, CVAG is working with staffs and law enforcement from Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, Coachella and Riverside County. The cities had long planned for a path along the Whitewater River/ Coachella Valley stormwater channel, and if it had been constructed by the cities, each agency would have been entirely responsible for its maintenance and upkeep.

The regional flood control agencies – CVWD and RCFCWCD – have placed certain maintenance responsibilities on the cities and CVAG for elements of the CV Link. Namely, the cities have maintenance responsibilities for their roadway bridges over the flood control channels, including the underpass areas. In addition, some sections of the CV Link route in Palm Springs along Tahquitz Creek and in Palm Desert along the Whitewater River existed previously to the CV Link project, and those cities already have established maintenance responsibilities for those segments. CVAG staff will coordinate the management of operations, maintenance, and programming with the cities and other partners like CVWD, RCFCWCD per the terms of the agreements and the municipal long-term plans for active transportation along the Whitewater River.

In addition, portions of the CV Link have been constructed within city parks and public roadways. For example, the CV Link in Palm Desert is located in the right-of-way along Painters Path, Parkview Drive, Monterey Avenue, and Magnesia Falls Drive, and CV Link connectors have been constructed within Jackson Park in Indio and Sierra Vista Park in Coachella. These public parks and roadways will continue being a city responsibility. As discussed with local staffs, each city or flood control district in which the project is located will continue to have primary responsibility for enforcement, graffiti mitigation and encampment removal, noting that some homelessness outreach also utilizes partnerships with CVAG's CV Housing First program.

CVAG staff is also working with local cities to finalize a Safety Plan for the CV Link and has already met with law enforcement representatives of the CV Link jurisdictions. The Safety Plan will address procedures and protocols for CVAG staff, partnering law enforcement and other agency staff on managing incidents, and conducting operations in a safe manner. CVAG is also discussing with law enforcement representatives a collaborative pilot security camera program for the CV Link. Staff will bring the pilot program to CVAG committees for review should member jurisdictions express an interest in the program. CVAG staff will also be bringing forward recommendations to amend existing contracts in order to provide operational support.

CVAG's CV Link contractors have been responsible for abating graffiti and removing encampments during the project construction. Once construction is completed, the cities will resume their responsibilities for managing graffiti and encampments under their roadway bridges. CVAG and DRD will manage minor graffiti abatement on the branded CV Link elements (e.g., bike racks, signs, kiosks, shade structures) through the proposed shared services partnership with DRD.

Finally, staff would note that CVAG is developing the needed procedures and a tool for managing maintenance and operations activities on the CV Link. The Executive Committee authorized in February 2025 a contract for CVAG to develop an Enterprise Asset Management system, which would be used by CVAG and DRD to receive service requests from the public and agencies, issue work orders, and manage maintenance records for the CV Link, as well as for CVCC, CV Sync, and other future assets that CVAG or CVCC may be responsible to maintain.

Fiscal Analysis: Based on the analysis, and with the experience both CVAG and CVCC have developed with Desert Recreation District, staff is recommending the Executive Director be authorized to execute a shared services agreement with Desert Recreation District. This would be a two-year agreement and renewable for up to another one (1) year term, subject to satisfactory performance. With this authorization, the Executive Director and/or Legal Counsel would also be authorized to make clarifying changes prior to execution.

The agreement with Desert Recreation District is for \$600,000 a year, which includes \$574,970 for labor, materials, contingency costs, and \$25,030 for vehicles and equipment. DRD has provided a detailed pricing proposal. CVAG compared the proposed hourly rates against those from contracts of a similar nature between DRD and CVCC, Palm Desert, and Cathedral City. CVAG staff found that the hourly rates proposed by DRD for CV Link maintenance services are comparable to those in other agencies' contracts. This proposed agreement was discussed with the DRD Board of Directors on May 29, 2025 and includes their feedback. CVAG plans to present to the DRD Board the formal agreement for authorization in June.

These costs have been included in the proposed Fiscal Year 2025-26 budget, which will be presented to the Executive Committee and General Assembly for adoption on June 30. The budget also includes offsetting annual revenue of up to \$173,320 from CVWD for maintenance-related costs CVAG may be reimbursed, under the terms of a 2018 agreement with CVWD related to CV Link's development along the stormwater channel. The agreement provides for CVWD to cover maintenance-related costs for weed abatement, litter removal, and slope maintenance of the levee outer bank. Staff will monitor and regularly report to CVAG committees the performance and incurred costs for the DRD services.

CVAG staff would note that CVAG's Procurement Policy and Procedures, last amended in June 2024, is mum on agency-to-agency procurement and staff will be bringing a policy clarification forward at a future meeting. However, it is not uncommon for local cities to allow for such agency-to-agency procurement. Staff's analysis of the proposed partnership would clearly justify the agreement under either special expertise services or a sole source process, both of which are detailed in the procurement policy.

Committee members may also recall that the long-term costs of CV Link were discussed in great detail when CVAG was finalizing the project's master plan. A range of estimates were developed in late 2015 for the 47.4 miles of CV Link running uninterrupted in eight cities. Removing two cities' segments and adjusting accordingly, the cost to operate and maintain the 40.1 miles of the CV Link being opened this summer was projected to be approximately \$612,500 annually. Adjusted for inflation, the estimated cost in today's dollars would be \$825,500 (US Department of Labor Statistics).

Desert Recreation District has presented a formal letter explaining the scope of services and the estimated cost of \$600,000 annually to maintain the CV link, minus the cost of utilities, street sweeping and utilities, which are being paid by CVAG. Street sweeping is proposed to be provided by CVAG's regional street sweeping contractor at an annual cost of approximately \$100,000, and utilities are estimated to cost \$30,000 annually. Combining these costs, the total estimated annual expenditure for CV Link maintenance is therefore calculated to be approximately \$730,000. Factoring in the reimbursement from CVWD, the net cost to CVAG is approximately \$555,000 – or 33% under the originally estimated cost as adjusted for inflation.

Staff would also note that DRD is providing added value to the needed operations and maintenance services by offering public awareness and programming for the CV Link with the cost included in the contractual services.

Attachments:

1. Desert Recreation District letter dated May 5, 2025
2. Shared Services Agreement



May 5, 2025

Coachella Valley Association of Governments
Attn: Tom Kirk, Executive Director
74199 El Paseo STE, 100
Palm Desert, CA 92260

Subject: Letter of Intent to Enter into an Agreement for Maintenance Services for the CV Link

Dear Tom,

The Desert Recreation District (DRD) is pleased to submit this Letter of Intent to enter into an agreement with Coachella Valley Association of Governments (CVAG) for the provision of routine maintenance services for the CV Link. In addition, the DRD proposes to include as part of its administrative fee provisions for marketing and programming of the CV Link in conjunction with regular DRD programming and marketing activities to residents within the DRD service area. Anticipating there will be requests from organizers to program the CV Link for races or other sporting or recreational events, which may require substantial planning and event-specific support, we propose to engage with CVAG to establish procedures and prospective fees to offset those costs.

Routine maintenance refers to the ongoing regimen of litter pick-up, trash and debris removal, weed control along the levee and outer bank, sweeping access points, sign replacement, tree and shrub trimming, landscaping, irrigation, and lawn maintenance, and other regularly scheduled maintenance. Routine maintenance also includes cleaning equipment including minor graffiti removal, and minor repairs and replacements.

