

CVAG

**EXECUTIVE COMMITTEE
AGENDA**

**MONDAY, JUNE 1, 2026
4:00 p.m.**

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

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

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

**Spotlight 29 Tribal Administration Office
46-200 Harrison Place
Coachella, CA 92236**

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

<https://us02web.zoom.us/j/89953510275?pwd=Rwaww5lZAe1myDOqr4lUaAT6cQgXQH.1>

**Dial In: + 1 669 900 9128
Webinar ID: 899 5351 0275
Password: 749184**

Public Comment is encouraged to be emailed to the Executive Committee prior to the meeting at cvag@cvag.org by 5:00 p.m. on the day prior to the committee meeting. Members of the public joining the meeting by Zoom can also provide comment by using the “raise hand” feature of hitting *9 on the phone keypad.

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

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

1. **CALL TO ORDER** – Chair V. Manuel Perez, Supervisor, County of Riverside
Roll Call P6
Pledge of Allegiance
Agenda Modifications
Conflict of Interest Disclosure

2. **PUBLIC COMMENTS ON AGENDA ITEMS**

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

3. **CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS**

4. **CONSENT CALENDAR**
 - A. **Approve the minutes of the April 27, 2026 meeting of the Executive Committee** P7

 - B. **Adopt Policy No. 26-01, updating CVAG’s previous Asset Capitalization Policy and related policies to identify major capital asset classes, increase capitalization thresholds, and establish useful lives among other updates** P15

 - C. **Direct staff to circulate Riverside County’s Ordinance No. 1004 as a model ordinance for regulating kratom products, and authorize the Chair and/or Executive Director to support Assembly Bill 1088 as it pertains to statewide regulations** P25

 - D. **Address the Finance Committee membership by 1. extending the term of Rancho Mirage Councilmember Ted Weill through Fiscal Year 2026-27; 2. appoint Coachella Mayor Frank Figueroa to fill an immediate vacancy and serve a term through Fiscal Year 2027-29; 3. authorize the Executive Director to find a volunteer City/ County/ Tribal executive to serve a three-year term starting July 1, 2026; and 4. delegate authority to the Executive Director, in consultation with the Executive Committee Chair, to fill any mid-term vacancies with the member jurisdiction’s Executive Committee member or other representative** P44

 - E. **Appoint Slovak, Baron, Empey, Murphy & Pinkney LLP as CVAG General Counsel and authorize the Administrative/ Personnel Committee to work with the Executive** P46

Director to secure legal services long term

- F. **Approve the revised Policies and Procedures: Conduct of CVAG Meetings to incorporate new teleconferencing requirements, an updated process for placing items on a committee agenda, and other clarifications** P48
- G. **Accept the Transportation Uniform Mitigation Fee (TUMF) Annual and Five-Year Report for Fiscal Year 2024-25** P69

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

5. **PUBLIC HEARING**

- A. **Appeal Hearing: Appeal by the Haagen Company on Transportation Uniform Mitigation Fee (TUMF) assessment** P102
 - 1) Receive the Staff Report – Peter Satin
 - 2) Open Hearing and Receive Testimony/Public Comments
 - 3) Close Hearing

Recommendation: Consider Transportation Committee’s findings of staff recommendation to deny the Transportation Uniform Mitigation Fee (TUMF) appeal brought forth by the HCL Indio Marketplace LLC, owned by the Haagen family, and authorize the Executive Director to enter into the necessary agreements to refund any TUMF collected pursuant to the Indio Grand Marketplace project upon finalization of a demolition permit for the existing structure

6. **DISCUSSION / ACTION**

- A. **Preview of CVAG’s Budget for Fiscal Year 2026-27 – Claude T. Kilgore** P161

Recommendation: Information
- B. **Stipend Policy Update for Elected Committee Members – Claude T. Kilgore** P164

Administrative/ Personnel Committee Recommendation: Authorize Policy No. 26-02, amending CVAG’s previous Stipend Policy to set the stipend amount for meeting attendance at \$150 for Executive Committee members and \$125 for all other standing committees and adding the Administrative/Personnel Committee and Finance Committee to the list of committees eligible for stipends

Finance Committee Recommendation: Authorize Policy No. 26-02, amending CVAG’s previous Stipend Policy to set the stipend amount for meeting attendance at \$125 for all standing Committees, including the Executive Committee, and adding the

Administrative/Personnel Committee and Finance Committee to the list of committees eligible for stipends

C. Coachella Valley Multimodal Corridor Plan – Randy Bowman P170

Recommendation: Authorize the Executive Director to execute a professional services agreement with CR Associates in an amount not to exceed \$699,612 to provide professional engineering services for the Coachella Valley Multimodal Corridor Plan project

D. Request from Twenty-Nine Palms Band of Mission Indians to Amend the CVAG Joint Powers Agreement – Erica Felci P258

Recommendation: Direct the Executive Director to 1.) circulate an Amendment to the Third Amendment and Restatement of the Joint Powers Agreement that revises Section 2.4.3 and the alternate representation on the Executive Committee, contingent on the Amendment receiving 100 percent approval of CVAG’s membership; and 2.) implement a By-Laws update related to the officer rotation upon the Amendment’s full adoption

7. INFORMATION

a) Executive Committee Attendance P261

b) Regional Transportation Project Status Report P262

c) CVAG annual meeting calendar P264

d) Regional Arterial Program Compliance Report P265

e) Quarterly investment report as of March 31, 2026 P271

f) Governmental Accounting Standards Board’s (GASB) Video Series P272

g) Overview of the Coachella Valley Real Time Intelligence Center P273

h) Wind down of the Eastern Riverside County Interoperable Communications Authority P274

i) Development of a CV Link model ordinance P275

8. LEGISLATIVE ITEMS –

a) Recap of CVAG’s Legislative Advocacy Efforts – Emmanuel Martinez P276

b) Update from the League of California Cities – Jesse Ramirez, Regional Affairs Manager, Riverside County Division

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

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

10. **ANNOUNCEMENTS**

The next meeting of the **Executive Committee** will be held on Monday, June 29, 2026, at 4:30 p.m. at Fantasy Springs Resort's Special Events Center, 84-245 Indio Springs Parkway, Indio, 92203.

The next meeting of the **General Assembly** will be held on Monday, June 29, 2026, at 6 p.m. at Fantasy Springs Resort's Special Events Center, 84-245 Indio Springs Parkway, Indio, 92203.

11. **ADJOURNMENT**

ITEM 1

**Executive Committee
Fiscal Year 2025-26 Roster**



Jurisdiction	Members
City of Rancho Mirage, Past Chair	Lynn Mallotto Mayor
City of Desert Hot Springs	Scott Matas Mayor
City of Coachella	Frank Figueroa Mayor Pro Tem
City of Palm Springs	Naomi Soto Mayor
City of Indio	Glenn Miller Councilmember
Twenty-Nine Palms Band of Mission Indians	Darrell Mike Tribal Chair
Torres Martinez Desert Cahuilla Indians	Joseph Mirelez Tribal Chair
Cabazon Band of Cahuilla Indians	Brenda Soulliere Tribal Councilmember
Agua Caliente Band of Cahuilla Indians	Jeff Grubbe Chairman
City of Indian Wells	Toper Taylor Mayor
City of Cathedral City	Raymond Gregory Mayor
City of Palm Desert	Evan Trubee Mayor
City of La Quinta	Linda Evans Mayor
City of Blythe, Vice Chair	Joseph DeConinck Mayor
County of Riverside, 4th District Chair	Jose Medina , 1st District Supervisor Karen Spiegel , 2 nd District Supervisor Chuck Washington , 3 rd District Supervisor V. Manuel Perez , 4 th District Supervisor Yxstian Gutierrez , 5 th District Supervisor

ITEM 4A

Meeting of the Executive Committee
Meeting Minutes
April 27, 2026



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

1. CALL TO ORDER

The meeting was called to order by Vice Chair Joey DeConinck, City of Blythe, at 4:14 p.m. at the Coachella Valley Water District Steven Robbins Administration Building Training Room, 75515 Hovley Lane East, in Palm Desert. Teleconferencing was also available from the City of Blythe, California.

A roll call was taken, and it was determined that a quorum was present. Those in attendance were as follows:

MEMBERS PRESENT

Mayor Lynn Malotto, *Past Chair*
Mayor Scott Matas
Mayor Pro Tem Frank Figueroa
Mayor Naomi Soto
Tribal Chair Darrell Mike
Tribal Councilmember Brenda Soulliere
Tribal Chair Reid Milanovich
Mayor Toper Taylor
Mayor Raymond Gregory
Mayor Evan Trubee
Mayor Linda Evans
Mayor Joseph DeConinck, *Vice Chair*
Supervisor V. Manuel Perez, *Chair*

AGENCY

City of Rancho Mirage
City of Desert Hot Springs
City of Coachella
City of Palm Springs
Twenty-Nine Palms Band of Mission Indians
Cabazon Band of Cahuilla Indians
Agua Caliente Band of Cahuilla Indians
City of Indian Wells
City of Cathedral City
City of Palm Desert
City of La Quinta
City of Blythe (*joined via Zoom*)
County of Riverside 4th District*

**arrived at item 5B*

MEMBERS NOT PRESENT

Councilmember Glenn Miller
Tribal Chair Joseph Mirelez
Supervisor Jose Medina
Supervisor Karen Spiegel
Supervisor Chuck Washington
Supervisor Yxstian Gutierrez

AGENCY

City of Indio
Torres Martinez Desert Cahuilla Indians
County of Riverside 1st District
County of Riverside 2nd District
County of Riverside 3rd District
County of Riverside 5th District

Executive Director Tom Kirk led the Executive Committee in the Pledge of Allegiance. There were no agenda modifications or conflicts of interest announced.

2. PUBLIC COMMENTS ON AGENDA ITEMS

None

3. **CHAIR / EXECUTIVE DIRECTOR ANNOUNCEMENTS**

None.

4. **CONSENT CALENDAR**

IT WAS MOVED BY MAYOR EVANS AND SECONDED BY MAYOR MALLOTTO TO APPROVE THE CONSENT CALENDAR:

- A. **Approve the minutes of the December 1, 2025, joint meeting of the Homelessness Committee and Executive Committee**
- B. **Approve the minutes of the March 16, 2026, special meeting**
- C. **Authorize the Executive Director, in consultation with the CVAG Chair, to execute the contracts necessary to host an in-person dinner event for the 2026 CVAG General Assembly**
- D. **Authorize the Executive Director to execute Amendment No. 2 with Kimley-Horn and Associates for an amount not to exceed \$128,326 to conduct transportation model updates utilizing available Regional Early Action Planning (REAP 2.0) grant funding**
- E. **Adopt a 3.9-percent increase in Transportation Uniform Mitigation Fee (TUMF) rates to take effect January 1, 2027, and update the TUMF Handbook to reflect the revised fee upon its effective date**
- F. **Authorize the Executive Director to execute Amendment No. 5 to the agreement with Anser Advisory (also known as Accenture Infrastructure and Capital Projects LLC.) for an additional not-to-exceed amount of \$950,000 for construction management services of CV Link**
- G. **Authorize the Chair and Executive Director to execute on-call services agreements for CV Sync traffic signal repair and maintenance with Crosstown Electrical & Data, Inc., St. Francis Electric, LLC, and Yunex Traffic, LLC for a combined, not-to-exceed total of \$300,000 annually through June 2028**
- H. **Receive and file the quarterly report for the CV Housing First program, representing clients served in the first quarter of 2026**
- I. **Receive and file the 2025 Annual Report for the Alan Seman Bus Pass Program**
- J. **Authorize the Executive Director to take the necessary steps to accept funding from Coachella Valley Water District and the Coachella Valley Mosquito and Vector Control District for the region's Landscape Certification Program, and then scale the program's scope to the available budget**

THE MOTION CARRIED WITH 12 AYES, AND 7 MEMBERS ABSENT

MAYOR MATAS	AYE
MAYOR FIGUEROA	AYE
MAYOR SOTO	AYE
COUNCILMEMBER MILLER	ABSENT
TRIBAL CHAIR MIKE	AYE
TRIBAL CHAIR MIRELEZ	ABSENT
TRIBAL COUNCILMEMBER SOULLIERE	AYE
TRIBAL CHAIR GRUBBE	AYE
MAYOR TAYLOR	AYE
MAYOR GREGORY	AYE
MAYOR TRUBEE	AYE
MAYOR EVANS	AYE
MAYOR DECONINCK	AYE
SUPERVISOR MEDINA	ABSENT
SUPERVISOR SPIEGEL	ABSENT
SUPERVISOR WASHINGTON	ABSENT
SUPERVISOR PEREZ	ABSENT
SUPERVISOR GUTIERREZ	ABSENT
MAYOR MALLOTTO	AYE

4.1 ITEM(S) HELD OVER FROM CONSENT CALENDAR

5. DISCUSSION/ACTION

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

Program Manager Julie Mignogna provided the staff report. Brief member discussion ensued with Ms. Mignogna answering questions from the Committee regarding impacts on current cashflow.

IT WAS MOVED BY MAYOR MALLOTTO AND SECONDED BY MAYOR SOTO TO AUTHORIZE THE CHAIR AND EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 2 TO THE REIMBURSEMENT AGREEMENT WITH THE CITY OF PALM SPRINGS FOR THE SOUTH PALM CANYON DRIVE BRIDGE REPLACEMENT PROJECT OVER TAHQUITZ CREEK, INCREASING CVAG'S REGIONAL SHARE TO \$2,125,717.50

THE MOTION CARRIED WITH 12 AYES, AND 7 MEMBERS ABSENT

MAYOR MATAS	AYE
MAYOR FIGUEROA	AYE
MAYOR SOTO	AYE
COUNCILMEMBER MILLER	ABSENT
TRIBAL CHAIR MIKE	AYE
TRIBAL CHAIR MIRELEZ	ABSENT
TRIBAL COUNCILMEMBER SOULLIERE	AYE
TRIBAL CHAIR GRUBBE	AYE

MAYOR TAYLOR	AYE
MAYOR GREGORY	AYE
MAYOR TRUBEE	AYE
MAYOR EVANS	AYE
MAYOR DECONINCK	AYE
SUPERVISOR MEDINA	ABSENT
SUPERVISOR SPIEGEL	ABSENT
SUPERVISOR WASHINGTON	ABSENT
SUPERVISOR PEREZ	ABSENT
SUPERVISOR GUTIERREZ	ABSENT
MAYOR MALLOTTO	AYE

Chair V Manuel Perez arrived and assumed presiding duties for the meeting.

B. Amendment to the Reimbursement Agreement for the Monroe Street / Interstate 10 Interchange Project

Ms. Mignogna presented the staff report.

Brief member discussion ensued with Ms. Mignogna answering questions from the Committee regarding cost share and funding structures.

IT WAS MOVED BY MAYOR TRUBEE AND SECONDED BY MAYOR FIGUEROA TO AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 8 TO THE REIMBURSEMENT AGREEMENT WITH THE CITY OF INDIO AND THE COUNTY OF RIVERSIDE FOR THE MONROE STREET / INTERSTATE 10 INTERCHANGE PROJECT PROVIDING \$56,531,115 FOR CONSTRUCTION, INCLUSIVE OF \$30.848 MILLION ALREADY OBLIGATED

THE MOTION CARRIED WITH 13 AYES, AND 6 MEMBERS ABSENT

MAYOR MATAS	AYE
MAYOR FIGUEROA	AYE
MAYOR SOTO	AYE
COUNCILMEMBER MILLER	ABSENT
TRIBAL CHAIR MIKE	AYE
TRIBAL CHAIR MIRELEZ	ABSENT
TRIBAL COUNCILMEMBER SOULLIERE	AYE
TRIBAL CHAIR GRUBEE	AYE
MAYOR TAYLOR	AYE
MAYOR GREGORY	AYE
MAYOR TRUBEE	AYE
MAYOR EVANS	AYE
MAYOR DECONINCK	AYE
SUPERVISOR MEDINA	ABSENT
SUPERVISOR SPIEGEL	ABSENT
SUPERVISOR WASHINGTON	ABSENT
SUPERVISOR PEREZ	AYE
SUPERVISOR GUTIERREZ	ABSENT
MAYOR MALLOTTO	AYE

C. California's Encampment Resolution Funding

Deputy Executive Director Erica Felci presented the staff report.

Brief member discussion ensued with Ms. Felci answering questions from the Committee regarding the County's partnership and next steps on the application.

IT WAS MOVED BY MAYOR TAYLOR AND SECONDED BY MAYOR EVANS TO AUTHORIZE THE EXECUTIVE DIRECTOR TO TAKE THE NECESSARY STEPS TO PARTNER WITH RIVERSIDE COUNTY ON AN APPLICATION FOR THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT'S ENCAMPMENT RESOLUTION FUNDING

THE MOTION CARRIED WITH 13 AYES, AND 6 MEMBERS ABSENT

MAYOR MATAS	AYE
MAYOR PRO FIGUEROA	AYE
MAYOR SOTO	AYE
COUNCILMEMBER MILLER	ABSENT
TRIBAL CHAIR MIKE	AYE
TRIBAL CHAIR MIRELEZ	ABSENT
TRIBAL COUNCILMEMBER SOULLIERE	AYE
TRIBAL CHAIR GRUBBE	AYE
MAYOR TAYLOR	AYE
MAYOR GREGORY	AYE
MAYOR TRUBEE	AYE
MAYOR EVANS	AYE
MAYOR DECONINCK	AYE
SUPERVISOR MEDINA	ABSENT
SUPERVISOR SPIEGEL	ABSENT
SUPERVISOR WASHINGTON	ABSENT
SUPERVISOR PEREZ	AYE
SUPERVISOR GUTIERREZ	ABSENT
MAYOR MALLOTTO	AYE

D. Request from Twenty-Nine Palms Band of Mission Indians to Amend the CVAG Joint Powers Agreement

Tribal Chair Darrell Mike opened the item with a statement on behalf of the Twenty-Nine Palms Band of Mission Indians followed by Ms. Felci, who presented the staff report on the item.

Robust member discussion ensued with the Committee discussing potential options for amending the JPA. Members reached a consensus on addressing the concerns raised by Twenty-Nine Palms Band of Mission Indians, but with modified language.

IT WAS MOVED BY MOVED BY SUPERVISOR PEREZ AND SECONDED BY MAYOR MALLOTTO TO AUTHORIZE CVAG STAFF AND LEGAL COUNSEL TO DEVELOP AND BRING BACK REFINED LANGUAGE THAT WILL ALLOW TRIBES TO APPOINT AN ALTERNATE ON THE EXECUTIVE COMMITTEE

THE MOTION CARRIED WITH 13 AYES, AND 6 MEMBERS ABSENT

MAYOR MATAS	AYE
MAYOR FIGUEROA	AYE
MAYOR SOTO	AYE
COUNCILMEMBER MILLER	AYE
TRIBAL CHAIR MIKE	AYE
TRIBAL CHAIR MIRELEZ	ABSENT
TRIBAL COUNCILMEMBER SOULLIERE	AYE
TRIBAL CHAIR GRUBBE	AYE
MAYOR TAYLOR	AYE
MAYOR GREGORY	AYE
MAYOR TRUBEE	AYE
MAYOR EVANS	AYE
MAYOR DECONINCK	AYE
SUPERVISOR MEDINA	ABSENT
SUPERVISOR SPIEGEL	ABSENT
SUPERVISOR WASHINGTON	ABSENT
SUPERVISOR PEREZ	AYE
SUPERVISOR GUTIERREZ	ABSENT
MAYOR MALLOTTO	AYE

E. Public Hearing: Compliance with Assembly Bill 2561

Ms. Felci presented the staff report.

The public Hearing was opened at 5:39 p.m. No testimonies nor comments were received. The hearing was closed at 5:40 p.m.

IT WAS MOVED BY MAYOR GREGORY AND SECONDED BY MAYOR SOTO DIRECT THE EXECUTIVE DIRECTOR TO RECEIVE AND FILE THE INFORMATION ON CVAG'S STAFFING VACANCIES AND RECRUITMENT EFFORTS

THE MOTION CARRIED WITH 13 AYES, AND 6 MEMBERS ABSENT

MAYOR MATAS	AYE
MAYOR FIGUEROA	AYE
MAYOR SOTO	AYE
COUNCILMEMBER MILLER	AYE
TRIBAL CHAIR MIKE	AYE
TRIBAL CHAIR MIRELEZ	ABSENT
TRIBAL COUNCILMEMBER SOULLIERE	AYE
TRIBAL CHAIR GRUBBE	AYE
MAYOR TAYLOR	AYE
MAYOR GREGORY	AYE
MAYOR TRUBEE	AYE
MAYOR EVANS	AYE
MAYOR DECONINCK	AYE
SUPERVISOR MEDINA	ABSENT
SUPERVISOR SPIEGEL	ABSENT
SUPERVISOR WASHINGTON	ABSENT
SUPERVISOR PEREZ	AYE
SUPERVISOR GUTIERREZ	ABSENT

6. **INFORMATION**

- a) Executive Committee Attendance
- b) Regional Transportation Project Status Report
- c) Update on California Association of Councils of Governments
- d) I-REN's Public Sector Projects Policy and Fiscal Year 2026-27 Budget
- e) Local Efforts to Address Hexavalent Chromium (Chromium-6)
- f) Commercial Electric Lawn & Garden Equipment Program
- g) Annual contributions to the CV Housing First Program
- h) Federal funding shifts to Continuums of Care

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

7. **LEGISLATIVE ITEMS –**

- a) Recap of CVAG's Legislative Advocacy Efforts

Assistant Director of Energy & External Affairs Emmanuel Martinez provided an update on efforts.

- b) Update from the League of California Cities

Jesse Ramirez, Regional Affairs Manager, Riverside County Division, joined the committee via zoom and provided an update.

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

California State University San Bernardino social work students Yavonne Zapata, John Lamont, Erica O and Itzel Muñoz provided public comment on their community advocacy project related to the need to regulate kratom and urged the support and advocacy not only in public education, but further legislation to restrict the sale to minors.

9. **ANNOUNCEMENTS**

The next meeting of the **Executive Committee** will be held on Monday, June 1, 2026, at 4:00 p.m. at the Coachella Valley Water District, Steve Robbins Administration Building Training Room, 75515 Hovley Lane East, Palm Desert, 92260.

10. CLOSED SESSION

Pursuant to the provisions of Government Code Sections 54956.9(d)(2), the Committee will adjourn to Closed Session.

Conference with Legal Counsel – Anticipated Litigation

Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) (one potential case)

Chair Perez moved the Committee into closed session at 5:56 p.m.

Closed session ended at 7:05 p.m. with no reportable actions from closed session.

11. ADJOURNMENT

There being no further business, the meeting at 7:05 p.m.

Respectfully submitted,

Elysia Regalado, Deputy Clerk

ITEM 4B

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



STAFF REPORT

Subject: Updating CVAG's Capital Assets Policy and Procedures

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

Recommendation: Adopt Policy No. 26-01, updating CVAG's previous Asset Capitalization Policy and related policies to identify major capital asset classes, increase capitalization thresholds, and establish useful lives among other updates

Finance Committee: Concurred (Meeting of May 26)

Background: The Finance Department has reviewed CVAG's capital asset-related policies to ensure they reflect current operational needs, reporting requirements, and best practices. CVAG's prior asset capitalization policy had not been comprehensively updated in nearly 20 years. Under that policy, capitalization thresholds were applied uniformly, with no distinction among major asset classes such as land, buildings, infrastructure, vehicles, equipment, or technology, and the capitalization threshold was a flat \$5,000. Over time, rising costs and changes in government operations made that threshold increasingly restrictive, resulting in staff time being devoted to tracking and depreciating lower-value items that provide limited additional value to users of the financial statements. Capital assets are often among the largest items reported in a local government's statement of net position, and they must be both accurately reported and appropriately controlled. Updating this policy is especially timely as CVAG's portfolio of capital assets has grown to include major infrastructure such as CV Link and other significant assets such as CV Sync. The revised policy provides clearer guidance on what should be capitalized for financial reporting purposes, establishes asset classes and useful lives, and addresses areas not previously covered, including the treatment of spare parts and inventory.

CVAG staff have also participated in training through the California Society of Municipal Finance Officers, including a session led by CVAG's audit firm, Davis Farr LLP, that highlighted how agencies can evaluate whether capitalization thresholds remain appropriate over time. Using that approach, CVAG analyzed its existing capital assets and found that increasing the general capitalization threshold from \$5,000 to \$100,000 would have reduced the number of previously capitalized assets over the last three fiscal years by 69.4 percent while still retaining 99.2 percent of total asset value on the books. This demonstrates that a higher threshold can significantly reduce administrative burden without materially affecting the usefulness of the financial statements. Assets that would no longer be capitalized under the revised approach generally consist of lower-value items such as computers, small equipment, certain subscription-based information technology assets, and some temporary easements. At the same time, CVAG proposes maintaining a lower threshold of \$25,000 for vehicles and equipment so that major operational purchases, including new vehicles, continue to be capitalized and reported appropriately. The policy also clarifies that it applies to capitalization for financial statement purposes only; assets that do not meet capitalization thresholds will still be tracked and safeguarded at the department level.

Together with CVAG's newly implemented Enterprise Asset Management and Enterprise Resource Planning systems, the updated capitalization policy will improve consistency, efficiency, and accountability in asset tracking. The policy will help staff focus capitalization efforts on assets that are significant to financial reporting, reduce time spent evaluating and depreciating immaterial items, support more consistent treatment across departments, and strengthen internal control over both capitalized and non-capitalized assets. Overall, the update positions CVAG to manage its growing asset portfolio more effectively while improving the clarity and practicality of its financial reporting processes.

CVAG Policy 26-01 Capital Assets Policy and Procedures supersedes CVAG Policy Number: 07-03 Asset Capitalization Policy as well as an unnumbered policy titled Policy for Disposal of Office Equipment adopted by the Executive Committee on October 26, 1992, and an Amendment to The Policy for Disposal of Office Equipment adopted by the Executive Committee on July 25, 1994. Given how out of date these preceding policies were, staff started a new policy instead of redlining the old policies; however, these preceding policies have been attached for reference.

Fiscal Analysis: Adopting the updated policy will save staff time by providing clearer guidance and raising capitalization thresholds. Based on the analysis performed, if the general threshold had previously been \$100,000, more than 89 asset line items would not have been capitalized. Assuming each item requires an average of two hours to establish, plus additional time each year to track and depreciate, this would have saved more than 200 hours of staff time over the past three years. Comparable staff time savings can reasonably be expected going forward.

Attachments:

1. CVAG Policy 26-01 – Capital Assets Policy and Procedures
2. CVAG Policy Number 07-03 Asset Capitalization Policy
3. Policy for Disposal of Office Equipment and related Amendment

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

CAPITAL ASSETS POLICY & PROCEDURES

POLICY NUMBER: 26-01

This Capital Assets Policy and Procedures supersedes CVAG Policy Number: 07-03 Asset Capitalization Policy as well as an unnumbered policy titled Policy for Disposal of Office Equipment adopted by the Executive Committee on October 26, 1992, and an Amendment to The Policy for Disposal of Office Equipment adopted by the Executive Committee on July 25, 1994.

A. PURPOSE

The purpose of this policy is to:

- i. Establish control and accountability measures to ensure careful and responsible management of capital assets and inventoriable assets;
- ii. Define eligible costs and establish thresholds for capitalization in conformity with Governmental Accounting Standards Board Statement No. 34 Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments, Statement No. 51 Accounting and Financial Reporting for Intangible Capital Assets, Statement No. 87 Leases, Statement No. 96 Subscription-Based Information Technology Arrangements; and
- iii. Collect and maintain complete and accurate capital asset information required for preparation of financial statements in accordance with GAAP (generally accepted accounting principles)

B. GENERAL POLICY

Capital assets are broadly defined as financial resources that are tangible or intangible in nature and have a useful life greater than one year. Purchased, donated, or internally developed assets meeting CVAG's capitalization definition and threshold will be classified and recorded to CVAG's financial records as capital assets. Capital assets are to be accounted for at historical cost, or if cost is not practically determinable, at estimated fair market value at the time acquired or placed into service. Generally, cost includes all expenses associated with the acquisition, construction and installation of a capital asset.

C. CAPITALIZATION

In general, all capital assets, including land, building, machinery and equipment, with an acquisition cost as identified in MAJOR CAPITAL ASSET CLASSES and a useful life of at least three years, will be subject to capitalization. The capitalization threshold is applied to individual items of capital assets and not to groups of capital asset in aggregate. Exclusions to capitalization include repair and maintenance. Repairing assets keeps the property in good working condition, and as such, the costs of repair are charged to the appropriate department fund. Costs associated with software training, maintenance, and customer support are considered expenditures and will not be capitalized. Ongoing capital projects will be capitalized as "construction in progress" until completed. Costs to be capitalized include direct costs, such as labor, materials, and transportation, indirect costs such as engineering and construction management, and ancillary costs such as construction period interest.

Donated assets are capitalized at acquisition value at the date of donation and shall be determined by an appropriate industry-recognized method or its proxy for the specific type of asset. The departmental project lead responsible for receiving the donated asset shall be responsible for assisting the finance department in ascertaining such value of donated assets.

A single capital asset may comprise one or more discrete components with a significantly shorter useful life. In such cases, the cost of the component should be included in the cost of the larger asset, with the complement's eventual replacement treated as a repair.

Assets Purchased with Federal Funds: Capital assets purchased with federal funds shall conform to federal requirements for capital thresholds, inventory record-keeping, reporting, and other regulatory components.

D. MAJOR CAPITAL ASSET CLASSES

- i. Land – includes land under infrastructure and preparation costs. Costs can include acquisition prices and cost of initially preparing land for its intended use (basic site improvements, removal, excavation, relocation, reconstruction). Land usually has an indefinite useful life and is not depreciated.
- ii. Construction or Development in Progress
 - a. Construction in Progress - Capitalized costs related to a tangible capital asset that is not yet substantially ready to be placed in service. Used to record the costs of direct labor, direct material, and overhead amounts that are expended in one fiscal year on new construction, land or building improvements, or other tangible capital construction projects that will be finished in a future year.
 - b. Development in Progress – Similar to Construction in Progress except it pertains to capitalized costs related to intangible capital assets like internally developed software or the costs to implement and acquire certain SBITA software or other intangibles that is in progress and will be finished in a future year.
- iii. Buildings – permanent structures. Costs can include purchase of new building or cost of an improvement to an existing building. An entire building can be classified as one asset or be reported as separate capital assets if discrete portions of the building have significantly different useful lives (e.g. roof separate from building).
- iv. Infrastructure – capital assets that normally are stationary in nature and normally can be preserved for a significantly greater number of years than most capital assets. Examples include roads and multi-modal pathways, bridges, tunnels, broadband and traffic signal systems. Infrastructure assets may be depreciated or accounted for under the modified approach in US GAAP if all requirements are met and the election is made by the Director of Finance.
- v. Improvements Other than Buildings – permanent improvements (non-moveable), other than buildings that add value to land, but do not have an indefinite useful life. Examples include fences, retaining walls, parking lots, and landscaping.
- vi. Equipment, Furniture & Vehicles – moveable assets that includes all costs to place equipment into service (freight, installation, warranties, and sales tax). Each piece of equipment must meet the minimum capitalization threshold and is not recorded in bulk. Examples include vehicles, furnishings, machinery, servers, and appliances.

