

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



*Pursuant to Governor Newsom's Executive Order N-29-20 (March 18, 2020), the Transportation Committee meeting will only be conducted via video/teleconferencing.*

# **TRANSPORTATION COMMITTEE MEETING AGENDA**

**MONDAY, JUNE 7, 2021  
10:00 a.m.**

## **INSTRUCTIONS FOR PUBLIC PARTICIPATION**

Members of the public may use the following link:

<https://us02web.zoom.us/j/83624343478?pwd=VHZmdDZwcW5uM1FwTnpuVzhHb1hpUT09>

Password: 311287

**One Tap Mobile: +16699009128,,83624343478#**

**Dial In: +1 669 900 9128**

**Webinar ID: 836 2434 3478**

**Password: 311287**

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

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

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

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

1. **CALL TO ORDER** – Chair Scott Matas, Mayor, City of Desert Hot Springs

2. **ROLL CALL**

A. **Member Roster**

**P4**

3. **PUBLIC COMMENTS ON AGENDA ITEMS**

This is the time and place for members of the public to address the Transportation Committee on agenda items. At the discretion of the Chair, comments may be taken at the time items are presented. Please limit comments to three (3) minutes.

4. **CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS**

5. **CONSENT CALENDAR**

A. **Approve the April 5, 2021 Transportation Committee Meeting Minutes**

**P5**

B. **Authorize the Chairman to sign a letter of support for AB 43, outlining the need for more local discretion in setting speed limits**

**P10**

C. **Approve Amendment No. One to the Reimbursement Agreement with the City of Coachella for Grapefruit Boulevard between Leoco Lane and 9<sup>th</sup> Street, providing for an additional, not-to-exceed \$77,338.83 regional funds for transportation improvements**

**P14**

D. **Adopt a 2.1 percent increase in CVAG's Transportation Uniform Mitigation Fee (TUMF) rates, effective July 1, 2021, to account for inflation**

**P17**

5.1 **ITEM(S) HELD OVER FROM CONSENT CALENDAR**

6. **DISCUSSION / ACTION**

A. **Presentation: Next steps for the Coachella Valley-San Gorgonio Pass Rail Corridor**

**P19**

**Recommendation:** Information

B. **Additional Funding for Improvement of Avenue 50 between Calhoun Street and Cesar Chavez in the City of Coachella – Jonathan Hoy**

**P26**

**Recommendation:** Approve Amendment No. One to the Reimbursement Agreement between CVAG and the City of Coachella for Improvement of Avenue 50 between Calhoun Street and Cesar Chavez (formerly Harrison Street), increasing the total regional funding to a not-to-exceed amount of \$6,937,500

**C. Contract Amendment with Alta Planning & Design for CV Link – Jonathan Hoy P33**

**Recommendation:** Authorize the Executive Director to execute Amendment No. 9 to the agreement with Alta Planning & Design for a total not-to-exceed amount of \$578,211, including 10 percent contingency; and authorize the Executive Director and/or Legal Counsel to make clarifying changes/revisions before execution

**7. INFORMATION**

- a) Status of I-10 Interchange Projects P40
- b) CVAG Regional Arterial Program – Project Status Report P41
- c) Bicycle/Pedestrian Safety Program – Project Status Report P42
- d) Transportation Committee Attendance Roster P43
- e) Update on CV Sync Construction P44
- f) Update on Congressional Earmarks P46
- g) Meeting Reimbursements for Elected Committee Members P48
- h) Member Survey on CVAG Meetings in Post-COVID Environment P50
- i) Meeting Schedule for Fiscal Year 2021/2022 P51
- j) July Meeting to Review Regional Bicycle and Pedestrian Guidelines P52

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

This is the time and place for members of the public to address the Transportation Committee on items of general interest within the purview of this committee. Please limit comments to two (2) minutes.

**9. ANNOUNCEMENTS**

Upcoming Meetings via Zoom webinar:

**Transportation Committee** – The next meeting will be held Monday, July 12, 2021 at 10:00 a.m. to review regional bike and pedestrian guidelines. (see Agenda Item 8j)

**Executive Committee** - Monday, June 7, 2021 at 4:30 p.m.

**General Assembly** - Monday, June 28, 2021 at 6 p.m.

**10. ADJOURNMENT**

**TRANSPORTATION COMMITTEE  
ROSTER**



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

**ITEM 5A**

**TRANSPORTATION COMMITTEE  
MINUTES OF MEETING  
APRIL 5, 2021**



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 Scott Matas, City of Desert Hot Springs, on Monday, April 5, 2021 at 10:00 a.m. via Zoom meeting, which was pursuant to Gov. Newsom’s executive order governing how meetings are held during the COVID-19 pandemic.

**2. ROLL CALL**

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

**MEMBERS/ALTERNATES PRESENT**

Vice Mayor Joseph DeConinck  
Mayor Raymond Gregory  
Mayor Scott Matas, Chair  
Mayor Pro Tem Dana Reed  
Mayor Elaine Holmes  
Mayor Pro Tem Robert Radi  
Mayor Pro Tem Jan Harnik  
Councilmember Dennis Woods  
Mayor Pro Tem Ted Weill  
Supervisor V. Manuel Perez

**AGENCY**

City of Blythe  
City of Cathedral City  
City of Desert Hot Springs  
City of Indian Wells  
City of Indio  
City of La Quinta  
City of Palm Desert  
City of Palm Springs  
City of Rancho Mirage  
County of Riverside (*Left at Item 7*)

**MEMBERS/ EX OFFICIOS ABSENT**

Mayor Steven Hernandez, Vice Chair  
Lauren Skiver (Ex Officio member)

City of Coachella  
SunLine Transit Agency

**ALSO PRESENT**

Brittney Sowell  
David Salgado  
Gustavo Gomez  
Jackie Lopez  
Joel Montalvo  
Luke Rainey  
Marcus Fuller  
Margaret Park  
Martin Magaña  
Michael McDonagh  
Mark Lancaster

SunLine Transit Agency  
SCAG  
City of Indio  
  
City of Palm Springs  
City of Desert Hot Springs  
City of Palm Springs  
Agua Caliente Band of Cahuilla Indians  
CVAG Consultant  
CVAG Consultant  
County of Riverside

**STAFF PRESENT**

Tom Kirk  
Erica Felci

Jonathan Hoy  
Eric Cowle  
Joanna Stueckle  
Oscar Vizcarra  
Beverly Newton

**3. PUBLIC COMMENTS ON AGENDA ITEMS**

None.

**4. CHAIR/ EXECUTIVE DIRECTOR ANNOUNCEMENTS**

Tom Kirk announced staffing changes to CVAG, which included Jonathan Hoy as the Transportation Director, while Martin Magaña continues to focus his efforts on right-of-way (ROW) acquisitions for CV Link. Mr. Kirk also gave an update on the first meeting of the FED UP Task Force. Mr. Kirk concluded his comments by discussing the CV Link groundbreaking and potential for federal earmarks, which would benefit transportation projects.

**5. CONSENT CALENDAR**

**IT WAS MOVED BY MAYOR PRO TEM HARNIK AND SECONDED BY SUPERVISOR PEREZ TO:**

- A. APPROVE THE FEBRUARY 1, 2021 TRANSPORTATION COMMITTEE MEETING MINUTES**
- B. ACCEPT THE ANNUAL AND FIVE-YEAR TRANSPORTATION UNIFORM MITIGATION FEE REPORT IN FULFILLMENT OF THE REPORTING REQUIREMENTS OF THE MIGIGATION FEE ACT**
- C. AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE A COOPERATIVE AGREEMENT WITH RENOVA ENERGY, EXTENDING ITS ADOPT A LINK PARTNERSHIP FOR AN ADDITIONAL THREE YEARS TO COVER THE OPERATIONS AND MAINTENANCE COSTS OF THE FIRST SEGMENT OF CV LINK**

**THE MOTION CARRIED WITH 10 AYES AND 1 MEMBER ABSENT ON ITEMS 5A AND 5B; AND 9 AYES, 1 ABSTENTION AND 1 MEMBERS ABSENT ON ITEM 5C.**

<b>VICE MAYOR DECONINCK</b>	<b>AYE</b>
<b>MAYOR GREGORY</b>	<b>AYE</b>
<b>MAYOR HERNANDEZ</b>	<b>ABSENT</b>
<b>MAYOR MATAS</b>	<b>AYE</b>
<b>MAYOR PRO TEM REED</b>	<b>AYE/ABSTAIN - ITEM 5C</b>
<b>MAYOR HOLMES</b>	<b>AYE</b>
<b>MAYOR PRO TEM RADI</b>	<b>AYE</b>
<b>MAYOR PRO TEM HARNIK</b>	<b>AYE</b>
<b>COUNCILMEMBER WOODS</b>	<b>AYE</b>
<b>MAYOR PRO TEM WEILL</b>	<b>AYE</b>
<b>SUPERVISOR PEREZ</b>	<b>AYE</b>

**5.1 ITEM(S) HELD OVER FROM TRANSPORTATION CONSENT CALENDAR**

None.

**6. DISCUSSION / ACTION**

**A. Update on CALCOG and Statewide Efforts – Palm Desert Mayor Pro Tem Jan Harnik**

Mayor Pro Tem Harnik, who represents CVAG at CALCOG, presented an update that included highlights from the recent annual conference, legislation and importance of creating regional partnerships. Mayor Pro Tem Harnik also reported on CALCOG discussions regarding earmarks for use on large transportation projects and their recommendations that projects be shovel ready and worthy of federal fund.

This was an informational item. No action was taken.

**B. Flooding and Blowsand Projects in Western Coachella Valley – Jonathan Hoy**

Jonathan Hoy presented the staff report. Member discussion ensued. Supervisor Perez suggested staff contact South Coast Air Quality Management District regarding their participation and the potential for funding.

**IT WAS MOVED BY COUNCILMEMBER WOODS AND SECONDED BY SUPERVISOR PEREZ TO DIRECT THE EXECUTIVE DIRECTOR TO ADVANCE IMPROVEMENTS ON NORTH INDIAN CANYON ROAD, VARNER ROAD AND DATE PALM DRIVE (SOUTH OF VARNER ROAD) AS IDENTIFIED IN THE “FLOOD AND BLOWSAND RISK ASSESSMENT AND IMPROVEMENT PLAN FOR THE WESTERN COACHELLA VALLEY” AS IDENTIFIED AS PROJECT NUMBERS INCN7, VRNR2, AND DPLM5B.**

**THE MOTION CARRIED WITH 10 AYES AND 1 MEMBER ABSENT.**

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

**C. Cash Flow Analysis for Regional Transportation Projects – Jonathan Hoy**

Mr. Hoy presented the staff report. Member discussion ensued. Members supporting the need for a value-engineering study to be conducted. However, there were concerns raised about changing the cost-sharing policy now, as there are questions about the impact of federal dollars and other alternatives to a 50-50 split. Staff was directed to bring the cost-sharing policy back to the Transportation Committee in six months.

**IT WAS MOVED BY SUPERVISOR PEREZ AND SECONDED BY MAYOR GREGORY TO DIRECT THE EXECUTIVE DIRECTOR TO PREPARE A VALUE-ENGINEERING STUDY AND UPDATE PROJECT EXPENDITURE ESTIMATES FOR PROJECTS WITHIN CVAG’S TRANSPORTATION PROJECT PRIORITIZATION STUDY (TPPS); AND REVIEW AND PROVIDE FURTHER ANALYSIS ON THE IMPACTS OF RETURNING CVAG’S COST-SHARING POLICY BACK TO THE ORIGINAL 50/50 FORMULA SPLIT FOR THE**

CONSTRUCTION PHASE, WHILE MAINTAINING A 75/25 SPLIT FOR PRE-CONSTRUCTION PHASES.

THE MOTION CARRIED WITH 10 AYES AND 1 MEMBERS ABSENT.

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

**D. Funding Capacity of California’s Highway Bridge Program – Jonathan Hoy**

Jonathan Hoy presented the staff report. Member discussion ensued.

There was no action was taken as this was an informational item.

**7. INFORMATION**

- a) Status of I-10 Interchange Projects
- b) CVAG Regional Arterial Program – Project Status Report
- c) CVAG Regional Arterial Program – Contract Status Report
- d) Bicycle/Pedestrian Safety Program – Project Status Report
- e) Transportation Committee Attendance Roster
- f) Update on ATP Cycle 5 awards
- g) Coordination with SunLine Transit Agency

These items were placed in the agenda for member information.

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

Mayor Pro Tem Harnik discussed the regional signal synchronization projects, and the implications for broadband. She suggested that all jurisdictions come together to help secure federal earmarks as a region.

**10. ANNOUNCEMENTS**

Upcoming Meetings via Zoom videoconference:

**Transportation Committee – Monday, May 3, 2021 at 10:00 a.m.**

**Executive Committee** – Monday, April 26, 2021 at 4:30 p.m.

11. **ADJOURNMENT**

There being no further business, Chair Matas adjourned the meeting at 11:06 a.m.