Maintenance standards include defined levels of service and performance metrics for the maintenance staff or subcontractors to DRD, a routine maintenance schedule, an inspection database, and a schedule for long-term maintenance, as listed in **Exhibit A**.

The Desert Recreation District proposes to provide the following services:

- Landscape and Lawn Maintenance
- Cleaning and servicing of access points and amenities including bike racks, benches, shade structures, hydration stations, and walking surfaces
- Cleaning and repair of lighting systems as needed
- Maintenance and repair of signage and kiosks
- General inspection and upkeep of the pathway
- Weed abatement, litter pickup, and servicing of the levee outer bank

These services will be provided to ensure the continued safety, cleanliness, and aesthetic appeal of the CV Link, which serves as a vital transportation and recreational resource in the Coachella Valley.

The total cost of the services to be provided by DRD will be **\$499,799** with an additional **15% administrative fee**, for a total agreement amount of **\$574,970**. The agreement includes allowances for unscheduled cleaning and repair activities to only be used when needed as requested by CVAG.

This Letter of Intent is non-binding and is intended solely to serve as a basis for further negotiations and the preparation of a formal agreement between CVAG and the Desert Recreation District. Both parties agree to work in good faith toward the finalization of such an agreement, with the intent to implement the outlined services in a timely and efficient manner.

We look forward to a successful partnership with the Desert Recreation District in supporting the ongoing maintenance and improvement of the CV Link.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Kalman", written over a horizontal line.

Kevin Kalman
General Manager

CV Link Assets	P.S NORTH	0	Unit	0	HR	\$	Frequency	Total	P.S South	Unit	HR	\$	Frequency	Total	Grand Totals
Segment Length	6.2	0.0	Miles	0.00					6.1	Miles					
	32,578	0	Lin Ft	0					32,102	Lin Ft					
Access Point	4	0	Each	0					8	Each					
Bench - 15 mins per at \$43.47/ travel 3 mins/mile	10	0	Each	0	2.5	\$109	52	5,651	14	Each	4.2	\$183	52	\$9,490	
Bike Rack -10 mins per at \$43.47/ travel 3 mins/mile	16	0	Each	0	3.5	\$152	12	1,826	11	Each	2.5	\$109	12	\$1,304	
Map Kiosk- 10 mins per/\$/ travel 4.5 mins per	4	0	Each	0	1.5	\$65	52	3,390	12	Each	2.5	\$109	52	\$5,651	
Interpreter Kiosk- 10 mins per/\$43.47/ travel 3 mins/mile	1	0	Each	0	0.5	\$22	52	1,130	4	Each	1	\$43	52	\$2,260	
Shade Structure with Solar Panels & USB Charger	10	0	Each	0	7.5	\$326	4	1,304	8	Each	6	\$261	4	\$1,043	
Trash/Recycling Receptacle- 10 mins per receptacle/ travel/3 mins per mile	6	0	Each	0	1.3	\$54	52	2,825	8	Each	2	\$87	52	\$4,524	
Small Identity Sign- 30 mins per/ graffiti removal	5	0	Each	0	3	\$130	52	6,781	6	Each	3.5	\$152	52	\$7,912	
Large Identity Sign - 30 min per/ graffiti removal	2	0	Each	0	1.3	\$54	52	2,808	1	Each	0.8	\$35	52	\$1,804	
Materials and Supplies -			Allowance	0		\$585	1	585				\$585	1	\$585	
Equipment - Pressure Washer \$.70 / mile	50	0	Miles	0		\$35	52	1,820	50	Miles		\$35	52	\$1,820	
Excessive trash and dumping		0	Allowance	0		\$500	12	6,000				\$500	12	\$6,000	
Encampment removal		0	Allowance	0		\$500	12	6,000				\$500	12	\$6,000	
Landscaping (cost estimates from Landscape contractor)	7,145	0	Sq Ft	0		\$213	52	11,089	7,645	Sq Ft		\$227	52	\$11,817	
Weed Abatement-Outside of landscape area		0	Allowance	0		\$1,000	12	12,000				\$1,000	12	\$12,000	
Vandalism - Plant and irrigation repairs		0	Allowance	0		\$500	12	6,000				\$500	12	\$6,000	
Tree trimming- (Cost may vary according to tree type and size)	19	0	Each	0		\$3,420	1	3,420	19	Each		\$3,420	1	\$3,420	
Regulatory Sign (Clean and repair and replace as needed)	29	0	Each	0	7.3	\$315	4	1,260	63	Each	16	\$695	4	\$2,782	
Wayfinding Sign (Clean and repair and replace as needed)	12	0	Each	0	3	\$130	4	521	20	Each	5	\$217	4	\$869	
Column Light(Clean and repair and replace as needed)		0	Each	0					16	Each	4	\$174	4	\$695	
TOTAL COST AND HOURS PER SITE								78,491						\$90,735	
15% Admin Fee								11,774						\$13,610	
Combined Total								90,265						\$104,346	

CV Link Assets	Cat	City	Unit	HR	\$	Frequency	Total
Segment Length	6.6	Miles	0.00	\$0	0	\$0	
	37,488	Lin Ft	0	\$0	0	\$0	
Access Point	4	Each	0	\$0	0	\$0	
Bench - 15 mins per at \$43.47/ travel 3 mins/mile	3	Each	1	\$43	52	\$2,260	
Bike Rack -10 mins per at \$43.47/ travel 3 mins/mile	2	Each	0.5	\$22	12	\$260	
Map Kiosk- 10 mins per/\$/ travel 4.5 mins per	5	Each	1.3	\$57	52	\$2,938	
Interpreter Kiosk- 10 mins per/\$43.47/ travel 3 mins/mile	1	Each	0.5	\$22	52	\$1,144	
Shade Structure with Solar Panels & USB Charger	2	Each	1.5	\$66	4	\$264	
Trash/Recycling Receptacle- 10 mins per receptacle/ travel/3 mins per mile	4	Each	1	\$43	52	\$2,236	
Small Identity Sign- 30 mins per/ graffiti removal	6	Each	3.5	\$152	52	\$7,904	
Large Identity Sign - 30 min per/ graffiti removal	0	Each	0	\$0	52	\$0	
Materials and Supplies -		Allowance	0	\$585	1	\$585	
Equipment - Pressure Washer \$.70 / mile	40	Miles	0	\$28	52	\$1,456	
Excessive trash and dumping		Allowance	0	\$500	12	\$6,000	
Encampment removal		Allowance	0	\$500	12	\$6,000	
Landscaping (cost estimates from Landscape contractor)	830	Sq Ft	0	\$46	52	\$2,379	
Weed Abatement-Outside of landscape area		Allowance	0	\$1,000	12	\$12,000	
Vandalism - Plant and irrigation repairs		Allowance	0	\$500	12	\$6,000	
Tree trimming- (Cost may vary according to tree type and size)	25	Each	0	\$4,500	1	\$4,500	
Regulatory Sign (Clean and repair and replace as needed)	50	Each	13	\$543	4	\$2,174	
Wayfinding Sign (Clean and repair and replace as needed)	20	Each	5	\$217	4	\$869	
Column Light(Clean and repair and replace as needed)	0	Each	0	\$0	0	\$0	
TOTAL COST AND HOURS PER SITE							
						\$61,570	
15% Admin Fee						\$9,235	
Combined Total						\$70,805	