- vii. Intangible – assets that are not physical in nature. Generally, this includes software, leases, and easements (can also include trademarks).
 - a. Permanent Easements – intangible with an indefinite useful life and are not depreciated.
 - b. Temporary Easements – intangible without an indefinite useful life and are depreciated.
 - c. Software – internally developed, or pre-built products that have had extensive customization to allow for use.
 - d. Software as a service (SAAS) applications or other Subscription-Based Information Technology Arrangements.
 - e. Right-of-Use assets such as leases

E. CAPITALIZATION THRESHOLD AND USEFUL LIFE

Asset Class	Capitalization Threshold	Useful Life	Subject to Depreciation?
Land	\$0	Indefinite	No
Construction or Development in Progress	\$0 if completed asset meets the relevant class threshold	N/A	No
Buildings	\$100,000	20 – 50 Years	Yes
Infrastructure	\$100,000	10-50 Years	Yes
Infrastructure – Modified Approach	\$100,000	Indefinite	No
Improvements other than buildings	\$100,000	20-50 Years	Yes
Equipment, Furniture, and Vehicles	\$25,000	3-15 Years	Yes
Intangible Assets – Permanent Easements	\$0	Indefinite	No
Intangible Assets – All Others	\$100,000	Lesser of Contractual Term or Economic Life	Yes

F. CAPITAL ASSET INVENTORY

Individual departments safeguard CVAG’s capital assets from theft or loss. Inventory control is applied only to movable capital assets. A physical inventory of capital assets shall be conducted by the Finance Department when reasonably possible and suggested no less than every three years. Inventory discrepancies shall be investigated and reconciled, and the asset records shall be updated upon reconciliation.

G. CONTROL OVER ITEMS THAT ARE NOT CAPITALIZED

The impetus of this policy relates to items that shall be capitalized for financial statement purposes; however, it is essential for CVAG to maintain adequate control over all of its property, regardless of whether it is capitalized, especially sensitive items. Control over smaller items not capitalized is best assured at the individual department level. Accordingly, individual departments, in conjunction with the Executive Director, shall maintain lists of items of noncapitalized property that pose a special risk to the government. CVAG's enterprise asset management system is the suggested tool for individual departments to track these items although other forms of tracking may be acceptable. These items shall include "walk-away" type items that are high risk in nature and meet some of the following key characteristics:

- i. Below the capitalization threshold – not recorded on the statement of financial position
- ii. Have value - are useful for operations even if not large in monetary terms
- iii. Mobile and Portable – can be moved or taken without detection
- iv. Easily Replaceable – procurement can be done quickly without suspicion
- v. Attractive to theft – often valuable, marketable, or useful to individuals

Typical examples include, but are not limited to, computers and electronic devices, power tools and machinery, vehicles and transportation assets, security or safety equipment, and items obtained through grants. The central accounting function shall periodically verify that individual departments are meeting their responsibilities in this regard via random desk reviews, agreed upon procedures or other focused internal inspections.

Spare parts and/or inventory associated with capital assets require distinct accounting treatment as they are not capitalizable and are usually considered components of larger systems, classified as repairs under this policy. Departments must track spare parts and/or inventory purchased in bulk. Purchases above \$2,500 per item should be recorded as inventory in the financial statements at the time of purchases and tracked at the department level using the enterprise asset management system or another available method. The Finance Department will conduct at least an annual reconciliation to expense the inventory deployed into use based on information provided by the department responsible for maintaining the spare parts. Physical counts or associated inspections should be conducted during reconciliation, with any discrepancies identified and appropriately resolved.

H. DEPRECIATION METHOD

Applicable capital assets shall be depreciated using the "straight-line" method, in which the value of the asset is divided equally over the expected useful life for the asset. Depreciation is calculated using a mid-month. If the asset is placed into service within the first half of the month, depreciation begins in the same month. If it falls in the second half, depreciation starts in the following month.

I. SURPLUS PROPERTY AND DISPOSAL

Occasionally it becomes necessary to dispose of surplus property no longer needed by CVAG. Surplus property may be defined as 1) personal property not needed by CVAG or fit for its intended purpose 2) usable material, equipment, or parts, including capitalized assets, that exceed the normal maintenance, repair, and operating requirements of a department 3) obsolete material and equipment that cannot be used in the service for which it was purchased and cannot be utilized safely or economically for any other purpose; 4) scrap metal and waste material; 5) property recovered, found and unclaimed by a department. Department Directors may request that property that is no longer useful to their department be declared as

surplus. The Executive Director or their designee may declare items as surplus. The Executive Director may dispose of surplus personal property in any manner they deem appropriate and in the best interest of CVAG. Methods of disposal may include donation to another public agency or a bona fide non-profit in good standing with all applicable laws and regulations that serves the Coachella Valley or advances the mission of any of CVAG's programs, sale, exchange, recycle, disposal as waste, destruction. Any sale method used must adhere to an open and fair public process. Directly negotiated sales may occur only if a public sale has failed to produce a buyer, or if the cost of conducting the sale outweighs the financial benefit. Revenue from the sale of surplus property will be returned to the appropriate fund or accounted for in the general fund.

J. NO WARRANTY; HOLD HARMLESS AND INDEMNIFICATION

All transfers of surplus personal property via any of the disposal methods set forth in this policy shall be without warranty, express or implied, and the new owner(s) shall agree to defend, indemnify and hold harmless CVAG, its officers and employees, from any claim, cause of action, damage, loss of liability arising out of the condition of the surplus personal property or its use by the new owner(s) or subsequent owner(s).

CVAG POLICY NUMBER: 07-03

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS ASSET CAPITALIZATION POLICY

The purpose of this policy is to ensure adequate and appropriate control of the capital assets of the Coachella Valley Association of Governments (CVAG). The procedures are intended to define capital assets and to establish guidelines for proper accounting, depreciation, and disposal in accordance with the Government Accounting Standards Board.

It is the policy of CVAG that capital assets be properly accounted for and used for appropriate CVAG uses. It is the responsibility of the Administrative Services Department to determine the criteria for asset-type, class, depreciation, and accounting of the capital asset item. It is the responsibility of the Department Heads to ensure that the capital assets are adequately controlled.

In general all capital assets, including land, buildings, vehicles, machinery, furniture and equipment, with an original cost of \$5,000 or more, and with an estimated useful life of at least two years following the date of acquisition, will be subject to capitalization. All costs associated with the purchase or construction should be considered, including ancillary costs such as freight and transportation charges, site preparation expenditures, professional fees, and legal claims directly attributable to asset acquisition. Specific capitalization requirements are described below:

1. This capitalization threshold is applied to individual units of capital assets. For example, five (5) desks purchased through a single invoice, each costing \$1,200, will not qualify for capitalization even though the total of \$6,000 exceeds the threshold of \$5,000.
2. Repairs to existing capital assets will generally not be subject to capitalization unless it extends the useful life of the asset by at least two years.

Depreciation is calculated on all capital assets according to Government Accounting Standards Board 34 standards. All depreciation is booked using the straight-line method and average month conventions. The book value and depreciation life cycles are determined by using general industry guidelines.

Occasionally it becomes necessary to dispose of surplus property when such property has outlived its useful life and is no longer needed by CVAG. The Director of Administrative Services shall be responsible for the management and disposal of all CVAG surplus property. The Executive Director may approve disposal of any property deemed broken or obsolete. The Director of Administrative Services will submit a list of surplus property, which would include a description of each item, quantity, age, basis for surplus, designation and recommended method of disposal, to the Executive Committee for review and approval.

POLICY FOR DISPOSAL OF OFFICE EQUIPMENT

1. An item is nominated for surplus status by the Executive Director or his/her designee which is approved or disapproved by the Executive Committee.
2. The Director of Administrative Services sets a price on the surplus item which must be agreed with by the Executive Director or his/her designee other than the Director of Administrative Services.
3. The employee last using the surplus item will be given the first right of refusal to purchase the item at the stated price provided the employee has not purchased a similar item from CVAG at some prior time.
4. If that employee refuses to purchase it, then it will be offered to any other CVAG employee who has not previously purchased a similar item from CVAG. If more than one employee wants it, they will draw lots for the right to purchase it.
5. If no CVAG employee wants it who has not purchased a similar item from CVAG at some prior time, then employees who have already purchased similar items from CVAG will be offered the item.
6. If no CVAG employee wants it, it will be disposed of to the general public.
7. Finally, if no one wants to purchase the item, the Executive Director, with the concurrence of the Director of Administrative Services, has the authority to dispose of it by donation to whomever is willing to accept it.

(This policy was adopted by the Executive Committee on October 26, 1992)

AMENDMENT TO THE
POLICY FOR DISPOSAL OF OFFICE EQUIPMENT

At its meeting on July 25, 1994, the Executive Committee voted to amend the current Policy for Disposal of Office Equipment for valuation of surplus equipment to require an individual appraiser to appraise all surplus equipment and that public notice be given through publishing the Notice of Acceptance of Bids in the local newspaper with the minimum bid set by the appraiser. Bids should be open to the public as well as CVAG staff.

ITEM 4C

Coachella Valley Association of Governments
Executive Committee
June 1, 2026



STAFF REPORT

Subject: Regional Approach to Regulating Kratom

Contact: Nancy Reyes, Program Specialist (nreyes@cvag.org)

Recommendation: Direct staff to circulate Riverside County's Ordinance No. 1004 as a model ordinance for regulating kratom products, and authorize the Chair and/or Executive Director to support Assembly Bill 1088 as it pertains to statewide regulations

Public Safety Committee: Concurred (Meeting of May 11)

Background: Kratom (*Mitragyna speciosa*) is a plant-derived substance native to Southeast Asia. Its leaves contain psychoactive compounds, primarily mitragynine and 7-hydroxymitragynine (7-OH), which can produce stimulant-type effects at lower doses and sedative or opioid-like effects at higher doses. Public health and regulatory concerns have increasingly focused on high-potency and synthetic derivatives, particularly 7-OH, as well as potential risks related to dependency, impaired driving, and youth access.

In recent years, kratom products have become widely available in retail environments such as smoke shops, convenience stores, and gas stations. These products are often sold in forms including powders, capsules, gummies, and beverages. However, concerns are growing about product labeling, potency, and marketing practices, particularly those that may appeal to minors. A key distinction in these current policy discussions is between traditional kratom leaf products and the synthetic, or highly concentrated, derivatives that tend to be of greater concern among regulators and public safety officials.

At the federal level, kratom is not currently classified as a controlled substance; however, it has been identified by federal agencies as a substance of concern. The U.S. Food and Drug Administration (FDA) has determined that kratom is not lawfully marketed as a dietary supplement, food additive, or approved drug and has issued warnings regarding potential health risks. At the State level, California agencies have taken an increasingly active enforcement approach, indicating that kratom and 7-OH products intended for human consumption are not lawful for sale of manufacture under existing food and drug laws.

California [Assembly Bill 1088](#) (Bains), a two-year bill that is currently under consideration in the State Legislature, proposes to establish a more defined regulatory framework for kratom products. As outlined in the attached bill analysis, AB 1088 would add kratom and 7-OH products to the Sherman Food, Drug, and Cosmetic Law and establish safeguards including a minimum purchase age of 21, child-resistant packaging requirements, restrictions on marketing that appeals to children, and limits on the concentration of 7-OH in products.

At the regional level, Riverside County and several Coachella Valley cities have taken steps to address kratom-related concerns. In October 2025, Riverside County adopted Ordinance No. 1004 regulating the sale and distribution of kratom products within unincorporated areas. The ordinance includes provisions such as a minimum purchase age of 21, restrictions on high-potency and synthetic products, limitations on 7-OH concentration, and prohibitions on packaging that may appeal to children.

The Cities of La Quinta and Palm Desert have formally requested that CVAG consider a coordinated regional approach to kratom regulation. La Quinta Council has adopted a limitation on high-potency and synthetic products, while the Palm Desert Council approved a ban on all synthetic sales. Both cities' policies also limit sales to minors and establish retail safeguards. These requests highlight concerns regarding inconsistent regulations across jurisdictions, which may create enforcement challenges and confusion for retailers and consumers.

At its May 2026 meeting, the Public Safety Committee received a presentation from Ryan Sherman, Legislative Advocate for the California Narcotic Officers' Association (CNOA), who helped Riverside County develop its ordinance and is tracking broader legislative efforts related to kratom regulation. The Committee supported circulating the County's ordinance as a model approach for local cities to consider adopting. Additionally, because kratom is not currently included in CVAG's legislative platform, the Committee supported the staff recommendation to direct the Chair and/or Executive Director to provide support AB 1088 as part of California's efforts to regulate kratom.

Fiscal Analysis: Costs related to circulating the County's ordinance can be covered under existing staff time. Any costs related to legislative tracking and advocacy are covered under CVAG's existing contract with Politico Group.

Attachments:

1. City of Palm Desert Letter - Regional Approach to Kratom Regulation
2. City of La Quinta Letter – Regional Approach to Kratom Regulation
3. Riverside County Ordinance No. 1004
4. AB 1088 Bill Analysis (2025)



CITY OF PALM DESERT

73-510 FRED WARING DRIVE
PALM DESERT, CALIFORNIA 92260-2578
TEL: 760-346-0611
INFO@PALMDESERT.GOV

March 3, 2026

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

RE: Regional Approach to Synthetic Kratom Regulation and Youth Protections

Dear Chair Mirelez and Committee Members:

On behalf of the City of Palm Desert, I write to respectfully encourage the CVAG Public Safety Committee to consider a coordinated regional approach to the regulation of synthetic and high-potency kratom products.

In February 2026, the Palm Desert City Council considered amendments to its Tobacco Retailer Licensing and Smoking Ordinance to address emerging public health concerns related to kratom products. The City's framework prioritizes prohibiting synthetic and highly concentrated kratom derivatives, restricting sales to individuals 21 years of age and older, and requiring child-resistant packaging and clear retail safeguards.

Public testimony received during our hearing reflected a consistent distinction between natural kratom leaf products and synthetic or concentrated derivatives. Residents urged the City to preserve adult access to natural leaf products while eliminating high-potency extracts. The City also received testimony from a Riverside County Sheriff's Sergeant and certified Drug Recognition Expert who described a local impaired-driving case involving high-dose kratom and noted increasing prevalence in toxicology testing.

Kratom products are sold throughout the Coachella Valley in similar retail environments, including smoke shops and convenience stores. Absent regional consistency, regulatory differences between neighboring cities may create enforcement challenges, retail displacement, and confusion for both businesses and consumers. A coordinated regional framework would enhance public safety, support youth protections, and align enforcement efforts across jurisdictions.

We respectfully request that the CVAG Public Safety Committee consider evaluating regional policy options, including:

- Prohibition of synthetic and highly concentrated 7-hydroxymitragynine (7-OH) products
- Minimum age requirement of 21 for retail sales
- Child-resistant packaging standards
- Retailer accountability measures consistent with existing tobacco licensing frameworks

Palm Desert stands ready to collaborate with CVAG member agencies, Riverside County, and regional law enforcement partners to promote consistent and legally defensible standards that protect public health while providing clarity for retailers.

Thank you for your consideration of this important regional public safety matter.

Sincerely,

A handwritten signature in blue ink that reads "Evan Trubee". The signature is written in a cursive style with a large initial "E".

Evan Trubee
Mayor, City of Palm Desert

March 18, 2026

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

RE: Regional Approach to Synthetic Kratom Regulation and Youth Protections

Dear Chair Mirelez and Committee Members:

On behalf of the City of La Quinta, I am writing to respectfully ask the CVAG Public Safety Committee to consider a coordinated regional approach to the regulation of synthetic and high-potency kratom products.

On February 3, 2026, the La Quinta City Council adopted Ordinance No. 628, adding Chapter 5.94 to Title 5 of the La Quinta Municipal Code related to regulating the sale and distribution of kratom products within the City. The adopted framework prioritizes limiting synthetic and highly concentrated kratom derivatives, and restricting sales to individuals 21 years of age and older.

During Council consideration, Lieutenant Nicholas Lingle provided information on behalf of the Riverside County Sheriff's Department regarding local enforcement considerations and emerging trends associated with high-potency kratom products. The City also received multiple public comments emphasizing the safe use of natural kratom leaf products, supporting adult-only access, and expressing strong support for restrictions on synthetic or concentrated derivatives.

Kratom products are currently sold throughout the Coachella Valley in retail environments such as smoke shops and convenience stores. However, there is currently no consistent regional regulatory approach, and neighboring cities are adopting their own individual regulations. This can create enforcement challenges, shift retail activity between jurisdictions, and generate confusion for both businesses and consumers. A coordinated regional framework would promote greater regulatory clarity, enhance public safety, strengthen protection for youth, and support more consistent enforcement across the Coachella Valley.

We respectfully request that the CVAG Public Safety Committee consider evaluating regional policy options, including:

- Prohibition or restriction of synthetic and highly concentrated 7-hydroxymitragynine (7-OH) products
- Minimum age requirement of 21 for retail sales
- Prohibition of packaging that appeals to minors

La Quinta stands ready to collaborate with CVAG member agencies, Riverside County, and regional law enforcement partners to promote consistent and legally defensible standards that protect public health while providing clarity for retailers.

Thank you for your consideration of this important regional public safety matter.

Sincerely,

A handwritten signature in blue ink that reads "Linda Evans". The signature is written in a cursive, flowing style.

Linda Evans
Mayor, City of La Quinta

1 Health officials, including the FDA, have raised concerns over the safety of kratom products,
2 particularly those with higher concentrations of 7-OH, which may increase the potential for abuse and harm
3 public health.

4 At least one county in California, and several cities in California, has recently taken steps to
5 regulate or ban kratom products, recognizing the need to protect public safety, especially among vulnerable
6 populations.

7 The Board of Supervisors, in its commitment to safeguarding the health and well-being of
8 its residents by ensuring that products available for sale do not pose undue health risks, hereby restricts the
9 sale and distribution of kratom and 7-OH products containing more than 2% of 7-OH in the alkaloid
10 fraction, thereby reducing potential risks to public health and safety.

11 **Section 2. AUTHORITY.**

12 This ordinance is enacted pursuant to the County’s plenary police powers to protect public safety, health
13 and welfare.

14 **Section 3. DEFINITIONS.**

15 As used in this ordinance, the following terms shall have the following meanings:

- 16 a. 7-OH product means a product containing hydroxymitragynine.
- 17 b. Attractive to children means any of the following:
- 18 1) Use of images that are attractive to children, including, but not limited to, images of any of
19 the following, except as part of required health warnings:
- 20 a) Cartoons, toys, or robots.
- 21 b) Any real or fictional humans.
- 22 c) Fictional animals or creatures.
- 23 d) Fruits or vegetables, except when used to accurately describe ingredients or flavors
24 contained in a product.
- 25 2) Likeness to images, characters, or phrases that are popularly used to advertise to children.
- 26 3) Imitation of candy packaging or labeling, or other packaging and labeling of cereals, sweets,
27 chips, or other food products typically marketed to children.
- 28 4) The terms “candy” or “candies” or variants in spelling such as “kandy” or “kandee.”

- 1 5) Brand names or close imitations of brand names of candies, cereals, sweets, chips, or other
2 food products typically marketed to children.
- 3 6) Any other image or packaging that is easily confused with commercially available foods that
4 do not contain kratom and are typically marketed to children.
- 5 7) Any other packaging used that is attractive to children considering all relevant facts and
6 circumstances.
- 7 c. Kratom leaf means the leaf of the kratom plant, also known as mitragyna speciosa, any form.
- 8 d. Kratom leaf extract means the material obtained by extraction of kratom leaves by any means.
- 9 e. Kratom product means a product consisting of kratom leaf, kratom leaf extract, or both; any part
10 of a leaf of the plant mitragvna speciosa in fresh, dehydrated or dried form or a kratom extract
11 or any product that contains any kratom alkaloid or metabolite.
- 12 f. Total kratom alkaloids means the sum of mitragynine, speciociliatine, speciogynine,
13 paynantheine, and 7-OH in a kratom product.
- 14 g. Synthesized means an alkaloid or alkaloid derivative that has been created by chemical synthesis
15 or biosynthetic means (including but not limited to: fermentation, recombinant techniques, yeast
16 derived enzymatic techniques) rather than traditional food preparation techniques such as
17 heating or extracting. It also includes alkaloids that have been further exposed to chemicals or
18 processes that would confer a structural change in the alkaloids contained within the extract.

19 **Section 4. PROHIBITION ON SALE AND DISTRIBUTION OF KRATOM AND 7-OH**
20 **PRODUCTS.**

- 21 a. Except as otherwise authorized by law, an individual, business, or other entity shall not sell,
22 attempt to sell, offer, provide, or distribute a kratom product or 7-OH product to a person under
23 21 years of age.
- 24 b. Except as otherwise authorized by law, an individual, business, or other entity shall not sell,
25 attempt to sell, offer, provide, or distribute a kratom product or 7-OH product with a level of 7-
26 OH that is greater than 2 percent of the total kratom alkaloids in the product.
- 27
28

- 1 c. Except as otherwise authorized by law, an individual, business, or other entity shall not sell,
2 attempt to sell, offer, provide, or distribute a kratom product or 7-OH product that is attractive
3 to children.
- 4 d. Any individual, business, or other entity that sells, attempts to sell, offers, provides, or distributes
5 a kratom product or 7-OH product shall conduct age-verification to ensure compliance with
6 subdivision (a).
- 7 e. No person or entity shall offer for sale any kratom product that contains or is adulterated with
8 synthesized or semi-synthesized kratom alkaloids or kratom constituents.

9 **Section 5. VIOLATIONS AND PENALTIES.**

10 Any person or entity who violates this ordinance is guilty of a misdemeanor and upon conviction thereof
11 may be punished by a fine of not more than one thousand dollars (\$1,000.00) or by imprisonment in the
12 County jail for a period of not more than six (6) months or by both such fine and imprisonment. This section
13 shall not serve to limit any other legal remedies or actions that the County may have to address violations
14 of section 4.

15 **Section 6. SEVERABILITY.**

16 If any section, paragraph, sentence, clause, phrase or portion of this article is held invalid or unconstitutional
17 by any court of competent jurisdiction, such portion shall be deemed severable and such holding shall not
18 affect the validity of the remaining portions hereof. The Board of Supervisors hereby declares that it would
19 have adopted this article irrespective of the invalidity of any particular portion thereof and intends that the
20 invalid portions should be severed, and the balance of the article be enforced.

21 **Section 7. EFFECTIVE DATE.**

22 This ordinance shall take effect thirty (30) days after its adoption.

23 **Adopted:** 1004 Item 3.2 of 10/28/2025 (Eff:11/26/2025) (Pub:11/06/2025)

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Date of Hearing: April 29, 2025

ASSEMBLY COMMITTEE ON ENVIRONMENTAL SAFETY AND TOXIC MATERIALS

Damon Connolly, Chair

AB 1088 (Bains) – As Amended April 21, 2025

SUBJECT: Public health: kratom

SUMMARY: Adds kratom products and products containing 7-hydroxymitragynine (7-OH), as defined, to the Sherman Food, Drug, and Cosmetic Law (Sherman Law); prohibits the sale of kratom products and 7-OH products to persons under 21 years of age; requires the packaging of kratom products and 7-OH products to be child resistant; prohibits the sale of a kratom product or 7-OH product that is attractive to children, or that contains a level of 7-OH that exceeds 2% of the total kratom alkaloids in the product. Specifically, **this bill:**

- 1) Defines, for purposes of this bill, the following terms:
 - a) "7-OH product" to mean a product containing 7-hydroxymitragynine;
 - b) "Attractive to children" to mean any of the following:
 - i) Use of images that are attractive to children, including but not limited to images of any of the following, except as part of required health warnings:
 - (1) Cartoons, toys, or robots;
 - (2) Any real or fictional humans;
 - (3) Fictional animals or creatures; and,
 - (4) Fruits or vegetables, except when used to accurately describe ingredients or flavors contained in a product.
 - ii) Likeness to images, characters, or phrases that are popularly used to advertise to children;
 - iii) Imitation of candy packaging or labeling, or other packaging and labeling of cereals, sweets, chips, or other food products typically marketed to children;
 - iv) The terms "candy" or "candies" or variants in spelling such as "kandy" or "kandee";
 - v) Brand names or close imitations of brand names of candies, cereals, sweets, chips, or other food products typically marketed to children;
 - vi) Any other image or packaging that is easily confused with commercially available foods that do not contain kratom and are typically marketed to children;
 - vii) Anything else that the California Department of Public Health (CDPH) determines in regulation to be attractive to children; and,

- viii) Anything else that is attractive to children in light of all relevant facts and circumstances;
 - c) "Kratom leaf" to mean the leaf of the kratom plant, also known as *Mitragyna speciosa*, in any form;
 - d) "Kratom leaf extract" to mean the material obtained by extraction of kratom leaves by any means;
 - e) "Kratom product" to mean a product consisting of kratom leaf, kratom leaf extract, or both; and,
 - f) "Total kratom alkaloids" to mean the sum of mitragynine, speciociliatine, speciogynine, paynantheine, and 7-OH in a kratom product.
- 2) Requires packaging of a kratom product or a 7-OH product offered for retail sale to be child resistant for the life of the product; specifies that both of the following packages are considered child resistant for the purposes of this bill:
 - a) A package that has been certified as child resistant under the requirements of the federal Poison Prevention Packaging Act of 1970 (Act) and any regulations promulgated pursuant to the Act; and,
 - b) Plastic packaging that is at least four mils thick (one mil is a thousandth of an inch) and heat sealed without an easy-open tab, dimple, corner, or flap, provided that the package maintains its child resistance throughout the life of the product.
 - 3) Prohibits an individual, business, or other entity from selling, offering for sale, providing, or distributing a kratom product or 7-OH product to a person under 21 years of age; requires an online retailer or marketplace of a kratom product or 7-OH product to implement an age-verification system to ensure compliance with this prohibition.
 - 4) Prohibits an individual, business, or other entity from selling, offering for sale, providing, or distributing a kratom product or 7-OH product that is attractive to children.
 - 5) Prohibits an individual, business, or other entity from selling, offering for sale, providing, or distributing a kratom product or 7-OH product with a level of 7-OH that is greater than 2% of the total kratom alkaloids in the product.

EXISTING LAW:

- 1) Establishes the state's Sherman Law, administered by CDPH, which regulates the manufacture, packaging, labeling, and advertising of food, drugs, and cosmetics. (Health and Safety Code (HSC) § 109875-111929.4)
- 2) Establishes penalties for violations of the Sherman Law, including a fine of up to \$1,000, or up to \$10,000 for repeated violations. (HSC § 111825)

- 3) Prohibits any manufacturer, wholesaler, retailer, or other person from selling, transferring, or otherwise furnishing a dietary supplement containing either of the following to a person under 18 years of age:
 - a) A dietary supplement containing an ephedrine group alkaloid; or
 - b) A dietary supplement containing any of the following: androstenediol, androstenedione, androstenedione, norandrostenediol, norandrostenedione, or dehydroepiandrosterone. (HSC § 110423.2)
- 4) Establishes a regulatory structure in CDPH, under the Sherman Law, for food, beverage, and cosmetic products containing industrial hemp, and limits these products to containing no more than 0.3% concentration of tetrahydrocannabinol (THC); prohibits industrial hemp from including cannabinoids produced through chemical synthesis. (HSC § 111920, et seq.; HSC § 111920(f))
- 5) Enacts the Medicinal and Adult-Use Cannabis Regulation and Safety Act to establish a comprehensive system to control and regulate the cultivation, distribution, transport, storage, manufacturing, processing, and sale of both medicinal cannabis and cannabis products, and adult-use cannabis and cannabis products for adults 21 years of age and over, regulated by the Department of Cannabis Control. (Business and Professions Code § 26000, et seq.)

FISCAL EFFECT: Unknown.

COMMENTS:

Need for the bill: According to the author:

"As a physician specializing in addiction treatment, I have grown increasingly concerned about the use of kratom and especially its derivative 7-OH. We have reached the point that state and federal regulators can no longer ignore these products. Until the federal government does its job, California must act to protect our residents and especially our children. AB 1088 is a reasonable first step to age gate these products as we consider additional regulatory protections to put in place."

What is kratom? Kratom (*Mitragyna speciosa*) is a tree in the coffee family, found in Thailand and neighboring countries, where kratom leaves are crushed and then smoked, brewed with tea, or placed into gel capsules. Kratom has a long history of traditional use in Southeast Asia, where it has been used during religious ceremonies, to treat symptoms such as pain and diarrhea, and as a substitute for opium.

What are kratom alkaloids? Kratom leaves contain a number of chemicals called alkaloids. According to the National Cancer Institute (housed in the National Institutes of Health), alkaloids are a large group of substances that contain nitrogen and are found in plants and in some fungi. Alkaloids can often be made in a laboratory, and include well-known chemicals with neuropsychological effects, including nicotine, caffeine, and codeine. Some alkaloids are also used as medications to treat diseases such as cancer. According to the 2019 study, "7-Hydroxymitragynine is an Active Metabolite of Mitragynine and a Key Mediator of its Analgesic Effects," published in the American Chemical Society's *ACS Central Science* journal (2019 ACS Study), the major active alkaloid found in kratom is mitragynine. Studies suggest

that mitragynine is converted into the metabolite 7-OH, another alkaloid, in the liver. Authors of the 2019 ACS Study cite research showing that mitragynine typically constitutes 1-2% of the dry leaf mass and up to approximately two-thirds of the total alkaloid content. 7-OH occurs in much lower concentrations in the kratom leaf, typically less than 0.05% of the dried leaf mass. The other predominant alkaloids in kratom leaf are speciociliatine, speciogynine, and paynantheine.

Kratom use and alkaloid effects: In a description of kratom use, the 2019 ACS Study states:

"Over the past decade, kratom use has become increasingly popular in the United States (US). Many thousands of US users have reported that consumption of kratom preparations (most often in the form of dried, powdered leaf material) is an efficacious treatment not only for physical pain, but also for mood and anxiety disorders, particularly in cases where other available treatments have either failed or elicited intolerable side effects. A significant portion of users have also reported use of kratom as a tool to stop or reduce consumption of prescription or illicit opioids, a potential application that is presently of high interest given the ongoing opioid abuse epidemic in the US. Unfortunately, there have been no controlled clinical studies either examining these alleged therapeutic effects or quantifying any potential risks of kratom use. At the same time, kratom is primarily distributed through unregulated Internet sales and used outside medical supervision."

The study's authors also report that 7-OH is a much more potent opioid receptor agonist (meaning that it is a much stronger activator of systems in the brain that are sensitive to opioids), and that the brain concentrations of 7-OH are "sufficient to explain most or all" of the pain relieving effects of mitragynine, which they posit does not directly activate opioid receptors. In other words, 7-OH seems to be the alkaloid most responsible for kratom's opioid-like effects.