Respectfully submitted,

*Beverly Newton*  
CVAG Office Assistant

**ITEM 5B**

**Coachella Valley Association of Governments  
Transportation Committee  
June 7, 2021**



**Staff Report**

**Subject:** Legislation based on recommendations from the Zero Traffic Fatalities Task Force

**Contact:** Erica Felci, Assistant to the Executive Director ([efelci@cvag.org](mailto:efelci@cvag.org))

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**Recommendation: Authorize the Chairman to sign a letter of support for AB 43, outlining the need for more local discretion in setting speed limits**

**Background:** Speed limits in California have, since 1959, generally been set using the 85th percentile methodology. A traffic survey determines the limit that 85 percent of drivers will drive at or below under free-flowing condition. Traffic surveyors have little flexibility in setting the speed limit, which usually restricts them to being able to round up or down to the nearest 5 mph limit. The exceptions would include areas where the limit is set in state law, such as a school zone.

At the February 11, 2019 meeting of the CVAG Transportation Committee, Palm Springs Mayor Pro Tem Lisa Middleton led a discussion about speed limits and new legislation that was requiring the State to review how speed limits are established, particularly as it pertains to the traffic fatalities and injuries involving cyclists and pedestrians. In April 2019, the CVAG Transportation and Executive Committees supported the efforts of the state's Zero Traffic Fatalities Task Force, and supported the appointment of Mayor Pro Tem Middleton to the task force.

The Zero Traffic Fatalities Task Force, which was created in 2018 through Assembly Bill 2363, included representatives from the California Highway Patrol, the Department of Transportation, Department of Public Health, academic institutions such as the University of California, local governments, labor organizations, as well as groups focused on bicycle and road safety. The Task Force was directed to create a detailed analysis of how speed limits are determined and, in January 2020, it released a report that included 27 policy recommendations, and 16 recommendations that covered how speed limits are established, engineering, enforcement and education.

This year, Assemblymember Laura Friedman, who is Chair of the Assembly Committee on Transportation, has authored AB 43. The legislation grants Caltrans and local authorities greater flexibility in setting speed limits based on recommendations the Zero Traffic Fatality Task Force. The legislation includes a number of provisions, including authorizing a local authority, by resolution or ordinance, to lower speed limits by five miles per hour (mph) below a traffic engineer's recommendation after a traffic survey if the roadway had been designated as a high-injury street, or if it was adjacent to land or a facility that generates a high concentration of bicycles or pedestrians. Currently, if a street's speed limit is 45 mph, using the 85th percentile standard, a local authority, may establish a lower speed limit of 40 mph. AB 43 would allow local authorities to further reduce speed limit to 35 mph if it determines it is a high injury street.

AB 43 also would extend the period of time that an engineering and traffic survey justifies a speed from 10 to 14 years if a traffic engineer determines that no significant changes in roadway or traffic conditions have occurred. AB 43 would expand the streets are eligible for school zone speed limits, and presume that business activity district have speed limits of 20-25 mph. Additionally, local authorities could retain an existing speed limit, or revert to a previously established speed limit, if a registered engineer evaluates a section of highway and determines that no significant design changes have increased the safe operating speed.

The bill passed the Assembly in May, and is now making its way through the State Senate. Assemblymembers Eduardo Garcia and Chad Mayes, who represent the Coachella Valley, had both voted for the legislation in the Assembly. The full bill text can be found here: [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202120220AB43](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB43)

In prior discussions, the CVAG Transportation Committee members expressed frustration that local jurisdictions don't have greater discretion over how speed limits are set. Staff is recommending that CVAG support AB 43 with the attached letter. The City of Palm Springs and the Southern California Association of Governments (SCAG) are among those who are supporting the legislation.

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

**Attachments:** Letter of support for AB 43

June 28, 2021

The Honorable Laura Friedman, Chair  
Assembly Committee on Transportation  
State Capitol Building  
Sacramento, CA 95814

RE: AB 43 (Friedman): Traffic safety – SUPPORT

Dear Assemblymember Friedman,

On behalf of the Coachella Valley Association of Governments (CVAG), I am writing to provide support for Assembly Bill 43. This legislation is an important step to enacting the recommendations made by the Zero Traffic Fatalities Task Force, and it will improve safety on the roadways by giving local and regional agencies more flexibility.

CVAG is the joint powers authority that coordinates government services in the Coachella Valley and eastern Riverside County. Its membership includes 10 cities, four tribal nations and the County of Riverside. Through Riverside County's Measure A, CVAG has been given the voter-approved authority to oversee the regional arterial network and regularly ranks high-priority projects in the Transportation Project Prioritization Study (TPPS). CVAG considers four key criteria to rank its projects, including accident rates. CVAG also reviews regionally significant bike and pedestrian projects for the Active Transportation Plan (ATP).

Like many areas of California, the Coachella Valley is seeing a mode-shift in the way residents and visitors travel to work, school and places of employment. This has resulted in an increasing number of people are cycling or walking along traditional traffic on the valley's fast-moving regional arterials. In 2016, 29 pedestrians died in the Coachella Valley after being hit by vehicles – earning it the unfortunate distinction as the deadliest year of the decade. It's a concerning trend that continues today. CVAG and its member jurisdictions have made it a priority to address this deadly trend. Our region has been successful in funding projects through the State's Active Transportation Program, and CVAG in 2017 invested \$10 million to address some of the valley's accident hot-spots. However, research has shown a direct correlation between speed and the severity of pedestrian injury in vehicle-pedestrian crashes.

According to the National Transportation Safety Board, speeding accounts for nearly a third of all traffic fatalities. AB 43 implements policy recommendations from the California Transportation Agency as outlined in the Zero Traffic Fatalities Task Force by providing for more flexibility on setting speed limits based on safety. This bill requires traffic surveyors to take into account the presence of vulnerable groups, including children, seniors, the unhoused and persons with disabilities when setting speed limits. It permits cities to lower speed limits beyond the 85th percentile on streets with high injuries and fatalities, and ensures they don't have to raise a speed limit on any road. It also limits the need for updated traffic surveys on certain streets while providing greater flexibility in setting school speed limits to protect children.

According to the University of California Institute of Traffic Studies, research has shown reducing speed limits on limited access roads by 5 miles per hour can reduce injuries between 8% and 15%, with some studies finding reductions as great as 28% and 39%. A range of research also

suggests lowering speed limits may result in the number of fatalities dropping by 10% to 30%, with one outlier study showing an 80% reduction in fatalities.

AB 43 provides is an impactful legislative fix for a decades old methodology in setting speed limits. We encourage the Legislature to support this bill. Please do not hesitate to contact CVAG Executive Director Tom Kirk at (760) 346-1127 or at [tkirk@cvag.org](mailto:tkirk@cvag.org) if we can provide additional information.

Sincerely,

Glenn A. Miller  
Chairman, CVAG Executive Committee

CC: Senator Melissa Melendez, 28<sup>th</sup> Senate District  
Assemblyman Chad Mayes, 42<sup>nd</sup> Assembly District  
Assemblyman Eduardo Garcia, 56<sup>th</sup> Assembly District

**ITEM 5C**

**Coachella Valley Association of Governments  
Transportation Committee**

June 7, 2021



**Staff Report**

**Subject:** Amendment to the Reimbursement Agreement with the City of Coachella for Grapefruit Boulevard between Leoco Lane and 9<sup>th</sup> Street

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

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**Recommendation:** Approve Amendment No. One to the Reimbursement Agreement with the City of Coachella for Grapefruit Boulevard between Leoco Lane and 9<sup>th</sup> Street, providing for an additional, not-to-exceed \$77,338.83 regional funds for transportation improvements

**Background:** On December 7, 2020, the CVAG Executive Committee approved a Reimbursement Agreement with the City of Coachella in an amount not-to-exceed \$1,376,482 for transportation improvements to Grapefruit Boulevard between Leoco Lane and 9<sup>th</sup> Street. The City had received grant funding from the California Natural Resource Agency's Urban Greening program and from the California Department of Housing and Community Development. To maximize the benefit of these funding opportunities, the City had sought CVAG's support for funding transportation improvements to Grapefruit Boulevard between Leoco Lane and 9<sup>th</sup> Street.

The project includes significant transportation improvements including widening Grapefruit Boulevard from two lanes to four lanes, installing raised center medians to reduce left hand turn movements, providing stormwater management bio-swales. It also will provide a Class I bike lane and associated street signage and striping. These improvements included enhanced functional safety for bicyclists and pedestrian access to the Pueblo Viejo Historic Downtown area of Coachella.

The grant funds from the California Department of Housing and Community Development provided \$250,000 for traffic signal improvements at the intersection of Grapefruit Boulevard and 6<sup>th</sup> Street. The city has completed their design and has received a bid from the contractor to install the traffic signal at the proposed location. The total cost to install the traffic signal is \$353,118.44. Subtracting the \$250,000 grant secured by the City leaves a remaining balance of \$103,118.44. The City is requesting an amendment to the reimbursement agreement to cover the remaining cost, and has provided CVAG with an engineer's cost breakdown for the traffic signal.

**Fiscal Impact:** The remaining balance of the traffic signal is \$103,118.44. Under CVAG's 75 percent/25 percent cost-sharing policy, it would result in an additional \$77,338.83 for CVAG and \$25,779.61 for the City.

CVAG's total not-to-exceed amount with this increase would be \$1,453,820.83. There are sufficient transportation funds available to cover this amount. CVAG staff will ensure that only transportation corridor elements are funded with regional funds.

**Attachments:**

1. Amendment Number One
2. Letter of request from City of Coachella

**AMENDMENT NUMBER ONE  
TO THE  
AGENCY REIMBURSEMENT AGREEMENT BY AND BETWEEN  
CVAG AND THE CITY OF COACHELLA  
FOR THE  
GRAPEFRUIT BOULEVARD STREET IMPROVEMENTS BETWEEN  
LEOCO LANE AND 9TH STREET**

This **AMENDMENT NUMBER ONE** is made and entered into this **28<sup>th</sup> day of June, 2021**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**) and the **City of Coachella (City)**, and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement for the Grapefruit Boulevard Street Improvements between Leoco Lane and 9th Street.

This Amendment Number One shall authorize the addition of traffic signal improvements at the intersection of Grapefruit Boulevard and 6th Street. The total cost to install the traffic signal is \$353,118.44. Subtracting the \$250,000 grant secured by the city leaves a remaining balance of \$103,118.44. Under CVAG's 75 percent/ 25 percent cost-sharing policy, it would result in an additional \$77,338.83 for CVAG and \$25,779.61 for the City.

CVAG's total not-to-exceed amount with this increase would be \$1,453,820.83.

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

**ATTEST**

**CITY OF COACHELLA**

By: \_\_\_\_\_  
Gabriel Martin  
City Manager

By: \_\_\_\_\_  
Steven Hernandez  
Mayor

**ATTEST**

**CVAG**

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

By: \_\_\_\_\_  
Glenn A. Miller,  
CVAG Chair



June 1, 2021

Tom Kirk, Executive Director  
Coachella Valley Association of Governments  
73-710 Fred Waring Drive, Ste. 200  
Palm Desert, CA 92260

Subject: Request for Amended Reimbursement Agreement Between CVAG and the City of Coachella to Improve Grapefruit Boulevard between Leoco Lane and 9<sup>th</sup> Street to include signalized intersection at 6<sup>th</sup> Street and Grapefruit Boulevard.

Dear Mr. Kirk:

The City of Coachella would like to respectfully request that the Coachella Valley Association of Governments (CVAG) prepare an Amended Reimbursement Agreement between CVAG and the City of Coachella to include the additional costs of a traffic signal installation at the intersection of 6<sup>th</sup> Street and Grapefruit Boulevard to complete the proposed improvements underway on Grapefruit Boulevard between Leoco Lane and 9<sup>th</sup> Street.

A full project description can be found on the original Request for Reimbursement dated October 21, 2020, attached herein. The total cost for the traffic signal installation including design and construction is **\$353,118**, which is partially funded with a State Affordable Housing and Sustainable Communities (AHSC) Grant in the amount of **\$250,000**. The remaining unfunded balance for the proposed traffic signal is **\$103,118** which would be split 75% towards CVAG (**\$77,338**) and 25% towards the City (**\$25,780**)

Total project Cost = \$5,377,580					
		CNRA	AHSC	CVAG (75%)	CITY (25%)
Urban Greening Elements	\$2,881,793	\$2,881,793			
Trans. Corridor Elements	\$2,142,669	\$307,360		\$1,376,482	\$458,827
6 <sup>th</sup> Street Traffic Signal	\$353,118		\$250,000	\$77,338	\$25,780
Totals:	\$5,377,580	\$3,189,153	\$250,000	\$1,453,820	\$484,607

Sincerely,

Andrew Simmons, P.E.  
City Engineer

Attachments: October Request Letter, Executed Reimbursement Agreement and Change Order Results

**ITEM 5D**

**Coachella Valley Association of Governments  
Transportation Committee**

June 10, 2021



**Staff Report**

**Subject:** TUMF Inflation Adjustment for Fiscal Year 2021/2022

**Contact:** Peter Satin, Regional Planner ([psatin@cvag.org](mailto:psatin@cvag.org))

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**Recommendation:** Adopt a 2.1 percent increase in CVAG's Transportation Uniform Mitigation Fee (TUMF) rates, effective July 1, 2021, to account for inflation

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

The current TUMF rates were adopted in 2018 upon the completion of a revised Nexus Study, Transportation Project Prioritization Study, Regional Arterial Cost Estimate, and Active Transportation Plan. Prior to the adoption, the fee had remained unchanged at \$192/trip for over a decade. The 2018 Nexus Study originally proposed a revised fee of \$751/trip; however, this fee was reduced to the current \$245/trip after re-evaluating which regional transportation projects would likely be built in the near-term. This rate equates to \$2,313 for a single-family dwelling, as compared to the \$9,418 currently charged by Western Riverside Council of Governments (WRCOG) for similar development.