CV Link Assets	P.D	Unit	HR	\$	Frequency	Total
Segment Length	3.8 32,961	Miles Lin Ft				
Access Point	2	Each				
Bench - 15 mins per at \$43.47/ travel 3 mins/mile	2	Each	0.8	\$35	52	\$1,820
Bike Rack -10 mins per at \$43.47/ travel 3 mins/mile	4	Each	1	\$44	12	\$528
Map Kiosk- 10 mins per/\$/ travel 4.5 mins per	1	Each	0.5	\$22	52	\$1,144
Interpreter Kiosk- 10 mins per/\$43.47/ travel 3 mins/mile	1	Each	0.5	\$22	52	\$1,144
Shade Structure with Solar Panels & USB Charger	0	Each	0	\$0	0	\$0
Trash/Recycling Receptacle- 10 mins per receptacle/ travel/3 mins per mile	0	Each	0	\$0	52	\$0
Small Identity Sign- 30 mins per/ graffiti removal	0	Each	0	\$0	52	\$0
Large Identity Sign - 30 min per/ graffiti removal	0	Each	0	\$0	52	\$0
Materials and Supplies -		Allowance	0	\$585	1	\$585
Equipment - Pressure Washer \$.70 / mile	20	Miles	0	\$14	52	\$728
Excessive trash and dumping		Allowance	0	\$500	12	\$6,000
Encampment removal		Allowance	0	\$500	12	\$6,000
Landscaping (cost estimates from Landscape contractor)		Sq Ft	0	\$0	0	\$0
Weed Abatement-Outside of landscape area		Allowance	0	\$0	0	\$0
Vandalism - Plant and irrigation repairs		Allowance	0	\$0	0	\$0
Tree trimming- (Cost may vary according to tree type and size)		Each	0	\$0	0	\$0
Regulatory Sign (Clean and repair and replace as needed)	22	Each	5.5	\$239	4	\$956
Wayfinding Sign (Clean and repair and replace as needed)	9	Each	2.3	\$98	4	\$391
Column Light(Clean and repair and replace as needed)	0	Each	0	\$0	0	\$0
TOTAL COST AND HOURS PER SITE						\$20,024
15% Admin Fee						\$3,004
Combined Total						\$23,028

CV Link Assets	L.Q	Unit	HR	\$	Frequency	Total
Segment Length	2.6 13,728	Miles Lin Ft				
Access Point	1	Each				
Bench - 15 mins per at \$43.47/ travel 3 mins/mile	12	Each	3.5	\$152	52	\$7,904
Bike Rack -10 mins per at \$43.47/ travel 3 mins/mile	6	Each	1.5	\$65	12	\$780
Map Kiosk- 10 mins per/\$/ travel 4.5 mins per	1	Each	0.5	\$22	52	\$1,144
Interpreter Kiosk- 10 mins per/\$43.47/ travel 3 mins/mile	1	Each	0.5	\$22	52	\$1,144
Shade Structure with Solar Panels & USB Charger	4	Each	3	\$130	4	\$520
Trash/Recycling Receptacle- 10 mins per receptacle/ travel/3 mins per mile	2	Each	0.5	\$22	52	\$1,144
Small Identity Sign- 30 mins per/ graffiti removal	4	Each	2.3	\$100	52	\$5,200
Large Identity Sign - 30 min per/ graffiti removal	1	Each	0.8	\$35	52	\$1,820
Materials and Supplies -		Allowance		\$585	1	\$585
Equipment - Pressure Washer \$.70 / mile	14	Miles		\$10	52	\$520
Excessive trash and dumping		Allowance		\$500	12	\$6,000
Encampment removal		Allowance		\$500	12	\$6,000
Landscaping (cost estimates from Landscape contractor)	7,880	Sq Ft		\$235	52	\$12,194
Weed Abatement-Outside of landscape area		Allowance		\$1,000	12	\$12,000
Vandalism - Plant and irrigation repairs		Allowance		\$500	12	\$6,000
Tree trimming- (Cost may vary according to tree type and size)	14	Each		\$2,520	1	\$2,520
Regulatory Sign (Clean and repair and replace as needed)	38	Each	9.5	\$413	4	\$1,652
Wayfinding Sign (Clean and repair and replace as needed)	13	Each	3.3	\$141	4	\$565
Column Light(Clean and repair and replace as needed)	18	Each	4.5	\$196	4	\$783
TOTAL COST AND HOURS PER SITE						\$69,671
15% Admin Fee						\$10,451
Combined Total						\$80,122

CV Link Assets	Indio	Unit	HR	\$	Frequency	Total
Segment Length	7.1 37,657	Miles Lin Ft				
Access Point	5	Each				
Bench - 15 mins per at \$43.47/ travel 3 mins/mile	10	Each	3	\$130	52	\$6,760
Bike Rack -10 mins per at \$43.47/ travel 3 mins/mile	12	Each	3	\$130	12	\$1,560
Map Kiosk- 10 mins per/\$/ travel 4.5 mins per	5	Each	1.5	\$65	52	\$3,380
Interpreter Kiosk- 10 mins per/\$43.47/ travel 3 mins/mile	3	Each	1	\$44	52	\$2,288
Shade Structure with Solar Panels & USB Charger	9	Each	6.8	\$293	4	\$1,172
Trash/Recycling Receptacle- 10 mins per receptacle/ travel/3 mins per mile	6	Each	1.3	\$57	52	\$2,964
Small Identity Sign- 30 mins per/ graffiti removal	17	Each	8.5	\$369	52	\$19,188
Large Identity Sign - 30 min per/ graffiti removal	0	Each	0	\$0	52	\$0
Materials and Supplies -		Allowance	0	\$585	1	\$585
Equipment - Pressure Washer \$.70 / mile	10	Miles	0	\$7	52	\$364
Excessive trash and dumping		Allowance	0	\$500	12	\$6,000
Encampment removal		Allowance	0	\$500	12	\$6,000
Landscaping (cost estimates from Landscape contractor)	12,390	Sq Ft	0	\$369	52	\$19,188
Weed Abatement-Outside of landscape area		Allowance	0	\$1,000	12	\$12,000
Vandalism - Plant and irrigation repairs		Allowance	0	\$500	12	\$6,000
Tree trimming- (Cost may vary according to tree type and size)	20	Each	0	\$3,600	1	\$3,600
Regulatory Sign (Clean and repair and replace as needed)	111	Each	28	\$1,206	4	\$4,825
Wayfinding Sign (Clean and repair and replace as needed)	30	Each	7.5	\$326	4	\$1,304
Column Light(Clean and repair and replace as needed)	58	Each	15	\$630	4	\$2,521
TOTAL COST AND HOURS PER SITE						\$101,883
15% Admin Fee						\$15,282
Combined Total						\$117,165