The Mayo Clinic, on its webpage, "Kratom: Unsafe and ineffective," (last updated on June 18, 2024), summarizes some of the reasons that people use kratom; potential challenges with products currently on the market; and possible effects, including adverse effects, from kratom usage:

"People who use kratom report that at low doses, kratom acts as an upper, called a stimulant. That means it makes them more alert and gives them more energy. At higher doses, people who use it report that it reduces pain and makes them feel calm and less anxious, also called a sedative.

Some people take kratom to ease the symptoms of quitting opioids, called withdrawal. Kratom may be easier to get than prescription medicines. But it carries its own risk of addiction.

People who use kratom to relax or to be more social most likely think that kratom is natural and safe because it comes from a plant. But the amount of the active part in kratom leaves can vary greatly. So it's hard to know the effects of a given dose.

Some studies have found that some kratom sellers add more of the active ingredient than kratom naturally has. And because kratom products lack clear labels, it's not possible to know how much kratom people who use it take.

Kratom starts to work in minutes. The effects last a few hours. The more kratom you take, the stronger the effects are.

Depending on the amount of active ingredient in the product and the health of the user, taking kratom can be harmful. There are too few studies to be able to rate the claims about the benefits of kratom."

The Mayo Clinic webpage goes on to state that "kratom hasn't been shown to be safe or to treat any medical conditions" and lists known side effects as including: weight loss, dry mouth, nausea and vomiting, constipation, liver damage, muscle pain, dizziness, drowsiness, hallucinations, delusions, depression, and trouble breathing. In addition, kratom has also been reported to react with other medications, and kratom products have occasionally been found to be contaminated with heavy metals and bacteria. The Mayo Clinic also states that "experts don't know what level of kratom" causes adverse effects.

National poison center data and use of kratom with other drugs: According to the 2019 literature review, "Current perspectives on the impact of Kratom use," published in *Substance Abuse and Rehabilitation*, the national poison center reporting database documented 1,807 calls related to kratom exposure from 2011 to 2017. The Centers for Disease Control and Prevention analyzed data on unintentional and undetermined opioid overdose deaths from the State Unintentional Drug Overdose Reporting System. Kratom was detected on postmortem toxicology testing in 152 cases of 27,338 overdose deaths from data collected from 11 states from July 2016 to June 2017, and 27 states from July 2017 to December 2017. Kratom was identified as the cause of death by a medical examiner in 91 of the 152 kratom-positive deaths. In seven of these cases, kratom was the only identified substance, although the presence of additional substances in these kratom-only cases could not be ruled out. For cases where kratom was identified as the cause of death, co-occurring substances included fentanyl, heroin, benzodiazepines, prescription opioids, cocaine, and alcohol. According to the authors, the combination of kratom with other substances was associated with an increased probability of admittance to a health care facility and occurrence of a serious medical outcome, when compared to kratom-only exposure. Based on their review, the study's authors conclude that kratom use is "associated with a complex population of poly-drug users and especially with opioid use disorder," and that additional research on kratom's toxicity is needed.

Kratom use among teens: According to the Child Mind Institute, kratom addiction is becoming more common among teens. On its webpage, "Kratom: A legal drug that's dangerously addictive" (last updated on October 30, 2024), the Child Mind Institute states, "It's easy for teens to get kratom in smoke shops and on the internet. One of the reasons they like it is because it doesn't show up on standard drug tests. Only some labs test for kratom, and doing so is expensive." Dr. Mike Milham—a child and adolescent psychiatrist at the Child Mind Institute, and the founding director of the Child Mind Institute's Center for the Developing Brain—states, "High school and college students are surrounded by kratom these days—in smoke shops and on the internet...For students especially, you can imagine the allure of the stimulant effects, but once you start experiencing the euphoria of the opioid aspect, you're at risk for addiction." On the issue of kratom regulation and safety, Dr. Milham also states: "Making [kratom] completely illegal isn't necessarily a good idea, because at this point you do have portions of the community that actually are using it to help with opioid withdrawal, and to just make it illegal and take it completely off schedule doesn't really make sense." Instead, Dr. Milham suggests that the best solution would be to make kratom a Schedule II drug, a classification by the DEA that is applied to medications "with a high potential for abuse, with use potentially leading to severe psychological or physical dependence." Under that classification, kratom could be used in a controlled fashion, with reliable quantities of active ingredients. As noted below, the DEA has not exercised its authority to schedule kratom.

Legal status and regulation of kratom: Below is an overview of the legal status and regulation of kratom, at the national and state levels:

- *National level:* Kratom is currently legal and accessible online and in stores in many areas of the United States (U.S.). In 2016, the DEA published notice of its intent to place mitragynine and 7-OH in Schedule I on an emergency basis, which would have criminalized possession of kratom and made distribution a felony. However, after receiving numerous comments from some Members of Congress, advocacy groups, and others, the DEA withdrew its notice. The DEA has listed kratom as a Drug and Chemical of Concern, but to date has not exercised its authority to schedule kratom or its active compounds under the federal Controlled Substances Act.

Kratom cannot be lawfully marketed in the U.S. as a drug product, dietary supplement, or a food additive in conventional food. According to the FDA's webpage, "FDA and Kratom," the FDA has not approved any prescription or over-the-counter drug products containing kratom, or its two main chemical components, mitragynine and 7-OH. Consistent with FDA's practice regarding unapproved substances, until its agency scientists can evaluate the safety and effectiveness of kratom (or its components) in the treatment of any medical conditions, FDA will continue to warn the public against the use of kratom for medical treatment. The FDA has also concluded from available information, including scientific data, that kratom is a new dietary ingredient for which there is inadequate information to provide reasonable assurance that it does not present a significant or unreasonable risk of illness or injury and, therefore, dietary supplements that are or contain kratom are adulterated under the federal Food, Drug, and Cosmetic Act. In addition, the FDA has determined that kratom, when added to food, is an unsafe food additive, which means that food containing kratom is considered adulterated under federal law.

The FDA has issued a series of import alerts, most recently in July 2023, authorizing its personnel to seize imported kratom products from specified firms without physical inspection. The FDA has also seized kratom products manufactured in the U.S., including an April 2023 seizure of kratom products worth approximately \$3 million from an Oklahoma company.

- *Other States:* Other states have taken a variety of approaches for regulating kratom, including the implementation of bans, age restrictions, dosage caps, and child protections. Below is a summary of different approaches used across states:
 - *Kratom bans:* Alabama, Arkansas, Indiana, Rhode Island, Vermont, and Wisconsin currently ban mitragynine and hydroxymitragynine or 7-OH. Legislators in Indiana, Rhode Island, Wisconsin, and Vermont have introduced bills to replace existing bans with regulations that would permit the sale of kratom products;
 - *Age restriction:* Arizona, Georgia, Illinois, Minnesota, Nevada, Oklahoma, Texas, and Utah ban sales to persons under 18 years of age;
 - *Strength:* Arizona, Oklahoma, Texas, and Utah prohibit sale of products in which 7-OH is greater than 2% of the total alkaloid content; and,

- *Marketing to children:* Utah prohibits flavoring or packaging that appeals to children and requires child-safe packaging. West Virginia's recently adopted law requires the commissioner of agriculture to develop similar standards.
- *California:* In the absence of statewide laws, some municipalities in California have taken steps to regulate kratom. In March 2024, the city of Newport Beach approved an ordinance to prohibit the sale and distribution of kratom. The cities of San Diego and Oceanside banned the use and sale of kratom in 2016.

Concerns regarding attractiveness of kratom products to children: In October 2024, the Kratom Consumer Advisory Council (KCAC)—which is affiliated with the Global Kratom Coalition (self-described as an alliance of kratom consumers, experts, and industry leaders)—released a position statement highlighting concerns regarding the marketing of kratom products in ways that may appeal to children, either intentionally or unintentionally. KCAC notes that some products are sold in forms resembling popular candies, such as gummies, lollipops, chocolate bars, and cookies. These products often feature bright colors, mascots, and flavors that could attract young children or be mistaken for regular candy. KCAC notes that the ease of access to these products and their resemblance to well-known candy items raise concerns about accidental ingestion by younger children.

This bill: Kratom and 7-OH products remain unregulated by the state of California, despite potential risks associated with their use. AB 1088 proposes several guardrails to help protect consumers, by prohibiting the sale of these products to persons under 21 years of age; requiring that packaging for these products be child resistant; prohibiting the sale of products that are attractive to children; and prohibiting the sale of products that contain levels of 7-OH that exceed 2% of the total kratom alkaloids. As noted in the Assembly Health Committee's analysis for AB 1088, the author may wish to consider continued discussions with stakeholders regarding the proposed cap on 7-OH levels, including whether milligrams would be an effective form of measurement.

Arguments in support: According to a coalition of law enforcement organizations:

"Synthesized [7-OH] products, referred to as 'legal morphine,' are developed from kratom and have become 30 times more potent than morphine...Natural kratom products generally contain no more than 66% of mitragynine as the main alkaloid and 2% of [7-OH] in the alkaloid fraction of the extract. A number of states including Arizona, Oklahoma, Texas, and Utah have enacted bans on synthetic 7-OH exceeding 2% of total alkaloid content in products.

In California, natural kratom products remain unregulated and unrestricted. Any one of any age can purchase kratom and synthesized [7-OH] products.

AB 1088 addresses safety concerns about natural kratom and 7-OH products by implementing some common-sense measures to protect the public and our youth by establishing a:

- Minimum age of 21 to purchase
- Requirement for child-resistant packaging

- Ban on marketing that appeals to children
- Limit on 7-OH content not to exceed 2% of the product's total alkaloid content."

Arguments in opposition: According to the Holistic Alternative Recovery Trust:

"Of greatest concern is a proposed percentage cap on 7-OH in section 111224.8(d)(C) that would create a de facto ban on 7-OH.

The U.S. opioid crisis is the leading public health challenge of the new millennium. There are more than 200 opioid overdoses and poisonings every day—and drug overdose is now the number one cause of death for 18-45 year olds. To address this unprecedented crisis, policymakers and public health officials need to identify new tools for the toolbox...

We agree that a cap on 7-OH in any product may make sense from a consumer protection standpoint, and we are more than willing to have that discussion. However, as the recent debate over hemp products has amply demonstrated, a percentage cap is a fatally flawed measurement. Bad actor product manufacturers who wish to create a high [milligram] 7-OH product can easily adhere to the percentage cap and add the corresponding amount of mitragynine, thereby releasing a potentially dangerous, but compliant, product out into the marketplace."

Related legislation:

- 1) AB 2365 (Haney, 2024). Would have established the Kratom Consumer Protection Program, to provide a regulatory structure for kratom products, as provided. This bill was held on the suspense file in the Senate Appropriations Committee.
- 2) AB 45 (Aguiar-Curry, Chapter 576, Statutes of 2021). Establishes a regulatory structure in CDPH for food, beverage, and cosmetic products containing industrial hemp, and limits these products to containing no more than 0.3% concentration of THC.
- 3) SB 94 (Committee on Budget and Fiscal Review, Chapter 27, Statutes of 2017). Establishes a single system of administration for cannabis laws in California, combining the Medicinal Cannabis Regulation and Safety Act with the Adult Use of Marijuana Act, to create the Medicinal and Adult-Use Cannabis Regulation and Safety Act.

REGISTERED SUPPORT / OPPOSITION:

Support

Arcadia Police Officers' Association
 Brea Police Association
 Burbank Police Officers' Association
 California Association of School Police Chiefs
 California Coalition of School Safety Professionals
 California District Attorneys Association
 California Narcotic Officers' Association
 California Reserve Peace Officers' Association
 Claremont Police Officers Association

Cleanearth4kids.org
Corona Police Officers' Association
Culver City Police Officers' Association
Fullerton Police Officers' Association
Los Angeles School Police Management Association
Los Angeles School Police Officers' Association
Murrieta Police Officers' Association
Newport Beach Police Association
Palos Verdes Police Officers' Association
Placer County Deputy Sheriffs' Association
Pomona Police Officers' Association
Riverside Police Officers Association
Riverside Sheriffs' Association
Santa Ana Police Officers Association

Opposition

Holistic Alternative Recovery Trust

Analysis Prepared by: Naomi Ondrasek / E.S. & T.M. / (916) 319-3965

ITEM 4D

Coachella Valley Association of Governments
Executive Committee
June 1, 2026



STAFF REPORT

Subject: Finance Committee Membership and Officer Rotation

Contact: Tom Kirk, Executive Director (tkirk@cvaq.org)

Recommendation: Address the Finance Committee membership by 1. extending the term of Rancho Mirage Councilmember Ted Weill through Fiscal Year 2026-27; 2. appoint Coachella Mayor Frank Figueroa to fill an immediate vacancy and serve a term through Fiscal Year 2027-29; 3. authorize the Executive Director to find a volunteer City/ County/ Tribal executive to serve a three-year term starting July 1, 2026; and 4. delegate authority to the Executive Director, in consultation with the Executive Committee Chair, to fill any mid-term vacancies with the member jurisdiction's Executive Committee member or other representative

Finance Committee: Concurred (Meeting of May 26)

Background: The CVAG Executive Committee established an Audit Committee on April 30, 2018 that was made up of three city managers (or their designees) and three Executive Committee members. The Audit Committee historically met prior to the start of audit fieldwork to suggest any particular review areas for the engagement as well as to review, receive, and file the independent auditor's report over the combined annual financial report. After CVAG transitioned its Technical Advisory Committee into an informal working group, the Audit Committee began to take on more financial oversight. In order to reflect these additional responsibilities, the CVAG Executive Committee in September 2019 renamed it the Finance Committee and formally expanded the committee's responsibilities.

Since 2020, the Finance Committee's membership has focused on three-year terms with the two longest serving members – one elected official and one city manager – being rotated off on a yearly basis. Each year, the Executive Committee aims to appoint a representative from a member jurisdiction that has not served on the committee recently. In June 2025, the Executive Committee appointed Palm Desert Councilmember Jan Harnik and Palm Springs City Manager Scott Stiles to the Finance Committee for terms extending through June 30, 2028.

In March 2026, the Finance Committee also continued its annual rotations of officer positions based on the seniority among elected officials. Rancho Mirage Councilmember Ted Weill was appointed as Committee Chair and then-Coachella Mayor Steven Hernandez was named Vice Chair for Fiscal Year 2025-26. Mayor Hernandez has since resigned from his political office.

With this item, staff is looking how to address the Finance's officer rotation, fill the vacancy and ensure an annual rotation that also retains the Committee's practice of establishing longevity while gaining new input.

First, staff would note that appointments to the Finance Committee have historically been specific to a person, and not a member jurisdiction. Given the upcoming elections, and in order to avoid

complications of a vacancy in the future, staff is recommending a policy that would delegate authority to the Executive Director, in conjunction with the Executive Committee Chair, in order to fill any mid-term vacancies with the same member jurisdiction's Executive Committee representative.

Staff is also recommending that the Committee support a one-year extension of Rancho Mirage Councilmember Ted Weill's term so that he continues his chairmanship through Fiscal Year 2026-27. Staff is recommending Palm Desert Councilmember Jan Harnik, now the second-longest serving elected official, be named Vice Chair for Fiscal Year 2026-27. Given the upcoming Council election, the proposed policy for vacancies would allow a representative from Palm Desert to serve out the remainder of the term should Councilmember Harnik no longer be on the Council.

As it pertains to the current, mid-term vacancy, staff is recommending it be filled by Coachella Mayor Frank Figueroa, and that the term be extended through Fiscal Year 2028-29 in order to maintain the annual rotation off for elected officials. Additionally, with Blythe's Interim City Manager Mallory Crecelius' term ending next month, staff is recommending the Executive Director solicit interest among the city/ county/ Tribal executive leadership for a three-year term that starts July 1, 2026.

Under this action, and based on the Finance Committee's approval of officers at its May meeting, the Finance Committee's makeup would be as follows:

Jurisdiction	Members	Term
City of Rancho Mirage	Ted Weill, Chair Councilmember	FY 2026-27
City of Palm Desert	Jan Harnik, Vice Chair Councilmember	FY 2027-28
City of Coachella	Frank Figueroa Mayor	FY 2028-29
City of Desert Hot Springs	Doria Wilms City Manager	FY 2026-27
City of Palm Springs	Scott Stiles City Manager	FY 2027-28
To be determined	City/ County/ Tribal executive	FY 2028-29

Fiscal Analysis: There is no fiscal impact.

ITEM 4E

Coachella Valley Association of Governments Executive Committee

June 1, 2026



STAFF REPORT

Subject: Appointment of CVAG's General Counsel

Contact: Erica Felci, Deputy Executive Director (efelci@cvag.org)

Recommendation: Appoint Slovak, Baron, Empey, Murphy & Pinkney LLP as CVAG General Counsel and authorize the Administrative/ Personnel Committee to work with the Executive Director to secure legal services long term

Administrative/ Personnel Committee: Concurred (Meeting of April 27)

Background: In September 2017, after a competitive procurement process, the Executive Committee appointed Michael Jenkins as General Counsel for CVAG. At the time, Mr. Jenkins was with Jenkins & Hogin, LLP. The firm merged with Best, Best, & Krieger LLP and, in April 2018, the Executive Committee authorized a contract amendment to consent to the assignment of the agreement and keep Mr. Jenkins serving in the capacity of General Counsel. In 2024, after Mr. Jenkins informed CVAG staff of his intent to retire in the near future, CVAG appointed Nicholaus Norvell, partner with Best, Best, & Krieger LLP, as its General Counsel.

Best, Best, & Krieger is a large firm that counts a number of CVAG's member jurisdictions and partner agencies as its clients. While this has generally not been a problem, CVAG staff has increasingly encountered conflicts for the firm that have further complicated more challenging issues, including negotiating the unexpected exit from the lease with the City of Palm Desert for its Parkview building.

In October 2025, the overlapping clients and potential clients led CVAG to retain special counsel to provide guidance in an issue related to a criminal matter in which the defendant had connections with CVAG. Slovak, Baron, Empey, Murphy & Pinkney (SBEMP) LLP is a desert-based firm with offices in Palm Springs and Indian Wells. The firm has expertise in public agency and municipal law practice that includes experience serving as general and special counsel to cities, special districts, and joint powers authorities statewide. Partners Phaedra Norton and John Pinkney have both worked closely with CVAG staff in recent months and are available to provide CVAG with general counsel services.

It has been almost 10 years since a competitive procurement was completed for legal services. CVAG's agreement with Best, Best, & Krieger allows for it to be canceled at any time. Staff is now recommending the Executive Director be authorized to contract with SBEMP for immediate general counsel services, and then empower the Administrative/ Personnel Committee to work with the Executive Director to determine next steps to secure legal services long term. This could include issuing a request for proposals for legal services and having the Administrative/ Personnel Committee serve as the interview panel. With approval, staff will work with BBK and SBEMP to coordinate the hand off of client files and any ongoing legal matters.

This recommendation is focused on CVAG's general counsel needs. CVAG's sister agencies utilize other partners at BBK based on their expertise in areas of energy, community choice programs and habitat conservation. Those arrangements are handled under separate letters of engagement. CVAG also uses

BBK for right of way matters and related environmental work. Staff would recommend continued use of BBK for those needs.

Fiscal Analysis: Legal costs are on a time and materials basis, and the budgeted costs for legal services remain unchanged.

At the time SBEMP was secured for special counsel services, CVAG staff also solicited a proposal for general counsel services. CVAG staff secured a blended attorney rate of \$295 per hour for general counsel services. This is far less than SBEMP's of counsel rates, which normally range from \$450-600 per hour, and comparable to the \$293 hourly rate that CVAG is paying for Best Best and Krieger. SBEMP's rates will automatically be increased by 3 percent at the start of the fiscal year.

ITEM 4F

Coachella Valley Association of Governments
Executive Committee
June 1, 2026



STAFF REPORT

Subject: Update to Policies and Procedures

Contact: Erica Felci, Deputy Executive Director (efelci@cvag.org)

Recommendation: Approve the revised Policies and Procedures: Conduct of CVAG Meetings to incorporate new teleconferencing requirements, an updated process for placing items on a committee agenda, and other clarifications

Administrative/ Personnel Committee: Concurred (Meeting of April 27)

Background: CVAG's committee meetings are critical to conducting the public's business in a transparent manner. CVAG's leadership has a long history of also ensuring committee meetings are organized and run efficiently. Committee meetings are guided by CVAG's Policies and Procedures: Conduct of CVAG Meetings, which has not been updated since December 2018. While the document is generally still applicable, there are several areas that staff have identified as being out of date.

One section that needs to be updated is the reference to teleconferencing. California has enacted a number of changes to modernize the teleconferencing provisions of the Ralph M. Brown Act, and CVAG's policies do not reflect that. Staff would recommend the policy incorporate references to Assembly Bill 2449 (2022), which allows for members to participate remotely without identifying their location in emergency situations, and to Senate Bill 707 (2024), which allows for some flexibilities for eligible multijurisdictional bodies such as CVAG's committees.

Another section that staff recommends updating relates to placing items on the agenda. CVAG's current policy states that "upon request of any members, an item shall be placed on the agenda at the next regularly scheduled meeting, provided it is submitted before the agenda deadline." Staff is increasingly receiving requests from members to add items to agendas. While staff has worked to accommodate all these requests, there is a concern that too many requests may complicate lengthy agendas. It is not uncommon for cities and other agencies to require an item gets support from more than one individual in order to be added to the agenda. With Committee's authorization, staff would recommend incorporating a policy similar to the one used by the Southern California Association of Governments (SCAG), which states that "*Members of a SCAG legislative body may request that an item be placed on a subsequent meeting agenda during the designated part of a meeting. Should the presiding officer of a meeting refuse to approve inclusion of the requested agenda item, the member making the request may appeal that ruling to the Executive/ Administrative Committee, which shall consider the matter at the next regular meeting after the agenda item requested was refused by a presiding officer.*"

The recommended action would authorize the Executive Director to make these policy changes and also incorporate a few clarifying changes. A redlined version is attached. Upon approval, CVAG staff will also adjust any formatting modifications (including the table of contents).

Fiscal Analysis: There is no cost associated with amending the Policies and Procedures.

Attachment: Update to the Policies and Procedures

POLICIES AND PROCEDURES

CONDUCT OF CVAG MEETINGS

Updated April 27, 2026

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POLICIES AND PROCEDURES: CONDUCT OF CVAG MEETINGS

I. PURPOSE

The within rules establish the procedures for the conduct of all meetings of the governing body of CVAG, as well as all commissions, committees, boards, or other bodies thereof that have a continuing subject matter jurisdiction or a fixed meeting schedule. Each such body is generically referred to below as a “legislative body” or “body”. By adopting such rules, it is CVAG’s intent to establish procedures that will be convenient for the public, contribute to the orderly conduct of business, and conform to the Ralph M. Brown Act (California Government Code § 54950.5 et al.).

II. TYPES OF MEETINGS

All meetings shall be subject to the within procedures. A “meeting” includes any congregation of a majority of the members of any CVAG legislative body at the same time and place to hear, discuss, or deliberate upon any item that is within the subject matter jurisdiction of the body.

A. REGULAR MEETINGS

All regular meetings shall be conducted at the time and place established by minute action of the legislative body and the annual CVAG meeting calendar.

B. SPECIAL MEETINGS

A Special Meeting of a CVAG legislative body may be called at any time by the presiding officer of the body or by a majority of the members of the body by delivering written notice to each member of the legislative body and to each local newspaper of general circulation and radio or television body requesting notice in writing. Said notice must be received at least 24 hours before the time of the meeting as specified in the notice. The call and notice shall specify the time and place of the Special Meeting and the business to be transacted or discussed and shall be posted at least 24 hours prior to the time set for the meeting in the same manner as an agenda for a regular meeting. No other business shall be considered at these meetings by the legislative body. Written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the secretary of the legislative body a written waiver of notice. The written notice may also be dispensed with as to any member who is actually present at the time it convenes.

C. EMERGENCY MEETINGS

In the case of an emergency situation involving matters upon which prompt action is necessary due to the disruption or threatened disruption of public facilities, a legislative body may hold an Emergency Meeting without compliance with the 24- hour posting and

POLICIES AND PROCEDURES: CONDUCT OF CVAG MEETINGS

notice requirements otherwise required for a special meeting. An “emergency situation” means a crippling disaster, work stoppage, or other activity that severely impairs the public health, safety, or both, as determined by a majority of the members of the legislative body. The legislative body shall not meet in closed session during an Emergency Meeting. All agenda and special meeting requirements are applicable except that ~~telephonic~~electronic notice and posting at the earliest time possible given the circumstances shall be sufficient.

D. ADJOURNED MEETINGS

Any meeting may be adjourned to a time, place, and date specified in the order of adjournment. Less than a quorum may so adjourn. If all members are absent, the secretary of the legislative body may declare the meeting adjourned to a stated time and place and shall cause a written notice of the adjournment to be given in the same manner as required for a special meeting, unless such notice is waived as provided for special meetings. A copy of the order of adjournment shall be conspicuously posted on or near the door of the place where the meeting was held within 24 hours after the time of the adjournment.

III. COMMITTEE MEMBERSHIP

With respect to any CVAG committee composed of elected officials from member agencies, voting privileges shall be limited to elected officials. Each voting member shall also have an alternate, ~~who must also be an elected official of the member agency, with the exception of the alternates to the members representing the County of Riverside which may be any person appointed by the Supervisor.~~as authorized by the CVAG Joint Powers Agreement and By-Laws. An alternate member shall assume all rights and duties of the absent member.

Voting members of the Executive Committee shall be the five members of the Riverside County Board of Supervisors, or the member’s designated alternate, the Mayor of each of the member cities, or ~~his/her~~the designated alternate who shall be an elected Councilmember, and the Tribal Chair of each member tribal council. Non-voting members of the Executive Committee shall include the following: The immediate past chair of CVAG shall be entitled to serve on the Executive Committee without vote for a one-year term provided ~~he/she~~they remains an elected official of one of CVAG’s member agencies. The CVAG representatives to the Southern California Association of Governments’ Regional Council shall be entitled to serve on CVAG’s Executive Committee without vote during the time ~~he/she~~they fills that position.

IV. ATTENDANCE BY PUBLIC

POLICIES AND PROCEDURES: CONDUCT OF CVAG MEETINGS

Except where a closed session is authorized by law, all meetings of a CVAG legislative body shall be open and public and all persons shall be permitted to attend. In the case of a teleconferenced meeting, each teleconference location shall be accessible to the public and an opportunity for members of the public to address the legislative body directly shall be provided at each teleconference location. A member of the public shall not be required, as a condition to attendance by CVAG, to register ~~his or her~~their name, to provide other information, to complete a questionnaire, or otherwise to fulfill any condition precedent to ~~his or her~~their attendance. Such information could be requested, but not required, depending on the meeting location's logistics. Any document circulated for the purpose of obtaining any information from those present shall state clearly that disclosure is voluntary and that all persons may attend whether or not they provide such information. Any person in attendance may tape or record open and public meetings absent a reasonable finding by the legislative body that the conduct would constitute a persistent disruption of the proceedings.

V. CLOSED SESSION

A. SUBJECT MATTER

Closed sessions shall be held only for those reasons specifically authorized by state law and only upon the approval of a majority of the members present and voting in open session after the purpose and statutory authority has been publicly identified. All members of the legislative body, the Executive Director, and General-Legal Counsel shall ordinarily participate in any closed session, as well as any necessary and invited CVAG staff members. However, no member of the legislative body disqualified based on a conflict of interest shall attend the closed meeting.

B. AGENDA DESCRIPTION

Descriptions of closed session items on the agenda shall utilize the safe harbor language set out in Government Code § 54954.5.

C. ANNOUNCEMENT OF ACTION TAKEN

After any closed session, the legislative body shall reconvene into open session prior to adjournment and shall make any required disclosures regarding the action taken in closed session.

D. AB2782 PROVISION

All information received by the legislative body of a local agency member in a closed session related to information presented to the joint powers agency in closed session shall be confidential. However, each local agency member is authorized on advice of its legal

POLICIES AND PROCEDURES: CONDUCT OF CVAG MEETINGS

counsel to conduct a closed session to consider and take action concerning any matter discussed in closed session by the joint powers authority that has a direct financial or liability implication for the local agency member, pursuant to California Government Code Section 54956.96. For this purpose, a member of the legislative body of a local agency member may disclose information obtained in a closed session of the joint powers authority that has direct financial or liability implications for the local agency member, to (1) legal counsel of the applicable local agency member for purposes of obtaining advice on whether the matter has direct financial or liability implications for that member local agency, and (2) other members of the legislative body of the local agency present in a closed session of that member local agency.

Legal counsel representing the joint powers agency is authorized to provide information to legal counsel representing the applicable local agency member about the discussion conducted by the joint powers agency in the applicable closed session.

Any designated alternate member of the legislative body of the joint powers agency who is also a member of the legislative body of a local agency member and who is attending a properly noticed meeting of the joint powers agency in lieu of the local agency member's regularly appointed member may attend closed sessions of the joint powers agency.

VI. VIRTUAL OPTIONS ~~TELECONFERENCING OF FOR~~ CVAG MEETINGS

In the event that any member of the legislative body elects to use videoconferencing or teleconferencing as a means of participating in any meeting of the legislative body, he/she/they may do so provided CVAG is informed in time for proper Brown Act compliance. The teleconferenced-virtual meeting or proceeding shall comply with all provisions of law, including the provisions allowed for in Assembly Bill 2449 (2022), which allows for members to participate remotely without identifying their location in emergency situations, and to Senate Bill 707 (2024), which creates provisions for eligible multijurisdictional bodies. ~~the following requirements:~~

- ~~A. All votes taken during a teleconferenced meeting shall be by roll call.~~
- ~~B. The agenda for a teleconferenced meeting shall be posted at every teleconference location to be utilized, subject to the same time and content regulations applicable to non-teleconferenced meetings.~~
- ~~C. A teleconferenced meeting shall be conducted in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body.~~
- ~~D. Every teleconference location to be utilized shall be identified in the notice and agenda of the meeting or proceeding.~~

POLICIES AND PROCEDURES: CONDUCT OF CVAG MEETINGS

Every meeting using teleconferencing or videoconferencing e locations ~~to be utilized~~ shall be accessible to the public and the public shall be provided an opportunity to address the legislative body directly.

Any member of the Legislative body wishing to use ~~teleconferencing virtual options~~ shall be required to notify CVAG within sufficient time to allow CVAG to meet the requirements of posting the agenda 72 hours prior to the time set for the meeting and shall be responsible for making sure all other requirements for use of teleconferencing as well as all other applicable provision of law are adhered to at the teleconferenced site.

~~E. CVAG will pay for any local line charges. However, if bridging or long distance calls are required, those charges will be paid by the jurisdiction requesting teleconferencing.~~

The per diem policy shall apply to those in attendance at a teleconferenced or videoconferenced location.

VII. AGENDA REQUIREMENTS

A. PREREQUISITE TO TAKING ACTION

No action shall be taken on any item not appearing on the posted agenda, subject only to the exceptions listed below. "Action Taken," as used herein, shall mean a collective decision made by a majority of the members of a CVAG legislative body, including but not limited to a collective commitment or promise to make a positive or a negative decision, or an actual vote when sitting as a body, upon a motion, proposal, resolution, order or ordinance. Prior to any discussion, the agenda item shall be identified.