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

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

It is CVAG staff's position that applying a factor for inflation annually is a preferred approach to larger inflationary adjustments designed to catch up over longer periods of time, which was the case in 2018 when CVAG increased the fee by 27 percent in response to a revised nexus study and cost of living adjustments over the previous 12 years.

The Local Development Mitigation Fee inflation factor is calculated as the over-the-year percent change, measured as of December in the calendar year which ends in the previous fiscal year. The Riverside-San Bernardino-Ontario CPI is measured every other month, and does not include data for the month of December. To approximate a data point for an unrecorded month, the Bureau of Labor Statistics recommends taking the square root of the product of the indexes for

the preceding and subsequent months, in this case November and January. This approximated December data point can then be used to calculate the over-the-year percent change.

This inflation factor has not been applied since the current TUMF rates were adopted in 2018, during which time the Riverside-San Bernardino-Ontario CPI has increased by 5.1%. Given the projected cash flow concerns for regional transportation projects, CVAG staff is recommending that an inflation factor be applied to the TUMF rates for Fiscal Year 2021/2022. However, in light of the economic uncertainty caused by the COVID-19 pandemic, staff recommends assessing only the inflation that occurred over the course of 2020, which is an increase of 2.1%. The resulting rates for both factors are compared below.

<i>TUMF Category</i>	<i>Current rate</i>	<i>2.1% increase*</i>	<i>5.1% increase</i>
<i>Residential (per dwelling unit)</i>			
<i>Single family detached</i>	\$2,310	<b>\$2,358</b>	\$2,428
<i>Multi-family attached</i>	\$1,330	<b>\$1,358</b>	\$1,398
<i>Nursing/congregate care</i>	\$495	<b>\$505</b>	\$520
<i>Non-residential (per 1,000 sq. ft.)</i>			
<i>Retail</i>	\$6,010	<b>\$6,135</b>	\$6,316
<i>Office</i>	\$2,390	<b>\$2,440</b>	\$2,512
<i>Industrial</i>	\$1,215	<b>\$1,240</b>	\$1,277
<i>Fuel-gas (per dispensing unit)</i>	\$8,610	<b>\$8,790</b>	\$9,048
<i>Fuel-electric (per dispensing unit)</i>	\$91	<b>\$93</b>	\$96
<i>Hotel (per room)</i>	\$3,510	<b>\$3,583</b>	\$3,689.00
<i>Golf course (per acre)</i>	\$920	<b>\$939</b>	\$967

\*The bold column indicates the recommended fee adjustment.

Applying gradual increases due to inflation is a preferred approach to larger increases to catch up over time

**Fiscal Analysis:** Based on TUMF revenues generated in Fiscal Year 2019/2020, a 2.1% increase in rates would result in additional revenue of \$108,862. An increase of 5.1% would yield an additional \$265,595 over 2019/2020 revenues.

## **ITEM 6A**

**Coachella Valley Association of Governments  
Transportation Committee  
June 7, 2021**



### **Staff Report**

**Subject:** Next steps for the Coachella Valley-San Gorgonio Pass Rail Corridor

**Contact:** Erica Felci, Assistant to the Executive Director ([efelci@cvag.org](mailto:efelci@cvag.org))

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### **Recommendation: Information**

**Background:** Union Pacific Railroad owns the only set of railroad tracks that traverses the Coachella Valley. These rail lines are generally used for commercial and freight trips. The exception is Amtrak, whose Sunset Limited service stops thrice weekly at the north Palm Springs station between midnight and 2 a.m. The impractical hours of this stop have long been a source of public frustration.

For decades, elected officials in the Coachella Valley have advocated for a more realistic passenger rail service that includes regular service to Los Angeles. This has been seen as a way to reduce trips along Interstate 10, and be a benefit for both residents and visitors. A number of studies have been conducted over the years, including the 1999 Coachella Valley Passenger Rail Feasibility Study that was commissioned by CVAG. Elected officials such as Cathedral City's Greg Pettis were steadfast champions of finding a way to move the rail project forward. CVAG's study, and a later update to it, led to a conversation at CVAG about how to get funding dedicated to passenger rail service. In April 2013, the CVAG Executive Committee developed a memorandum of understanding with the Riverside County Transportation Commission (RCTC) to establish an initial Coachella Valley Rail Fund that would be administered by RCTC based on policy direction from CVAG's Transportation and Executive Committees. The fund used \$4.2 million in Proposition 1b dollars as seed funding. CVAG also supported a policy that phased-in a funding split of Transportation Development Act (TDA) funds, which had until then been only going to SunLine Transit Agency, so that 10 percent of those funds would be available for the valley passenger rail program and the rest to bus transit.

In October 2013, RCTC approved Resolution No. 13-042, "Resolution of Support to Establish Daily Intercity Rail Service from Los Angeles to the Coachella Valley Via the Pass Area," in which the Commission committed to overseeing preparation of a Service Development Plan (SDP) in coordination with the Caltrans Division of Rail and Mass Transit and the Federal Railroad Administration (FRA) as the next step toward establishing daily rail service between Los Angeles and the Coachella Valley. RCTC has taken a number of notable steps in making this project a reality, and has recently released a Tier 1/Program Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) as required under state and federal environmental requirements.

RCTC Rail Manager Sheldon Peterson will be presenting an update at the June 7 meeting of the CVAG Transportation Committee and will be available to answer members' questions. As proposed, the Coachella Valley-San Gorgonio Pass Rail Corridor, more commonly called the Coachella Valley Rail, would extend about 144 miles between downtown Los Angeles and the Coachella Valley, thereby serving as an alternate mode of travel across Southern California by connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire. The program proposes operating two daily roundtrips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end.

Coachella Valley Rail’s passenger service is expected to take about 3 hours and 15 minutes, which is comparable to trips made by cars on congested highways connecting these communities, such as I-10, Interstate 5 and State Route 91. It also will help address future growth: a market analysis identified a projected 47 percent increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23 percent population increase by 2035 for the four counties comprising the corridor (Los Angeles, Orange, Riverside, and San Bernardino). The same analysis found that, by 2035, Coachella Valley is expected to double its population, and the San Geronio Pass Area is projected to increase 134 percent.

A fact sheet on the project, including a history of its development, is attached. A map outlining the proposed route is here:



The Tier 1 Program EIS/EIR analyzed the impacts of several service options, as well as a No Build Alternative that examines the impact of no new passenger rail service. To make sure the freight and passenger trains can run on time, the build alternatives anticipate additional track infrastructure improvements along the route

**Build Alternative Service Options**

Option	Daily Train Trips	Eastern Terminus	# Stations east of Colton	New Third Track in Eastern Section
#1	Two round trips daily	Coachella	6	Colton to Coachella
#2	Two round trips daily	Indio	5	Colton to Indio
#3	Two round trips daily	Indio	5	Colton to approx. mid-Coachella Valley

Public review of the environmental report will run through the summer. RCTC also is making progress on the Service Development Plan, which will analyze the service to determine the infrastructure needs, routing, connections, and stations. It also will develop costs, equipment needs, ridership and revenue forecasts. Both the environmental report, and the Service Development Plan, are expected to be finalized by RCTC in December 2021.

It should be noted that obtaining right-of-way from Union Pacific will be needed for the development of the Coachella Valley Rail. RCTC, CVAG and many other organizations have long tried to establish meaningful and productive conversations with Union Pacific to obtain the right-of-way access needed for passenger rail and other various projects that involve rail crossings. Union Pacific representatives have long maintained that passenger rail will disrupt the frequency of freight trains. According to RCTC staff, Union Pacific is suggested that reaching that agreement might ultimately require a new 75-mile track between Colton and Indio at a cost of nearly \$1 billion.

In fall 2020, CVAG's committees expressed concern about the status of negotiations for projects such as the Coachella Valley Rail. The CVAG Executive Committee, at the recommendation of the Transportation Committee, directed the CVAG Executive Director will work with the Chairs of both Committees to establish the Facilitating Equitable Deals with Union Pacific (FED UP) Task Force, whose members could be thoroughly briefed on the status of negotiations and help CVAG and other agencies implement new approaches to moving these projects forward. The Committee met earlier in 2021, and have been invited to attend the June 7 presentation.

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

**Attachment:** Fact sheet on the proposed Coachella Valley Rail



**COACHELLA VALLEY-SAN GORGONIO PASS  
RAIL CORRIDOR SERVICE**

Program Environmental Document  
and Service Development Plan



# Coachella Valley-San Gorgonio Pass Rail Corridor Service

## Project Highlights

- Connecting Coachella Valley and Los Angeles: Approximately 144 miles on an existing rail corridor, mostly parallel to I-5, Route 91, and I-10
- Serving the Counties of: Los Angeles, Orange, Riverside and San Bernardino
- Eastern Endpoint: Cities of Indio or Coachella in Riverside County
- Western Endpoint: Los Angeles Union Station in Los Angeles County
- Approximate trip time: 3 hours and 15 minutes
- People traveling through San Gorgonio Pass: Approximately 160,000 per day
- Proposed Service: Two daily round-trips
- Stations: Enhance access to four existing stations and potential to add five new passenger rail stations over time
- Adding: Tracks at selected locations to enhance train travel speeds, minimize delays, and maintain safety

## Environmental Milestones

Milestones	Timeline
Prepare Tier 1/Program Level Draft EIS/EIR	Winter 2020/21
Notice of Availability/Notice of Completion	Spring 2021
Release of Tier 1/Program Level Draft EIS/EIR	Spring 2021
Prepare Tier 1/Program Level Final EIS/EIR	Fall 2021
Record of Decision/Notice of Determination	December 2021

## Agency Partners



## Program Overview

The proposed Coachella Valley-San Gorgonio Pass Rail Corridor (Coachella Valley Rail) extends approximately 144 miles between downtown Los Angeles and the Coachella Valley. The Riverside County Transportation Commission (RCTC), in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA), is working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire.

The program proposes operating two daily round-trips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end. Passenger service is expected to take about 3 hours and 15 minutes, which is comparable to trips made by cars on congested highways connecting these communities, such as I-5, Route 91, and I-10.



## Project History

- 1991**  
Initial Feasibility Studies: Evaluated one or two daily long-distance rail round-trips between Los Angeles and Indio
- 2010-2013**  
Additional Feasibility Studies
- 2013-2016**  
Market Assessment/Alternatives Analysis: Evaluated five alternatives to determine the preferred alignment
- July 2016**  
Finalized Alternatives Analysis/Preferred Route Advances for Environmental Studies: Proceeded with preferred route through Fullerton and Riverside to be carried forward for analysis in the Service Development Plan and Tier 1/Program EIS/EIR
- Fall 2016 – Spring 2021**  
Tier 1/Program EIS/EIR: Held public scoping meetings and completed studies for Draft EIS/EIR for public review

## Environmental Process

The environmental analysis currently being conducted is a Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Tier 1/Program Draft EIS/EIR is anticipated to be released for public review in spring 2021 for 45 days with virtual public hearings. Future Tier 2/Project NEPA/CEQA documents will be prepared when funding is identified. RCTC is actively seeking funding opportunities to advance the program.

The Tier 1/Program Draft EIS/EIR identifies potential impacts caused by operating the service and constructing infrastructure (primarily tracks and stations). Specific station locations and track designs will not be identified at this stage of the program. The Tier 1/Program will address broad questions and environmental effects of the overall program; however, it will not address location-specific details or authorize construction.

The Tier 1/Program Draft EIS/EIR analyzes 18 environmental resource topics and reflects comments received during the 2016 public scoping process. Concurrently, a Service Development Plan (SDP) is being finalized to provide a high-level conceptual operations plan. Modeling is being conducted so that passenger and freight rail operations can perform efficiently.