CV Link Assets	COACH	Unit	HR	\$	Frequency	Total
Segment Length	5.8 30,571	Miles Lin Ft				
Access Point	6	Each				
Bench - 15 mins per at \$43.47/ travel 3 mins/mile	13	Each	4	\$174	52	\$9,048
Bike Rack -10 mins per at \$43.47/ travel 3 mins/mile	8	Each	2	\$87	12	\$1,044
Map Kiosk- 10 mins per/\$/ travel 4.5 mins per	5	Each	1.5	\$65	52	\$3,380
Interpreter Kiosk- 10 mins per/\$43.47/ travel 3 mins/mile	3	Each	1	\$44	52	\$2,288
Shade Structure with Solar Panels & USB Charger	5	Each	3.8	\$163	4	\$652
Trash/Recycling Receptacle- 10 mins per receptacle/ travel/3 mins per mile	6	Each	1.3	\$57	52	\$2,964
Small Identity Sign- 30 mins per/ graffiti removal	9	Each	5	\$217	52	\$11,284
Large Identity Sign - 30 min per/ graffiti removal	0	Each	0	\$0	52	\$0
Materials and Supplies -		Allowance		\$585	1	\$585
Equipment - Pressure Washer \$.70 / mile	12	Miles		\$9	52	\$442
Excessive trash and dumping		Allowance		\$500	12	\$6,000
Encampment removal		Allowance		\$500	12	\$6,000
Landscaping (cost estimates from Landscape contractor)	2,710	Sq Ft		\$114	52	\$5,928
Weed Abatement-Outside of landscape area		Allowance		\$1,000	12	\$12,000
Vandalism - Plant and irrigation repairs		Allowance		\$500	12	\$6,000
Tree trimming- (Cost may vary according to tree type and size)	32	Each	0	\$5,760	1	\$5,760
Regulatory Sign (Clean and repair and replace as needed)	37	Each	9.3	\$402	4	\$1,608
Wayfinding Sign (Clean and repair and replace as needed)	11	Each	2.8	\$120	4	\$478
Column Light(Clean and repair and replace as needed)	35	Each	8.8	\$380	4	\$1,521
TOTAL COST AND HOURS PER SITE						\$77,424
15% Admin Fee						\$11,614
Combined Total						\$89,038

DETAILS

[illegible]

DETAILS

[illegible]

**Shared Services Contract
Between
Desert Recreation District and the Coachella Valley Association of Governments
for Maintenance and Operations of the CV Link**

This Services Contract ("Contract") is made and effective as of **July 1, 2025**, between and by Desert Recreation District ("District") and the Coachella Valley Association of Governments ("CVAG") for maintenance and operations of the CV Link.

RECITALS

WHEREAS, the Coachella Valley Association of Governments (hereinafter "CVAG") is a joint powers authority ("JPA") formed in 1973 with the purpose of coordinating and improving the planning and delivery of governmental responsibilities common to all member entities within the local region. CVAG consists of representatives of ten cities, one county, and four Native American tribes; and

WHEREAS, the Desert Recreation District (hereinafter "the District") is a public agency duly constituted body corporate and politic of the State of California established pursuant to Division 5, Chapter 4, of the Public Resources Code (Section 5780 et seq.); and

WHEREAS, the CV Link project includes approximately forty miles of Class I and Class IV multi-use path largely aligned along the Whitewater River Channel that serves as a stormwater conveyance facility for the valley. The CV Link has been constructed in the cities of Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, and Coachella, and also includes a limited number of on-street segments in Palm Springs and Palm Desert. The CV Link is designed for pedestrian mobility, bicycles, and low speed neighborhood electric vehicles such as golf carts, and it extends from Highway 111 and the Chino Wash in North Palm Springs to Airport Boulevard in the City of Coachella; and

WHEREAS, CVAG has the authority and expertise to plan, design, and construct the CV Link on behalf of its member jurisdictions and partners to fulfill the project envisioned in the 2016 CV Link Conceptual Master Plan; and

WHEREAS, the District has the authority and expertise to develop and manage recreation programs and in implementing and maintaining public works projects; and

WHEREAS, CVAG needs to operate the CV Link and maintain the CV Link to fulfill the project envisioned in the 2016 CV Link Master Plan; and

WHEREAS, CVAG desires to contract with the District to utilize the District capability and expertise to provide operations and maintenance services as set forth herein, thereby assisting CVAG in its obligations for the same;

NOW THEREFORE, CVAG and the District agree as follows:

1. CVAG hereby retains the District to serve as an Operations and Maintenance Contractor and to provide such staff as may be necessary to fulfill the management needs and requirements of CVAG and the District agrees to provide such services as outlined in the

Scope of Work attached hereto and incorporated herein by this reference as "Exhibit A" all upon the terms set forth below. The District's actions pursuant to this Contract shall be consistent with the 2016 CV Link Conceptual Master Plan as determined by the District or as may be specified in writing by CVAG.

2. The District's General Manager, acting either individually or through such personnel as they should designate, shall act as and be an Operations and Maintenance Contractor for CVAG, and shall administer, coordinate and supervise operations and maintenance activities as set forth in this Agreement. The Operations and Maintenance Contractor will provide to CVAG a monthly report of operations and maintenance activities performed for and on the CV Link.
3. Termination: This Services Contract shall commence effective **July 1, 2025** and continue until **June 30, 2027**. Thereupon, the Parties may extend the term of the Contract for up to one year upon written agreement. During any subsequent term, this contract may be terminated by either party upon giving the other party three (3) months written notice.
4. Compensation: This contract is for a not-to-exceed amount of **\$600,000**, paid on a time and materials basis and inclusive of vehicle and equipment purchases or leases. In consideration of the District's performance of the services of Maintenance Contractor as set forth in Sections 1 through 3 above, CVAG shall pay to the District the costs and sums specified in Exhibit "B" (attached hereto and incorporated herein by this reference) and including but not limited to the actual cost of materials, labor and equipment. The District shall submit to CVAG a budget for the services of the Operations and Maintenance Contractor per work orders issued by CVAG staff. The District shall not exceed the amount of this Agreement without prior written approval by the CVAG Executive Director. The costs specified in Exhibit "B" shall be modified based upon the assets managed, as well as inflation and the CVAG approved budget. Any modifications of the sums shall be approved in writing by CVAG and the District. Such costs and sums shall be paid at the times and in the manner specified in Exhibit "B". In the event of the early termination of this Contract during a payment month pursuant to Section 3 above, CVAG shall, with respect to fixed compensation amounts such as personnel, salaries and general overhead charges, pay the District a pro rata proportion of the monthly payment represented by the proportion of days of the payment month which this Contract remains in effect. Such payment shall reflect any approved modifications.
5. Work Plans. As indicated in the Scope of Work identified in Exhibit "A," it is understood by both parties that work plans and accompanying budgets will be prepared by the District and submitted to CVAG staff for review and approval prior to the beginning of each work order.
6. Vehicle/Equipment Purchase, Use, Maintenance and Ownership. It is understood by the parties that vehicles and other equipment necessary to perform the services of Operations and Maintenance Contractor pursuant to the terms of this Contract and as provided for in any approved budget and work plan shall be purchased or leased by the District. Any vehicles or other equipment purchased, leased, or otherwise paid for by the District with District funds shall be owned by the District. Maintenance of the vehicles and other equipment purchased or leased, and used by the District to perform the services of Operations and Maintenance Contractor shall be performed by the District. It is further understood that any vehicles or other equipment purchased through this Contract shall be used by the District solely in connection with the performance of the services to be provided

pursuant to this Contract unless otherwise authorized in writing by CVAG. District shall by invoice CVAG for the cost of the maintenance work provided on vehicles purchased or leased through this Contract. CVAG agrees to reimburse the District for the cost of this maintenance work at the times and in the manner specified for other work performed pursuant to this Contract. Upon termination of this Contract, the District shall transfer to the CVCC any vehicles and/or other equipment purchased for use under this Contract within thirty (30) calendar days.