1. Non-Agenda Items

No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members or staff may briefly respond to statement made or questions posed by members of the public. In addition, on their own initiative or in response to questions posed by the public, a member or staff may ask a question for clarification, make a brief announcement, or make a brief report on ~~his or her~~their own activities. Members may also provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

POLICIES AND PROCEDURES: CONDUCT OF CVAG MEETINGS

2. Exceptions

After publicly identifying the item, the legislative body may take action on items of business not appearing on the posted agenda under any of the conditions stated below:

- i. Emergency Situation. Upon a determination by a majority vote of the legislative body that a crippling disaster, work stoppage, or other activity that severely impairs public health, safety, or both exists such that prompt action is necessary.
- ii. Need to Take Action Arose After Agenda Posted. Upon a determination by a two-thirds vote of the members of the legislative body present at the meeting, or, if less than two-thirds of the members are present, a unanimous vote of those members present that there is a need to take immediate action and that the need for action came to the attention of the local agency subsequent to the agenda being posted. For the purposes of this subsection, the term “need to take action” shall refer to those circumstances which created a situation materially different from that which existed at the time the agenda was posted, which was unknown to any member or staff person until after the time for the posting of the agenda has expired, and which requires the immediate attention of the legislative body such that consideration may not be postponed until the matter can be placed on an agenda in the normal course of business.
- iii. Continued Item. The item was posted for a prior meeting of the legislative body occurring not more than five calendar days prior to the date action is taken on the item, and at the prior meeting the item was continued to the meeting at which action is being taken.

B. POSTING

1. In General

At least 72 hours prior to the time set for a Regular Meeting, the secretary-deputy clerk or designee of the legislative body shall post an agenda containing a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session. The agenda shall specify the time and location of the meeting and shall be posted in a location that is freely accessible to members of the public. In the case of a teleconferenced meeting, the agenda shall identify each teleconference location.

POLICIES AND PROCEDURES: CONDUCT OF CVAG MEETINGS

2. Special and Emergency Meetings

An agenda for a Special Meeting shall be posted at least 24 hours before the meeting. An agenda for an Emergency Meeting shall be posted at the earliest possible time given the emergency circumstances.

3. Posting Locations

The agenda shall be posted ~~at on CVAG' website, www.cvag.org , the main entrance to 73-710 Fred Waring Drive, Palm Desert, California,~~ and at or near the entrance to any facility where the meeting is to be held. In the case of a ~~teleconferenced~~ meeting with virtual options, a copy of the agenda shall be posted at each teleconference or videoconference location if required by state law.

4. Mailed Notice

Upon receipt of written requested by any person, a copy of the agenda, or a copy of all the documents constituting the agenda packet, or any meeting of a legislative body shall be mailed to that person. A single written request for continuing copies of agenda materials for all future meetings must be renewed after January 1 of each year. A reasonable fee shall not exceed the cost of providing the service.

C. PLACING ITEMS ON AGENDA

~~Upon request of any members, an item shall be placed on the agenda at the next regularly scheduled meeting, provided it is submitted before the agenda deadline. Members of the legislative body may request that an item be placed on a subsequent meeting agenda during the designated part of a meeting. Should the Chair or presiding officer of a meeting refuse to approve inclusion of the requested agenda item, the member making the request may appeal that ruling to the Administrative/ Personnel Committee, which shall consider the matter at its next meeting after the agenda item requested was refused by a presiding officer.~~

VIII. CONDUCT OF BUSINESS

A. CALL TO ORDER

The Presiding Officer shall call the meeting to order.

B. ROLL CALL

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Roll call shall be taken and the names of those members present entered in the minutes before proceeding with the business of the legislative body.

C. APPROVAL OF MINUTES

Approval of the minutes of the previous meeting shall be requested.

D. PUBLIC COMMENTS

Every agenda for a Regular Meeting shall provide an opportunity for members of the public to directly address the body on any item of interest to the public that is within the subject matter jurisdiction of the legislative body, provided that no action shall be taken on any item not appearing on the agenda except as specifically permitted herein. Public comments at a Special Meeting may be limited to items specifically described in the notice for the Special Meeting.

1. Procedure

Any member of the public wishing to address the legislative body shall wait to be recognized by the Presiding Officer. Upon being recognized, the speaker shall state his/her/their name, city of residence, and identify the subject(s) upon which he/she/they intends to speak. All remarks and questions shall be made from the podium and addressed to the Presiding Officer. No other individual shall enter into any discussion without first being recognized by the Presiding Officer.

2. Response

At the close of the speaker's comments, the Presiding Officer may deem that no response is necessary or ask staff to respond, investigate, and/or place on the agenda at a later date. No action shall be taken on any non-agenda matter unless the requirements for action on non-agenda items set out below are met.

3. Time Limitations

Public comment on a particular issue should be limited to no more than thirty minutes, to be apportioned among all speakers who request time. To adequately apportion time among all items of business on the agenda, the Presiding Officer may set a time limit for each individual speaker.

E. CONSENT AGENDA

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Items of a routine nature may be approved by one blanket motion upon unanimous consent. Prior to such vote, any member may request that an item be removed from the consent agenda to be considered separately.

F. MEMBERS' COMMENTS

There shall be a specific item on the agenda for receiving general comments, announcements, and/or suggestions from members of the legislative body. ~~Such~~ comments shall be informational only and no action shall be taken on such matters unless the requirements for action on non-agenda items set out below are met.

G. ITEMS OF BUSINESS

1. Public Comments

In addition to receiving comment from the public during the public comment period, the Presiding Officer may recognize persons from the audience who wish to address a particular agenda item at the time that the time is considered by the legislative body. After a motion has been made, however, no further public comment shall be permitted except by majority vote of the members.

2. Making a Motion

Actions shall generally be taken by motion. Any member, including the Presiding Officer, may formally propose action be taken with respect to any agenda item by making a motion. Any other member may then second the motion. If a motion is stated as two or more divisible propositions, the Presiding Officer may, and upon request of a member shall, divide the same. Once a motion has been seconded, it may be opened for discussion and debate. A motion may not be withdrawn without the consent of both the member making the motion and the member seconding it.

- i. Call the Question. After a full opportunity for debate, any member may call for a vote.
- ii. Question to be Stated. The Presiding Officer shall restate each question immediately prior to calling for the vote. ~~Except in the case of a teleconferenced meeting~~Unless a roll call vote is requested, the Presiding Officer's statement of a consensus without objection shall become the order. Otherwise, all votes shall be by voice vote. After every vote, the Presiding Officer shall declare the result and, except where the vote was by adoption of a consensus, note for the record the number of votes for or against the question. In the case of a videoconferenced or teleconferenced meeting, ~~every-virtual voting members'~~ votes shall be recorded by roll call.

POLICIES AND PROCEDURES: CONDUCT OF CVAG MEETINGS

- iii. Related Motions. Once a main motion is properly brought before the legislative body and seconded, only related subsidiary motions or motions of privilege, order, or convenience may be made and considered. Such related motions then take precedence over the main motion and must be resolved before the main motion can be acted upon. Appropriate subsidiary motions include a motion to adjourn, fix hour of adjournment, table, limit or continue or terminate discussion, or amend the main motion.

H. VOTING

1. No ordinance, resolution or motion of a legislative body shall be passed or become effective without the affirmative votes of a majority of a quorum.
2. The quorum requirements for the General Assembly and Executive Committee shall be as stated in the governing documents.
3. As to any legislative body or committee of CVAG, other than the General Assembly and Executive Committee, a quorum shall consist of a majority of the occupied positions so that the quorum requirement shall be reduced by the number of vacant positions.
4. If a member jurisdiction fails to appoint a representative to an open position, that position shall be deemed "vacant".
5. A position shall also be deemed vacant upon written notice from the appointing jurisdiction declaring the position to be vacant. A vacancy may also be declared by majority vote of the committee after more than three consecutive absences of one of its committee members or less than a minimum attendance of 50% of committee meetings.
6. A position that has been declared vacant may be filled at any time by written notice from the appointing jurisdiction designating a representative to fill the position. Provided the proposed representative meets all other applicable criteria for appointment, a previous declaration of a vacancy due to three consecutive absences or less than 50% attendance of committee meetings shall not constitute a disqualification for re-appointment to the same committee.

IX. CONFLICT OF INTEREST

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In conformance with the Government Code Sections 87300, 87309, and 87311, the Coachella Valley Association of Governments has adopted a Conflict of Interest Code. All applicable conflict of interest laws apply.

X. PUBLIC HEARINGS

Matters which are required to be heard in a noticed public hearing shall be conducted in the following manner:

A. DUE PROCESS

The Presiding Officer shall conduct the hearing in such a manner as to afford due process to all affected persons.

B. TIME FOR CONSIDERATION

Matters noticed to be heard shall commence at the time specified in the notice of hearing, or as soon thereafter as is reasonably possible, and shall continue until completed or until other disposition of the matter has been made.

C. CONTINUANCE

Any hearing being ordered, held, or noticed, may, by order or notice of continuance, be continued or re-continued to any subsequent meeting in the manner provided for adjourned meetings. Any person appealing an action of another CVAG legislative body to a higher CVAG legislative body has a right to one postponement of the initial hearing scheduled on the appeal. After exhaustion of this right, the appeal shall be considered withdrawn. This shall not limit the ability of the legislative body on its own motion to continue a hearing to a subsequent meeting to receive additional public testimony or information.

D. STAFF REPORT

When a matter for public hearing comes before the legislative body, the Presiding Officer shall open the hearing to the public and request that staff present the staff report or any other relevant evidence. However, the presentation of the staff report prior to the formal opening of the hearing to the public shall not prevent its consideration as evidence. Any such evidence shall be made a part of the record of the hearing.

E. PUBLIC COMMENTS

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The Presiding Officer shall recognize any persons present who desire to address the legislative body on the matter.

F. PUBLIC TESTIMONY

All persons interested in the matter being heard shall be entitled to submit written evidence or remarks, as well as other graphic evidence. All such evidence presented shall be retained as part of the record of the hearing.

G. TIME LIMIT

Prior to declaring the hearing open, the Presiding Officer may establish a time limit for the entire hearing or establish time limits for the presentation of each individual speaker.

H. QUESTIONS BY MEMBERS

Members may ask questions on the speakers during the public hearing. Members should be mindful that the purpose of the public hearing is to obtain testimony, and not to debate the merits of the item under consideration. Members should avoid debate and expressions of personal opinion until after the close of the public hearing.

I. CLOSING THE HEARING

Upon closing the hearing to public testimony, no additional public testimony or comment shall be permitted.

XI. RECONSIDERATION OF PAST ACTION

Any member of the legislative body not voting in the minority on any action may, at the same meeting or at any subsequent meeting, move to reconsider such action. If such a motion is desired at a subsequent meeting, the motion to be reconsidered must be made part of the agenda for that meeting.

A. MOTION

A reconsideration motion, made by a member voting in the minority on a past action, shall not be allowed except when made more than one year after the date of the original action.

B. WRITTEN REQUESTS

Written requests for reconsideration of an earlier action shall be provided to each member on an informational basis. Requests for reconsideration shall be placed on the agenda as

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a “member/staff request” item. When the item is introduced at the meeting, the body shall determine by majority vote whether the subject action shall be reconsidered. If the action is to be reconsidered, the motion procedure specified herein shall be followed.

XII. THE PRESIDING OFFICER

The meeting shall be presided over and chaired by the Chairperson or, in the Chairperson’s absence, the Vice-Chairperson. In the absence of both the Chairperson and the Vice-Chairperson, the body shall defer to the former Chair or Vice Chair, or otherwise elect one of its voting members as temporary Presiding Officer to serve until the arrival of the Chairperson, Vice-Chairperson, or adjournment.

A. AUTHORITY OF PRESIDING OFFICER

The Presiding Officer shall have the authority to rule any speaker out of order, including speakers during the public comments period and is responsible for the maintenance of order and decorum at all times. The Presiding Officer shall determine all points of order subject to a motion to appeal the ruling by any other member of the legislative body.

B. MOTION TO APPEAL THE RULING

Any determination made by the Presiding Officer may be appealed by the making of a motion to appeal the ruling by any other member of the legislative body. The Presiding Officer’s determination will stand unless a majority of the members present vote in favor of the motion to appeal the ruling, in which case the ruling of the Presiding Officer shall be overridden. The motion to appeal the ruling is debatable, and the Presiding Officer may participate in the debate and the voting on the motion. A vote upon a motion to appeal the ruling is purely a procedural matter and shall not constitute “action taken” on any substantive question.

XIII. DECORUM AND ORDER

- A. Any individual wishing to speak must first obtain the floor by being recognized by the Presiding Officer. The Presiding Officer must recognize any individual who seeks the floor when appropriately entitled to address the legislative body.
- B. Upon taking the floor, the speaker shall confine his/her/the comments to the matter then under debate.
- C. All comments shall be addressed to the Chair, who may then direct the inquiry to another for response.

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- D. A person, once recognized, shall not be interrupted while speaking unless called to order by the Presiding Officer, except that there may be a point of order raised or the speaker may choose to yield to another.
- E. Any individual called to order while speaking shall cease speaking immediately until the question of order is determined.
- F. The rights of any member to address the body on a question of personal privilege shall be limited to cases in which his/her/their integrity, character, or motives are questioned.
- G. Each member shall be courteous in their relationships with each other, staff, and members of the public.

XIV. BROWN ACT CHALLENGES

A. WRITTEN DEMAND

Prior to any person commencing a judicial action by mandamus or injunction for the purpose of obtaining a judicial determination that an action taken by a legislative body was in violation of the Brown Act, such person must first make demand on the legislative body to cure or correct the action alleged to have been taken in violation of the Brown Act. The demand shall be in writing and clearly describe the challenged action and nature of the alleged violation. Said demand shall be made within 90 days from the date the action was taken unless the action was taken in an open session, in which case the demand shall be made within 30 days.

B. PLACING ON AGENDA

Consideration of a demand for correction action shall be placed on the agenda for the next meeting of the legislative body. If the demand is received less than seventy-two hours prior to the time set for the next meeting, it may be considered as an item requiring action which arose after the agenda was posted pursuant to the exceptions allowing action on a non-agenda item set out above.

C. RESPONSE

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The legislative body shall determine, by motion, whether correction action shall be taken. Written notice of its determination shall be given to the demanding party within 30 days of receipt of the demand. In any event, if the legislative body does not cure or correct the challenged action within 30 days of receipt of the demand its inaction shall be deemed a decision not to cure or correct the challenged action.

D. CORRECTIVE ACTION NOT AVAILABLE

The issuance of notes, bonds or other evidences of indebtedness, or agreements related thereto, or actions taken in connection with the collection of taxes, or giving rise to contractual obligation and upon which another party has, in good faith, detrimentally relied, may not be rescinded.

XV. INTERPRETATION

This policy shall be liberally construed to effectuate its purpose and no actions of the legislative body shall be invalidated or the legality thereof otherwise affected by any failure or omission.

In any case of ambiguity or uncertainty in the interpretation or application of any procedure herein, the Presiding Officer shall request a ruling from the legislative body's ~~Chief Legal Officer~~General Counsel, who shall act as parliamentarian.

ITEM 4G

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



STAFF REPORT

Subject: TUMF Annual and Five-Year Report for Fiscal Year 2024-25

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

Recommendation: Accept the Transportation Uniform Mitigation Fee (TUMF) Annual and Five-Year Report for Fiscal Year 2024-25

Transportation Committee: This item will be considered at the Committee’s June 1 meeting.

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

CVAG’s Regional Arterial Program is comprised of TUMF and Measure A regional arterial funds. The two sources combined generated a total of \$32,753,321 during fiscal year 2024-25, which represents a de minimis increase in revenues over fiscal year 2023-24 (Table 1). Local Measure A funds are received by TUMF-collecting jurisdictions for their local street and road projects in the Coachella Valley, and are determined via a formula quantifying total dwelling units and taxable sales. Dwelling unit data is collected annually from each jurisdiction and is forwarded on to the Riverside County Transportation Commission (RCTC).

Table 1: TUMF program revenues in fiscal year 2024-25 compared to fiscal year 2023-24.

Fund	FY 24-25	FY 23-24	Difference	% Difference
<i>TUMF</i>	\$6,493,520	\$5,480,489	\$1,013,031	18%
<i>Measure A</i>	\$26,259,802	\$27,185,225	\$(925,423)	(3%)
<i>Total</i>	\$32,753,321	\$32,665,714	\$87,607	0%

The TUMF program began in fiscal year 1989-90 and saw a steady increase in local Measure A funding received by CVAG’s member jurisdictions until the Great Recession, which began in 2008 and resulted in significant downturns in revenues generated. Revenues from both Measure A funding and TUMF assessments then began to climb again, before peaking during the COVID-19 pandemic. Since the pandemic, revenue trends appear to be erratic; TUMF collections declined for two years before rebounding in this reporting year, while Measure A distributions have seen a consistent decline.

The report was provided to the Desert Valleys Builders Association (DVBA) for comment, who noted minor inconsistencies. Those inconsistencies have been addressed in the version now being presented for the Committee's approval. A final comment letter supporting the finalization of the report was issued by DVBA on May 18, 2026 and is attached.

Fiscal Analysis: There is no cost to CVAG from receiving and filing the Annual and Five-year Report.

Attachments:

1. TUMF Annual and Five-Year Report for Fiscal Year 2024-25
2. DVBA comment letter, May 18, 2026

TRANSPORTATION UNIFORM MITIGATION FEE ANNUAL AND FIVE-YEAR REPORT

FISCAL YEAR 2024-2025



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

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Transportation Uniform Mitigation Fee Fiscal Year 2024-2025 Annual Report

CVAG
Transportation Department



Cover photo courtesy of Donn Uyeno, City of Indio
Avenue 44 Bridge

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Introduction

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

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

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

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

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

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

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

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

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

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

which CVAG has rounded to a final fee assessment of \$2,310 for a single-family residence. CVAG’s adopted TUMF policies, as codified in the TUMF Handbook, allow for the consideration of annual adjustments for inflation based on the Consumer Price Index for All Urban Consumers (CPI-U), all items. If approved by CVAG’s Executive Committee, these adjustments take place on January 1 of the calendar year following their adoption. In 2024, CVAG applied a 3.6% increase to all fee rates for calendar year 2025, as described below.

<i>Land-use Category</i>	<i>Assessment Unit</i>	<i>Fee 2024</i>	<i>Fee 2025</i>
<i>Residential</i>			
<i>Single-Family Detached</i>	Dwelling unit	\$2,740	\$2,840
<i>Multi-Family, Mobile Home</i>	Dwelling unit	\$1,580	\$1,635
<i>Nursing/Congregate Care</i>	Dwelling unit	\$585	\$605
<i>Transit Oriented Development</i>	Dwelling unit	15% discount	
<i>Low-Income Housing</i>	Dwelling unit	Exempt	
<i>Non-Residential</i>			
<i>Industrial</i>	1,000 square feet	\$1,440	\$1,490
<i>Office</i>	1,000 square feet	\$2,835	\$2,935
<i>Retail</i>	1,000 square feet	\$7,130	\$7,385
<i>Fuel – Gas</i>	Dispenser	\$10,220	\$10,585
<i>Fuel – Electric</i>	Dispenser	\$105	\$110
<i>Golf Course</i>	Acre	\$1,090	\$1,130
<i>Hotel</i>	Room	\$4,165	\$4,315

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

Fiscal Year 2024-2025 Summary

The following information pertains to the TUMF fund for the year ending June 30, 2025⁴. There were no interfund transfers or loans from the TUMF Fund. No fees were re-allocated pursuant to Gov Code Section 66001 for sums that remain unspent after five years and for which a date of commencement of the improvement has not been provided.

Fund Balance – July 1, 2024	\$15,698,158
Balance of fees collected (accrual basis) - June 30, 2024	\$6,493,520
Interest earnings from Investment Pool	\$874,385
Refunds	(\$0)
Other miscellaneous revenues/receipts	\$32,165
Project costs	(8,190,987)
Program management expenditures	(1,445,631)
Fund Balance - June 30, 2025	\$13,461,610

Five Year Test Using First In First Out Method	
<i>Includes fees collected, interest earned, and miscellaneous revenues</i>	
Revenues Collected from Fiscal Year 2020/2021	\$6,278,423
Revenues Collected from Fiscal Year 2021/2022	\$10,511,729
Revenues Collected from Fiscal Year 2022/2023	\$8,041,761
Revenues Collected from Fiscal Year 2023/2024	\$5,833,125
Revenues Collected from Fiscal Year 2024/2025	\$7,367,906
Total Revenue for Last Five Years	\$38,032,944

As of June 30, 2025, \$165,960,435 has been collected by the assessment of TUMF. Taking into account the additional \$24,360,350 in Measure A In-Lieu funds collected, the TUMF program has generated a total of **\$190,320,785** since program inception on July 1, 1989.

⁴ TUMF revenues reported in this Annual Report may differ from revenues reported in CVAG's annual financial statements through a combination of factors, including reporting methodology and the timing of permit issuance versus fee collection. Reconciliation after the close of a fiscal year may result in receipt of payments being booked to a different fiscal period than the period in which the fee collection is reported. Similarly, payments received in one fiscal year may relate to permits serviced or issued in an earlier fiscal year. Contributions to the TUMF fund may also be made by CVAG member agencies that do not formally participate in the TUMF program but otherwise benefit from improvements to the regional transportation system. Such payments are here broken out as miscellaneous revenues, but are not attributed to the balance of fees collection.

TUMF Collections by Jurisdiction, Fiscal Year 2024-2025

This section sorts TUMF collections for fiscal year 2024-2025 by jurisdiction. As of 2013, each of the regional municipalities within the Coachella Valley, along with the County of Riverside, are participating in CVAG’s TUMF program. All TUMF shortfalls have been collected and no in-lieu payments were made during the reporting period.

The total TUMF collected for fiscal year 2024-2025 was \$6,493,520 with the largest share generated by Indio, followed by Riverside County. An additional \$27,185,225 of Measure A funding was disbursed to CVAG for regional arterial projects.

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

All Jurisdictions

	<i>FY 24/25</i>	<i>% FY</i>	<i>Total to Date</i>	<i>% Total</i>
<i>Cathedral City</i>	\$622,130	10%	\$13,745,981	8%
<i>Coachella</i>	\$483,628	7%	\$8,333,826	5%
<i>Desert Hot Springs</i>	\$660,711	10%	\$10,056,144	6%
<i>Indian Wells</i>	\$111,664	2%	\$3,836,733	2%
<i>Indio</i>	\$1,519,020	23%	\$41,589,226	25%
<i>La Quinta</i>	\$307,367	5%	\$7,988,699	5%
<i>Palm Desert</i>	\$467,728	7%	\$26,295,799	16%
<i>Palm Springs</i>	\$394,968	6%	\$18,268,432	11%
<i>Rancho Mirage</i>	\$675,676	10%	\$13,686,455	8%
<i>Riverside County</i>	\$1,250,628	19%	\$22,159,140	13%
<i>Total TUMF</i>	\$6,493,520	100%	\$165,960,435	100%
<i>Total In Lieu</i>	\$-		\$24,360,350	
<i>Regional Measure A</i>	\$26,259,802		\$414,930,801	
<i>Total</i>	\$32,753,321		\$605,251,585	

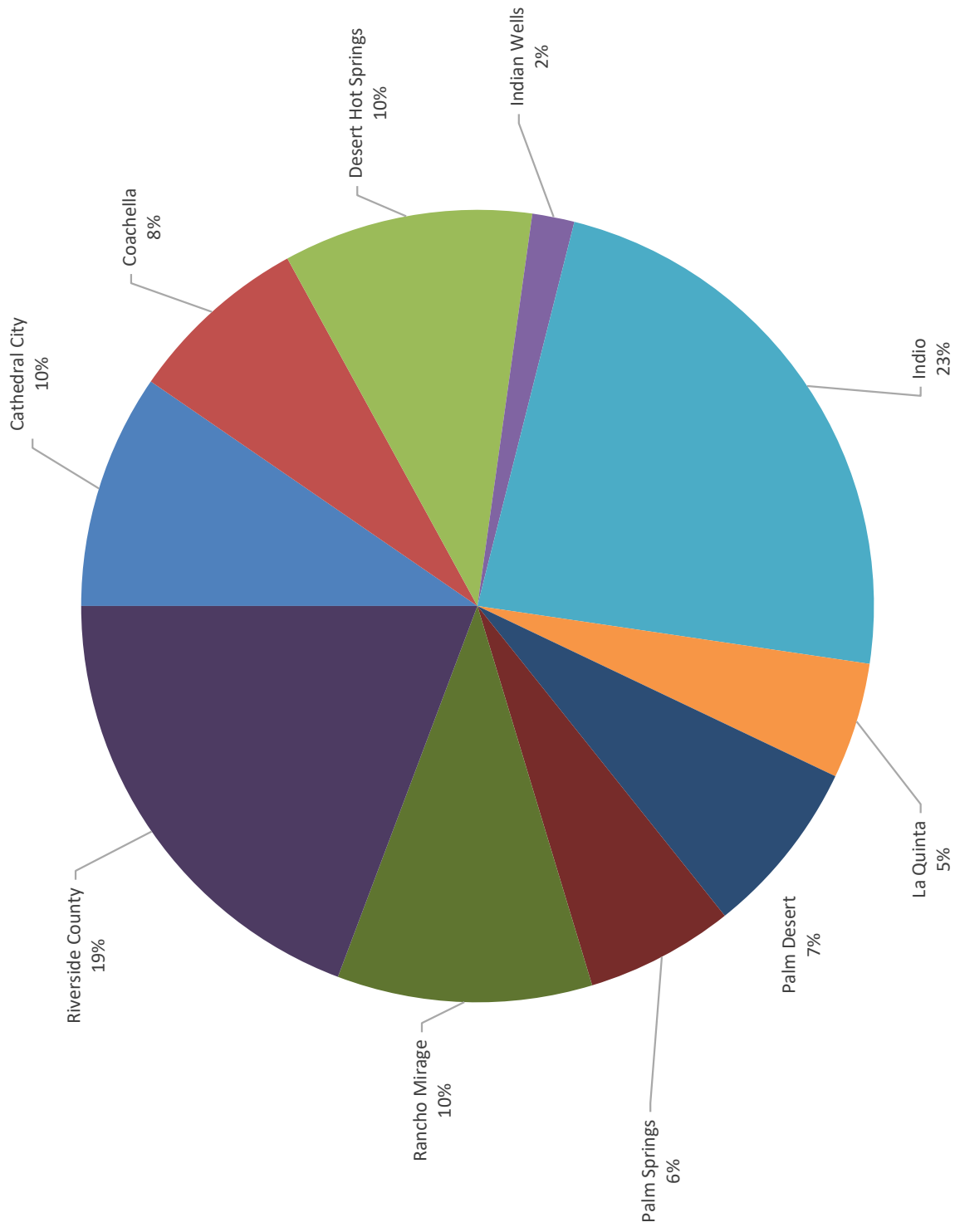


Figure 2: Proportion of total TUMF collections per jurisdiction for fiscal year 2024-2025.

Cathedral City

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$102,200	\$0	\$102,200
<i>Aug</i>	\$2,740	\$0	\$2,740
<i>Sep</i>	\$10,142	\$0	\$10,412
<i>Oct</i>	\$85,870	\$0	\$85,870
<i>Nov</i>	\$2,740	\$0	\$2,740
<i>Dec</i>	\$35,996	\$0	\$35,996
<i>Jan</i>	\$31,240	\$0	\$31,240
<i>Feb</i>	\$106,035	\$0	\$106,035
<i>Mar</i>	\$109,706	\$0	\$109,706
<i>Apr</i>	\$35,080	\$0	\$35,080
<i>May</i>	\$52,245	\$0	\$52,245
<i>Jun</i>	\$48,136	\$0	\$48,136
Total	\$622,130	\$0	\$622,130

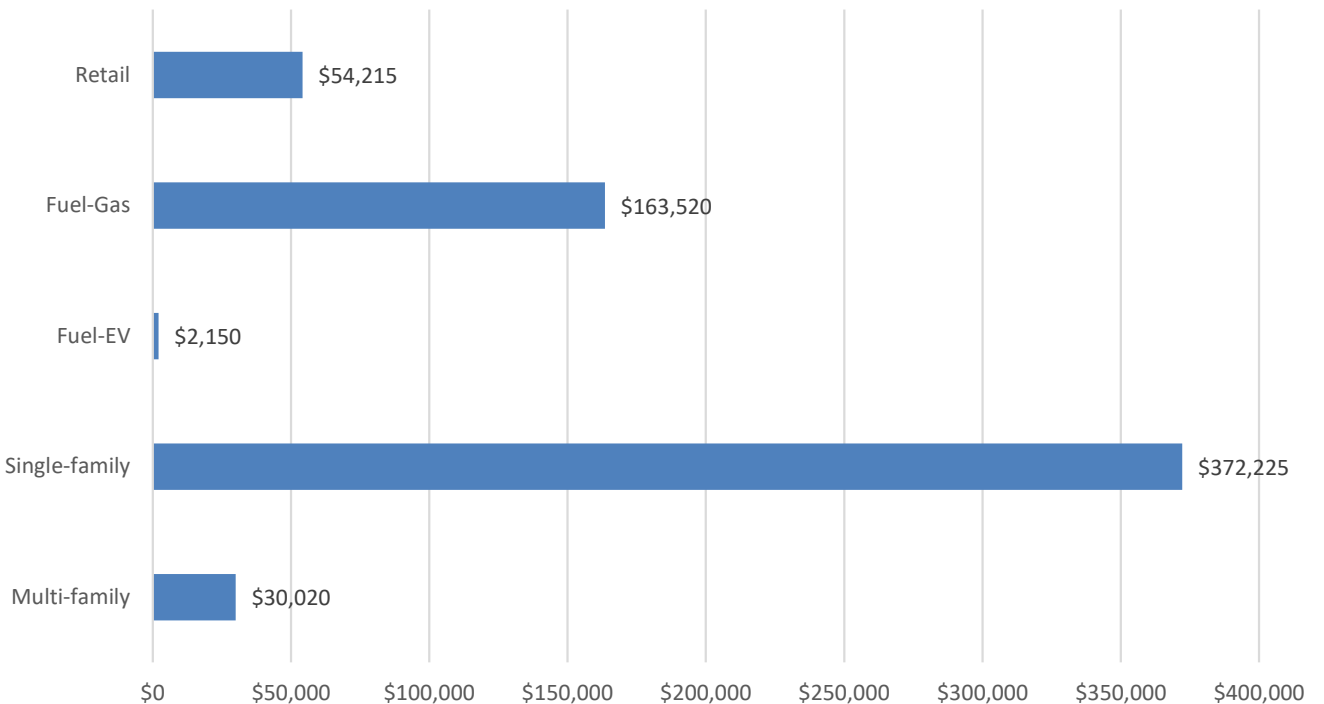


Figure 3: Cathedral City TUMF collections per land use category, fiscal year 2024-2025.