## Project Milestones



## Topics Being Evaluated

The Tier 1/Program Draft EIS/EIR evaluates the impacts and benefits of the program including:

- Land Use and Planning (including agricultural and forestry resources)
- Transportation
- Visual Quality and Aesthetics
- Air Quality and Greenhouse Gases
- Noise and Vibration
- Jurisdictional Waters and Wetland Resources
- Biological Resources
- Floodplains, Hydrology, and Water Quality (including watersheds)
- Environmental Justice Effects
- Geology, Soils, Seismicity, and Paleontological Resources (including mineral resources)
- Hazards and Hazardous Materials
- Public Utilities and Energy
- Cultural Resources
- Parklands and Community Services
- Safety and Security
- Socioeconomics and Communities Affected
- Cumulative Effects
- Section 4(f)/6(f) Resources

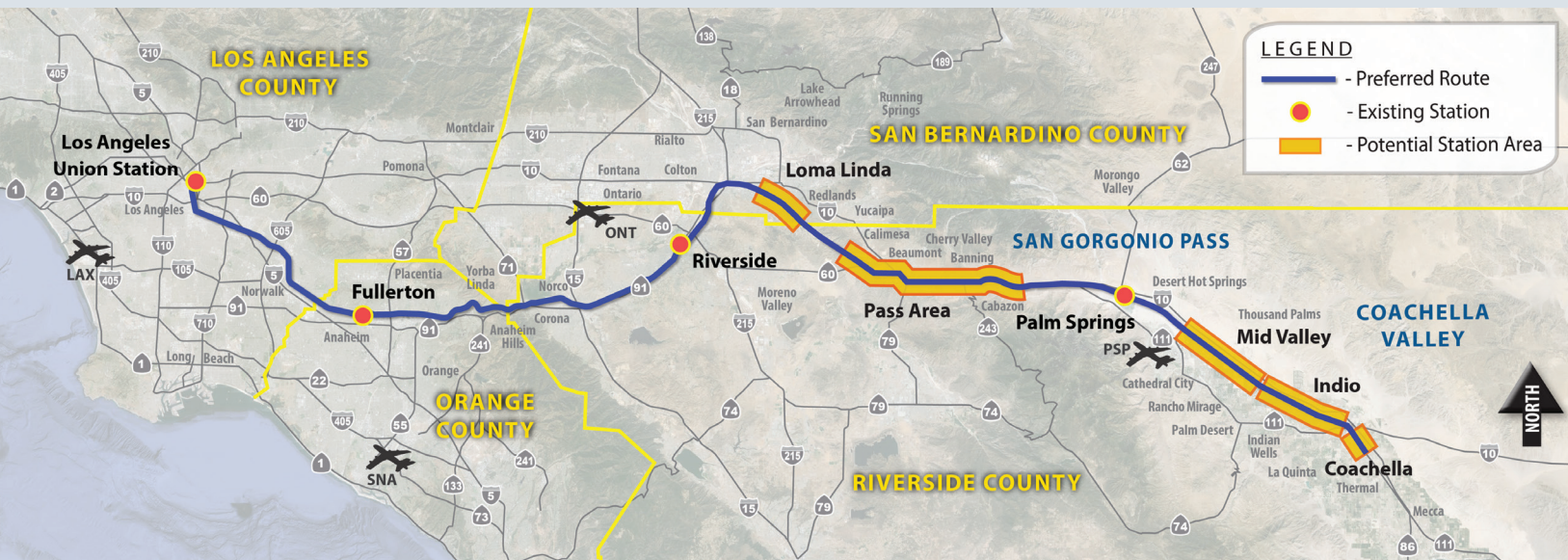
## The Corridor at a Glance

### Western End

The western end of the corridor will connect riders to Los Angeles Union Station, the largest railroad passenger terminal in the western United States. Passengers can also access revitalized Downtown Fullerton and other attractions and concert venues in Orange County as well as Riverside's bustling downtown area that offers museums, theaters and the historic Mission Inn Hotel & Spa.

### Eastern End

The eastern end of the corridor will give access to the growing communities of Banning and Beaumont and the vibrant city of Palm Springs. Travelers will also be connected to the heart of the Coachella Valley, home to premier golf courses and dining as well as the cities of Indio and Coachella near world-renowned music festivals and events.






## How to Participate


RCTC, Caltrans, and the FRA encourage your participation in the environmental review process. The Tier 1 Program/Draft EIS/EIR for the Coachella Valley-San Geronio Pass Rail Corridor Service is anticipated for release in spring 2021.

Virtual public hearings will be held to solicit comments about the Tier 1/Program Draft EIS/EIR. Please watch for dates of these public hearings and how to submit comments during the 45-day public review period.

## Contact Us

Please contact us to stay informed and share your thoughts on this proposed project.

 951-787-7141

 CVRail@rctc.org

 CVRailProject

 RCTC.org/cvrail



**ITEM 6B**

**Coachella Valley Association of Governments  
Transportation Committee**

June 7, 2021



**Staff Report**

**Subject:** Additional Funding for Improvement of Avenue 50 between Calhoun Street and Cesar Chavez in the City of Coachella

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

**Recommendation:** Approve Amendment No. One to the Reimbursement Agreement between CVAG and the City of Coachella for Improvement of Avenue 50 between Calhoun Street and Cesar Chavez (formerly Harrison Street), increasing the total regional funding to a not-to-exceed amount of \$6,937,500

**Background:** In 2015, the CVAG Executive Committee approved a Reimbursement Agreement between CVAG and the City of Coachella for improvement of Avenue 50 between Calhoun Street and Harrison Street, which has since been renamed in honor of Cesar Chavez. It provided \$3,375,000 in regional funding for this segment of Avenue 50, which is among the top 10 projects listed in the Transportation Project Prioritization Study (TPPS).

As indicated by the attached letter, the City of Coachella is now requesting an amendment to the reimbursement agreement to update the agreement with the current projected project costs. The City has completed 90 percent drawings and environmental clearances are anticipated within the next month. During the design and environmental phases of the project, it was determined that the cost would exceed the initial budget estimate due to unforeseen drainage issues and complicated right-of-way acquisition procedures.

**Fiscal Analysis:** The total project cost is now estimated at \$9.25 million. A breakdown of the initial project funding breakdown, and the costs based on the current estimate, are provided in the chart:

Project Description	Total Project Cost	CVAG (75%)	City (25%)
Avenue 50 between Calhoun Street and Cesar Chavez (formerly Harrison Street)	Initial Project Estimate (2015)		
	\$4,500,000	\$3,375,000	\$1,125,000
	Current Project Estimate		
	\$9,250,000	\$6,937,500	\$2,312,500

Using the standard CVAG cost-sharing of 75% Regional Share/ 25% Local share, CVAG's costs would increase to a total not-to-exceed amount of \$6,937,500. The City's local share would be \$2,312,500. There are sufficient transportation funds available to cover this amount. CVAG staff will ensure that only transportation corridor elements are funded with regional funds.

**Attachments:**

1. Amendment Number One
2. City of Coachella funding request letter with estimate and exhibit

**AMENDMENT NUMBER ONE  
TO THE  
AGENCY REIMBURSEMENT AGREEMENT BY AND BETWEEN  
CVAG AND THE CITY OF COACHELLA  
FOR THE  
AGREEMENT WITH THE CITY OF COACHELLA TO PROVIDE FUNDS FOR THE  
IMPROVEMENT OF AVENUE 50 BETWEEN CALHOUN STREET AND HARRISON STREET**

This **AMENDMENT NUMBER ONE** is made and entered into this **28<sup>th</sup> day of June, 2021**, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**) and the **City of Coachella (City)**, and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement for the improvements of Avenue 50 between Calhoun Street and Harrison Street, which has since been renamed in honor of Cesar Chavez.

This Amendment Number One shall increase the total project cost to an estimated \$9.25 million. A breakdown of the initial project funding breakdown, and the costs based on the current estimate, are provided in the chart:

Project Description	Total Project Cost	CVAG (75%)	City (25%)
Avenue 50 between Calhoun Street and Cesar Chavez (formerly Harrison Street)	Initial Project Estimate (2015)		
	\$4,500,000	\$3,375,000	\$1,125,000
	Current Project Estimate		
	\$9,250,000	\$6,937,500	\$2,312,500

Using the standard CVAG cost-sharing of 75% Regional Share/ 25% Local share, CVAG's funding formula would result in an amended funding split of CVAG Regional Share of 75% = costs would increase to a total not-to-exceed amount of \$6,937,500.

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

**ATTEST**

**CITY OF COACHELLA**

By: \_\_\_\_\_  
Gabriel Martin,  
City Manager

By: \_\_\_\_\_  
Steven Hernandez,  
Mayor

**ATTEST**

**CVAG**

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

By: \_\_\_\_\_  
Glenn A. Miller,  
CVAG Chair



May 24, 2021

Tom Kirk, Executive Director  
 Coachella Valley Association of Governments  
 73-710 Fred Waring Drive, Ste. 200  
 Palm Desert, CA 92260

**Subject:** Request for an Amended Agency Reimbursement Agreement Between CVAG and the City of Coachella for the Improvement of Avenue 50 between Calhoun Street and Harrison Street

Dear Mr. Kirk:

The City of Coachella would like to respectfully request that the Coachella Valley Association of Governments (CVAG) prepare a Amendment to the existing Reimbursement Agreement between CVAG and the City of Coachella to improve avenue 50 between Calhoun Street and Harrison. The existing reimbursable agreement was executed on January 26 of 2015. At this time, the City has completed 90% drawings and environmental clearances are anticipated within the next month. During the design and environmental phases of the project it was determined that the cost would exceed the initial budget estimate due to unforeseen drainage issues and complicated right-of-way acquisition procedures. The City has worked through these complications and is seeking a modification of the reimbursable agreement to secure the necessary fund to continue making progress on this project. This project is consistent with the City's General Plan, Circulation Element and the current 2016 RTP/SCS Plan. The 2016 Transportation Project Prioritization Study TPPS lists this project in the top 10.

Avenue 50 is classified as a Major Arterial with enhanced bicycle facilities per the Mobility Element of the city's General Plan. The Proposed roadway segment will have three lanes in each direction, a two way left turn lane, a landscaped median and includes pedestrian bicycle and neighborhood electric vehicle (NEV) facilities.

Project Description	Total Project Cost	CVAG (75%)	City (25%)
Avenue 50 between Calhoun Street and Harrison Street	<b>Initial Project Estimate (2015)</b>		
	\$4,500,000	\$3,375,000	\$1,125,000
	<b>Current project estimate</b>		
	\$9,250,000	\$6,937,500	\$2,312,500

In 2015 the city and CVAG entered into an Agency Reimbursement Agreement for a project total of \$4,500,000 with a 75% CVAG share totaling \$3,375,000 and a 25% City of Coachella share totaling \$1,125,000. The City of Coachella is requesting an amendment to the Agency Reimbursable Agreement by and Between CVAG and the City of Coachella in order to update

Subject: Request for a reimbursement agreement between CVAG and the City of Coachella to improve Grapefruit Boulevard between Leoco Lane and 9<sup>th</sup> Street  
October 21, 2020  
Page 2 of 2

the agreement with the current projected project costs. The City is requesting the standard 75% Regional Share/ 25% Local share funding formula be applied to the amended project costs resulting in an amended funding split of CVAG Regional Share of 75% = \$6,937,500; City of Coachella Local Share of 25% = \$2,312,500

With your support, the City will strive to deliver this project expeditiously for our region. We greatly appreciate your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andy Simmons", with a long horizontal flourish extending to the right.

Andrew Simmons, P.E.  
City Engineer

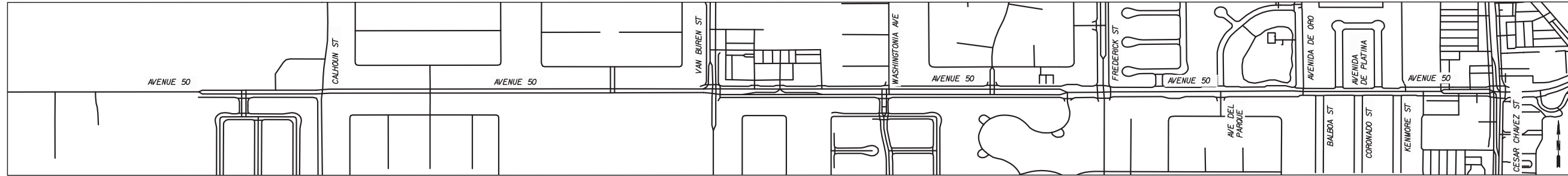
Attachments:  
Construction Estimate  
Site Map

# CITY OF COACHELLA

## AVENUE 50 IMPROVEMENT PLANS

### UTILITIES PURVEYORS

WATER	CITY OF COACHELLA 1515 SIXTH STREET COACHELLA, CA 92236 (760) 391-3008
SEWER	CITY OF COACHELLA 1515 SIXTH STREET COACHELLA, CA 92236 (760) 391-3008
ELECTRIC	IMPERIAL IRRIGATION DISTRICT 81-600 AVENUE 58 LA QUINTA, CA 92253 (760) 398-5811
GAS	THE GAS COMPANY 211 SOUTH SUNRISE WAY PALM SPRINGS, CA 92262 (760) 864-1714
TELEPHONE	VERIZON TELEPHONE 295 NORTH SUNRISE WAY PALM SPRINGS, CA 92262 (760) 864-1714
CABLE TV	TIME WARNER 41725 COOK AVENUE PLAM DESSERT, CA 92211 (760) 674-5455