7. Independent Contractor. CVAG retains the District on an independent contractor basis. District is not, and shall not be considered to be in any manner, an employee of CVAG. Any personnel or subcontractor performing the services under this Contract on behalf of District shall at all times be under District's exclusive direction and control. District shall pay all wages, salaries and other amounts due such personnel in connection with their performance of services and as required by law. District shall be responsible for all reports and obligations respecting such personnel, including but not limited to, social security taxes, income tax withholdings, unemployment insurance, and worker's compensation insurance.
8. Qualified Personnel. The District will only hire and utilize highly qualified professional personnel and subcontractors. District personnel will not only be expected to meet the basic required skills as shown on the District's job descriptions but will also be selected on other experience and skills to insure the highest quality personnel and management.
9. Indemnification. Except for any negligent act, error or omission arising out of District's performance of services during the term of this Contract, CVAG shall indemnify and hold harmless the District, its board, officers, elected and appointed officials, employees, agents and representatives from any liability whatsoever, based or asserted upon the services of the District, its board, officers, elected and appointed officials, employees, agents and representatives arising out of or in any way relating to this Contract. CVAG shall defend, at its sole expense, all costs and fees including but not limited to attorney fees, cost of investigation, defense and settlements or awards, the District, its board, officers, elected and appointed officials, employees, agents and representatives in any such claim or action.

The District shall indemnify and hold harmless CVAG, its board, officers, elected and appointed officials, employees, agents and representatives from any liability for any negligent act, error or omission arising out of District's performance of services during the term of this Contract. District shall defend, at its sole expense, all costs and fees including but not limited to attorney fees, cost of investigation, defense and settlements or awards, CVAG, its board, officers, elected and appointed officials, employees, agents and representatives in any such claim or action.
10. Insurance. Throughout the term of this Agreement, District shall maintain self-insurance or a program of self-insurance for general liability insurance for bodily injury, personal injury, and property damage. Evidence of such coverage shall be provided to CVAG the following:
 - a. General Liability Coverage. District shall maintain self-insurance or a program of self-insurance for general liability insurance for bodily injury, personal injury, and property damage. Evidence of such coverage shall be provided to CVAG.
 - b. Automobile Liability Insurance. District shall maintain self-insurance or a program of self-insurance covering automobile covering bodily injury and property damage for

all activities of District arising out of or in connection with activities or services to be performed under this Agreement. Evidence of such coverage shall be provided to CVAG.

- c. **Workers' Compensation Insurance.** District shall maintain self-insurance for Workers' Compensation Insurance (Statutory Limits) and Employer's Liability. Evidence of such coverage shall be provided to CVAG.
11. **Conflict of Interest.** The District shall have no interest, and shall not acquire any interest, direct or indirect, which will conflict in any manner or degree with the performance of services provided under this Contract.
12. **Administration.** The Executive Director of CVAG (or designee) shall administer this Contract on behalf of CVAG.
13. **Assignment.** This Contract shall not be assigned by CVAG or the District, either in whole or in part. Any assignment or purported assignment of this Contract without the prior written consent of the other party will be deemed void and of no force or effect.
14. **License and Certification.** District verifies upon execution of this Contract, possession of all required current and valid licenses in compliance with any local, State, and Federal laws and regulations relative to the scope of services to be performed under Exhibit "A", and that said services will be performed by properly trained and licensed staff and subcontractors.
15. **Jurisdiction, Venue, Attorneys Fees.** This Contract is to be construed under the laws of the State of California. The parties agree to the jurisdiction and venue of the appropriated courts in the County of Riverside, State of California. Should action be brought to enforce or interpret the provisions of the Contract, the prevailing party shall be entitled to attorney's fees in addition to whatever other relief is granted.
16. **Notice.** A party giving notice as required in the Contract shall provide for personal delivery of such notice or shall send such notice by United States mail, postage prepaid, to the agent and address of the other party as set forth below:

To CVAG:

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

To the District:

Kevin Kalman, General Manager
DESERT RECREATION DISTRICT
45-305 Oasis Street
Indio, CA 92201
17. **Entire Agreement.** This Contract represents the entire agreement between the parties with respect to personnel and subcontractors provided by the District to CVAG and shall be

effective as of **July 1, 2025**. As indicated in the Scope of Work identified in Exhibit "A," it is understood that the Scope of Work will need to be amended if the amount of assets to be managed increases, CVAG requires increased levels of services, and as other services may be required by CVAG. Therefore, any amendment or modification of the provisions of this Contract including any amendment to the Scope of Work identified in Exhibit "A," must be in writing and signed by each of the parties hereto.

18. Severability. If any term, provision, covenant or condition of this Contract is held by a court of competent jurisdiction to be invalid, void or unenforceable, the rest of this Contract shall remain in full force and effect and shall in no way be affected, impaired or invalidated.
19. This Agreement may be executed in counterparts, with each Party signing a copy of this Signature Page, and the combined signed pages constituting one completely executed document.
20. 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.

N WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: _____
Tom Kirk, Executive Director

DESERT RECREATION DISTRICT

By: _____
Kevin Kalman, General Manager

Exhibit "A"
Scope of Work for Operations and Maintenance of the CV Link

This Scope of Work describes the tasks to be performed by the Desert Recreation District (the "District") on the CV Link project per the attached Letter of Intent dated May 5, 2025. The District will serve as a contractor to CVAG for the day-to-day maintenance of the CV Link.

The District shall report issues and activity to CVAG to assist with identifying priorities for future land management efforts. Significant events and/or patterns will be verbally relayed regularly to the CVAG at scheduled meetings. Work Plans and accompanying budgets will be prepared by the District and submitted to CVAG staff for review and approval prior to the beginning of each work order. The Work Plans will propose a course of action for the work order. Verbal reports or presentations will be presented by the District if necessary to CVAG Committees as required by CVAG staff.

DRAFT

Exhibit "B"

Compensation shall be paid to the District by CVAG for the items listed below:

1. The actual costs of salary and benefits for District staff members (attached below), under the direction of the General Manager, to provide services as Maintenance Contractor of CVAG and such other staff services as may be required, in such amounts as shall be set forth in the budget of CVAG for CV Link operations and maintenance, and as said budget may from time to time be amended by CVAG;
2. A sum for general overhead expenses equal to fifteen percent (15%) of the total direct costs paid pursuant to Section 1 of this Exhibit and including but not limited to materials needed to complete the work order. The general overhead rate shall not apply to the cost for vehicles, equipment, and items classified as fixed assets (i.e.; single purchase items with a value greater than \$5,000 and life expectancy of greater than one year);
3. The District shall periodically, but no more frequently than monthly nor less frequently than quarterly provide an invoice to CVAG itemizing charges for the billing period. CVAG shall provide prompt payment within thirty (30) days of receipt of said invoice to the District by means of electronic fund transfer or check from CVAG accounts to the District.