Coachella

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$0	\$0	\$0
<i>Aug</i>	\$225,620	\$0	\$225,620
<i>Sep</i>	\$79,460	\$0	\$79,460
<i>Oct</i>	\$27,400	\$0	\$27,400
<i>Nov</i>	\$54,800	\$0	\$54,800
<i>Dec</i>	\$21,920	\$0	\$21,920
<i>Jan</i>	\$0	\$0	\$0
<i>Feb</i>	\$36,848	\$0	\$36,848
<i>Mar</i>	\$0	\$0	\$0
<i>Apr</i>	\$0	\$0	\$0
<i>May</i>	\$3,545	\$0	\$3,545
<i>Jun</i>	\$34,034	\$0	\$34,034
Total	\$483,627	\$0	\$483,627

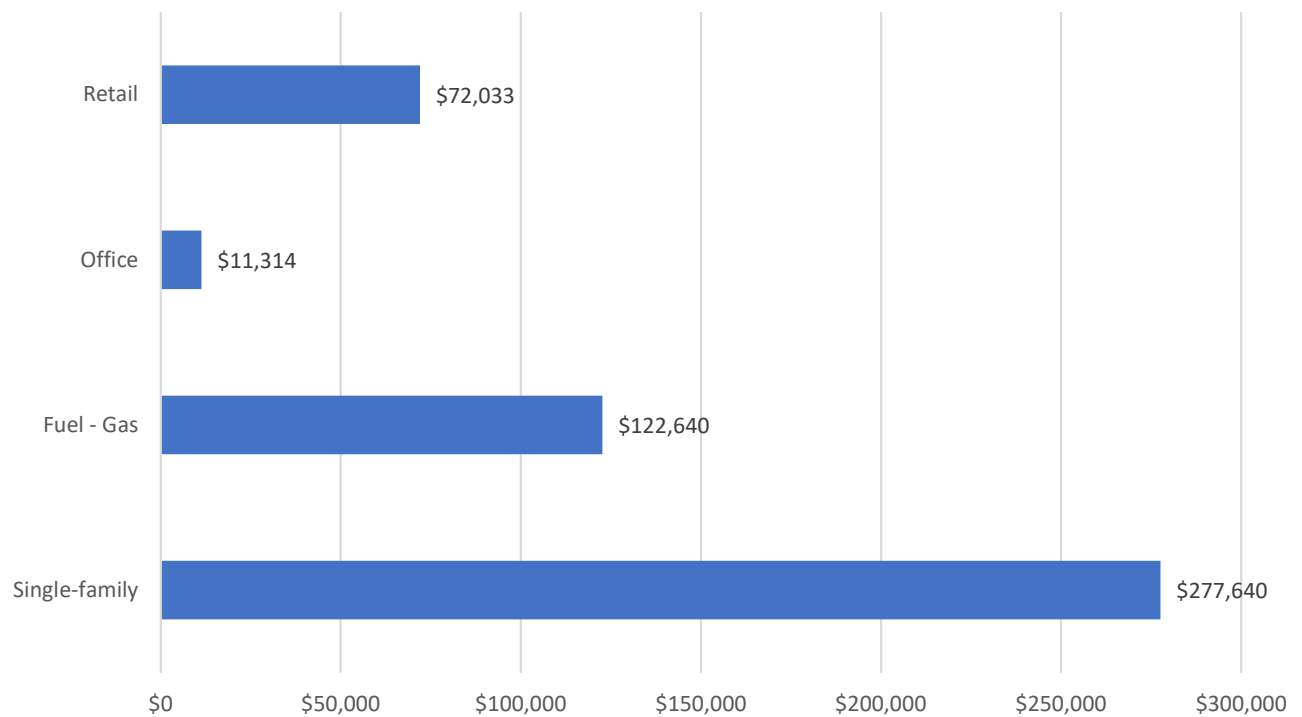


Figure 4: Coachella TUMF collections per land use category, fiscal year 2024-2025.

Desert Hot Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$5,900	\$0	\$5,900
<i>Aug</i>	\$21,920	\$0	\$21,920
<i>Sep</i>	\$14,120	\$0	\$14,120
<i>Oct</i>	\$95,900	\$0	\$95,900
<i>Nov</i>	\$32,880	\$0	\$32,880
<i>Dec</i>	\$54,416	\$0	\$54,416
<i>Jan</i>	\$100,329	\$0	\$100,329
<i>Feb</i>	\$37,780	\$0	\$37,780
<i>Mar</i>	\$31,240	\$0	\$31,240
<i>Apr</i>	\$130,640	\$0	\$130,640
<i>May</i>	\$90,146	\$0	\$90,146
<i>Jun</i>	\$45,440	\$0	\$45,440
Total	\$660,711	\$0	\$660,711

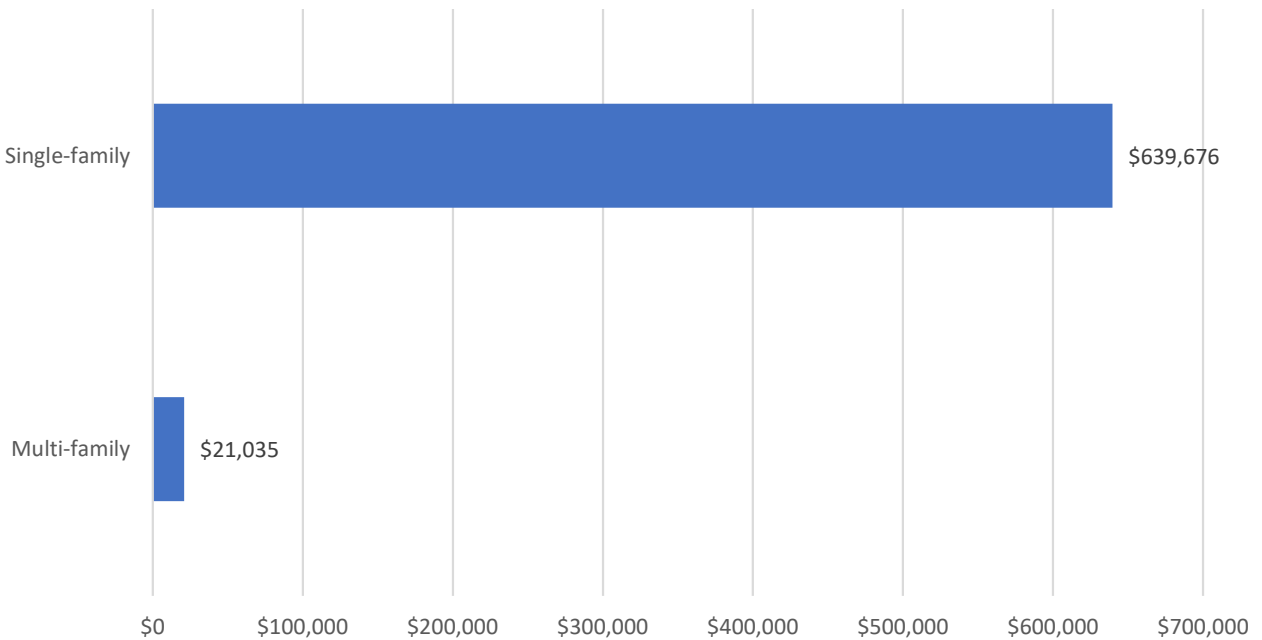


Figure 5: Desert Hot Springs TUMF collections per land use category, fiscal year 2024-2025.

Indian Wells

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$0	\$0	\$0
<i>Aug</i>	\$5,480	\$0	\$5,480
<i>Sep</i>	\$0	\$0	\$0
<i>Oct</i>	\$5,480	\$0	\$5,480
<i>Nov</i>	\$0	\$0	\$0
<i>Dec</i>	\$0	\$0	\$0
<i>Jan</i>	\$2,840	\$0	\$2,840
<i>Feb</i>	\$2,840	\$0	\$2,840
<i>Mar</i>	\$89,344	\$0	\$89,344
<i>Apr</i>	\$2,840	\$0	\$2,840
<i>May</i>	\$0	\$0	\$0
<i>Jun</i>	\$2,840	\$0	\$2,840
Total	\$111,664	\$0	\$111,664

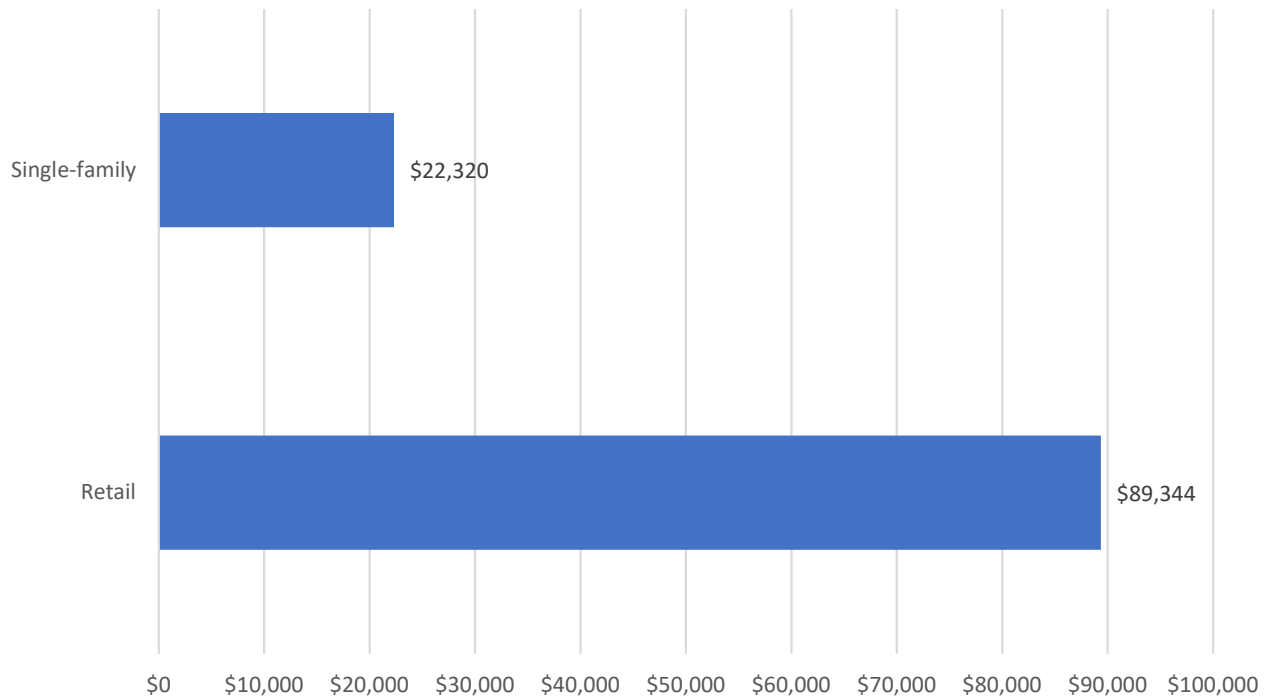


Figure 6: Indian Wells TUMF collections per land use category, fiscal year 2024-2025.

Indio

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$106,220	\$0	\$106,220
<i>Aug</i>	\$101,380	\$0	\$101,380
<i>Sep</i>	\$57,540	\$0	\$57,540
<i>Oct</i>	\$106,527	\$0	\$106,527
<i>Nov</i>	\$178,900	\$0	\$178,900
<i>Dec</i>	\$107,770	\$0	\$107,770
<i>Jan</i>	\$28,400	\$0	\$28,400
<i>Feb</i>	\$81,545	\$0	\$81,545
<i>Mar</i>	\$48,375	\$0	\$48,375
<i>Apr</i>	\$235,157	\$0	\$235,157
<i>May</i>	\$387,686	\$0	\$387,686
<i>Jun</i>	\$79,520	\$0	\$79,520
Total	\$1,519,020	\$0	\$1,519,020

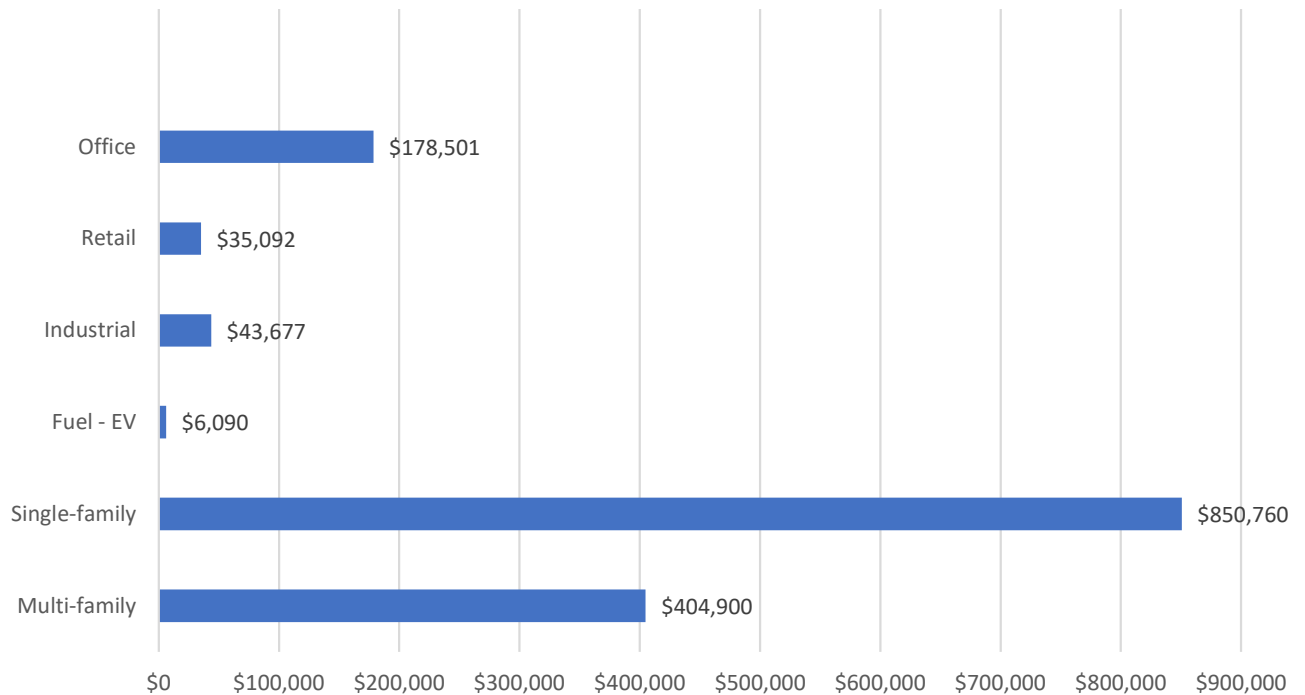


Figure 7: Indio TUMF collections per land use category, fiscal year 2024-2025.

La Quinta

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$24,660	\$0	\$24,660
<i>Aug</i>	\$14,470	\$0	\$14,470
<i>Sep</i>	\$8,220	\$0	\$8,220
<i>Oct</i>	\$21,920	\$0	\$21,920
<i>Nov</i>	\$47,672	\$0	\$47,672
<i>Dec</i>	\$36,542	\$0	\$36,542
<i>Jan</i>	\$11,360	\$0	\$11,360
<i>Feb</i>	\$79,129	\$0	\$79,129
<i>Mar</i>	\$25,560	\$0	\$25,560
<i>Apr</i>	\$8,520	\$0	\$8,520
<i>May</i>	\$2,840	\$0	\$2,840
<i>Jun</i>	\$26,473	\$0	\$26,743
Total	\$307,366	\$0	\$307,366

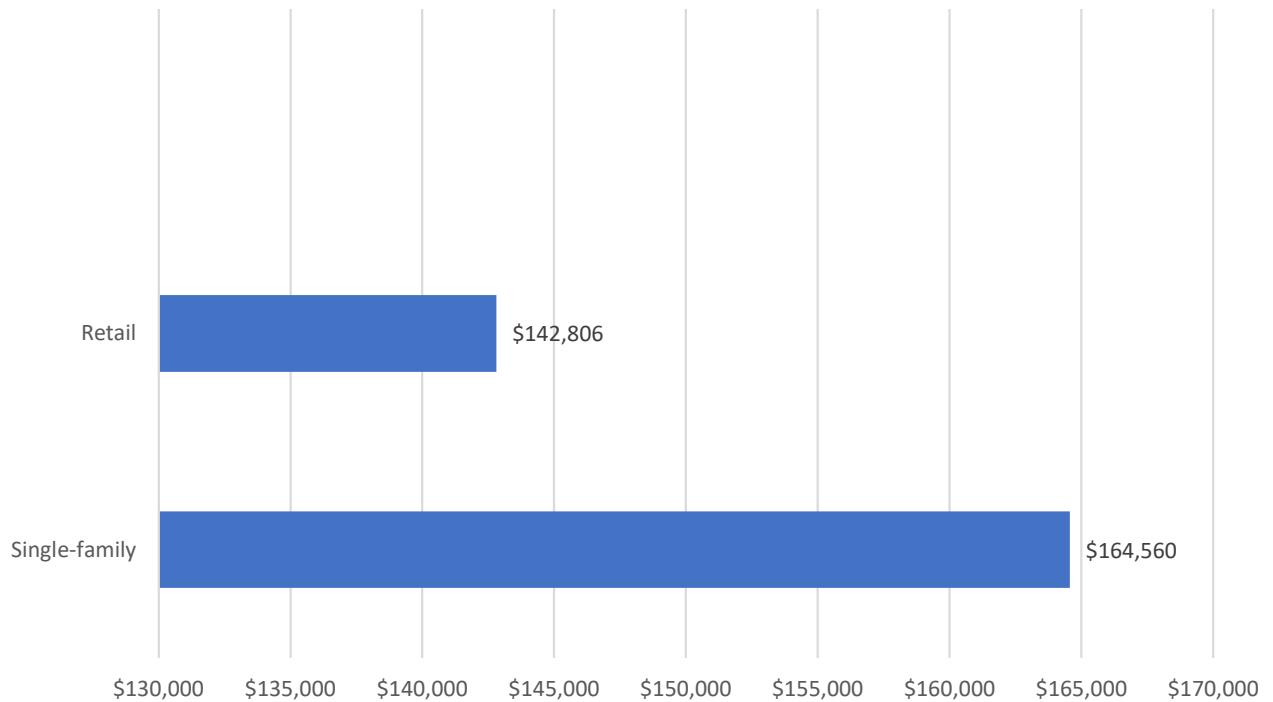


Figure 8: La Quinta TUMF collections per land use category, fiscal year 2024-2025.

Palm Desert

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$5,900	\$0	\$5,900
<i>Aug</i>	\$27,400	\$0	\$27,400
<i>Sep</i>	\$34,320	\$0	\$34,320
<i>Oct</i>	\$84,818	\$0	\$84,818
<i>Nov</i>	\$41,100	\$0	\$41,000
<i>Dec</i>	\$8,220	\$0	\$8,220
<i>Jan</i>	\$17,040	\$0	\$17,040
<i>Feb</i>	\$17,040	\$0	\$17,040
<i>Mar</i>	\$16,347	\$0	\$16,347
<i>Apr</i>	\$141,999	\$0	\$141,999
<i>May</i>	\$57,919	\$0	\$57,919
<i>Jun</i>	\$15,624	\$0	\$15,624
Total	\$467,727	\$0	\$467,727

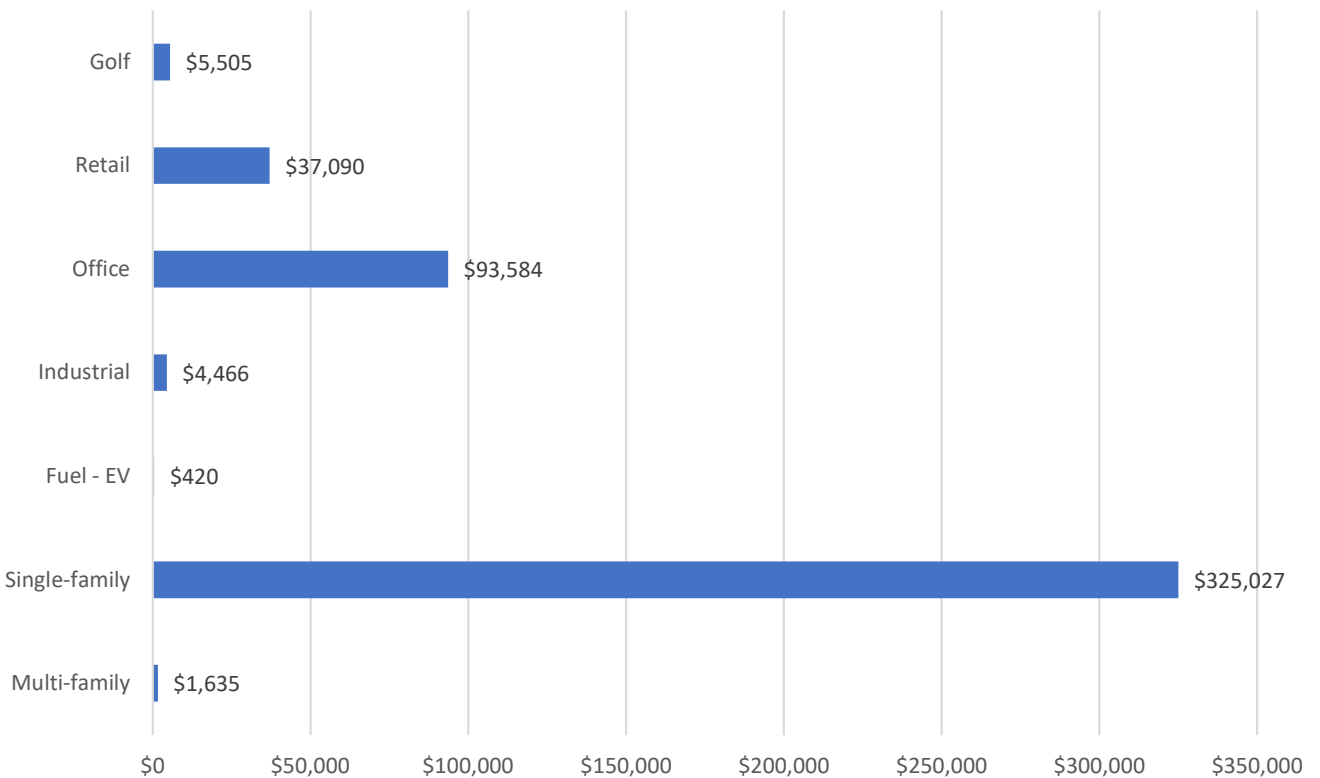


Figure 9: Palm Desert TUMF collections per land use category, fiscal year 2024-2025.

Palm Springs

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$101,984	\$0	\$101,984
<i>Aug</i>	\$67,919	\$0	\$67,919
<i>Sep</i>	\$2,740	\$0	\$2,740
<i>Oct</i>	\$8,220	\$0	\$8,220
<i>Nov</i>	\$27,400	\$0	\$27,400
<i>Dec</i>	\$10,960	\$0	\$10,960
<i>Jan</i>	\$0	\$0	\$0
<i>Feb</i>	\$59,640	\$0	\$59,640
<i>Mar</i>	\$7,745	\$0	\$7,745
<i>Apr</i>	\$79,520	\$0	\$79,520
<i>May</i>	\$0	\$0	\$0
<i>Jun</i>	\$28,840	\$0	\$28,840
Total	\$394,968	\$0	\$394,968

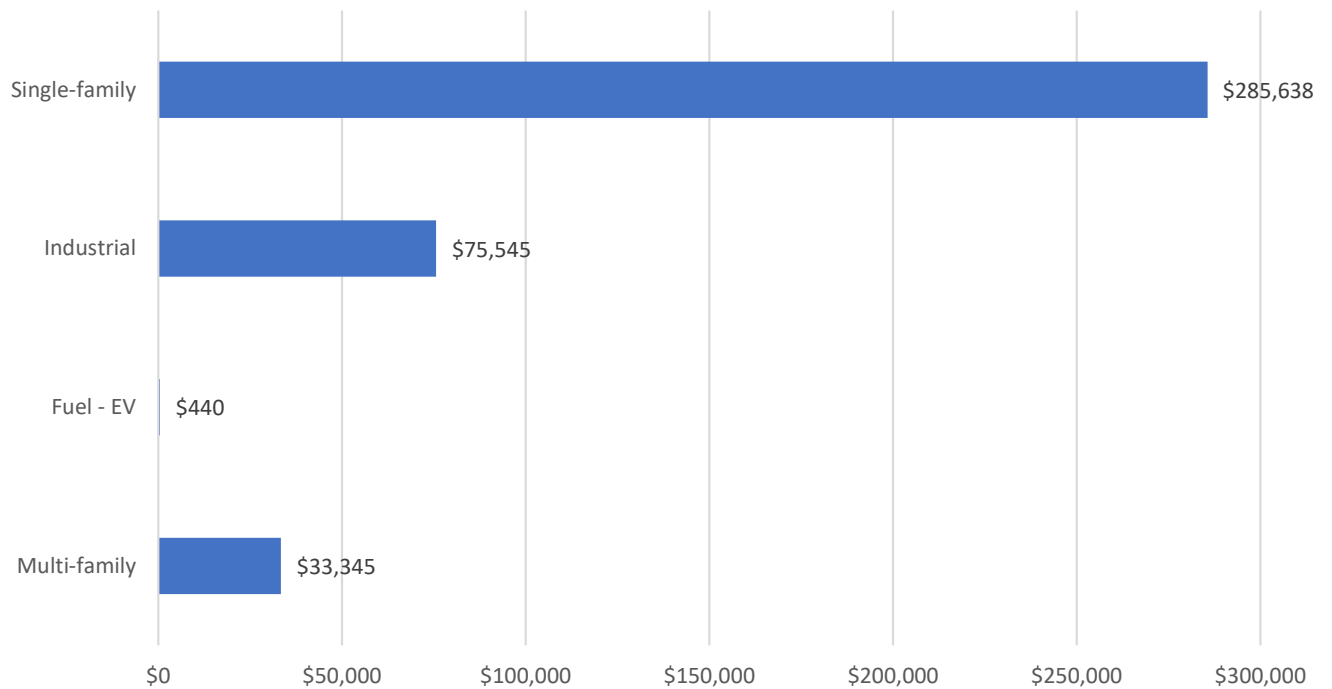


Figure 10: Palm Springs TUMF collections per land use category, fiscal year 2024-2025.

Rancho Mirage

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$112,226	\$0	\$112,226
<i>Aug</i>	\$262,916	\$0	\$262,916
<i>Sep</i>	\$8,220	\$0	\$8,220
<i>Oct</i>	\$5,480	\$0	\$5,480
<i>Nov</i>	\$5,480	\$0	\$5,480
<i>Dec</i>	\$152,767	\$0	\$152,767
<i>Jan</i>	\$64,094	\$0	\$64,094
<i>Feb</i>	\$14,200	\$0	\$14,200
<i>Mar</i>	\$5,680	\$0	\$5,680
<i>Apr</i>	\$11,360	\$0	\$11,360
<i>May</i>	\$13,903	\$0	\$13,903
<i>Jun</i>	\$19,350	\$0	\$19,350
Total	\$675,676	\$0	\$675,676

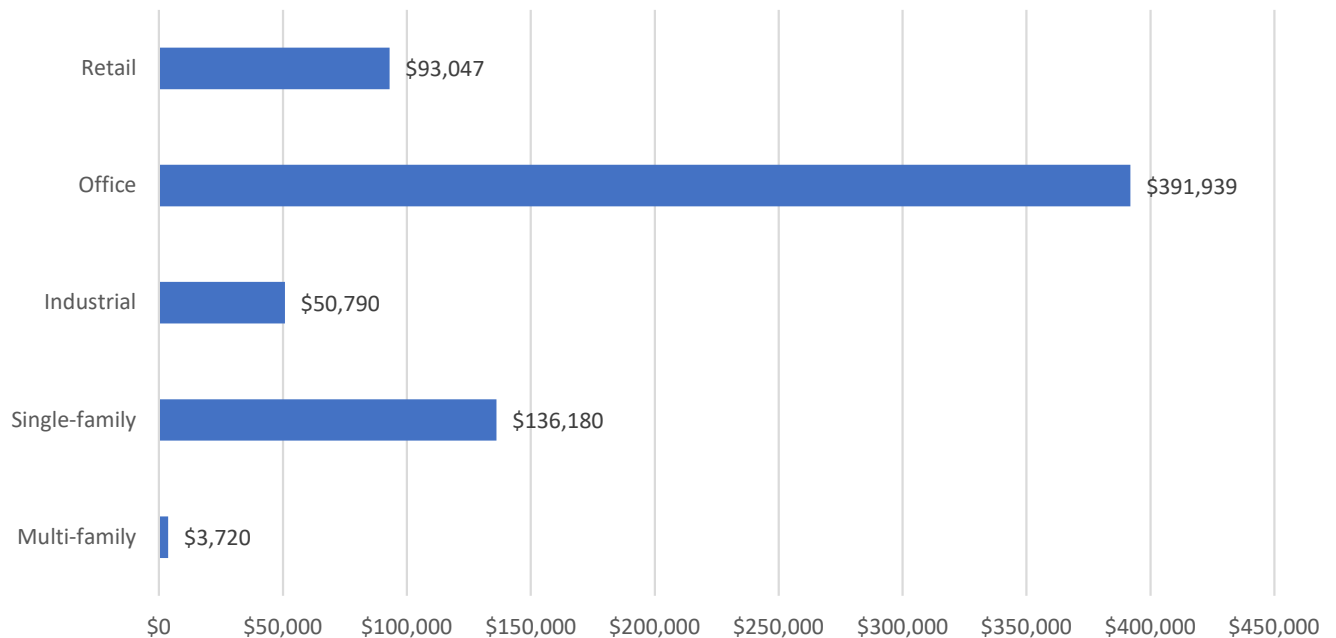


Figure 11: Rancho Mirage TUMF collections per land use category, fiscal year 2024-2025.