**VICINITY MAP**  
N.T.S.

### GENERAL STREET IMPROVEMENT NOTES

1. ALL DESIGN, MATERIALS, AND CONSTRUCTION WORK SHALL CONFORM TO THE CITY OF COACHELLA STANDARD SPECIFICATIONS AND PROCEDURES AND THE CITY OF COACHELLA STANDARD DRAWINGS AND TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), MOST CURRENT EDITIONS AND THESE APPROVED PLANS.
2. THE CONTRACTOR SHALL, AT NO EXPENSE TO THE CITY, PROVIDE ALL NECESSARY SAMPLES AND TESTS REQUIRED BY THE CITY TO ASSURE THAT THE QUALITY OF THE MATERIALS AND WORKMANSHIP ARE IN ACCORDANCE WITH THESE PLANS AND SAID SPECIFICATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND SHALL MAINTAIN ALL FACILITIES COMPLETE AND UNCOMPLETED UNTIL ACCEPTED BY THE CITY.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CLEAR THE RIGHT-OF-WAY IN ACCORDANCE WITH THE PROVISIONS OF LAW AS IT AFFECTS EACH UTILITY INCLUDING IRRIGATION LINES AND APPURTENANCES AT NO COST TO THE CITY.
5. THE CONTRACTOR SHALL OBTAIN AND REVIEW ALL NECESSARY STANDARDS, PLANS, AND SPECIFICATIONS IN DETAIL PRIOR TO START OF CONSTRUCTION. ALL DOCUMENTS, INCLUDING APPROVED PLANS AND REFERENCED STANDARDS SHALL BE ON-SITE AT ALL TIMES. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE CITY INSPECTOR PRIOR TO WORK IN THAT AREA.
6. ALL ELEVATIONS SHOWN TO BE EXISTING FROM RECENT SURVEY OF THE ENGINEER AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
7. PRIOR TO BEGINNING ANY WORK, CONTRACTOR SHALL SECURE A CITY OF COACHELLA PERMIT FOR CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE CITY OF COACHELLA (760) 398-5744, 72 HOURS PRIOR TO STARTING ANY WORK. A PRE-CONSTRUCTION MEETING SHALL BE SET UP WITH THE CITY OF COACHELLA ENGINEERING DEPARTMENT AND ALL AFFECTED UTILITY COMPANIES SHALL BE PRESENT.
8. CONTRACTOR SHALL CALL U.S.A., UNDERGROUND SERVICE ALERT, AT 1-800-227-2600 AND SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES 24 HOURS IN ADVANCE OF THE COMMENCEMENT OF CONSTRUCTION.
9. OSHA SAFETY ORDERS AND OSHA CONFINED SPACE ENTRY REQUIREMENTS SHALL BE FOLLOWED AT ALL TIMES WITHOUT EXCEPTION.
10. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR AFTER THE DATE OF FINAL ACCEPTANCE BY CITY OF COACHELLA IN ACCORDANCE WITH THE CITY OF COACHELLA STANDARD SPECIFICATIONS.
11. QUANTITIES SHOWN HEREON ARE FOR ESTIMATE PURPOSES ONLY. NEITHER THE DESIGN ENGINEER NOR THE CITY OF COACHELLA GUARANTEE THE ACCURACY OR COMPLETENESS OF THE CONSTRUCTION QUANTITIES.
12. CONTRACTOR SHALL CONFORM TO LABOR CODE SECTION 6705 BY SUBMITTING A DETAIL PLAN TO THE CITY ENGINEER SHOWING THE DESIGN OF SHORING, BRACING, SLOPING, OR OTHER PROVISIONS TO BE MADE FOR PROTECTION OF WORKERS FROM THE HAZARD OF CAVING GROUND DURING TRENCH EXCAVATION AND PIPE INSTALLATION THEREIN. THIS PLAN MUST BE PREPARED FOR ALL TRENCHES FIVE FEET OR MORE IN DEPTH. IF THE PLAN VARIES FROM THE SHORING SYSTEM STANDARDS ESTABLISHED BY THE CONSTRUCTION SAFETY ORDERS, TITLE 8, CALIFORNIA ADMINISTRATIVE CODE, THE PLAN SHALL BE PREPARED BY A REGISTERED ENGINEER. A COPY OF THE OSHA EXCAVATION PERMIT MUST BE SUBMITTED TO THE CITY OF COACHELLA INSPECTOR PRIOR TO EXCAVATION.
13. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES SHOWN ON THESE PLANS WAS OBTAINED BY AVAILABLE RECORDS SEARCH BY THE DESIGN ENGINEER. TO THE BEST OF THE DESIGN ENGINEER'S KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. ATTENTION IS CALLED TO THE POSSIBLE EXISTENCE OF OTHER UTILITIES OR STRUCTURES NOT SHOWN, OR IN A DIFFERENT LOCATION FROM THAT SHOWN ON THE PLANS. THE CONTRACTOR SHALL TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN ON THE PLANS AND OTHER EXISTING FACILITIES OR STRUCTURES NOT SHOWN.
14. APPROVAL OF THIS PLAN BY THE CITY OF COACHELLA DOES NOT CONSTITUTE A REPRESENTATION OF THE ACCURACY OF THE LOCATION OF, OR THE EXISTENCE OR NON-EXISTENCE OF, ANY UNDERGROUND UTILITY, PIPE, OR STRUCTURE WITHIN THE LIMITS OF THIS PROJECT.
15. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS INCLUDING, BUT NOT LIMITED TO, TRENCH SAFETY AND CONFINED SPACE ENTRY.
16. SOILS REPORTS SHALL BE SUBMITTED TO THE CITY OF COACHELLA BY A QUALIFIED SOILS ENGINEER WHICH CERTIFIES THAT TRENCH BACKFILL WAS COMPACTED AS DIRECTED BY THE SOILS ENGINEER IN ACCORDANCE WITH ON SITE EARTHWORK SPECIFICATIONS AND THE CITY OF COACHELLA STANDARD SPECIFICATIONS.
17. ALL REVISIONS TO DRAWINGS SHALL BE APPROVED BY THE CITY ENGINEER IN WRITING PRIOR TO CONSTRUCTION.
18. CONTRACTOR IS RESPONSIBLE FOR KEEPING COMPLETE RECORD OF CHANGES AND SHALL MAKE SUCH RECORD AVAILABLE TO THE DESIGN ENGINEER. THE PRIVATE ENGINEER SHALL PROVIDE AS-BUILT DRAWINGS TO THE CITY OF COACHELLA FOR REVIEW AND APPROVAL PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.
19. THE CONTRACTOR SHALL PROTECT ALL SURVEY MONUMENTATION. IF ANY SURVEY MONUMENTS ARE DISTURBED OR DESTROYED, THE CONTRACTOR SHALL RETAIN A LICENSED SURVEYOR TO RE-ESTABLISH AND RECORD THE MONUMENT CHANGE PER STATE LAW.
20. CONTRACTOR SHALL NOT INTERRUPT OR DISTURB ANY UTILITY FACILITY WITHOUT AUTHORITY FROM THE UTILITY COMPANIES. WHERE PROTECTION IS REQUIRED TO ENSURE INTEGRITY OF UTILITY FACILITIES (INCLUDING CITY-OWNED UTILITIES), CONTRACTOR SHALL FURNISH AND PLACE ALL NECESSARY PROTECTION.



### CONSTRUCTION NOTES AND ESTIMATES OF QUANTITIES

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>① CONSTRUCT 4" AC OVER 12" CLASS 2 AGGREGATE BASE.</li> <li>② CONSTRUCT 8" CURB AND GUTTER TYPE "B" PER CITY OF COACHELLA STD. DWG. S-8.</li> <li>③ CONSTRUCT 8" CURB TYPE "D" MEDIAN PER CITY OF COACHELLA STD. DWG. S-10.</li> <li>④ CONSTRUCT 6" CURB AND GUTTER TYPE "A" PER CITY OF COACHELLA STD. DWG. S-7.</li> <li>⑤ CONSTRUCT CURB RETURN PER CITY OF COACHELLA STD. DWG. S-23.</li> <li>⑥ CONSTRUCT CURB RAMP PER CITY OF COACHELLA STD. DWG. S-26.</li> <li>⑦ CONSTRUCT SIDEWALK PER CITY OF COACHELLA STD. DWG. S-25, WIDTH PER PLAN.</li> <li>⑧ CONSTRUCT DRIVEWAY PER CITY OF COACHELLA STD. DWG. S-19.2.</li> <li>⑨ INSTALL STREET LIGHT PER CITY OF COACHELLA STD. DWGS. L-1 AND L-2.</li> <li>⑩ INSTALL ADA DETECTABLE WARNING SURFACE.</li> <li>⑪ SAWCUT.</li> <li>⑫ ADJUST EXISTING MANHOLE RIM TO 3/8 TO 1/2 BELOW FINISHED GRADE PER CITY OF COACHELLA STD. DWG. D-10.</li> <li>⑬ ADJUST EXISTING VALVE COVER TO 3/8 BELOW FINISHED GRADE PER CITY OF COACHELLA STD. DWG. W-12.</li> <li>⑭ RELOCATE EXISTING SPECIFIED ITEM.</li> <li>⑮ PROTECT IN PLACE SPECIFIED ITEM.</li> <li>⑯ CONSTRUCT CURB RAMP PER SPPWC PLAN NO. 11-5 CASE A, TYPE 1.</li> </ol> | <ol style="list-style-type: none"> <li>⑰ GRIND AND OVERLAY.</li> <li>⑱ SELECT FILL FOR LANDSCAPING.</li> <li>⑲ CONSTRUCT 18" RCP.</li> <li>⑳ CONSTRUCT 12" RCP.</li> <li>㉑ CONSTRUCT 4"W X 0.5'H RCB.</li> <li>㉒ CONSTRUCT 3"W X 0.5'H RCB.</li> <li>㉓ CONSTRUCT CATCH BASIN.</li> <li>㉔ INSTALL 18" DRAIN PIPE.</li> <li>㉕ CONSTRUCT TYPE A PASSAGEWAY CURB RAMP PER CALTRANS STD. PLAN A88B.</li> <li>㉖ CONSTRUCT TYPE A PASSAGEWAY CURB RAMP PER CALTRANS STD. PLAN A88B.</li> <li>㉗ CONSTRUCT CURB RETURN PER RIVERSIDE COUNTY STD. NO. 207A. JOIN EX. SPANDREL.</li> <li>㉘ INSTALL MEDIAN FILLED DECORATIVE CONCRETE.</li> <li>㉙ CONSTRUCT CURB TYPE F 6" AC DIKE PER CITY OF COACHELLA STD. S-11.</li> <li>⑳ SEE TRAFFIC SIGNAL PLANS.</li> <li>㉓ SEE SIGNING AND STRIPING PLANS.</li> </ol> |
|--|--|

### ABBREVIATIONS

' OR FT. " OR IN. # OR NO. % & AB ABND AC AVE BC BCR BM C&G CB CF OR C.F. CL CONC D DET OR DET. DIA DWB E EA EC EOR ELEV EPB EX. FG FH FL FS OR F.S. GB	FEET INCHES NUMBER PERCENT AND AGGREGATE BASE ABANDONED ASPHALT CONCRETE AVENUE BEGIN CURVE BEGIN CURVE RETURN BENCHMARK CURB AND GUTTER CATCH BASIN CURBFACE CENTERLINE CRUSHED MISCELLANEOUS BASE CONCRETE DEPTH DIAMETER DRIVEWAY EAST EACH END CURVE END CURVE RETURN ELEVATION ELECTRIC PULL BOX EXISTING FINISH GRADE FIRE HYDRANT FLOWLINE FINISHED SURFACE GRADE BREAK	LED LF LT OR L M OR MH M.A. MAX MIN MUTCD N NE N'LY NTS NW O.C. PED. OR PED PK PP PPB PRC. PT. R/C R/W RCP RD. REF RET. RR RT OR R RWS S SD SDMD SE SF SL S'LY SPPWC SS SSMH ST STA. STD SW TC TYP. W WM	LIGHT-EMITTED DIODE LINEAR FEET LEFT MANHOLE MAST ARM MAXIMUM MINIMUM MANUAL OF UNIFORM TRAFFIC CONTROL DEVICE NORTH NORTHEAST NORTHERLY NOT TO SCALE NORTHWEST ON CENTER PORTLAND CEMENT CONCRETE PEDESTRIAN PARK POWER POLE PEDESTRIAN PUSH BUTTON POINT OF REVERSE CURVATURE POINT RED CURB RIGHT OF WAY REINFORCED CONCRETE PIPE ROAD REFERENCE RETAINING RAILROAD RIGHT SEWER OR SOUTH STORM DRAIN STORM DRAIN MANHOLE SOUTHEAST SQUARE FEET STREET LIGHT SOUTHERLY STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION SANITARY SEWER/SIGNING & STRIPING SANITARY SEWER MANHOLE STREET STATION STANDARD SOUTHWEST OR SIDEWALK TOP OF CURB TYPICAL WATER OR WEST WATER METER
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### LEGENDS

CHARTER COMMUNICATION	— C —
ELECTRIC UNDERGROUND	— E —
FIBER OPTIC	— FO —
FRONTIER COMMUNICATION	— COM —
GAS LINE	— G —
IRRIGATION LINE	— IR —
SEWER LINE	— SS —
WATER LINE	— W —
FENCE	— X —
CENTERLINE	ε
FIRE HYDRANT	⊕
MANHOLE	⊙
POWER POLE	⊖
PULL BOX	□
RIGHT OF WAY	---
SEWER MANHOLE	⊙
STORM DRAIN MANHOLE	⊙
STREET LIGHT	⊙
TRAFFIC SIGN	⊕
TRAFFIC SIGNAL POLE	⊖
WATER VALVE	⊖
GAS VALVE	⊙

### INDEX OF SHEETS

SHEET	DESCRIPTION
1	TITLE SHEET + VICINITY MAP
2	TYPICAL SECTIONS
3-11	DEMOLITION PLANS
12-40	PLAN & PROFILES
41	DRAINAGE PLAN & PROFILE
-	INTERSECTION DETAILS
42-45	TRAFFIC SIGNAL PLANS
46-50	SIGNING AND STRIPING PLANS
-	LIGHTING PLANS
-	LANDSCAPE PLANS
-	EROSION CONTROL PLANS
-	CROSS SECTIONS



**UNDERGROUND UTILITIES & STRUCTURES**  
THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN IN THESE PLANS WAS OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN AND IS RESPONSIBLE FOR THE PROTECTION OF, AND ANY DAMAGE TO THESE LINES OR STRUCTURES.