Desert Recreation District Maintenance and Repair Hourly Rates:

Job Classification	Salary	Benefits	Total
Maintenance Worker I	\$ 26.67	\$ 15.31	\$ 41.98
Maintenance Worker II	\$ 28.72	\$ 15.98	\$ 44.69
Senior Maintenance Worker	\$ 31.70	\$ 16.89	\$ 48.59
Maintenance Supervisor	\$ 37.68	\$ 18.77	\$ 56.45
Project Manager	\$ 42.63	\$ 15.78	\$ 58.41
Superintendent	\$ 48.23	\$ 22.05	\$ 70.28

The rates are labor costs only and do not include material and equipment cost. There is a 15% administration fee applied to all direct costs for services.

ITEM 8C

Coachella Valley Association of Governments Transportation Committee

June 2, 2025



STAFF REPORT

Subject: Update on Regional Pavement Management Analysis

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

Recommendation: Information

Background: Over the years, CVAG staff have considered the creation of a regional pavement management program that would address pavement maintenance on CVAG's regional arterial roadway network. Currently, member agencies are responsible for pavement maintenance of both regional arterials and local roadways within their jurisdictional boundaries. A regional pavement management program would use a cost-sharing approach to lessen the burden on member jurisdictions and achieve consistent quality along major arterials, economies of scale and properly timed lane closures that minimize impact on residents and visitors, particularly during major events.

In April 2024, the Executive Committee, at the recommendation of the Transportation Committee, directed the Executive Director to update the 2011 Pavement Management Analysis Report and return with policy recommendations for a Regional Pavement Management Program for CVAG's Regional Arterial Roadway Network. In June 2024, the Executive Committee approved a contract with Michael Baker International, Inc. (Michael Baker) to perform a detailed regional pavement condition evaluation of CVAG member agency arterial and collector roadway network and implement a modern and updated pavement management system. With this staff report, CVAG staff will provide an update on the analysis in anticipation of providing the final report later in the year.

The analysis evaluates the pavement conditions on the approximately 558 miles of the regional roadway network within the jurisdiction of the ten city and county CVAG members, implementing the AtlasView pavement management system with updated roadway details and conditions, and performing various 10-year scenario forecasting analyses to evaluate the impacts for different infrastructure maintenance investment strategies. The project also included implementation of the AtlasView Dashboard to facilitate transparency by enabling real-time access to CVAG's regional roadway network condition information.

In July 2024, the project team began the Pavement Management analysis update, and over the past 11 months CVAG has worked with public works directors and staff from Cities and the County to update the 2011 report and determine pavement conditions on all regional streets. The final 2025 Pavement Management Analysis Report will include details about the methodology used to perform pavement evaluations, proposed pavement management system implementation options, and the results of five 10-year investment scenario forecasting analyses that CVAG staff will use to prepare any policy recommendations.

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

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

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

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

One of the objectives of the project was to increase transparency and facilitate easy access to roadway condition information for all member agencies. In addition to implementing a new pavement management system, Michael Baker is implementing AtlasView's Dashboard (Dashboard) for CVAG. The dashboard is web-based and, when complete, will be able to be used by CVAG member jurisdictions when the project is completed. The dashboard is envisioned to provide real-time updates and provides an up-to-date pavement condition information of the regional roadway network.

The Dashboard includes a color-coded map that shows the condition of the roadway network. Users can zoom in and select a specific street to learn about the condition of that street segment.

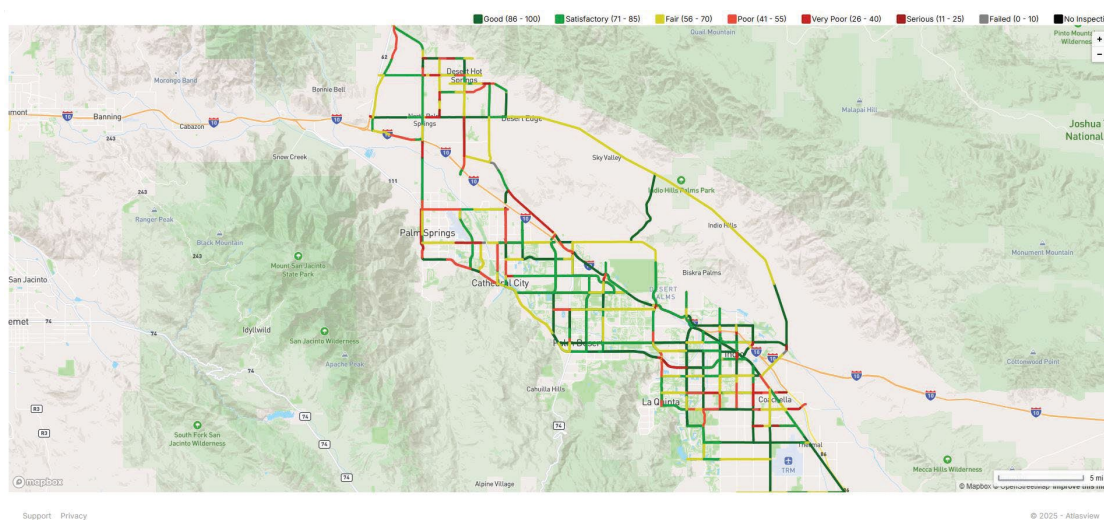


Figure 1. CVAG's AtlasView Dashboard

Michael Baker performed pavement management analyses that includes five scenarios. These scenarios were analyzed for a 10-year period and show the expected roadway network condition as a result five distinct annual investment plans over the analysis period. The findings and observation of these analysis are highlighted below.

- Unlimited Budget:

- Average annual budget - \$35.85M (*this was \$27.8M/year over 5-years in the 2011 report*)
- Final PCI in 2034 - 98.65
- PCI change over the analysis period - 23.12
- Zero Budget (do nothing):
 - Average annual budget - \$0
 - Final PCI in 2034 - 38.14
 - PCI change over the analysis period - (37.39)
- Maintain Current Condition (PCI=75.5):
 - Average annual budget - \$22M
 - Final PCI in 2034 - 75.57
 - PCI change over the analysis period - 0.04
- Reach PCI = 80:
 - Average annual budget - \$26.9M
 - Final PCI in 2034 - 80.05
 - PCI change over the analysis period - 4.52
- Maintain PCI = 71 (Satisfactory Condition Category):
 - Average annual budget - \$18.16M
 - Final PCI in 2034 - 71.01
 - PCI change over the analysis period - (4.52)