Riverside County

	<i>Collected</i>	<i>Refunds</i>	<i>Total</i>
<i>Jul</i>	\$60,884	\$0	\$60,884
<i>Aug</i>	\$40,130	\$0	\$40,130
<i>Sep</i>	\$51,380	\$0	\$51,380
<i>Oct</i>	\$108,770	\$0	\$108,770
<i>Nov</i>	\$187,900	\$0	\$187,900
<i>Dec</i>	\$527,910	\$0	\$527,910
<i>Jan</i>	\$22,720	\$0	\$22,720
<i>Feb</i>	\$41,490	\$0	\$41,490
<i>Mar</i>	\$79,350	\$0	\$79,350
<i>Apr</i>	\$49,915	\$0	\$49,915
<i>May</i>	\$45,237	\$0	\$45,237
<i>Jun</i>	\$34,941	\$0	\$34,941
Total	\$1,250,627	\$0	\$1,250,627

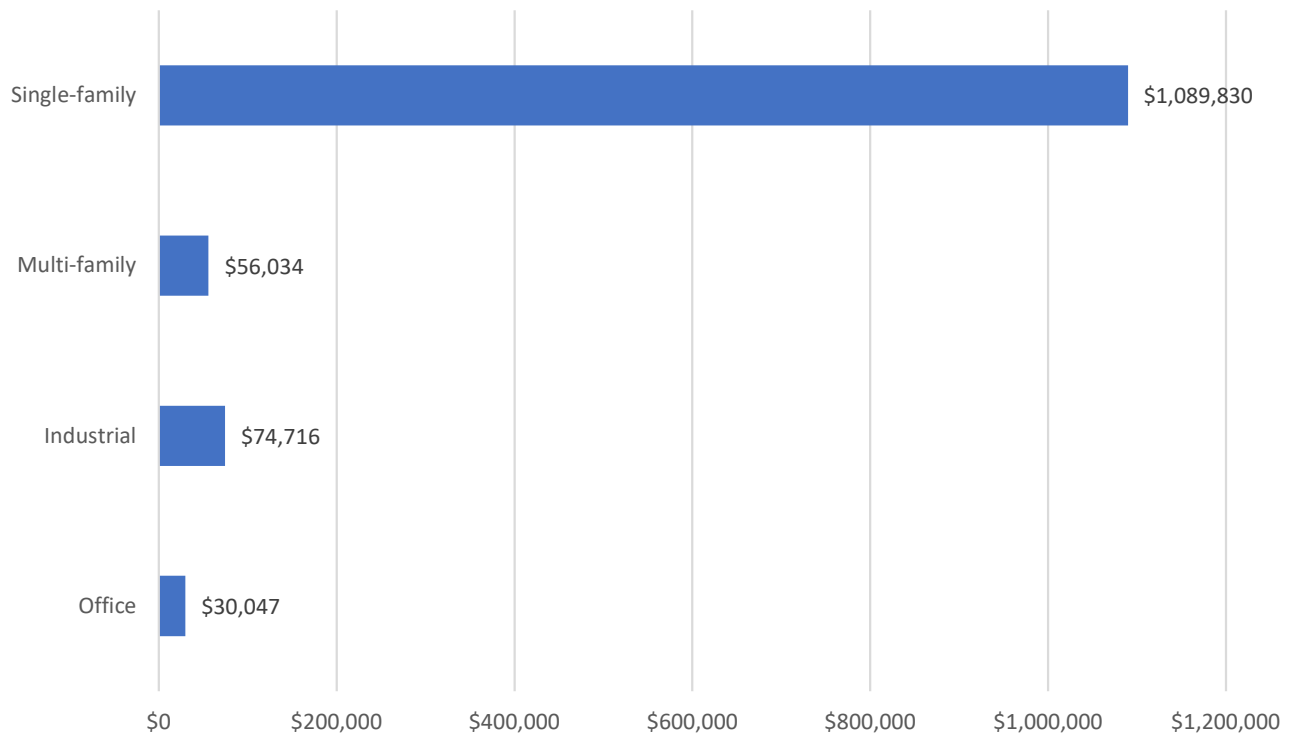


Figure 12: Riverside County TUMF collections per land use category, fiscal year 2024-2025.

TUMF Collections by Land Use Category, Fiscal Year 2024-2025

This section sorts each jurisdiction's TUMF collections into different land use categories. Residential development was greatest source of TUMF revenue, contributing to almost 64-percent of the total collected fees, with the next highest categories being office development at 11-percent.

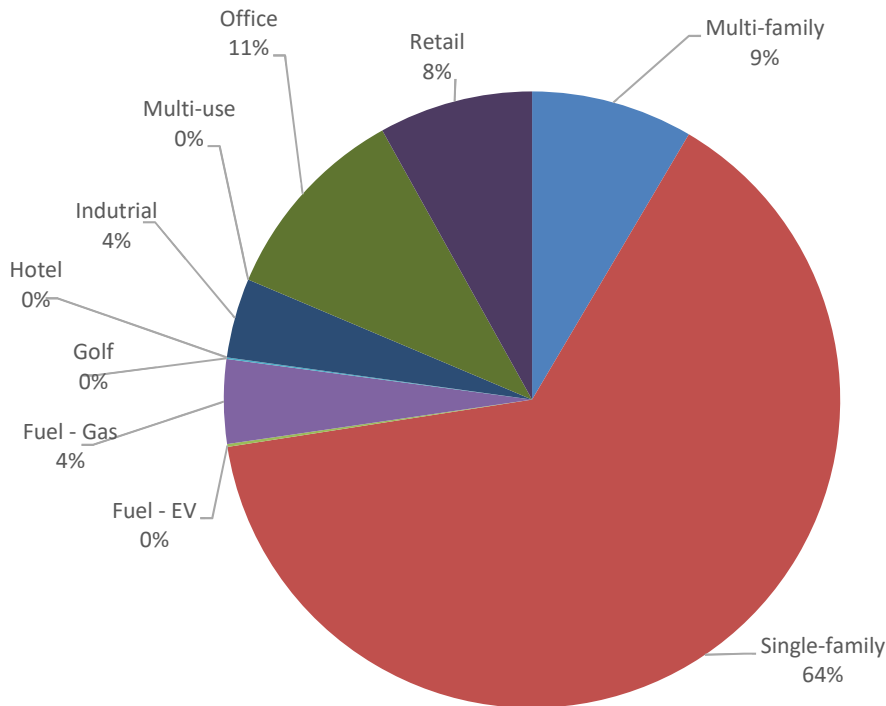


Figure 13: Proportion of total TUMF collections per land use category.

Table 1: TUMF collections per land use.

	Multi-family	Single-family	Industrial	Office	Retail	Fuel - Gas	Fuel - EV	Golf	Hotel
Cathedral City	\$30,020	\$372,225	\$0	\$0	\$54,215	\$163,520	\$2,150	\$0	\$0
Coachella	\$0	\$277,640	\$0	\$11,314	\$72,033	\$122,640	\$0	\$0	\$0
Desert Hot Springs	\$21,035	\$639,676	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Indian Wells	\$0	\$22,320	\$0	\$0	\$89,344	\$0	\$0	\$0	\$0
Indio	\$404,900	\$850,760	\$43,677	\$178,501	\$35,092	\$0	\$6,090	\$0	\$0
La Quinta	\$0	\$164,560	\$0	\$0	\$142,807	\$0	\$0	\$0	\$0
Palm Desert	\$1,635	\$325,027	\$4,466	\$93,584	\$37,090	\$0	\$420	\$5,505	\$0
Palm Springs	\$33,345	\$285,638	\$75,545	\$0	\$0	\$0	\$440	\$0	\$0
Rancho Mirage	\$3,720	\$136,180	\$50,790	\$391,939	\$93,047	\$0	\$0	\$0	\$0
Riverside County	\$56,034	\$1,089,830	\$74,716	\$30,047	\$0	\$0	\$0	\$0	\$0
Total	\$550,689	\$4,163,856	\$249,194	\$705,385	\$523,628	\$286,160	\$9,100	\$5,505	\$0

Table 2: Development units per land use.

	Multi-family	Single-family	Industrial (sq ft)	Office (sq ft)	Retail (sq ft)	Fuel - Gas (dispensers)	Fuel - EV (dispensers)	Golf (ac)	Hotel (rooms)
Cathedral City	20	153	0	0	10,318	16	26	0	0
Coachella	0	101	0	3,855	9,921	12	0	0	0
Desert Hot Springs	13	227	0	0	0	0	0	0	0
Indian Wells	0	9	0	0	8,815	0	0	0	0
Indio	260	799	71,532	100,673	8,772	0	58	0	0
La Quinta	0	58	0	0	23,873	0	0	0	0
Palm Desert	40	116	2,998	32,536	6,983	0	4	5	0
Palm Springs	21	95	65,202	0	0	0	2	0	0
Rancho Mirage	236	48	34,677	138,034	13,050	0	0	0	0
Riverside County	18	729	49,691	11,514	0	0	0	0	2
Total	608	2,335	224,100	286,612	81,732	28	90	5	2

Measure A Collections

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

As of June 30, 2025, the cumulative amount of regional Measure A received – \$355,380,498 – has exceeded the amount of TUMF collected – \$165,960,435. In all jurisdictions, the cumulative local Measure A received has exceeded the cumulative TUMF collected.

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

All Jurisdictions

	<i>TUMF Collections</i>	<i>Local Measure A Received</i>
<i>Cathedral City</i>	\$13,745,981	\$44,604,740
<i>Coachella</i>	\$8,333,826	\$13,904,209
<i>Desert Hot Springs</i>	\$10,056,144	\$11,489,685
<i>Indian Wells</i>	\$3,836,733	\$7,220,048
<i>Indio</i>	\$41,589,226	\$46,140,194
<i>La Quinta</i>	\$7,988,699	\$15,009,029
<i>Palm Desert</i>	\$26,295,799	\$77,103,999
<i>Palm Springs</i>	\$18,268,432	\$62,274,967
<i>Rancho Mirage</i>	\$13,686,455	\$26,277,335
<i>Riverside County</i>	\$22,159,140	\$51,356,293
<i>Total</i>	\$165,960,435	\$355,380,498

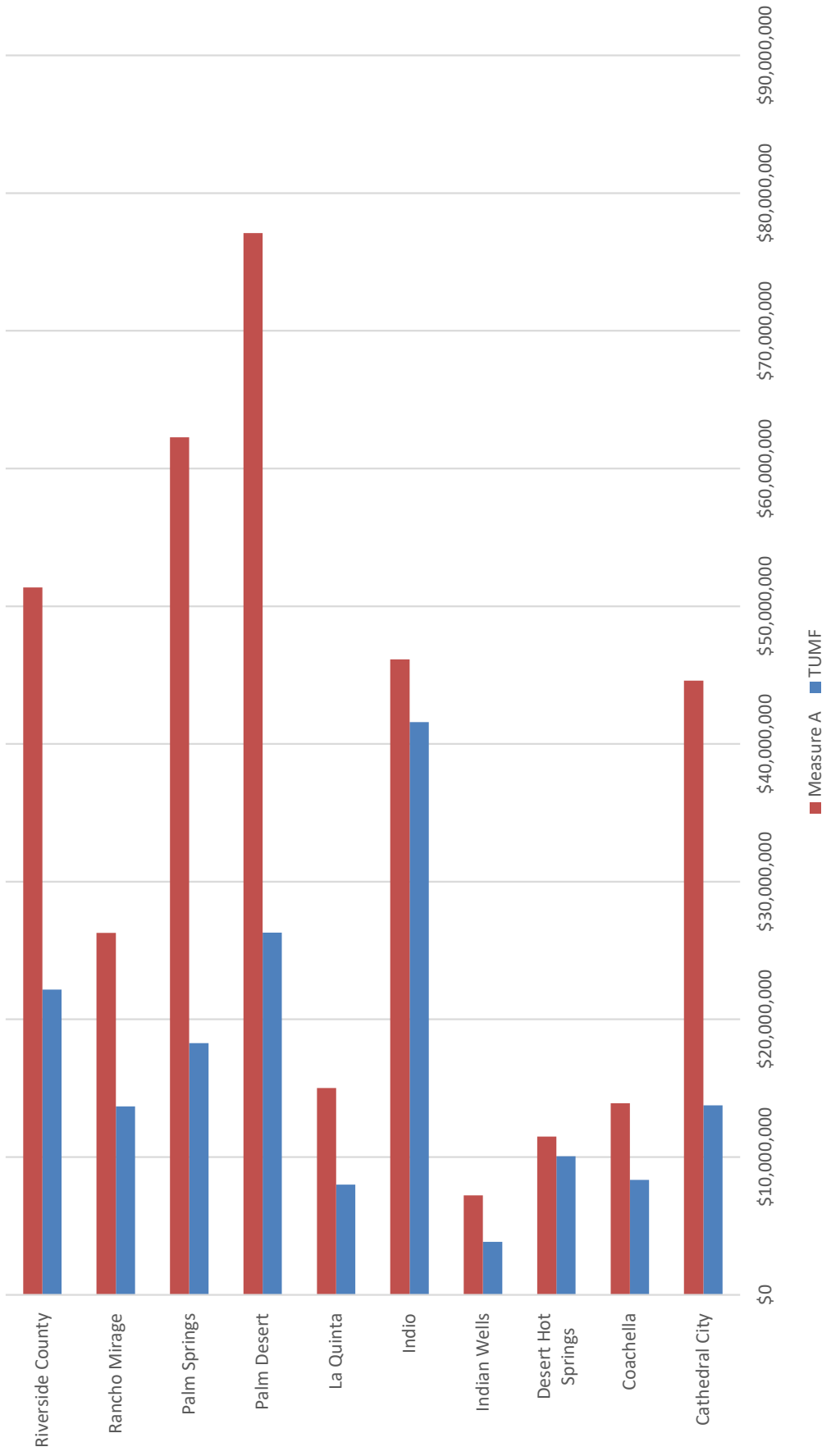


Figure 14: Local Measure A received compared to TUMF collected per jurisdiction, 1989-2025

Cathedral City

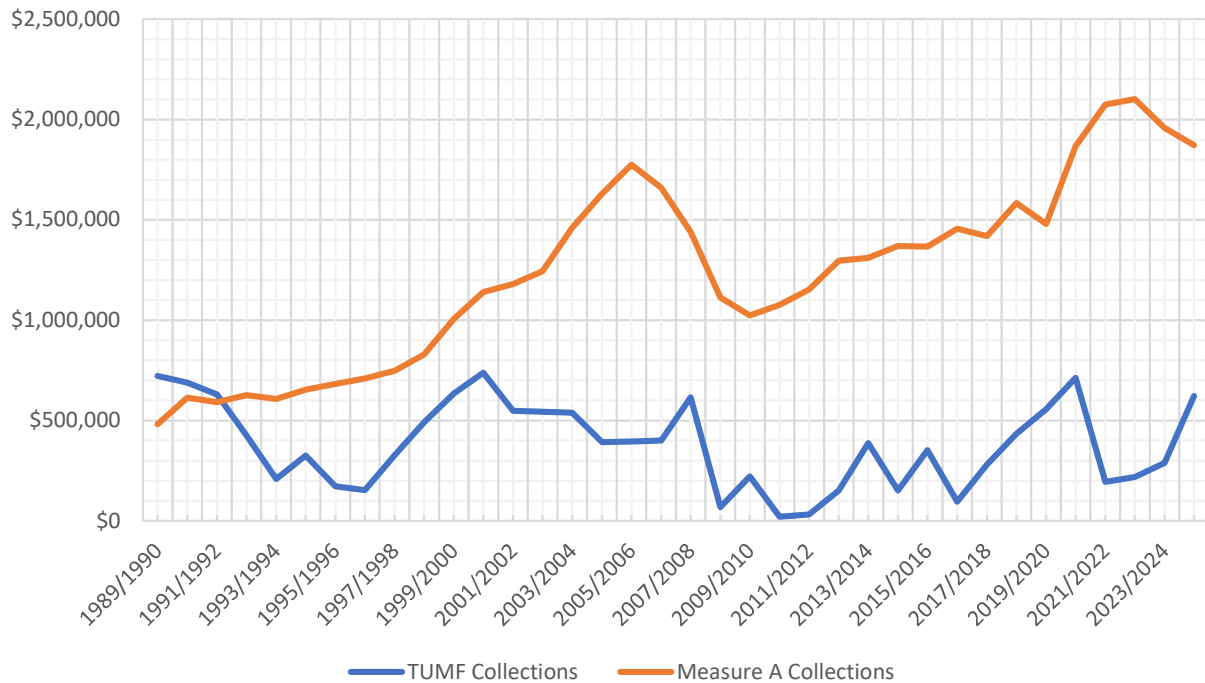


Figure 15: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Cathedral City.

Coachella

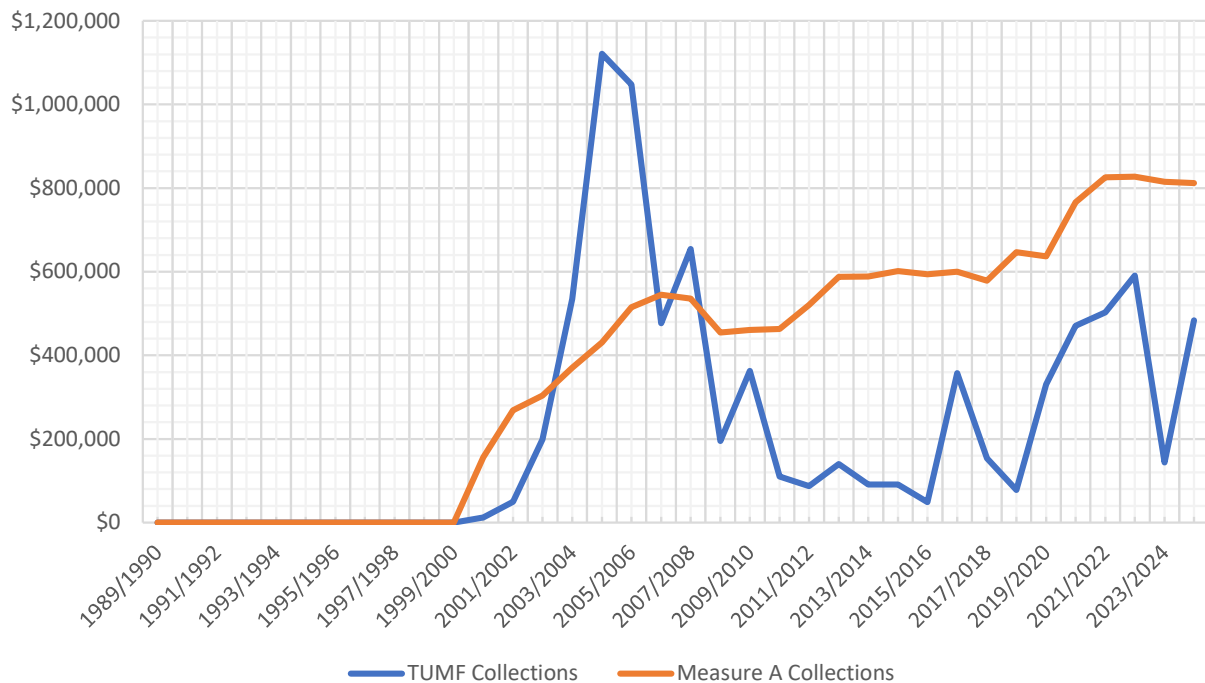


Figure 16: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Coachella.

Desert Hot Springs

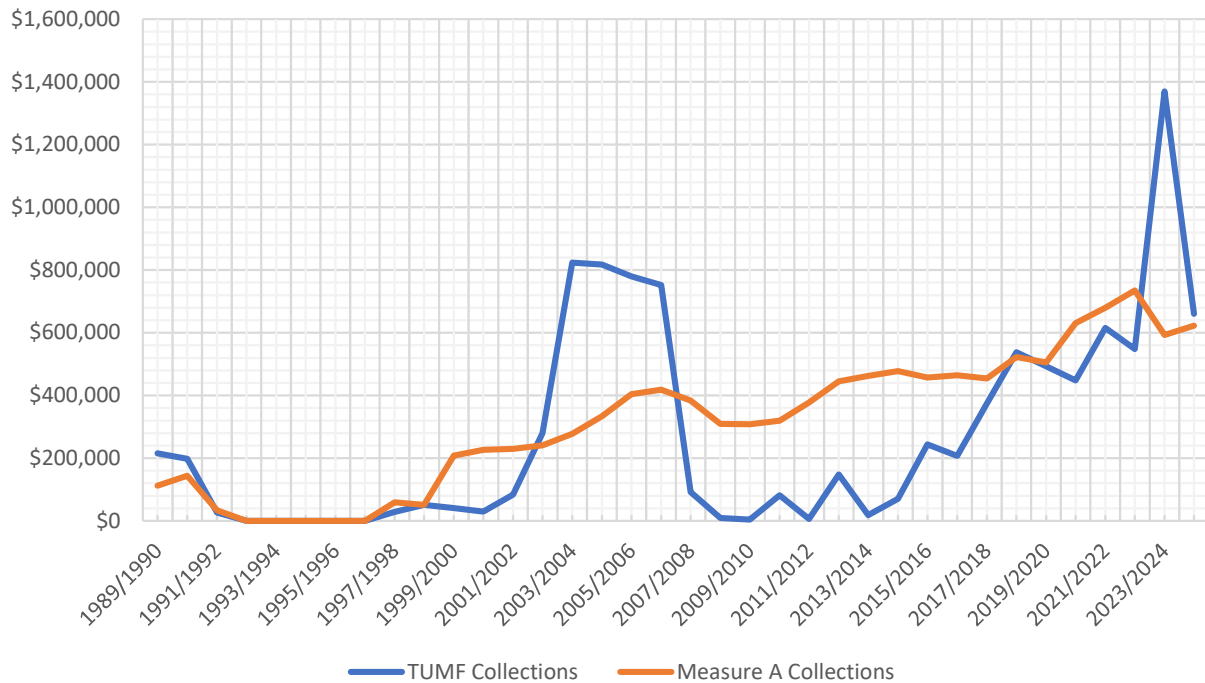


Figure 17: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Desert Hot Springs.

Indian Wells

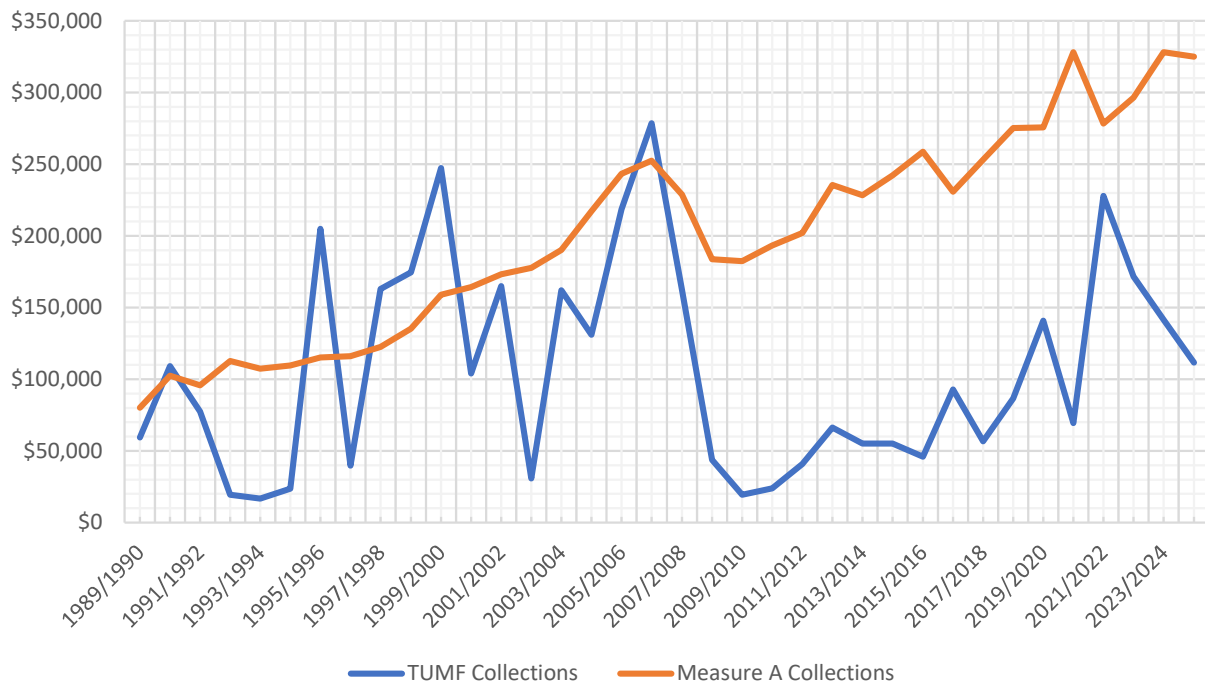


Figure 18: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indian Wells.

Indio

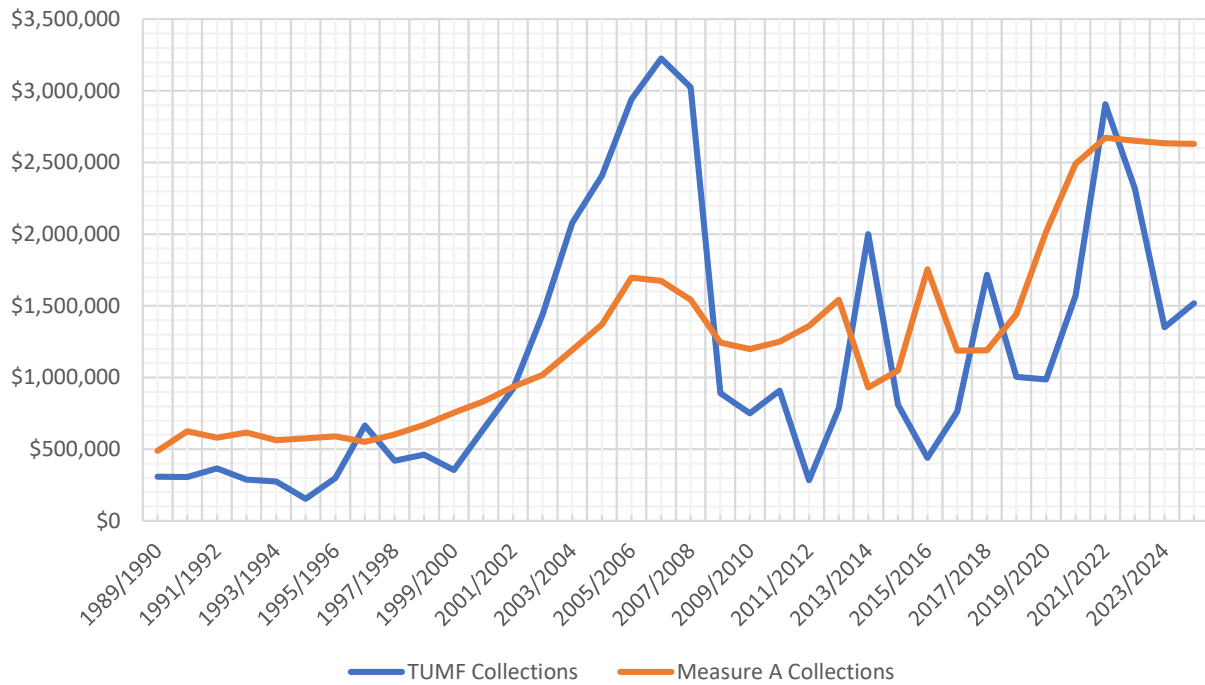


Figure 19: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Indio.

La Quinta

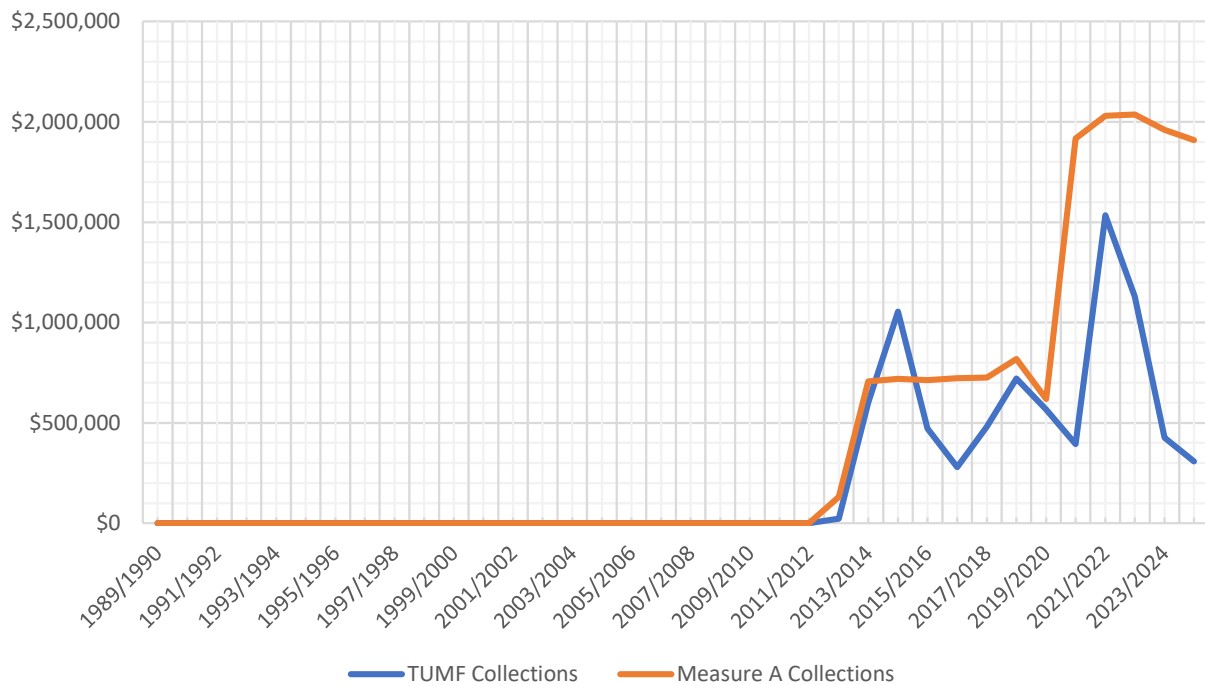


Figure 20: Cumulative TUMF collected by CVAG compared to Measure A funds collected by La Quinta.

Palm Desert

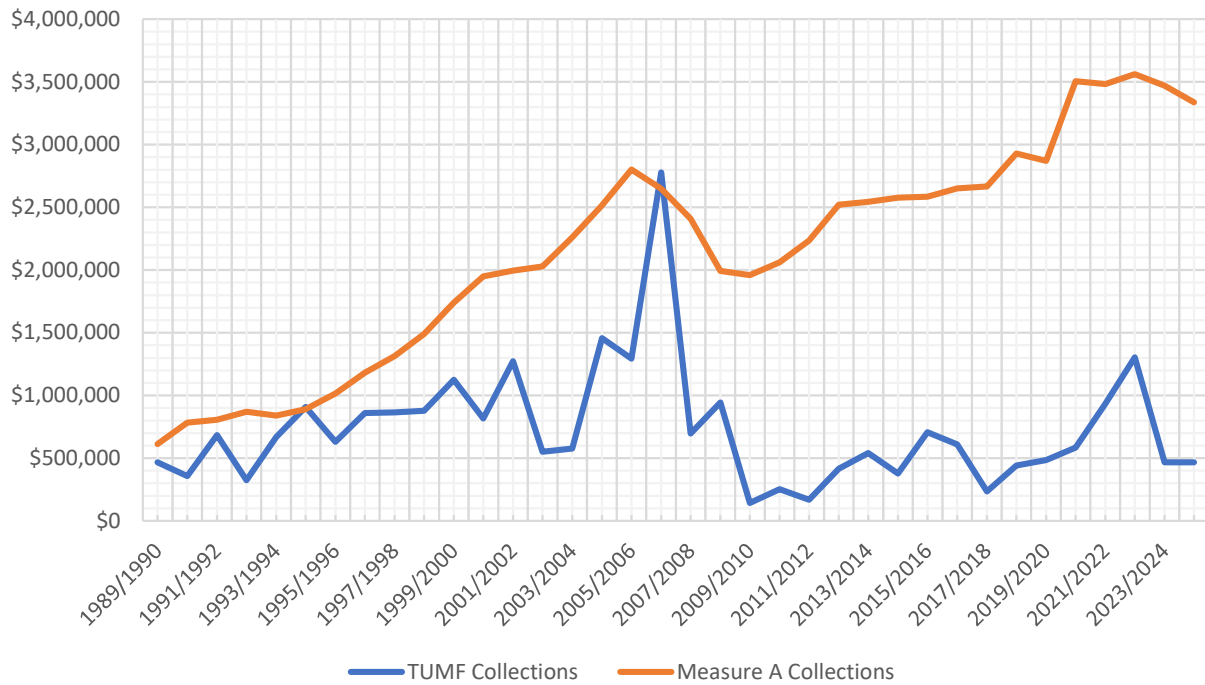


Figure 21: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Desert.