**PRIVATE ENGINEER'S NOTICE TO CONTRACTORS**  
THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

NO.	REVISIONS	APPR	DATE

DESIGNED BY RG	DRAWN BY RG	CHECKED BY CS
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PLAN PREPARED UNDER SUPERVISION OF:

7/1/2020

CHARLES M. SCHWINGER DATE  
R.C.E. 82908 EXP. DATE: 09-30-2020



APPROVED BY:

CITY ENGINEER: GABOR PAKOZDI DATE  
R.C.E. C-74522 EXP. DATE: 12-31-21



5095 Murphy Canyon Rd., Suite 330  
San Diego, California, 92123  
Tel: (619) 683-2933 Fax: (619) 683-7982

SCALE: AS SHOWN

PERMIT NUMBER:

DATE: 7/1/2020

**CITY OF COACHELLA, CALIFORNIA**  
**TITLE SHEET**  
**AVENUE 50**

**1**  
OF  
**X**  
SHEETS

# Coachella Ave 50 improvement 90% Cost Estimate (Summary)

Mar-21

No.	Item	Quantity	Unit	Unit Price	Amount	Total
<b>General Construction Requirements</b>						
1	Mobilization	1	LS	\$400,000.00	\$400,000.00	
2	Contractor Staking	1	LS	\$95,000.00	\$95,000.00	
<b>General Construction Requirements</b>						\$495,000.00
<b>Public Convenience, Safety, Traffic Control and Detours</b>						
3	Public Convenience, Safety, Traffic Control and Detours	1	LS	\$50,000	\$50,000.00	
<b>Public Convenience, Safety, Traffic Control and Detours</b>						\$50,000.00
<b>Storm Water Pollution Control</b>						
4	Erosion Control	1	LS	\$45,000.00	\$45,000.00	
<b>Storm Water Pollution Control</b>						\$45,000.00
<b>Demolition and Earthwork</b>						
5	Clearing and Grubbing	1	LS	\$300,000.00	\$300,000.00	
6	Unclassified Excavation	15,905	CY	\$80.00	\$1,272,400.00	
7	Pavement Removal	1	LS	\$530,000.00	\$530,000.00	
8	Asphalt Grinding	3,925	CY	\$3.00	\$11,775.00	
9	Property Demolition	6	EA	\$50,000.00	\$300,000.00	
<b>Demolition and Earthwork</b>						\$2,714,175.00
<b>Asphalt Concrete Paving</b>						
10	Class II Aggregate Base	14,239	Tons	\$60.00	\$854,340.00	
11	Asphalt Concrete Pavement	7,120	Tons	\$150.00	\$1,068,000.00	
<b>Asphalt Concrete Paving</b>						\$1,922,340.00
<b>Miscellaneous Concrete Construction</b>						
12	Construct 4" Thick PCC Sidewalk	26,669	SF	\$8.00	\$213,352.00	
13	Construct 8" Curb (City of Coachella Std.)	11,570	LF	\$25.00	\$289,250.00	
14	Construct PCC Curb and Gutter	4,349	LF	\$30.00	\$130,470.00	
15	Construct Type D Curb (City of Coachella Std.)	179	LF	\$12.00	\$2,148.00	
16	Construct Concrete Driveway Aprons	693	SF	\$20.00	\$13,860.00	
17	Construct PCC Curb Ramp RSP A88A	1,869	SF	\$11.00	\$20,559.00	
18	Construct Median Filler, Colored, Textured	6,693	SF	\$12.00	\$80,316.00	
19	Construct Cross Gutter Per City Std.	1,295	SF	\$15.00	\$19,425.00	
20	Install 6' Vinyl Coated Chain Link Fence	1,160	LF	\$35.00	\$40,600.00	
21	Install 6'x12' Vinyl Coated Chain Link Gate	60	LF	\$230.00	\$13,800.00	
22	Construct Landscape and Irrigation	56,423	SF	\$1.00	\$56,423.00	
<b>Miscellaneous Concrete Construction</b>						\$880,203.00
<b>Storm Drain and Water Construction</b>						
23	Construct Catch Basin (W=4')	3	EA	\$4,000.00	\$12,000.00	
24	Construct Detention Basin	2,621	CY	\$70.00	\$183,470.00	
25	Construct Basin Access	171	SF	\$18.00	\$3,078.00	
26	Construct 12" RCP	67	LF	\$45.00	\$3,015.00	
27	Construct 18" RCP	290	EA	\$70.00	\$20,300.00	
28	Install 6" Fire Hydrant and Valve Assembly	2	EA	\$4,000.00	\$8,000.00	
<b>Storm Drain and Water Construction</b>						\$229,863.00
<b>Signing</b>						
29	Signing	21	EA	\$300.00	\$6,300.00	
<b>Signing</b>						\$6,300.00
<b>Roadway Markings</b>						
30	High Visibility Crosswalk WHITE (Thermoplastic)	6,155	SF	\$4.00	\$24,620.00	
31	Crosswalk White	326	LF	\$1.50	\$489.00	
32	Crosswalk Yellow	396	SF	\$1.50	\$594.00	

33	Pavement Markings (Thermoplastic)	4,309	SF	\$6.00	\$25,854.00
34	White Striping (6 Inch) (Paint)	25,691	LF	\$1.50	\$38,535.92
35	White Striping (8 Inch) (Paint)	11,126	LF	\$1.50	\$16,689.00
36	Yellow Striping (6 Inch) (Thermoplastic)	13,722	LF	\$2.00	\$27,444.00
37	Green Symbol	245	SF	\$2.00	\$490.00
38	Green Thermoplastic	2,477	LF	\$2.00	\$4,954.00
39	Raised Pavement Markers (Reflective)	549	EA	\$40.00	\$21,960.00
<b>Roadway Markings</b>					\$161,629.92
<b>Electrical Systems</b>					
40	Install Traffic Signal at Avendia De Oro	1	EA	\$300,000.00	\$300,000.00
41	Traffic Signal Modification	3	EA	\$100,000.00	\$300,000.00
42	Rectangular Rapid Flashing Beacon System	2	EA	\$7,000.00	\$14,000.00
43	Street Lighting	15	EA	\$13,000.00	\$195,000.00
<b>Electrical Systems</b>					\$809,000.00
<b>Right of Way</b>					
44	Residential Properties	6	EA	\$300,000.00	\$1,800,000.00
45	Vacant Residential Property	18,300	SF	\$3.00	\$54,900.00
46	Commercial Property	7,350	SF	\$40.00	\$294,000.00
<b>Right of Way</b>					\$2,148,900.00
<b>Total</b>					<b>\$9,232,547.92</b>

**ITEM 6C**

**Coachella Valley Association of Governments  
Transportation Committee**

June 7, 2021



**Staff Report**

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

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

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**Recommendation:** Authorize the Executive Director to execute Amendment No. 9 to the agreement with Alta Planning & Design for a total not-to-exceed amount of \$578,211, including 10 percent contingency; and authorize the Executive Director and/or Legal Counsel to make clarifying changes/revisions before execution

**Background:** Construction is now underway for the largest segment of CV Link to date, which includes work in the Cities of Palm Springs, Palm Desert, La Quinta, Indio, and Coachella as well as unincorporated Riverside County. In addition, CVAG has been working with the City of Palm Desert to complete the on-street segment of CV Link in the city, which is scheduled to be completed by August 2021. In order to complete additional design changes, and ensure on-call construction support, CVAG staff is now recommending a contract amendment with Alta Planning & Design.

Alta's work with the project dates back to July 18, 2014, when the CVAG Executive Committee approved a contract with for planning, design and engineering services related to CV Link in an amount of \$6,217,000, plus a 10 percent contingency. The contract has been amended by the Executive Committee several times over the years with the most recent amendment in October 2020, when the Executive Committee approved a not-to-exceed amount of \$438,438 and extended the contract to January 30, 2023. The scope of the current contract includes various tasks, such as survey work, low water crossing design work and construction support.

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

As Alta and its subconsultants have been involved in responding to request for information (RFIs) to assist the contractor leading the current construction efforts, providing continued coordination with CVAG staff and sub-consultants, and work for areas where outside public agencies requested additional design changes. There continues to be some challenges in finalizing the design of CV Link based on feedback from outside agencies in order to finalize construction plans. This work includes unexpected design changes needed to secure from

Caltrans the encroachment permit to cross Highway 111 in the City of Palm Springs. Alta has also had to make design changes for the Section 408 Permit from the U.S. Army Corps of Engineers and Bureau of Land Management in Palm Springs. Additional work was requested by the Coachella Valley Water District (CVWD), who is an important stakeholder in the CV Link project, in order to finalize the Hovely Lane connector in Palm Desert, provide access to the Coachella Valley Stormwater Channel at Avenue 52 in Coachella and complete additional hydrology calculations related to various under crossings in the Cities of La Quinta, Indio and Coachella. Alta has also been required to make changes at Dune Palms Road in La Quinta, where CV Link has a temporary at-grade crossing, after California's Highway Bridge Program funding was extended to future years.

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

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

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

**Fiscal Analysis:** Amendment No. 9 includes a not to exceed amount of \$578,211, including a 10 percent contingency. The cost of services will be paid for from existing funding sources for CV Link.

**Attachments:** Amendment No. 9 to Alta's contract and scope of work

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

This **AMENDMENT NUMBER NINE** is made and entered into this 28th day of June 2021, by and between the **Coachella Valley Association of Governments**, a California joint powers agency (**CVAG**), and **Alta Planning + Design (Consultant)**, and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement for the CV Link Project.

This Amendment Number Nine authorizes CVAG funds in the amount not to exceed \$578,211.00 for the following services:

**Summary**

Previously authorized Active Transportation Program federal funds as noted in Revised Executive Committee report 9-29-15	\$ 6,217,000
Amendment Number One	<u>\$ 239,000</u>
Amendment Number Two	<u>\$ 204,238</u>
Amendment Number Three	<u>\$ 106,302</u>
Amendment Number Four (Contract Extension Only)	<u>\$ 0</u>
Amendment Number Five	<u>\$ 1,260,287</u>
Amendment Number Six	<u>\$ 1,359,550</u>
Amendment Number Seven (Contract Extension Only)	<u>\$ 0</u>
Amendment Number Eight	<u>\$ 438,438</u>
Amendment Number Nine	<u>\$ 578,211</u>
Current Cost for CV Link Project	<u>\$10,403,026</u>

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

**COACHELLA VALLEY ASSOCIATION  
OF GOVERNMENTS**

**ALTA PLANNING + DESIGN**

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

By: \_\_\_\_\_  
George Hudson, Principal

Date: June 28, 2021

Date: June 28, 2021

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**Exhibit A**  
**Scope of Work**

**Introduction and Understanding**

This scope of work has been prepared at the request of Coachella Valley Association of Governments (CVAG) to provide services for Construction Assistance of CVLink Palm Desert, CVLink Segment 1, and other design, engineering and coordination tasks as directed by CVAG to support future CVLink segments.

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

**1. H&H Redesign**

Redesign CVLink around the bridge support structures in the channel as required by new direction from CVWD. This includes the engineering drawings and the hydrological re-modeling required to achieve approval from CVWD.

Proposed Fee: \$67,690.70

**2. Palm Desert Construction Assistance**

Continued construction assistance for the CVLink Palm Desert segment. Scope of services includes response to RFIs, assistance with field adjustments, responses to unforeseen issues, and additional requests from CVAG or Palm Desert.

Proposed Fee: \$116,586.53

**3. Highway 111 Realignment**

Re-alignment of the Hwy 111 segment of CVLink to cross at Gateway Drive. This includes the adjustment of the Visitors Center access point to accommodate CVLink coming off the north side, alignment and grading of the pathway along the east side of HWY 111, and a new crossing and associated signal changes at Gateway Drive. The task will include construction and permitting drawings suitable for Caltrans approval.

Proposed Fee: \$39,569.62

**4. Dune Palms Crossing**

Design of a new interim at grade crossing at Dune Palms for use until the new bridge is built. Will include construction drawings for the crossing and may include a signal or RRFB.

Proposed Fee: \$25,799.64

**5. 408 Permit Requirements**

Redesign of the northern portion of CVLink to meet the requirements of the Army Corp of Engineers. This requires exhibits for approval and construction drawings based on the changes required by the Army Corp of Engineers.