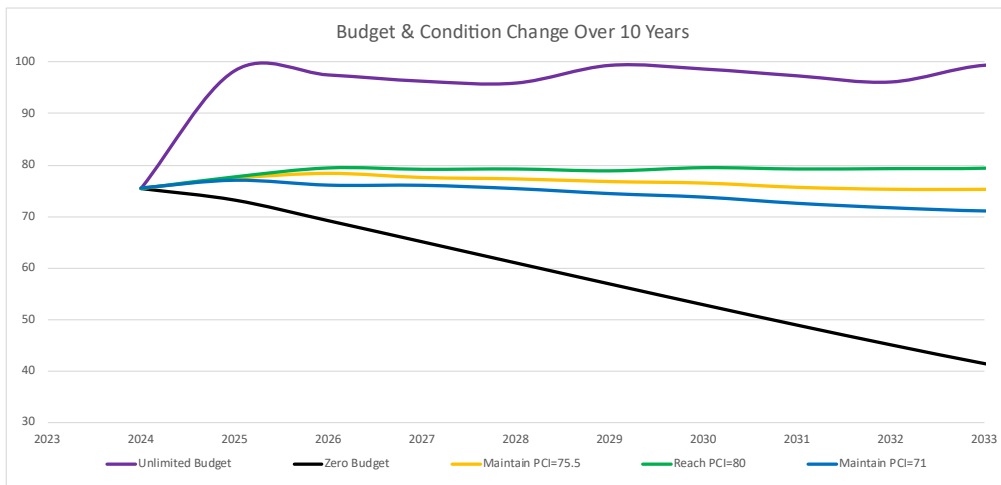


Figure 2. Budget and Condition Change Over 10 Years

Staff is providing this information as a preview to the report. CVAG staff is not making any recommendations at this time, and is currently analyzing the cost implications of the program. Staff is also exploring opportunities to fund the program. Staff will present the cost implication findings and 2025 Pavement Management Analysis Report in a follow up CVAG Transportation Committee meeting this fall.

Fiscal Analysis: There are no costs to CVAG for this informational update.

CVAG has authorized an agreement with Michael Baker International, Inc. for this work for an amount not-to-exceed amount of \$246,215, including contingency.

ITEM 9a

FY 2024/2025 TRANSPORTATION COMMITTEE ATTENDANCE ROSTER



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

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

ITEM 9b

**Coachella Valley Association of Governments
Transportation Committee
June 2, 2025**



STAFF REPORT

Subject: Regional Transportation Project Status Report

Contact: Julie Mignogna, Transportation Program Manager (jmignogna@cvaq.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, and active transportation projects led by CVAG member jurisdictions and CVAG.

The following projects have been completed and have been removed from the Regional Project Status Report:

- Madison Street (Highway 111 to Avenue 48)
- Avenue 66 Grade Separation over Union Pacific Railroad (UPRR)

The following projects are on hold and have been removed from the Regional Project Status Report. Should it move forward in the future, it will be added to the Regional Project Status Report.

- Golf Center Parkway at Interstate 10 Interchange Project

Fiscal Analysis: There is no further impact to budgets for this action. 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
5/29/2025



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 contract underway.
Jackson Street @ I-10	COR						PA/ED completed. 95% Plans are being prepared. ROW acquisition is on hold until requirements are finalized.
Monroe Street @ I-10	COR						PA/ED completed. 100% plans being reviewed. ROW acquisition underway. Additional funding being pursued.
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.
Avenue 50 (Jefferson St to Jackson St)	Indio						Design and environmental phase 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 CON) expected late 2025. Phase II ROW underway
Jefferson Street (Ave 38 to Sun City Blvd)	Indio						PA/ED phase underway.
Bridges							
Airport Boulevard Bridge	COR						PS&E anticipated to be completed by Aug 2025, Construction anticipated First Quarter 2026. ROW underway. Consideration of Amendment No. 1 for time trigger extension on agenda
Avenue 44 Bridge over WWR	Indio						Environmental cleared. ROW cleared. Under construction.
Avenue 50 Bridge over WWR	COA						PS&E & ROW underway.
Avenue 50 Bridge over LQEC	LQ						Project in PS&E phase.
Dillon Road over WWR	TNP						CEQA and NEPA complete. Twenty Nine Palms Tribe of Mission Indians has become lead agency.
Dune Palms Road Bridge over WWR	LQ						Construction substantially complete. Contractor performing punch list items.
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						Final design submitted to RCFC&WCD for approval. Pending RCFC&WCD permit for ROW Certification
Indian Canyon Drive (Garnet Incl. RR Crossing)	PS						Project in construction. Schedule delayed due to environmental conditions. Construction has resumed.
Ramon Road Bridge	PS						ROW ongoing and plans being updated to latest Caltrans Standards
South Palm Canyon Drive Bridge over Tahquitz Creek	PS						Project in construction.
Vista Chino Bridge over WWR	PS						Project is in PA/ED phase. Extensive negotiations with SCE for utility relocation.
Regional Projects							
Broadband Strategic Plan	CVAG						Market Assessment, Needs Assessment, and Gap Analysisare complete. High Level Design has started. Project completion extended to December 2025.
CV Sync - Phase I	CVAG						Executive Committee authorized CVAG to file the Notice of Completion June 2023.
CV Sync - Phase II	CVAG						Project construction 90% complete.
CV Sync - Phase III & I-10 Bypass Study	CVAG						Draft Feasibility Study Report,in progress and CV Sync preliminary plans under review.
Flooding and Blowsand - ACCESS Indian Canyon Drive	CVAG						Revised Hydraulic Models and Hydrology Report were submitted to CVWD for approval.
Flooding and Blowsand - Varner Road	CVAG						Final Traffic Operations, Hydrologic, and Hydraulic Reports were completed.
Flooding and Blowsand - Access Study	CVAG						Final Report Submitted on November 25, 2024.
Transportation Project Prioritization Study Update	CVAG						Study authorization provided and kick-off held in May 2025.
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 - Cathedral City Downtown Connectors	CC						Contract issued for construction. Restriping bike lanes on E. Palm Canyon completed. Cathedral Canyon Sidewalks and Multiuse Trail is under construction. Date Palm Drive Widening is under construction.
ATP - DHS CV Link Extension	DHS						PS&E 90% complete.
CV Link	CVAG						Several segments substantially complete. Total project completion expected byt the end of June 2025.
CV Link - Mecca/North Shore Extension	CVAG						Project authorization and kick-off in May 2025. PSR Underway.
CV Link - Community Connector (Coachella)	CVAG						Project in construction.
CV Link - Community Connector (Cathedral City)	CC						Cathedral City completed construction of Community Connector at Esperanza Park in May 2025.

COR=County of Riverside; RM=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

ITEM 9C

Coachella Valley Association of Governments Transportation Committee June 2, 2025



Subject: Regional Arterial Program Compliance Report

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

Recommendation: Information

Background: As part of its duties in administering its regional arterial program, CVAG has established a cost-sharing process to reimburse member agencies for costs incurred through the implementation of projects listed in the Transportation Project Prioritization Study (TPPS). In April 2013, CVAG's Executive Committee adopted Policy No. 13-03, codifying requirements that member agencies must meet to receive the full complement of cost-share funds from CVAG. Under Policy No. 13-03, member agencies that are participating in, and compliant with, CVAG's Transportation Uniform Mitigation Fee (TUMF) program and the Coachella Valley Conservation Commission's (CVCC) Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) are eligible to be reimbursed for 75% of the costs remaining to implementation of TPPS-listed projects after accounting for outside funding. Non-compliance with either of those programs results in a maximum reimbursement of 25% after accounting for outside funding.