Palm Springs

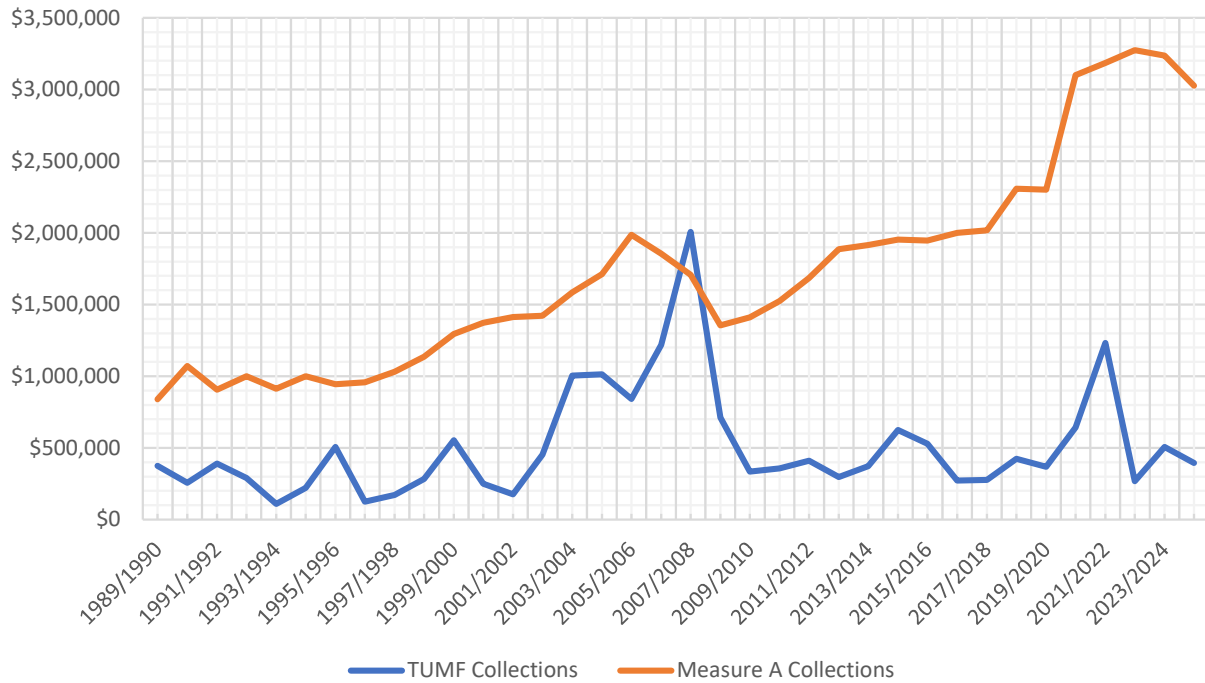


Figure 22: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Palm Springs.

Rancho Mirage

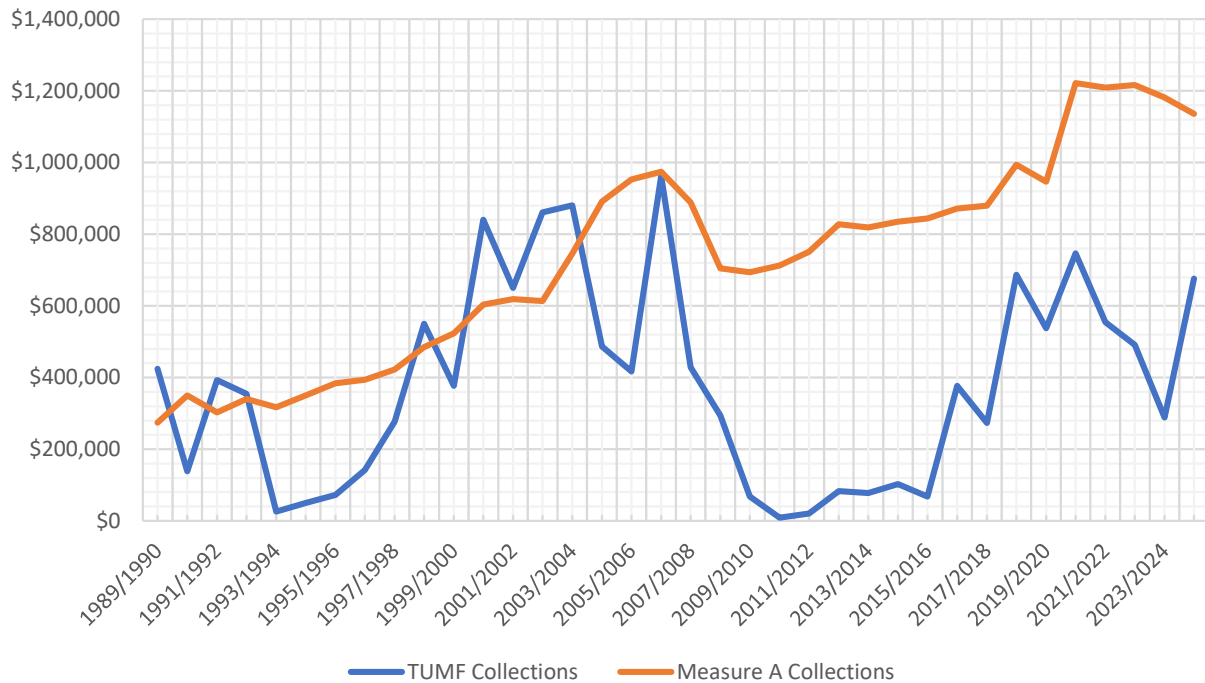


Figure 23: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Rancho Mirage.

Riverside County

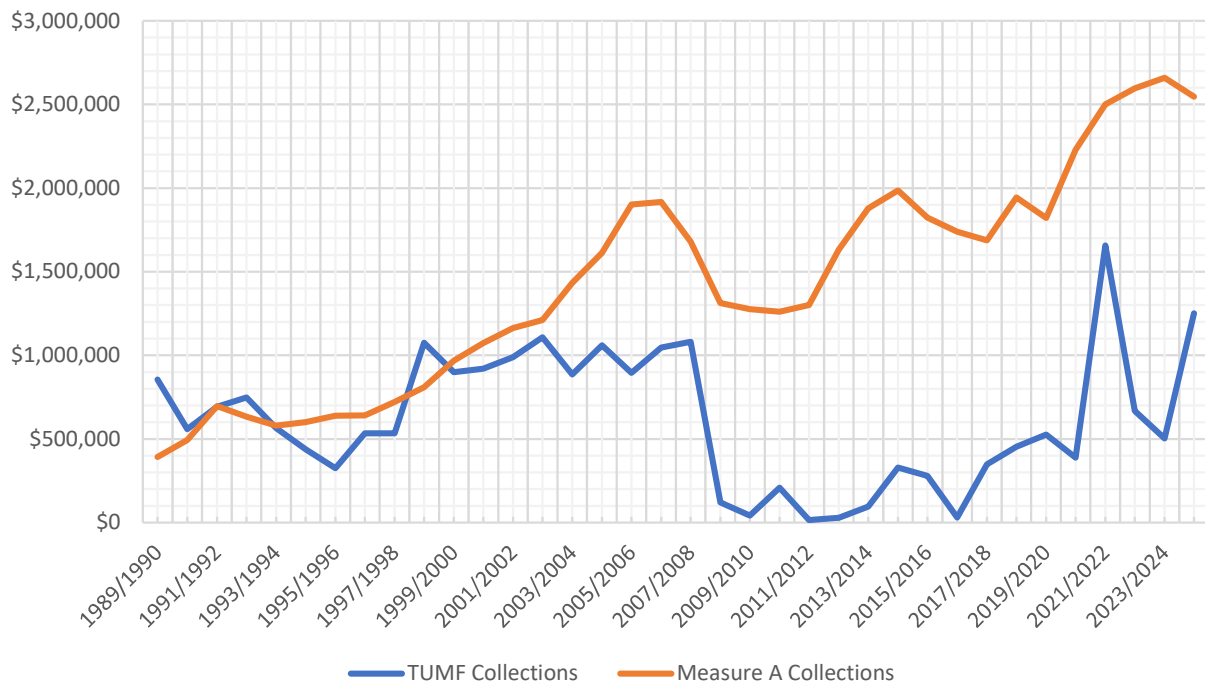


Figure 24: Cumulative TUMF collected by CVAG compared to Measure A funds collected by Riverside County.

Congestion Management Program

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

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

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

CVAG Monitoring Process

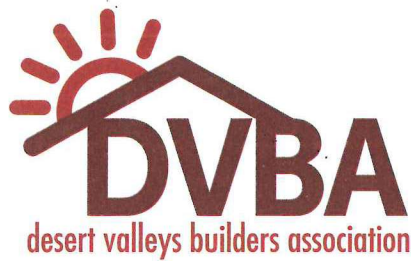
To meet requirements of the CMP, In-Lieu jurisdictions forward copies of their approved Building Activity Report (or its equivalent) to CVAG on a monthly basis. CVAG staff reviews the report and requests copies of building permits issued for all development subject to TUMF. Data is then extracted from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

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

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

Project Description	Lead Agency ¹	Project Cost	Approved CVAG Share	Actual Expenditures Prior to FY 2021	Actual Expenditures FY 2021	Actual Expenditures FY 21/22	Actual Expenditures FY 22/23	Actual Expenditures FY 23/24	Actual Expenditures FY 24/25	Total Expenditures to Date
Interchanges										
Interchange Preparation Fund	Various	\$ 14,049,238.75	\$ 14,239,238.75	\$ 10,710,244.09	\$ 123,407.25	\$ 1,117,659.82	\$ 126,256.32	\$ -	\$ -	\$ 12,077,567.48
Jackson St/I-10 IC	COR	\$ 8,300,000.00	\$ 6,225,000.00	\$ 3,158,323.21	\$ 187,655.55	\$ 207,548.27	\$ 814,080.38	\$ 1,306,523.08	\$ 364,816.72	\$ 6,051,946.21
Monroe St/I-10 IC	COR	\$ 14,137,200.00	\$ 12,102,900.00	\$ 3,012,533.29	\$ 193,912.35	\$ 2,057,142.74	\$ 2,356,838.77	\$ 1,536,087.57	\$ 1,127,867.88	\$ 10,283,162.58
Portola Ave./I-10 IC	COR	\$ 77,880,000.00	\$ 42,160,000.00	\$ 28,161,108.51	\$ 45,680.46	\$ -	\$ -	\$ -	\$ -	\$ 28,206,788.97
Avenue 50/I-10 IC	COA	\$ 2,800,000.00	\$ 2,300,788.00	\$ 2,300,788.00	\$ -	\$ -	\$ 74,328.13	\$ 90,093.41	\$ 10,128.19	\$ 2,475,317.73
Da Vall/I-10 Interchange	CC	\$ 1,531,874.08	\$ 1,531,874.08	\$ -	\$ -	\$ 5,133.59	\$ 12,424.24	\$ 3,137.58	\$ 20,886.41	\$ 41,390.82
Palm Dr./Gene Autry Tr./I-10 IC	COR	\$ 38,603,000.00	\$ 25,931,000.00	\$ 6,740,975.90	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,740,975.90
Subtotal Interchanges:		\$ 229,407,412.84	\$ 117,562,130.84	\$ 56,701,825.21	\$ 1,632,862.90	\$ 3,580,700.93	\$ 3,393,452.55	\$ 3,022,541.43	\$ 1,523,307.18	\$ 69,854,690.20
Bridges										
Cathedral Canyon Bridge	CC	\$ 22,038,000.00	\$ 2,577,082.58	\$ 283,139.80	\$ 566,210.51	\$ 1,483,574.17	\$ 140,936.59	\$ 131,637.33	\$ -	\$ 2,585,488.20
Ave. 66 Grade Separation	COR	\$ 23,490,000.00	\$ 16,964,687.00	\$ 10,119,447.42	\$ 3,918,244.59	\$ 1,972,967.32	\$ 520,473.90	\$ 217,468.59	\$ 108,763.82	\$ 16,555,395.34
Ramon Bridge Widening	PS	\$ 35,998,000.00	\$ 8,148,500.00	\$ 1,469,646.23	\$ 308,688.89	\$ 73,832.48	\$ 243,326.70	\$ 3,400.75	\$ 155,889.89	\$ 2,255,963.04
Vista Chino Bridge (across WWR)	PS	\$ 114,700.00	\$ 8,172,375.00	\$ 344,512.88	\$ 4,781.78	\$ 15,482.11	\$ 19,147.17	\$ 54,856.61	\$ 5,221.08	\$ 443,984.86
Dune Palms Bridge over WWR	LQ	\$ 19,993,000.00	\$ 9,116,730.00	\$ 1,820,268.75	\$ 279,840.58	\$ 286,611.82	\$ 903,950.33	\$ 2,680,529.26	\$ 486,544.91	\$ 6,417,745.45
South Palm Canyon Bridge	PS	\$ 101,968,000	\$ 885,328.00	\$ 104,050.11	\$ 32,812.83	\$ 3,655.26	\$ 1,841.91	\$ 1,082.28	\$ 57,912.79	\$ 201,355.19
East Palm Canyon Bridge	PS	\$ 102,083,000	\$ 1,108,811.00	\$ 68,171.22	\$ 133,408.85	\$ 68,413.95	\$ 77,638.38	\$ 11,121.89	\$ 920.78	\$ 357,873.05
Ave. 50 Bridge (WWR & SR88)	COA	\$ 7,407,835.00	\$ 5,535,826.00	\$ 782,806.48	\$ 48,480.43	\$ 554,688.77	\$ 210,037.99	\$ 41,378.11	\$ 462,878.52	\$ 2,108,381.00
Avenue 44 Bridge (across WWR)	Indio	\$ 19,230,000.00	\$ 3,216,000.00	\$ 487,884.83	\$ 40,253.53	\$ 32,670.39	\$ 26,184.92	\$ 24,795.02	\$ 899,191.55	\$ 1,290,980.04
Frank Sinatra Bridge (across WWR)	RM	\$ 35,290,000.00	\$ 4,548,858.00	\$ 213,272.76	\$ 37,034.59	\$ 20,499.04	\$ -	\$ -	\$ -	\$ 270,718.39
Date Palm Bridge (across WWR)	CC	\$ 18,709,000.00	\$ 1,608,825.00	\$ 1,277,163.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,277,163.12
Airport Blvd Bridge	COR	\$ 6,600,000.00	\$ 4,950,000.00	\$ -	\$ -	\$ -	\$ -	\$ 58,759.72	\$ 377,873.00	\$ 436,632.72
Avenue 50 Bridge over the La Quinta Evacuation Channel	LQ	\$ 5,133,000.00	\$ 3,848,750.00	\$ -	\$ -	\$ -	\$ -	\$ 5,639.26	\$ 19,396.87	\$ 25,036.83
Indian Canyon Ave. (from Garnett to and incl. RR crossing)	PS	\$ 21,500,000.00	\$ 7,500,000.00	\$ 1,591,985.36	\$ 197,060.49	\$ 297,060.52	\$ 188,139.25	\$ 651,598.09	\$ 649,726.80	\$ 3,555,588.31
Subtotal Bridges:		\$ 219,701,586.00	\$ 83,114,260.58	\$ 18,530,548.57	\$ 5,265,805.08	\$ 4,809,395.63	\$ 2,311,674.73	\$ 3,862,597.91	\$ 3,002,900.41	\$ 37,762,222.33
Arterial Links										
North Indian Canyon (20th to Dillon)	COR	\$ 4,788,000.00	\$ 3,591,000.00	\$ 2,042,251.51	\$ 194,697.22	\$ 2,524,828.32	\$ -	\$ -	\$ -	\$ 4,781,777.05
Avenue 48 - Van Buren to Dillon	COR	\$ 4,700,000.00	\$ 3,525,000.00	\$ 595,794.31	\$ 135,207.55	\$ 84,515.52	\$ 191,183.18	\$ 1,064,301.09	\$ 544,874.78	\$ 2,616,676.41
Madison St. (from Ave. 52 to Indio Blvd.)	Indio	\$ 48,250,000.00	\$ 24,204,784.00	\$ 20,684,861.52	\$ 242,336.24	\$ 75,455.97	\$ 476,149.12	\$ 403,796.37	\$ 27,346.88	\$ 22,208,648.10
Jefferson St./Vanner Road north of I-10	Indio	\$ 6,000,000.00	\$ 4,500,000.00	\$ 1,811,753.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,811,753.83
Date Palm Drive North of I-10	CC	\$ 3,116,000.00	\$ 2,337,000.00	\$ 464,133.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 464,133.55
Avenue 50 (Calhoun to Hamson)	COA	\$ 4,500,000.00	\$ 3,375,000.00	\$ 285,855.78	\$ 208,539.78	\$ 57,860.01	\$ 686,318.08	\$ 172,300.63	\$ 264,150.58	\$ 1,846,014.76
Avenue 50 (SR88 to I-10)	COA	\$ 1,820,000.00	\$ 1,365,000.00	\$ 745,852.42	\$ 273,472.89	\$ -	\$ 345,574.89	\$ -	\$ -	\$ 1,365,000.00
2017 ATP Regional Bicycle/Pedestrian Safety Program	Various	\$ 14,627,890.00	\$ 10,235,384.00	\$ 6,371,872.05	\$ 1,389,680.71	\$ 1,782,488.55	\$ 1,020,987.44	\$ -	\$ -	\$ 9,525,138.75
Fred Waring/Washington Street Intersection	LQ	\$ 1,860,745.00	\$ 1,385,555.00	\$ 252,082.04	\$ 928,945.27	\$ 116,140.88	\$ -	\$ -	\$ -	\$ 1,288,177.97
Avenue 50 and Jackson Street Intersection Improvement	Indio	\$ 1,594,800.00	\$ 1,185,850.00	\$ 199,665.76	\$ 85,515.55	\$ 81,595.83	\$ 194,012.64	\$ 27,562.50	\$ 1,128,161.15	\$ 1,716,513.43
2018 ATP Safety Program	Various	\$ 6,472,978.00	\$ 4,854,733.50	\$ 1,520,510.46	\$ 731,839.76	\$ 523,696.71	\$ 46,122.75	\$ -	\$ -	\$ 2,822,166.87
Indian Canyon Two-way Conversion	PS	\$ 2,000,000.00	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00
Grapefruit Blvd. between Leoco Lane and 6th Street	COA	\$ 5,024,482.00	\$ 1,453,820.83	\$ -	\$ -	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ 1,453,820.76
Avenue 50 Widening (Jefferson St to Jackson St)	Indio	\$ 900,000.00	\$ 675,000.00	\$ -	\$ -	\$ -	\$ 18,882.50	\$ 222,736.45	\$ 106,839.10	\$ 348,357.05
Jefferson St between Ave 38 and Sun City Blvd	Indio	\$ 300,000.00	\$ 225,000.00	\$ -	\$ -	\$ -	\$ 1,648.50	\$ 90,277.87	\$ 39,888.14	\$ 131,924.51
Subtotal Arterial Links:		\$ 103,954,875.00	\$ 64,433,237.33	\$ 34,074,843.14	\$ 4,172,231.77	\$ 6,726,581.57	\$ 4,412,499.84	\$ 1,980,976.91	\$ 2,178,558.16	\$ 53,545,691.39
Total:		\$ 549,063,673.84	\$ 265,089,628.75	\$ 109,307,216.92	\$ 11,070,899.75	\$ 15,116,678.13	\$ 10,117,627.12	\$ 8,865,816.25	\$ 6,704,365.75	\$ 161,182,603.92

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



May 18, 2026

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Tom Kirk, Executive Director

c/o Peter Satin, Conservation Program Manager

74-199 El Paseo, Suite 100

Palm Desert, CA 92260

Re: Annual Report TUMF 2024/2025

Dear Mr. Kirk:

Thank you for providing the Desert Valleys Builders Association the opportunity to review the Coachella Valley Association of Government's "Transportation Uniform Mitigation Fee Annual and Five-Year Report, fiscal Year 2024/2025." During our examination, we noticed some inconsistencies. However, these were quickly explained. We ask that next year's report add a couple of lines for clarity.

The Desert Valleys Builders Association supports the adoption and filing of the Transportation Uniform Mitigation Fee Annual and Five-Year Report for fiscal year 2024/2025.

Respectfully,

James Brownyard
Executive Officer

550 Oleander Road • Palm Springs, CA • 92264

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

www.TheDVBA.org

ITEM 5A

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



STAFF REPORT

Subject: Appeal by the Haagen Company on Transportation Uniform Mitigation Fee (TUMF) assessment

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

Recommendation: Consider Transportation Committee's findings of staff recommendation to deny the Transportation Uniform Mitigation Fee (TUMF) appeal brought forth by the HCL Indio Marketplace LLC, owned by the Haagen family, and authorize the Executive Director to enter into the necessary agreements to refund any TUMF collected pursuant to the Indio Grand Marketplace project upon finalization of a demolition permit for the existing structure

Background: At the June 1 meeting, the Transportation Committee will hold a hearing to address an appeal being brought forth by the HCL Indio Marketplace LLC, owned by the Haagen family. This hearing is consistent with CVAG's procedures for the Transportation Uniform Mitigation Fee (TUMF) program. The Transportation Committee's recommendation will then be brought forward to the Executive Committee, which will also hold a hearing when it meets later on June 1.

TUMF is a development impact fee imposed on new development within the Coachella Valley to offset costs incurred through capacity enhancements to the regional arterial system. TUMF assessments are predicated on the trip generation rates of any new development's underlying land use, as determined by the Institute of Traffic Engineers (ITE). For the purposes of TUMF calculation, CVAG has simplified non-residential land use into six categories: industrial, office, retail, golf, hotel, and multiple use.

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

The Haagen Company is proposing a site reconfiguration of the former Indio Grand Marketplace, located at 82225 Highway 111 in the City of Indio. The project consists of three phases: Phase I involves the construction of 12,800 square feet of new retail development within the existing parking lot; Phase II involves the construction of 10,900 square feet of new retail development on a combination of existing parking lot and vacant land; and Phase III involves the demolition of a portion of the existing shopping center totaling 95,000 square feet, to be replaced with additional parking. Taken in its entirety, the project will reduce the available square footage by 71,300 square

feet. Haagen Company has indicated that a single tenant remains in the existing shopping center, necessitating the buildout of Phase I before any demolition takes place. They have also indicated that beyond Phase I, Phases II and III should not be considered sequential and may occur simultaneously. Haagen Company applied for the necessary permits to implement Phase I on June 17, 2025. To date, no permit applications for the remaining phases have been submitted.

Pursuant to the TUMF Handbook, TUMF applies to “new development yet to receive final discretionary approval and/or issuance of a building permit” and that no building permit shall be issued “unless the applicant has paid the mitigation fee.” Resolution No. 07-007 further dictates “the building permit issuance date to be the date that the TUMF obligation accrues.” TUMF was therefore assessed on the Phase I permits.

On February 17, 2026, Fennemore, LLP, on behalf of the Haagen Company, submitted a written request to CVAG staff to waive the TUMF assessment in recognition of the overall reduction of retail space – and therefore trips generated by the site – that would take place upon completion of the site reconfiguration. The letter asserted that the project must be considered holistically, and not on a permit-by-permit basis. The letter further indicated that the Haagen Company would be willing to enter into an agreement to pay at a later date any TUMF that may be due in the event that the demolition contemplated in Phase III does not take place. Finally, the letter included the trip generation analysis utilized during project permitting.

During follow-up conversations, CVAG staff indicated that adopted TUMF policies and procedures precluded them from assessing all three phases at once, and that, as long as the existing shopping center remained in place, CVAG would be unable to discount future potential trip reduction against current use. CVAG staff encouraged the Haagen Company to file an appeal, which would nonetheless require that the assessed TUMF be paid.

Precedent exists to support CVAG staff’s position. Findings during prior appeals have found that CVAG is not a regulatory agency, and therefore cannot control future use and associated trip generation; TUMF must therefore be assessed on the maximum potential of a facility (see Betty Ford Center at Eisenhower, November 20, 1992; and Sunrise Country Club, January 27, 1997). Furthermore, a variety of redevelopment plans for the existing Indio Grand Marketplace have been proposed over the last few years, including rehabilitation, none of which have been realized. CVAG staff are therefore wary of entering into any agreement that would postpone the collection of TUMF to a later date contingent on an action not taking place. CVAG staff does acknowledge that, should the Phase III demolition take place, it would result in an overall trip reduction that, had it occurred prior to the buildout of Phase I, may have negated any new TUMF assessment.

The Haagen Company issued, under protest, a TUMF payment to the City of Indio for two building permits authorizing the construction of new commercial retail space consisting of a combined 12,800 square feet on April 10, 2026. CVAG staff received their complete appeal application on April 22, 2026, restating their position from the February 17 letter.

The appeal has been reviewed by CVAG Legal Counsel, who found that CVAG had reasonable grounds to impose TUMF on Phase I of the project, but that the appellant’s contending the entirety of the project would reduce trips and should therefore not incur any TUMF assessment is not without merit. In light of this analysis, CVAG staff proposed to Haagen Company a variation on their original proposed agreement: CVAG will retain the TUMF already collected, but will agree to refund the TUMF upon the completion of the Phase III demolition. The Haagen Company is amenable to this approach, provided any agreement includes provisions for Phase II as well (including if Phase II buildout begins before finalization of the demolition, TUMF would be collected, but if the demolition is complete, no TUMF would be assessed against Phase II). CVAG staff finds this condition reasonable.

CVAG staff recommend that the appeal be denied, and that the Executive Director be authorized to enter into the necessary agreements to refund the collected TUMF upon finalization of the Phase III demolition permit. Wholesale denial of the appeal may leave CVAG open to challenge under the Mitigation Fee Act, while approval of the appeal would be counter to accepted TUMF policies and jeopardize CVAG's ability to collect TUMF on the project in the future.

Fiscal Analysis: Phase I of the project has already remitted \$96,448. Phase II is estimated to incur an additional \$82,132 at the current retail TUMF rate. If and when the Phase III demolition takes place, any monies collected for the project would be refunded.

Attachment: Fennemore notice of appeal, April 22, 2026

April 22, 2026

VIA FEDERAL EXPRESS AND E-MAIL**CVAG Executive Committee**

c/o Peter Satin, Conservation Program Manager
Coachella Valley Association of Governments
74-199 El Paseo, Suite 100
Palm Desert, California 92260
psatin@cvag.org

Re: **Appeal of TUMF Assessment for Indio Grand Marketplace Redevelopment**
(*Permit Nos. BLDC-25-0271 and BLDC-25-0272*)

Dear Members of the Executive Committee:

Pursuant to section 1.1 of the Coachella Valley Association of Governments Transportation Uniform Mitigation Fee Handbook, revised January 1, 2025 (the “**CVAG Handbook**”), The HCL Indio Marketplace, LLC, owned by the Haagen family (“**Haagen**”), hereby appeals the Transportation Uniform Mitigation Fee (“**TUMF**”) assessed on the Phase I permits for the Indio Grand Marketplace redevelopment (“**IGM Redevelopment**” or “**Project**”) in the amount of \$96,448 paid to the City of Indio (“**City**”) on April 9, 2026. The TUMF for Phase I is for two standalone buildings with one building assessed \$60,280 and the second building assessed \$39,168. The checks for the TUMF fee included a letter informing both the City and CVAG that the fee was being paid under protest. Included with this letter is check # 01091 in the amount of \$500.00 for the payment of the Appeal Fee.

Based on the information below, the assessment of TUMF on the IGM Redevelopment should be vacated and refunded because the actual Project does not create additional average weekday trips over the existing and entitled shopping-center condition. Instead, the IGM Redevelopment project reduces overall building area by approximately 71,300 square feet and, according to the project-specific traffic analysis prepared by Linscott, Law & Greenspan (“**LLG Assessment**”), results in 41 fewer net average weekday trips and 86 fewer gross average weekday trips than the existing and entitled shopping center. Under the CVAG Handbook and CVAG’s 2018 TUMF Nexus Report, TUMF is a growth-mitigation fee tied to additional transportation demand and a project’s fair share of regional improvement costs attributable to new development.

Where redevelopment creates no net additional weekday trips, there is no lawful basis for TUMF to be assessed.

Haagen therefore requests that CVAG grant this appeal, direct refund of the contested TUMF paid for permits BLDC-25-0271 and BLDC-25-0272, and confirm that no additional TUMF is presently due for Phases I, II, or III of the redevelopment so long as the project remains at or below the existing baseline in average weekday trips.

In the alternative, and without waiving its primary position, Haagen remains willing to record an agreement confirming that the remaining mall shop space will not be re-leased pending demolition and that TUMF may be imposed in the future only if a later project produces net average weekday trips above the existing baseline.

I. THE INDIO GRAND MARKETPLACE REDEVELOPMENT IS AN INTEGRATED PROJECT

The Indio Grand Marketplace is an already-developed regional shopping center, not vacant land and not a freestanding pad-site project. (Brent McManigal, February 17 letter to Mr. Satin, p.1-3 (“Feb. 17 Letter”); LLG Assessment, p. 1). Haagen’s redevelopment plan proceeds in coordinated phases. Phase I consists of two new retail/commercial buildings totaling 12,800 square feet along the Highway 111 frontage west of the main entrance. Phase II consists of three additional buildings totaling 10,900 square feet, including a bank and two restaurant uses with drive-through facilities, along the Highway 111 frontage east of the main entrance. Phase III consists of demolition of approximately 95,000 square feet of existing mall shop space, together with the continued adaptive reuse and redevelopment of the former anchor buildings. Across the property as a whole, the redevelopment produces an overall reduction of approximately 71,300 square feet of building area (Feb. 17 Letter p. 1-3; LLG Assessment p. 1-4).

The Phase I-first sequencing is not speculative gamesmanship. It is the practical means of carrying out a center-wide redevelopment while lawfully relocating the optometrist tenant before demolition of the existing mall shop space. Haagen explained the relationship to CVAG and offered additional protection against any concern regarding implementation of the IGM Redevelopment by agreeing that the mall shop space will not be re-released or otherwise re-occupied pending demolition and that a recorded agreement can memorialize the operative baseline. (Feb. 17 Letter, p. 3; Emails with CVAG staff from November 2025 through March 3, 2026 (“CVAG Email Chain”) p. 1-3, 6-10). Phase I was never intended as a permanent standalone intensification of the site. (Feb. 17 Letter p. 1-3; CVAG Email Chain p. 6-10). It is the first construction step in a traffic-reducing redevelopment program.