Proposed Fee: \$50,000

**6. Hovely and Low Water crossing Redesign**

Redesign of the Hovely Lane connection and the associated low water crossing based on required changes from CVWD. Potholing of utilities, as newly required by CVWD, will be completed by MSA

Proposed Fee: \$26,000

**7. Ave 52 & 54 Redesign**

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The City of Coachella is requiring changes to the design of Ave 52 to accommodate their plans for active transportation in the area. CVWD will be installing new concrete slope protection near Ave 54. Alta and MSA will be tasked with accommodating the design at Avenue 52 and Alta will be tasked with making necessary changes to the drawings for Ave 54 after CVWD installs the slope protection. The specific level of effort for both of these tasks is unknown, the fee provided is an estimate to cover the expected level of effort.

Proposed Fee: \$50,000

#### **8. BLM Redesign**

Adjustments to the alignment on the BLM Parcel as directed by CVAG. Will include exhibits and construction drawings

Proposed Fee: \$20,000

#### **9. Jenkins Trail/Dinah Shore Redesign**

Adjustments to the alignment in this area as directed by CVAG. Will include exhibits and construction drawings

Proposed Fee: \$25,000

#### **10. Continued Construction Assistance**

Alta will continue to provide construction Assistance for CVLink Segment 1. Scope of services includes: PMT Meetings, response to RFIs, assistance with field adjustments, responses to unforeseen issues, and additional requests from CVAG or Anser that fall under the CA category. The estimated fee is based on a burn rate of 15K per month and extends to December 2021. All work will be billed on a Time and Materials basis

Proposed Fee: \$105,000

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**Exhibit B**  
**Estimated Schedule**

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

<b>Task</b>	<b>Expected Completion Dates</b>
1. H&H Redesign	June 30, 2021
2. Palm Desert Construction Assistance	When construction is completed
3. Highway 111 Realignment	As Directed by CVAG
4. Dune Palms Crossing	As Directed by CVAG
5. 408 Permit Requirements	As Directed by CVAG
6. Hovely and Low Water Crossing Redesign	As Directed by CVAG
7. Ave 52 & 54 Redesign	As Directed by CVAG
8. BLM Redesign	As Directed by CVAG
9. Jenkins Trail/Dinah Shore Redesign	As Directed by CVAG
10. Continued Construction Assistance	December 31, 2021

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**Exhibit C**  
**Schedule of Fees and Charges**

<b>Task/Item</b>	<b>Fee</b>
H&H Redesign	67,691
Palm Desert	116,587
Hwy 111	39,570
Dune Palms	25,800
408 Exhibit	50,000
Hovely and Low water Crossing redesign	26,000
Ave 52 & 54	50,000
BLM Redesign	20,000
Jenkins/Dinah Shore realign	25,000
Additional General CA work	105,000
<b>Subtotal</b>	<b>\$525,646</b>
Contingency (10%)	\$52,565
<b>Total</b>	<b>\$578,211</b>

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**ITEM 7a**

**Coachella Valley Association of Governments  
Transportation Committee**

June 7, 2021



**Staff Report**

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

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

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**Recommendation: Information**

**Background:** Attached is the latest status for Interstate 10 interchange projects as of May 2021:

**Completed**

- |   |   |
|---|---|
| 1) Indian Canyon @ I-10 (Mar '12)         | 4) Monterey Avenue Ramp @ I-10 (Apr '15)                            |
| 2) Gene Autry/Palm Drive @ I-10 (Mar '12) | 5) Bob Hope/Ramon @ I-10 (Sep '11)                                  |
| 3) Date Palm Drive @ I-10 (May '14)       | 6) Jefferson Street @ I-10:<br>Post-construction closeout underway. |

**Portola @ I-10**

PS&E, ROW. Final PA/ED completed. ROW on hold due to Union Pacific stalemate. 100% PS&E on-going.

**Monroe @ I-10**

Final environmental document approved by Caltrans. City moving forward to PSE phase.

**Jackson @ I-10**

Draft environmental document public hearing was on March 10, 2021 and public comment period ended March 26

**Avenue 50 @ I-10**

PS&E contract underway.

**Avenue 50 @ SR 86**

PAED completed in May 2019. Funding agreement amendment for PS&E and ROW acquisition approved by Executive Committee in September 2020.

**Dillon Road @ I-10 @ SR 86**

PAED underway. Caltrans Approved Preliminary Environmental Study (PES) on July 13, 2020.

**Golf Center Parkway @ I-10**

PSR on hold.

**Da Vall Drive @ I-10**

Intersection Control Evaluation submitted to Caltrans.

**Fiscal Analysis:** Funding for these projects has been budgeted through the project phase indicated and secured through various funding sources. There is no additional fiscal impact.

**ITEM 7b**

**COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS**  
Regional Arterial Program - Project Status Report  
6/2/2021

Project Description	Lead Agency	PEng	ENV	PSE	ROW	CON	CVAG Funded Through	Status
<b>Interchanges</b>								
Avenue 50 @ 86S	COA						Environmental	PA & ED underway
Avenue 50 @ I-10	COA						PSE	PS&E contract under way.
Jackson @ I-10	COR						PSE	Draft Env Doc with Public Hearing on March 10. Pub comment period ended 3/26.
Monroe @ I-10	COR						PSE	Final Env Doc approved by Caltrans. City moving forward with PSE by MBI
Jefferson @ I-10	COR						Construction	Completed. Working on close out
<b>Arterial Links</b>								
Ave. 48 (Jackson St. to Van Buren St.)	COA						Construction	Completed
Ave. 50 (Calhoun St. to Harrison St)	COA						Construction	PA/ED under way
Coachella Traffic Signal Conversion	COA						Construction	Construction underway.
Date Palm Drive from I-10 to Varner	CC						PSE	Phase II is completed. The final design for Phase III is underway.
North Indian Canyon Widening	COR/DHS/PS						Construction	Phase I paving completed. Phase II ROW acquisition completed. Construction advertisement Jan. 2021.
Monterey Av. Corridor (fr. Gerald Ford to Dinah Shore)	RM						Construction	Construction completed.
<b>Bridges</b>								
Avenue 66 Grade Separation over UPRR	COR						Construction	Under construction
Avenue 44 Bridge over WWR	Indio						Construction	Env cleared, CDFW comments pending on Streambed Alteration agreement, Plans are 99%
Avenue 50 Bridge over WWR	COA						Environmental	PAED completed 5/2019. Funding agreement ammendment approved by CVAG in Septmeber 2020
Cathedral Canyon Bridge	CC						Construction	Construction started in summer 2020 and is ongoing
Date Palm Bridge (Across WWR)	CC						Construction	Completed
Dune Palms Bridge over WWR	LQ						Construction	ROW began May 2018. Construction 2021
Frank Sinatra Bridge over WWR	RM						Construction	In Final Design, Construction to commence when HBP funding becomes available
South Palm Canyon Bridge over Tahquitz Creek	PS						PSE	100% Design Plan submitted for review. ROW acquisition finalized and cert to be submitted
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS						PSE	100% Design Plan currently in review. Working with utilities.
Indian Canyon (fr. Garnet to & Incl. RR Crossing)	PS						Construction	Advanced Construction Funding authorized by Caltrans
Ramon Bridge Widening	PS						Construction	Continuing ROW and utility phase
Vista Chino Bridge over WWR	PS						PE	Project is in PE phase. Extensive negotiations with SCE for utility relocation
<b>Interchange Preparation Fund Projects</b>								
Portola @ I-10	PD/COR						ROW	ROW on hold due to Union Pacific stalemate. 100% PS&E ongoing.
Golf Center Parkway @ I-10	Indio						PSR	PSR on hold
Da Vall Drive @ I-10	CC						PSR	Intersection Control Evaluation submitted to Caltrans
Dillon Road @ I-10, SR86, WWR	COA						PSR	Caltrans Approved Preliminary Envionmental Study on July 13, 2020
Jackson @ I-10	Indio						PSR	Draft environmental document almost completed. Plans for virtual outreach meeting
Monroe @ I-10	Indio						PSR	Final environmental document is out for public review. Moving forward to PSE phase.

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

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

**COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS**

Bicycle/Pedestrian Safety Program - Project Status Report

6/1/2021



**ITEM 7c**

Project Description	Lead Agency	Design	CVAG Funded		Status
			CON	Through	
<b>Bike/Pedestrian Safety Projects</b>					
Palm Drive Signals and Lighting	DHS			Construction	T.S. Installation & Safety Improvements Complete.
Palm Canyon Intersection Pedestrian Enhancements	PS			Construction	Construction underway.
S. Palm Canyon, E. Palm Canyon Improvements	PS			Construction	Construction completed.
Indian Canyon Intersection Pedestrian Enhancements	PS			Construction	Substantially complete. Finalizing punch list items
Date Palm Sidewalk Gaps	CC			Construction	Project completed.
Calhoun Street Improvements	Indio			Construction	Project completed.
Vista Chino Signals	PS			Construction	Project completed.
Dinah Shore Mid-Block Crossing	CC			Construction	Project completed.
Palm Canyon Crosswalks	PS			Construction	Project completed.
Avenue 48 Bicycle Lanes	Indio			Construction	Project completed.

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

Project Description	Lead Agency	Design	Grant App	Status
CV Sync	CVAG			Construction underway. Crowdtown ordering and certifying materials and locating in operations yard.
ATP - Arts & Music Line	CVAG			Under design. Partial award in ATP Cycle 5 turned down due to impact on local resources
ATP - DHS CV Link Extension	DHS			Under design.
ATP - Cathedral City Downtown Connectors	CC			Under design. ATP Cycle 5 Grant Application recommended for full funding at MPO level

**ITEM 7d**

**FY 2020/2021 TRANSPORTATION COMMITTEE ATTENDANCE ROSTER**



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

Absent   
 No Meeting \*

Scheduled Dark Month -

Holiday H

Vacancy \*\*

## **ITEM 7e**

# Coachella Valley Association of Governments Transportation Committee

June 7, 2021



## **Staff Report**

**Subject:** Update on CV Sync Construction

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

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### **Recommendation: Information**

**Background:** CV Sync is a valleywide program that will be constructed in phases to synchronize traffic signals on the major regional roadways. With construction underway, this project has come full circle from its origins, and Palm Desert Mayor Pro Tem Jan Harnik requested that CVAG provide an update to help provide context to the project.

CV Sync will establish a framework for future “smart region” by installing highly technical hardware and software systems connected into a world-class, regional network. CV Sync will have technology that allows all cities to communicate and coordinate in real-time to manage traffic flow, which will be especially useful for the large events that draw hundreds of thousands of tourists to the Coachella Valley. This project will also deploy fiber-optic broadband technology, which can help to unlock federal and state funding opportunities.

Signal synchronization was envisioned as a valley-wide effort. In 2013, CVAG had issued a call for projects that would qualify for Federal Congestion Mitigation and Air Quality (CMAQ) funding. Twenty-five proposals were received from CVAG member jurisdictions and CVAG itself. Eight of the projects submitted tied directly to signal synchronization. A review panel was established to evaluate the proposals. The panel consisted of technical specialists and local elected officials, who included Mayor Pro Tem Harnik and Coachella Mayor Steven Hernandez.

The panel ranked these projects highly as they significantly improve air quality for a relatively low cost. However, the panel and consultants all expressed concern that synchronization must be done regionally, not city by city, nor even one major roadway at a time. The panel recommended that the Executive Committee direct staff to return with a valley-wide consolidated approach to signal synchronization. Consultants and panelists noted that a regional approach to signal synchronization could save significant amounts of overhead costs and operations and maintenance costs and, ultimately, improve travel and reduce congestion throughout the Coachella Valley.

At the July 2014 meeting, the Executive Committee approved the allocation of CMAQ funding and the issuance of an RFP for the design of a Regional Signal Synchronization Program. A design contract was awarded to Advantec Consulting, Inc, at the February 2016 that was approved by Caltrans in June of 2016.

Fast forward to the progress that is being seen this year. CVAG Executive Committee authorized construction in February 2021, when it awarded a construction contract to Crosstown Electrical Data, Inc. (Crosstown) for Phase I of the project. This includes improvements along Highway 111, Ramon Road and Washington Street, along with Traffic Operation Centers in each jurisdiction and development of a Regional Traffic Management Center at CVAG’s office in the City of Palm Desert.

Contractual documents and Caltrans requirements have since been met, and the official Notice to Proceed was given on May 7, 2021. Crosstown is actively ordering and certifying materials for the project, which are being stored their operational yards in the Cities of Palm Desert and Coachella.

CVAG staff and the construction management team are currently working with Crosstown to finalize the construction schedule. Work will generally proceed from west to east, and from south to north, through the valley. This Intelligent Transportation System (ITS) project will have to coordinate closely with other public works and signalization projects, including those in the Cities of Desert Hot Springs, Palm Springs, Cathedral City, Palm Desert, La Quinta and Coachella. As Crosstown prepares to begin work in a jurisdiction, a separate pre-construction meeting will be held with that city's staff.

Crosstown anticipates "boots on the ground" by the end of June 2021. The projected completion date for Phase I is November 2022.