Compliance with the TUMF program is described in two governing documents. Resolution No. 07-007 establishes the date the TUMF obligation accrues to a development project and the date collected fees must be remitted to CVAG, and Policy No. 22-01 describes requirements for fee calculation and permit verification. Policy No. 22-01 also added as a TUMF compliance requirement member agency participation in the CVMSHCP. CVAG staff certifies TUMF participation annually and transmits this information to the Riverside County Transportation Commission (RCTC), which utilizes the certification to disburse local Measure A funds to compliant agencies. Failure to comply with CVAG's TUMF requirements may result in RCTC withholding a local agency's Measure A funds.

Over the course of May 2025, CVAG staff coordinated with local agency staff to ensure TUMF compliance requirements were being met. While each agency was adhering to the fee calculation standards, some agencies were delinquent in fee remittance, permit data submission, or both, and were at risk of forfeiting their Measure A allocation. Staff worked with these agencies to bring them into compliance, and was able to certify all relevant member agencies as participating in TUMF through March 31, 2025.

Concurrently, the TUMF program was the focus of the Agreed Upon Procedures (AUP) being performed by CVAG's external audit firm, which is Davis Farr LLP (Davis Farr). As detailed under a separate item in the agenda, the AUP identified a number of exceptions to accepted TUMF implementation procedures. CVAG staff is currently investigating these exceptions for future follow-up, but at present, these exceptions appear to be incidental cases and not indicative of systemic compliance issues. CVAG staff will address these exceptions as part of routine TUMF program implementation.

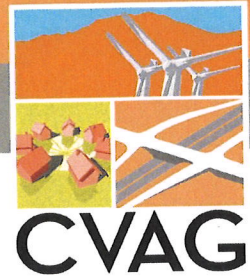
Local agency compliance with the CVMSHCP is recorded in its Annual Report, which is presented to the CVCC every spring. The 2024 Annual Report noted that each participating agency was

compliant with the terms of the CVMSHCP and its related agreements through December 31, 2024. A formal certification notice was provided to the CVCC at its April meeting.

Fiscal Analysis: There is no cost associated with this information item.

Attachments:

1. TUMF certification notice to RCTC
2. CVCC certification of CVMSHCP compliance

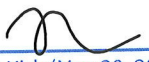


CERTIFICATION OF TUMF PROGRAM PARTICIPATION

As the representative for the administrating agency for the Coachella Valley Transportation Uniform Mitigation Fee (TUMF) program, I hereby certify that the following jurisdictions in the Coachella Valley area of Riverside County are participants in the Coachella Valley TUMF program as of July 1, 2025, as indicated below by the commencement date of participation and compliance with the TUMF program Handbook, as amended, and other required participation requirements.

Jurisdiction	Commencement Date of Participation in TUMF Program	In Compliance with TUMF Program Handbook and Related Participation Requirements?
Cathedral City	06/21/1989	Yes
Coachella	06/28/2000	Yes
Desert Hot Springs	05/22/1989; 11/01/1997	Yes
Indian Wells	08/03/1989	Yes
Indio	05/25/1989	Yes
La Quinta	04/22/2013	Yes
Palm Desert	05/25/1989	Yes
Palm Springs	06/21/1989	Yes
Rancho Mirage	06/22/1989	Yes
County of Riverside	06/27/1989	Yes

Signature:


Tom Kirk (May 20, 2025 12:10 PDT)

Title:

Executive Director

Date:

tumfCertification_2025

Final Audit Report

2025-05-20

Created:	2025-05-20
By:	Allen McMillen (amcmillen@cvag.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAjqsFJFOZIOor34T2eXE5UBbUuCigOHjf

"tumfCertification_2025" History

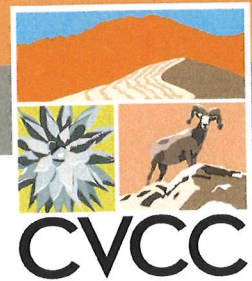
-  Document created by Allen McMillen (amcmillen@cvag.org)
2025-05-20 - 3:30:53 PM GMT- IP address: 76.53.51.98
-  Document emailed to Tom Kirk (tkirk@cvag.org) for signature
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-  Document e-signed by Tom Kirk (tkirk@cvag.org)
Signature Date: 2025-05-20 - 7:10:01 PM GMT - Time Source: server- IP address: 107.77.227.169
-  Agreement completed.
2025-05-20 - 7:10:01 PM GMT



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COACHELLA VALLEY CONSERVATION COMMISSION

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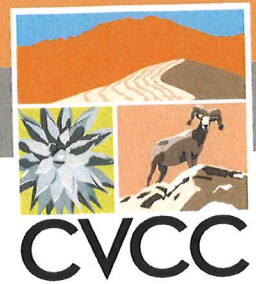
CERTIFICATION OF CVMSHCP COMPLIANCE

As the representative for the Coachella Valley Conservation Commission (CVCC), the administrating agency for the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), I hereby certify that the following agencies are permittees to the CVMSHCP as of December 31, 2024, and in compliance with the Permit Application, Implementing Agreement, and requirements therein, including charging and collecting the Local Development Mitigation Fee as approved by CVCC, and following the policies duly adopted and amended by CVCC.

<i>Agency</i>	<i>Commencement Date of Participation in CVMSHCP</i>	<i>In Compliance with CVMSHCP Participation Requirements?</i>
<i>City of Cathedral City</i>	October 18, 2007	Yes
<i>City of Coachella</i>	October 11, 2007	Yes
<i>City of Desert Hot Springs</i>	January 13, 2015	Yes
<i>City of Indian Wells</i>	October 5, 2007	Yes
<i>City of Indio</i>	October 17, 2007	Yes
<i>City of La Quinta</i>	October 18, 2007	Yes
<i>City of Palm Desert</i>	October 11, 2007	Yes
<i>City of Palm Springs</i>	October 24, 2007	Yes
<i>City of Rancho Mirage</i>	October 29, 2007	Yes
<i>County of Riverside</i>	October 2, 2007	Yes
<i>County of Riverside Flood Control and Water Conservation District</i>	October 30, 2007	Yes
<i>County of Riverside Regional Park and Open Space District</i>	October 16, 2007	Yes
<i>County of Riverside Waste Resources Management District</i>	October 16, 2007	Yes
<i>Coachella Valley Water District</i>	October 9, 2007	Yes
<i>Imperial Irrigation District</i>	October 9, 2007	Yes
<i>Mission Springs Water District</i>	July 2, 2014	Yes
<i>Coachella Valley Associations of Governments</i>	September 9, 2007	Yes
<i>Coachella Valley Conservation Commission</i>	December 1, 2005	Yes
<i>Coachella Valley Mountains Conservancy</i>	November 5, 2007	Yes
<i>California Department of Parks and Recreation</i>	March 28, 2008	Yes
<i>California Department of Transportation</i>	March 28, 2008	Yes

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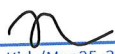


Prepared by: Peter Satin
Peter Satin
Conservation Program Manager

Mar 24, 2025
Date

Reviewed by: Kathleen D. Brundige
Kathleen Brundige
Conservation Director

Mar 25, 2025
Date

Approved by: 
Tom Kirk (Mar 25, 2025 09:50 PDT)
Tom Kirk
Executive Director

Mar 25, 2025
Date