**Fiscal Analysis**: The Executive Committee has authorized a number of steps to make progress on CV Sync. Most notably, in February 2021, the Executive Committee authorized the Executive Director to execute contracts with Crosstown Electrical Data Inc. for a total not-to-exceed amount to \$21,185 million, which includes bid alternatives and contingency. CVAG has secured \$13.315 million in federal Congestion and Air quality (CMAQ) funding for the construction of the Phase I improvements. The balance will be provided by Measure A funds.

There are additional costs associated with the planning and engineering that has been authorized for Phase II.

**ITEM 7f**

Coachella Valley Association of Governments  
Transportation Committee  
June 7, 2021



**Staff Report**

**Subject:** Update on Congressional Earmarks

**Contact:** Erica Felci, Assistant to the Executive Director ([efelci@cvag.org](mailto:efelci@cvag.org))

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**Recommendation: Information**

**Background:** Each year, the United States Congress considers and enacts appropriations bills that cover a subset of federal agencies. Recent cycles of this funding process prohibited member-designed funding requests, which are commonly called earmarks, that had traditionally allowed Members of Congress to secure funding for specific projects in their respective districts.

This year, with President Biden's administration putting an increased emphasis on infrastructure investments, the House Appropriations Committee announced it would be reopening the process to include earmarks. In mid-March 2021, CVAG staff was contacted by Rep. Raul Ruiz, whose 36<sup>th</sup> Congressional District spans CVAG's jurisdiction, and provided details about the process. The earmarks were generally divided into two categories:

- *Community Projects:* Each representative was permitted to submit up to 10 projects, and they could cover everything from transportation to housing and land acquisition. These requests will be funded through the numerous government funding bills.
- *Member Designated Projects:* The Committee on Transportation and Infrastructure announced it would be advancing surface transportation authorization legislation later this spring, building on H.R. 2, the "Moving Forward Act," from the 116th Congress. These are generally the big dollar requests for larger transportation projects, such as interchanges, bridges or regionally significant investments. Congressional representatives were asked to submit their requests for highway and transit designations to the Committee for consideration.

There was an extremely tight deadline to submit both types of these requests, and Rep. Ruiz initially indicated project submissions would be needed within a couple weeks. Once the CVAG Executive Director was contacted about this potential funding source, staff immediately began reaching out to staff and elected officials at CVAG's member jurisdictions to distribute details. CVAG staff fielded several phone calls to address questions about the process, and CVAG provided letters to support member jurisdictions' project submissions. CVAG staff also provided a verbal update during the April 5 meeting of the Transportation Committee.

Requests to Rep. Ruiz needed to be submitted by April 14, 2021 for both the Community Projects and the Member Designated Projects. In addition to supporting requests from individual jurisdictions, CVAG submitted requests related to CV Link and CV Sync.

In his list of Member Designated Projects, Rep. Ruiz included CVAG's request for \$1.7million to construct a Regional Traffic Management Center as part of the CV Sync project. The following Coachella Valley projects also made Rep. Ruiz's list of Member Designated Projects:

- In the City of Cathedral City, \$18.7 million for the widening of Varner Road between Palm Drive and Date Palm Drive
- In the City of Coachella, \$14.8 million for construction of a new interchange at State Route 86 and Avenue 50.
- In the City of Desert Hot Springs, \$8.5 million to construct four bridges over low water crossings to prevent flooding, as identified in CVAG's flooding and blowsand study.
- In the City of Indio, \$20 million to widen the overpass and on/off ramps to Interstate 10 at the Monroe Street exit.
- For SunLine Transit Agency, \$2.125 million to upgrade hydrogen fueling stations for busses and light and heavy-duty vehicles.

When this information was provided to the Executive Committee in April, CVAG had not received a final project list from Rep. Ruiz. This same list will be provided to the Executive Committee when it meets on June 7.

**Fiscal Analysis:** Funding for both the community projects and the member designated projects will have timing constraints. Should CVAG or member jurisdictions receive additional federal funding for a regional transportation project, it would be factored into the ongoing cash flow analysis and could potentially provide some relief on local and regional resources.

**ITEM 7g**

**Coachella Valley Association of Governments  
Transportation Committee**

June 7, 2021



**Staff Report**

**Subject:** Meeting Reimbursements for Elected Committee Members

**Contact:** Claude T. Kilgore, Director of Finance/Administration ([ckilgore@cvag.org](mailto:ckilgore@cvag.org)) and Joanna Stueckle, Executive Assistant/ Clerk ([jestueckle@cvag.org](mailto:jestueckle@cvag.org))

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**Recommendation: Information**

**Background:** The CVAG Per Diem Policy was established in June 1998, reimbursing elected officials with \$50 for attendance to any CVAG elected committee meetings. The policy was updated in 2008, increasing the payments to \$100 for Executive Committee members and \$75 for all other elected committee members to attend the standing committee meetings.

Upon establishment of the Per Diem Policy, each elected committee met 10 times a year. In 2012, the number of meetings was reduced by three meetings a year, with each elected committee being scheduled seven meetings per year. On occasion, there has been a need to call additional special meetings due to timing issues, and the per diem was paid for member attendance.

For comparative purposes, the Riverside County Transportation Commission (RCTC) and Western Riverside Council of Governments (WRCOG) policies were reviewed. The RCTC per diem is set at \$100 with no tax withholdings, while the WRCOG stipend is set at \$150 and is subject to tax withholdings.

At its April 26 meeting, the CVAG Executive Committee renamed the policy to the Stipend Policy, consistent with the name used by WRCOG given the payments are also subject to tax withholdings. The Executive Committee also approved a \$25 increase in stipend payments made to elected officials who attend committee meetings, putting it at \$125 for the Executive Committee and \$100 for all other elected committees.

CVAG committee members may notice they receive payment via form W-2 from CVAG. The staff would like to give background on why CVAG pays via W2 instead of 1099. Beginning January 2012, the Internal Revenue Service (IRS) performed an examination over CVAG's federal tax withholdings related to payments made to Committee Members. The examination asserted that CVAG's paid Committee Members are subject to withholding for (i) federal income tax, (ii) FICA, (iii) FUTA. At the time, CVAG engaged General Counsel to act on its behalf and begin the appeals correspondence process with the IRS. The appeal was active during a two-year period, wherein, CVAG asserted its payments to Committee Members reflected that of independent contractors and that these Committee Members did not meet the definition of employees subject to such federal withholdings and payments. Ultimately, in May 2013, the IRS Appeals Office determined that for federal employment taxes, the paid Committee Members "are to be legally classified as

employees...”, effectively requiring CVAG to move such payment to Committee Members from a Form 1099 to a Form W-2 and withhold applicable taxes.

**Fiscal Analysis:** Based on the approved policy, there will be a \$25 increase in stipend payments made to elected officials who attend committee meetings, putting it at \$125 for the Executive Committee and \$100 for all other elected committees. This would result in an increased expenditure of approximately \$11,394 (including CVAG’s portion of federal income tax, FICA, and FUTA).

When this item was reviewed by the Administrative/ Personnel Committee in April 2021, members asked about the potential impact this would have on the budget. CVAG staff noted that the impact is not significant and it will be incorporated into the Fiscal Year 2021/2022 budget.

**ITEM 7h**

**Coachella Valley Association of Governments  
Transportation Committee  
June 7, 2021**



**Staff Report**

**Subject:** Member Survey on CVAG Meetings in Post-COVID environment

**Contact:** Erica Felci, Assistant to the Executive Director, ([efelci@cvag.org](mailto:efelci@cvag.org))

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**Recommendation: Information**

**Background:** CVAG's committees have been meeting via video/teleconferencing since March 2020, when Governor Newsom issued an Executive Order to address public meeting procedures during the COVID-19 pandemic. This has proven to be an efficient way to conduct business for CVAG, which covers an expansive geographic area across eastern Riverside County. Committee meetings have been well attended, leading to thoughtful and robust conversations on CVAG's policies, projects and programs. The 2020 General Assembly – which was held via Zoom – had a record-setting attendance among elected officials. The use of both videoconference and telephone access has also fostered public engagement, as people can join the meetings from a convenient location instead of driving to CVAG's Palm Desert conference room.

State officials recently announced that – as of June 15, 2021 – California will officially reopen and will no longer require social distancing. This will be in line with U.S. Centers for Disease Control and Prevention's new mask guidelines, which state it is safe for fully vaccinated people to skip face coverings and social distancing in nearly all situations, except for crowded indoor locations such as airplanes or public transit.

It remains unclear how the state's new guidance will impact the way public meetings are held. There are certainly benefits to meeting in person, particularly the personal connections and discourse that can occur when everyone is sitting around the same table. However, CVAG has 19 member jurisdictions, so it has a much larger committee membership than most agencies. Its meeting room is relatively small, especially when put in comparison to a city council chamber. CVAG's meeting room is also not set up for the hybrid format that some cities have initiated, with Council members meeting in person and general public participating via telecast or videoconference. Continued use of video conferencing also allows CVAG to help reduce vehicle miles traveled to its meetings, a practice that has demonstrated air quality and other environmental impacts in the last year.

CVAG staff anticipates that the June 2021 meetings will continue to be held virtually, which are the last meetings held before the standing committees go dark for the summer. CVAG staff will, in coming weeks, be seeking feedback from members on meeting formats that could be implemented this fall. CVAG staff will be circulating a survey to gather this input, including exploring the options of continuing with at least some form of videoconferencing, and plans to provide a summary report in September 2021.

**Fiscal Analysis:** CVAG does not anticipate any costs for the survey.

**COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS SCHEDULE OF MEETINGS  
FISCAL YEAR 2021/2022**



CVAG STANDING COMMITTEES	DAY	TIME	JULY (Dark)	AUG (Dark)	SEPT	OCT (Dark)	NOV	DEC (Dark)	JAN	FEB	MAR (Dark)	APR	MAY	JUN
EXECUTIVE COMMITTEE	Last Monday	4:30 p.m.	-	-	27	-	H Dec 6	-	31	28	-	25	H June 6	27
TRANSPORTATION COMMITTEE	1 <sup>st</sup> Monday	10:00 a.m.	12	-	H Aug 30	-	1	-	3	7	-	4	2	6
COACHELLA VALLEY CONSERVATION COMMISSION	2 <sup>nd</sup> Thursday	10:30 a.m.	-	-	9	-	H Nov18	-	13	10	-	14	12	9
DESERT COMMUNITY ENERGY	3 <sup>rd</sup> Monday	2:30 p.m.	19	16	20	18	15	-	H Jan 10	H Feb14	21	18	16	20
ENERGY AND ENVIRONMENTAL RESOURCES COMMITTEE	2 <sup>nd</sup> Thursday	12:00 p.m.	-	-	9	-	H Nov18	-	13	10	-	14	12	9
PUBLIC SAFETY COMMITTEE	2 <sup>nd</sup> Monday	9:00 a.m.	-	-	13	-	8	-	10	14	-	-	9	13
HOMELESSNESS COMMITTEE	3 <sup>rd</sup> Wednesday	10:00 a.m.	-	-	15	-	17	-	19	16	-	20	18	15
GENERAL ASSEMBLY	Last Monday in June	6:00 p.m.	-	-	-	-	-	-	-	-	-	-	-	27

H = Holiday    \* = Special Meeting

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

UPDATED: June 1, 2021

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

## **ITEM 7j**

# Coachella Valley Association of Governments Transportation Committee

June 7, 2021



## **Staff Report**

**Subject:** July Meeting to Review Regional Bicycle and Pedestrian Guidelines

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

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### **Recommendation: Information**

**Background:** CVAG committees traditionally do not meet during the summer months. However, CVAG staff anticipates a special meeting of the Transportation Committee will be necessary in order to review and provide feedback on regional design standards for bicycle and pedestrian facilities. The meeting will be held at 10 a.m. on Monday, July 12 via Zoom videoconference.

Creating regional guidelines when designing bicycle and pedestrian facilities was an issue that came up at the September 9, 2019 meeting of the CVAG Transportation Committee, when Committee members considered a contract for Webb and Associates contract to design the Arts and Music Line through the Cities of La Quinta, Indio, Coachella and unincorporated Riverside County. At the time, several committee members lamented that there was a need for regional guidelines when designing bicycle and pedestrian facilities. It was noted during the discussion that CVAG should look at creating regional standards that would provide consistency for active transportation improvements, particularly as it relates to bike lane design, appropriate signage and on-street markings. At the same time, Transportation Committee members noted that this could be a standard that, in the future, may be included into reimbursement agreements.

Based on the Transportation Committee's direction, CVAG staff worked with Webb to incorporate a task into their scope of work that goes beyond the Arts and Music Line. This task would include conducting an inventory of active transportation standards and practices used by CVAG member jurisdictions, the development of regional standards and outreach to CVAG members about having this uniformity. The Executive Committee approved the contract with this provision at the September 30, 2019 meeting.

Webb has completed a draft document looking at these bicycle and pedestrian guidelines. During the special meeting on July 12, Webb representatives will present their work and will gather feedback from the Committee. CVAG staff will be reaching out to member jurisdictions about this meeting, and Transportation Committee members are encouraged to invite appropriate staff to engage in the discussion. Based on the input received, Webb will finalize its report, which will be brought back to CVAG committees in September.

**Fiscal Analysis:** The costs associated with developing the regional guidelines were incorporated into the approved contract with Webb and Associates.