CVAG staff has stated that TUMF is assessed on a permit-by-permit basis at the time of issuance, and that redevelopment credit applies only to the reconstruction or new use of existing

buildings. (CVAG Email Chain pp. 2–3, 7–10). Respectfully, however, that administrative timing rule cannot override the California Mitigation Fee Act’s (“MFA”) substantive nexus requirements, as reflected in the MFA and CVAG materials. The Handbook defines “development” to include activity resulting in permits or certificates of occupancy, but it also ties TUMF to development that generates additional vehicular trips. The permit-collection rule addresses only when the City collects and transmits the TUMF to CVAG; it does not resolve the antecedent legal question whether the project being charged actually creates a reasonable, project-specific need for the regional transportation improvements funded by TUMF. Here, it does not, because the integrated redevelopment reduces net average weekday trips rather than increasing them. (LLG Assessment pp. 1–4, Table 1)

II. PROJECT-SPECIFIC NEXUS: THE REDEVELOPMENT CREATES NO ADDITIONAL REGIONAL TRANSPORTATION DEMAND

The correct baseline is the existing and entitled shopping center, including the approximately 95,000 square feet of mall shop space that remains on the property today and that Phase III removes. That existing condition is the source of the transportation demand already associated with the site. (LLG Assessment 1-4, Table 1). Using only the temporary location of the Phase I buildings as the baseline strips the project of its real-world context and converts a center wide redevelopment into a fictional standalone growth project. The CVAG Handbook’s redevelopment rule measures any increase against the trips associated with the existing use and focuses on the relationship between the fee and the additional traffic attributable to the development project (CVAG Handbook § 1.1.)

LLG analyzed Phase I and Phase II together with the Phase III demolition using the Twelfth Edition of ITE Trip Generation and recognized pass-by adjustments. (LLG Assessment p. 2-4, Table 1). That analysis concludes that the combined redevelopment produces 41 fewer net average weekday trips than the existing and entitled shopping center. (LLG Assessment p. 3-4, Table 1). Even before pass-by adjustments, the redevelopment remains negative by 86 gross average weekday trips. (*Id.*) The same study also shows that Phase I, measured against the existing mall/shop area it functionally replaces, is forecast to generate 2,089 fewer daily trips, and that Phase II is forecast to generate 545 fewer daily trips than that same existing condition. (*Id.*) Whatever way the coordinated IGM Redevelopment is viewed, the Project does not add a new average-weekday trips to the regional arterial system. (*Id.*)

The governing metric in the CVAG program for “trip generation rate” is average weekday trips. (CVAG Handbook, Definitions). LLG analysis shows a modest AM peak-hour increase for the IGM Redevelopment before the mall-shop demolition is fully complete, but TUMF is not calculated on temporary sequencing effects or one peak-hour snapshot detached from the project-wide average weekday outcome. (CVAG Handbook, Definitions, § 1.1). On the metric CVAG

itself uses to justify and calculate the fee, this redevelopment is negative, not positive and TUMF cannot legally be assessed.

Because the project does not create net new average weekday trips, the required nexus findings cannot be made (CVAG Handbook, Definitions, § 1.1; LLG Assessment p. 3-4, Table 1). The fee's purpose is to fund transportation capacity and related improvements needed to serve new growth (CVAG Handbook § 1.1). The fee's use is valid only to the extent the development creates that need and the amount charged must correspond to the cost attributable to the development. Here, the site-specific traffic evidence shows that the redevelopment does not create net new regional demand. (LLG Assessment 3-4, Table 1). A fee imposed anyway would fund capacity for trips this redevelopment does not generate. (CVAG Handbook, Definitions, § 1.1; LLG Assessment p. 3-4, Table 1). That is precisely the disconnect the Mitigation Fee Act forbids.

The MFA imposes strict substantive limitations on a local agency's authority to impose development impact fees, requiring a demonstrated "reasonable relationship" (nexus) between the fee and the impacts attributable to the specific development. (Gov. Code, § 66001, subds. (a), (b).) California courts have consistently enforced this requirement, holding that impact fees must be tied to the incremental burden created by the project itself, both in purpose and amount. In *San Remo Hotel L.P. v. City and County of San Francisco* (2002) 27 Cal.4th 643, the California Supreme Court emphasized that even legislatively imposed fees must bear a reasonable relationship "in both intended use and amount" to the deleterious public impacts of the development. Likewise, in *Warmington Old Town Associates, L.P. v. Tustin Unified School Dist.* (2002) 101 Cal.App.4th 840, the court invalidated fees where the agency failed to account for the net effect of a replacement project, holding that a nexus analysis that ignores the prior use and resulting baseline conditions does not satisfy section 66001. These authorities confirm that the legally relevant inquiry is not whether a project fits within a generalized fee program, but whether it creates a net new impact that justifies the exaction.

Applied here, the MFA's limitations preclude imposition of transportation impact fees (TUMF) where a redevelopment project results in no net increase, and in fact a reduction, in vehicle trips relative to the existing use. The TUMF program itself is designed to fund transportation improvements necessitated by growth in travel demand, not to impose fees untethered to project-specific impacts. The Project's Traffic Circulation Assessment demonstrates that, when evaluated as an integrated redevelopment, the project results in a net decrease in weekday vehicle trips compared to the existing shopping center baseline. Under *Home Builders Assn. of Tulare/Kings Counties, Inc. v. City of Lemoore* (2010) 185 Cal.App.4th 554, no nexus exists where development does not create a need for additional public facilities, and under *Boatworks, LLC v. City of Alameda* (2019) 35 Cal.App.5th 290, fees based on a methodology that overstates or misattributes impacts are invalid. Moreover, following *Sheetz v. County of El Dorado* (2024) 601 U.S. 267, even legislatively prescribed fee schedules must satisfy constitutional nexus and rough proportionality requirements, prohibiting the imposition of fees that exceed what is

necessary to mitigate the project's actual impacts. Where, as here, the IGM Redevelopment reduces transportation demand, any TUMF exaction would lack both the statutory "reasonable relationship" required by the MFA and the constitutional proportionality required under *Nollan/Dolan*, and therefore cannot be lawfully imposed.

III. PROPORTIONALITY AND FAIR SHARE: ASSESSING PHASE I IN ISOLATION OVERSTATES HAAGEN'S LAWFUL OBLIGATION

The proportionality problem is direct and the current assessment illustrates the overstatement. (CVAG Email Chain 11-12). CVAG, through the City, assessed \$96,448 in TUMF on just 12,800 square feet of Phase I retail construction while leaving out of the analysis the 95,000 square feet of mall shop space slated for removal and the project-wide reduction of approximately 71,300 square feet. (CVAG Email Chain p. 11-12; Feb. 17 Letter p. 1-2; LLG Assessment p. 1). Under that approach, Haagen pays as though the site is permanently intensifying, even though the coordinated redevelopment shrinks the built environment and reduces the actual trip burden. (LLG Assessment p. 3-4, Table 1). A fee calculated that way is not proportional to impact; it is proportional only to permit timing.

Permit timing is an especially poor proxy here because two developers could pursue the same ultimate site plan and generate the same ultimate traffic outcome, yet pay different TUMF amounts depending solely on whether one had to build tenant-relocation space before demolition. The Mitigation Fee Act does not permit that sort of sequence-driven overassessment. The legally relevant question is the burden created by the development project, not the order in which construction documents are pulled.

CVAG's own methodology underscores why the staff approach is too rigid. (CVAG Handbook Table 1 n.2; §§ 2.2.1, 4.3, 4.6). The retail fee itself is already adjusted downward to account for linked and pass-through trips. (CVAG Handbook Table 1 n.2; § 4.3). Multiple land uses on the same project are assessed by actual land-use mix, not by an undifferentiated label. (CVAG Handbook § 4.6). Fuel dispensers and EV charging facilities use specialized measures rather than ordinary gross floor area where floor area would misstate impact. (CVAG Handbook §§ 4.3.1-.2). And the shopping-center refund provision demonstrates that CVAG can correct prior retail-based assessments when a shopping-center context shows the standard proxy overstated the appropriate fee. (CVAG Handbook § 2.2.1). Those features make sense only if TUMF is understood as a fair-share program aimed at actual transportation burden. (CVAG Handbook Table 1 n.2; §§ 2.2.1, 4.3, 4.6). The same common-sense adjustment should occur here.

The same point is reinforced by regional practice in western Riverside County (WRCOG Handbook p. 1, 6-9, 12-14). The WRCOG Fee Calculation Handbook does not govern this appeal, and Haagen does not contend otherwise, but it is persuasive authority because it is Riverside County's companion regional TUMF program applying the same Mitigation Fee Act principles.

(WRCOG Handbook p. 1, 6-9). WRCOG expressly describes TUMF as a roughly proportional allocation of transportation costs tied to new development impacts, provides adjustments where ordinary land-use proxies would overstate true burden, and exempts rehabilitation or reconstruction when the project generates the same or fewer trips. (WRCOG Handbook p. 1, 6-9, 12-14). That regional practice supports the straightforward conclusion that a traffic-reducing redevelopment should not be charged as if it created net new growth. (WRCOG Handbook p. 1, 6-9, 12-14).

IV. CVAG CAN ADDRESS IMPLEMENTATION CONCERNS WITHOUT IMPOSING AN UNLAWFUL FEE

Haagen recognizes that CVAG may want assurance that the Phase III demolition will occur and that future redevelopment will not later exceed the existing baseline (Feb. 17 Letter p. 3; CVAG Email Chain p. 1-3, 6-10). But those concerns can be addressed directly without imposing a fee unsupported by nexus or proportionality. Haagen is willing to record an agreement confirming that: (1) the remaining mall shop space will not be re-leased pending demolition, except as necessary to maintain the existing optometrist until relocation; (2) demolition of the mall shop space will proceed promptly after the optometrist relocates into Phase I; and (3) if any future redevelopment causes net average weekday trips to exceed the existing baseline, TUMF may be imposed at that time in accordance with the Handbook then in effect.

That recorded-agreement approach solves the practical concern raised by staff while preserving the statutory limits on impact fees. It prevents the site from being treated as a permanent expansion while also preserving CVAG's ability to assess TUMF later if a future project truly creates net additional regional transportation demand. It is therefore the more legally sound and more administratively workable approach.

V. REQUESTED RELIEF

For the reasons above, Haagen respectfully requests that CVAG grant this appeal and determine that:

CVAG Executive Committee

April 22, 2026

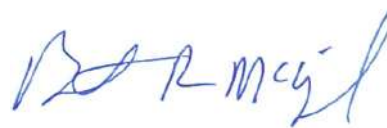
Page 7

1. The relevant development project for TUMF purposes is the integrated Indio Grand Marketplace redevelopment, including Phases I, II, and III as presented to CVAG and the City.
2. The redevelopment does not create a net increase in average weekday trips over the existing and entitled shopping-center condition.
3. No TUMF is presently due for Phase I, and no TUMF should be assessed for later phases of the redevelopment so long as the project remains at or below the existing baseline in average weekday trips.
4. CVAG shall direct refund of the contested TUMF paid for permits BLDC-25-0271 and BLDC-25-0272.
5. Alternatively, CVAG shall approve relief (refund of TUMF) conditioned on a recorded agreement between Haagen and CVAG confirming the demolition and baseline-protection measures described above, with any future TUMF limited to actual net trip increases above the baseline.

Attached are the required municipal receipt(s) reflecting payment of the contested TUMF and the \$500 administrative appeal fee. Haagen appreciates CVAG staff's attention to this matter and welcomes the opportunity to present the project and supporting materials at the Transportation Committee hearing.

Sincerely,

FENNEMORE LLP



Brent R. McManigal

BMCM/DKEY
Attachments

FENNEMORE CRAIG, P.C.
550 E. HOSPITALITY LANE, SUITE 350
SAN BERNARDINO, CALIFORNIA 92408

91-527

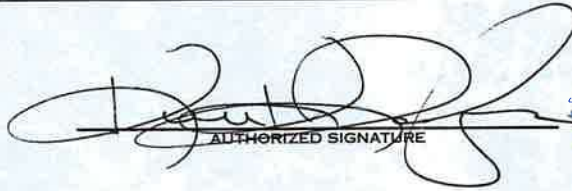
01091

DATE April 21, 2026

PAY TO THE ORDER OF Coachella Valley Association of Government \$ 500.00
Five hundred & 00/100 DOLLARS

WELLS FARGO BANK, N.A.
ARIZONA

FOR # 074744.0001


AUTHORIZED SIGNATURE

⑈001091⑈ ⑆122105278⑆ 5111921846⑈

THE FACE OF THIS DOCUMENT CONTAINS HEAT-SENSITIVE INK. TOUCH OR RUB RED IMAGE. IT WILL DISAPPEAR WITH HEAT.

ATTACHMENT 1



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Pasadena
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San Diego

January 30, 2026

Mr. Donald W. Kelley, Jr.
Haagen Company
12302 Exposition Boulevard
Los Angeles, California 90064

LLG Reference: 2.25.5046.1

Subject: **Traffic Circulation Assessment for the Proposed
Indio Grand Marketplace Projects**
Indio, California

Dear Mr. Kelley Jr.:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Traffic Circulation Assessment for the proposed Indio Grand Marketplace (Phase I, Phase II, & Phase III) Projects located on the southwest corner of Highway 111 and Rubidoux Street in the City of Indio, California. The Project site is currently occupied with the existing Indio Grand Marketplace, which will be redeveloped as part of these Projects. This analysis evaluates the potential traffic circulation impacts associated with the proposed Phase I and Phase II Projects in conjunction with the Phase III building demolition Project consistent with Indio requirements, which are based on the *County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled*, (December 2020).

PROJECT LOCATION AND DESCRIPTION

The Phase I and Phase II Project sites are located within the northern portion of the existing Indio Grand Marketplace site along the Highway 111. Phase I consists of two (2) retail/commercial buildings totaling 12,800 SF, which includes a 2,800 SF medical office use, and proposed Phase II will include three (3) new buildings with drive-through facilities consisting of a $\pm 4,000$ square-foot (SF) drive-in bank, a $\pm 3,400$ SF fast casual restaurant with drive-through window, and $\pm 3,500$ SF quick-serve food restaurant with drive-through window. Phase III consists of the demolition of approximately 95,000 SF of existing shopping center building area within the middle portion of the mall. The redevelopment of the Indio Grand Marketplace will result in an approximately 71,300 SF reduction in overall building area across the Property as a result of these three Projects.

David S. Shender, PE
John A. Boarman, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
KC Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE



Figure 1, attached, presents a Vicinity Map that illustrates the general location of the Project site and surrounding street system while **Figure 2** presents an existing site aerial, which depicts the precise location of the Project phases. Access for the proposed Projects will continue to be provided via the existing driveways along Highway 111 and Rubidoux Street. **Figure 3** presents the proposed site plan for the proposed Projects, prepared by the Haagen Company.

PROJECT TRAFFIC CHARACTERISTICS

Trip Generation Forecast Comparison

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Twelfth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2025].

Table 1, attached, summarizes the trip generation rates used in forecasting the vehicular trips generated for the proposed Project and existing development and also presents the proposed Projects' net forecast peak hour and daily traffic volumes. As shown in the upper portion of **Table 1**, the trip generation potential of the proposed Project phases and existing shopping center (Phase III) were estimated using the ITE Land Use 720: *Medical Dental Office Building* trip rates, ITE Land Use 820: *Shopping Plaza (>150k)* trip rates, ITE Land Use 822: *Strip Retail Plaza (<40k)* trip rates, ITE Land Use 912: *Drive-in Bank* trip rates, ITE Land Use 930: *Fast casual Restaurant* trip rates, and ITE Land Use 934: *Fast Food Restaurant with Drive-Through Window* trip rates.

As shown in the next portion of **Table 1**, the proposed Phase I Project is forecast to generate 504 daily trips, with 44 trips (26 inbound, 18 outbound) produced in the AM peak hour and 48 trips (22 inbound, 26 outbound) produced in the PM peak hour on a "typical" weekday (Row [A]). As shown in the following portion of **Table 1**, the proposed Phase II Project is forecast to generate 2,048 daily trips, with 90 trips (48 inbound, 42 outbound) produced in the AM peak hour and 133 trips (68 inbound, 65 outbound) produced in the PM peak hour on a "typical" weekday (Row [B]). As shown in the following portion of **Table 1**, the Phase III (existing/entitled shopping center) Project is forecast to generate 2,593 daily trips, with 76 trips (47 inbound, 29 outbound) produced in the AM peak hour and 220 trips (108 inbound, 112 outbound) produced in the PM peak hour on a "typical" weekday (Row [B]).



It should be noted that the aforementioned overall Project trip generation includes adjustments for pass-by per the *Trip Generation Manual, 12th Edition*, published by ITE, to account for trips that are already in the everyday traffic stream on the adjoining streets (i.e. Highway 111 and Monroe Street) and will stop as they pass by the Project site as a matter of convenience on their path to another destination. The pass-by reduction factors for all land uses are summarized in the footnotes of *Table 1*.

As shown in the bottom portion of *Table 1* in Row [D], the net trip generation potential of the proposed Phase I Project compared to the trip generation of the existing/entitled shopping center (Phase III) is **2,089 net fewer daily trips**, with **32 net fewer trips** (-21 inbound, -11 outbound) produced in the AM peak hour and **172 net fewer trips** (-86 inbound, -86 outbound) produced in the PM peak hour on a “typical” weekday.

As shown in the following section of *Table 1* in Row [E], the net trip generation potential of the proposed Phase II Project compared to the trip generation of the existing/entitled shopping center (Phase III) is **545 net fewer daily trips**, with **14 net greater trips** (+1 inbound, +13 outbound) produced in the AM peak hour and **87 net fewer trips** (-40 inbound, -47 outbound) produced in the PM peak hour on a “typical” weekday.

Lastly, as shown in the following section of *Table 1* in Row [F], the net trip generation potential of the proposed Phase I and Phase II Project combined compared to the trip generation of the existing/entitled shopping center (Phase III) is **41 net fewer daily trips**, with **58 net greater trips** (+72 inbound, +31 outbound) produced in the AM peak hour and **39 net fewer trips** (-18 inbound, -21 outbound) produced in the PM peak hour on a “typical” weekday.

According to *Appendix B – Traffic Analysis Exemptions* within the *County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020)*, a project is exempt from Traffic Impact Analysis requirements if any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours (bullet #10). As a result, based on the Projects’ forecast peak hour trip generation potential for all three (3) analysis scenarios summarized above in *Table 1*, the proposed Project will not significantly impact the surrounding transportation system and does not require the preparation of a traffic impact analysis that includes LOS analyses.



TRAFFIC UNIFORM MITIGATION FEE (TUMF)

Development projects within the Coachella Valley are subject to the Transportation Uniform Mitigation Fee (TUMF) only to the extent that they result in new development or a change of use that generates additional weekday vehicle trips. The TUMF Handbook expressly provides that where development involves reconstruction or a change of use of existing buildings, the fee obligation is based solely on the net increase in weekday vehicle trips in excess of those associated with the existing use. The purpose of the TUMF program is to mitigate transportation impacts attributable to growth, consistent with the Mitigation Fee Act, and not to impose fees where a project reduces overall travel demand.

The Indio Grand Marketplace redevelopment is a unified, multi-phase project that replaces an existing regional shopping center with a combination of new uses and demolition of substantial existing floor area. As documented in this Traffic Circulation Assessment, when all three phases are considered together, the redevelopment will result in a net reduction of 41 average weekday vehicle trips compared to the existing/entitled shopping center. Because there is no net increase in weekday trips attributable to the redevelopment, the project does not create any additional demand on the regional arterial system that the TUMF is intended to fund. It should be noted that as shown in Row [G], the net gross trips associated with the redevelopment will result in a net reduction of 86 gross average weekday vehicle trips compared to the existing/entitled shopping center.

Accordingly, consistent with the TUMF Handbook's methodology and nexus requirements, no TUMF obligation should be assessed for Phase I, Phase II, or Phase III of the Indio Grand Marketplace redevelopment, as the proposed Project results in fewer weekday vehicle trips than the existing condition and therefore does not trigger the imposition of mitigation fees.

CONCLUSION

Based on the results of the aforementioned net project trip generation forecast for the proposed Indio Grand Marketplace Project, which is forecast to generate fewer than 100 AM or PM peak hour trips on a "typical" weekday for all three (3) development analyses, we conclude that the proposed Projects' traffic circulation impact is considered "insignificant". Therefore, the Project would not require any specific intersection analysis that includes LOS.



We appreciate the opportunity to provide this Traffic Circulation Assessment. Should you need further assistance, or have any questions regarding this analysis, please call us at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

A handwritten signature in blue ink, appearing to read 'Keil D. Maberry'.

Keil D. Maberry, P.E.
Principal

Attachments



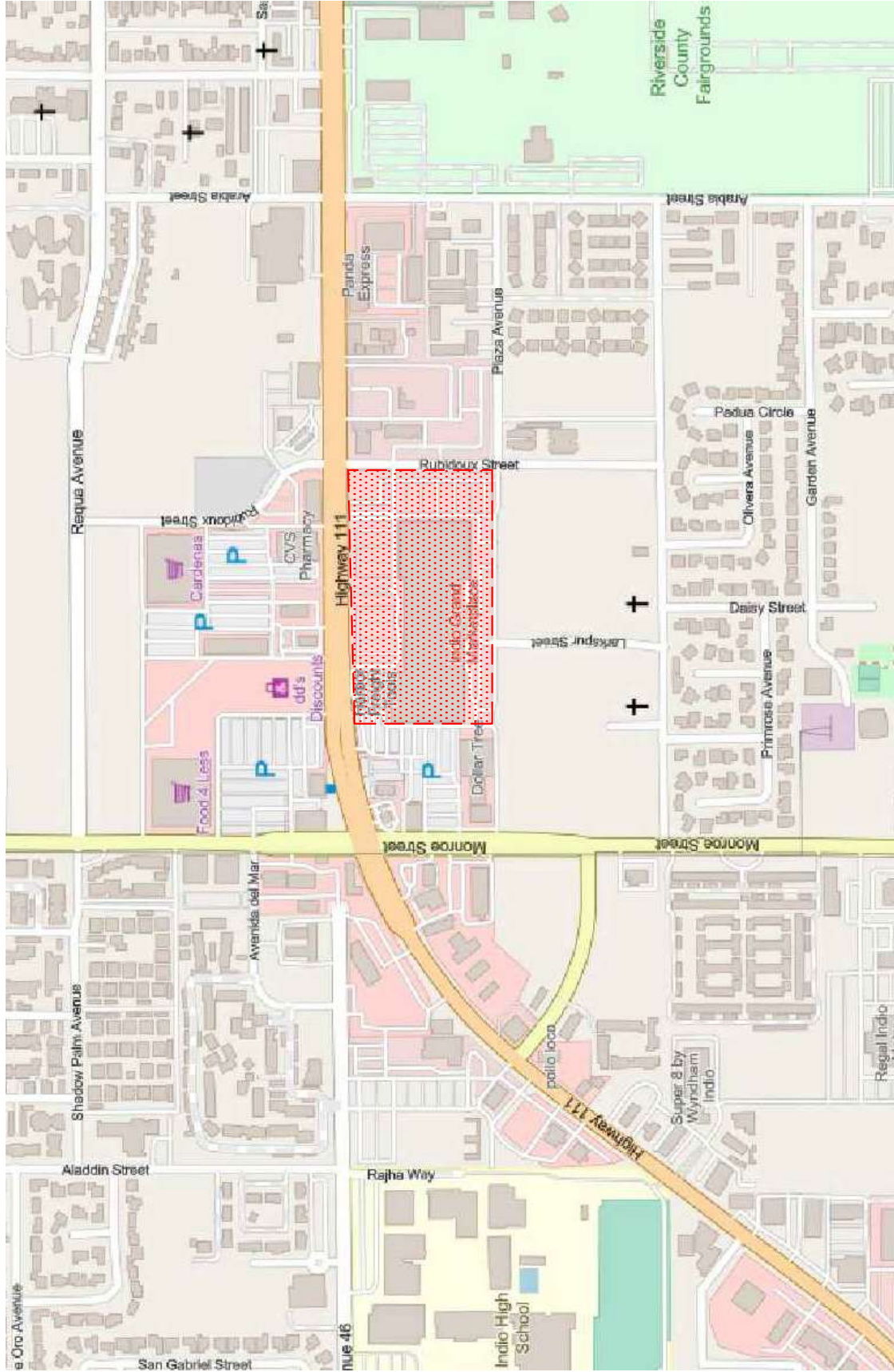
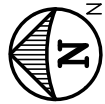


FIGURE 1
VICINITY MAP
 INDIO GRAND MARKETPLACE, INDIO

SOURCE: OPEN STREETS

KEY
 = PROJECT SITE



NO SCALE



NO SCALE

SOURCE: NEAR MAPS





- KEY**
-  = PROJECT SITE
 -  = PHASE 1
 -  = PHASE 2
 -  = PHASE 3

FIGURE 2

EXISTING SITE AERIAL INDIO GRAND MARKETPLACE, INDIO



TABLE 1
PROJECT TRIP GENERATION FORECAST¹
INDIO GRAND MARKETPLACE, INDIO

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Trip Generation Rates:</u>							
▪ 720: Medical Dental Office Building-Stand Alone (TE/TSF)	34.03	78%	22%	3.21	30%	70%	3.42
▪ 820: Shopping Plaza (>150k) (TE/TSF)	36.39	62%	38%	0.88	49%	51%	3.26
▪ 822: Strip Retail Plaza (<40k) (TE/TSF)	54.45	55%	45%	3.93	50%	50%	6.29
▪ 912: Drive-in Bank (TE/TSF)	98.85	58%	42%	9.95	50%	50%	21.03
▪ 930: Fast Casual Restaurant (TE/TSF)	225.89	64%	36%	1.58	53%	47%	14.35
▪ 934: Fast Food Restaurant with Drive-Through Window (TE/TSF)	448.12	51%	49%	33.24	52%	48%	31.60
<u>Phase I Trip Generation Forecast:</u>							
▪ Eye Doctor Office (2,800 SF)	95	7	2	9	3	7	10
▪ Strip Retail Plaza (10,000 SF)	545	21	18	39	32	31	63
Pass-By (Daily: 25%, AM: 10%, PM: 40%) ²	<u>-136</u>	<u>-2</u>	<u>-2</u>	<u>-4</u>	<u>-13</u>	<u>-12</u>	<u>-25</u>
Strip Retail Plaza Subtotal	409	19	16	35	19	19	38
Phase I Trip Generation Total [A]	504	26	18	44	22	26	48
<u>Phase II Trip Generation Forecast:</u>							
▪ Bank (4,000 SF)	395	23	17	40	42	42	84
Pass-By (Daily: 25%, AM: 29%, PM: 35%) ²	<u>-99</u>	<u>-7</u>	<u>-5</u>	<u>-12</u>	<u>-15</u>	<u>-14</u>	<u>-29</u>
Bank Subtotal	296	16	12	28	27	28	55
▪ Chipotle (3,400 SF)	768	3	2	5	26	23	49
Pass-By (Daily: 25%, AM: 10%, PM: 43%) ²	<u>-192</u>	<u>0</u>	<u>-1</u>	<u>-1</u>	<u>-11</u>	<u>-10</u>	<u>-21</u>
Chipotle Subtotal	576	3	1	4	15	13	28
▪ Fast Food Restaurant with Dive-Through Window (3,500 SF)	1,568	59	57	116	58	53	111
Pass-By (Daily: 25%, AM: 50%, PM: 55%) ²	<u>-392</u>	<u>-30</u>	<u>-28</u>	<u>-58</u>	<u>-32</u>	<u>-29</u>	<u>-61</u>
Fast Food Restaurant with Drive-Through Window Subtotal	1,176	29	29	58	26	24	50
Phase II Trip Generation Total [B]	2,048	48	42	90	68	65	133
<u>Phase III Trip Generation Forecast:</u>							
▪ Existing Shopping Center (95,000 SF)	3,457	52	32	84	152	158	310
Pass-By (Daily: 25%, AM: 10%, PM: 29%) ²	<u>-864</u>	<u>-5</u>	<u>-3</u>	<u>-8</u>	<u>-44</u>	<u>-46</u>	<u>-90</u>
Existing Shopping Center Subtotal	2,593	47	29	76	108	112	220
Phase III Trip Generation Total [C]	2,593	47	29	76	108	112	220
Net Phase I Trip Generation Forecast [D] = [A]-[C]	-2,089	-21	-11	-32	-86	-86	-172
Net Phase II Trip Generation Forecast [E] = [B]-[C]	-545	1	13	14	-40	-47	-87
Net Phase I and II Trip Generation Forecast [F] = ([A]+[B]-[C])	-41	27	31	58	-18	-21	-39
Net Gross Phase I and II Trip Generation Forecast [F]	-86	61	64	125	9	-2	7

Notes:

- TE/TSF = Trip Ends per Thousand Square Feet

¹ Source: *Trip Generation, 12th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2025).*

² Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Manual, 12th Edition, ITE 2025*):

- 820: Shopping Plaza (>150k): Daily/AM peak hour/PM peak hour – 25% (assumed)/10% (assumed)/29% (ITE)
- 822: Strip Retail Plaza (<40k): Daily/AM peak hour/PM peak hour – 25% (assumed)/10% (assumed)/40% (referenced from ITE LU 821: Shopping Plaza (40-150k))
- 912: Drive-in Bank: Daily/AM peak hour/PM peak hour – 25% (assumed)/29% (ITE)/35% (ITE)
- 930: Fast Casual Restaurant: Daily/AM peak hour/PM peak hour – 25% (assumed)/10% (assumed)/43% (referenced from ITE LU 932: High Turnover (Sit Down) Restaurant)
- 934: Fast Food Restaurant with Drive Through Window: Daily/AM peak hour/PM peak hour – 25% (assumed)/50% (ITE)/55% (ITE)

ATTACHMENT 2

February 17, 2026

VIA E-MAIL (psatin@cvag.org)

Mr. Peter Satin
Conservation Program Manager
Coachella Valley Association of
Governments
74-199 El Paseo, Suite 100
Palm Desert, California 92260

Re: **Subject:** Indio Grand Marketplace Redevelopment – TUMF Assessment

Dear Mr. Satin:

Thank you for taking the time to talk with me and my client, the Haagen Company (“Haagen”), regarding its redevelopment of the Indio Grand Marketplace (“IGM”) mall located in the City of Indio. This letter responds to CVAG’s position that Transportation Uniform Mitigation Fees (“TUMF”) are required for Phase I of the IGM redevelopment project. That position is inconsistent with the CVAG TUMF Handbook (“Handbook”) and the California Mitigation Fee Act (Government Code §66000 et seq.). When properly analyzed, no TUMF obligation may lawfully be imposed on any phase of the IGM redevelopment project because, as described below, the redevelopment results in a decrease in daily vehicle trips. CVAG’s current interpretation appears to evaluate Phase I as a stand-alone project; however, the City approvals, site planning, and demolition sequencing confirm that the redevelopment is integrated and interdependent.

Redevelopment of IGM

Haagen is planning to redevelop IGM in three phases, though Phase II and Phase III could move forward concurrently. Attached to this letter is a aerial photo that depicts the three phases.

Phase I consists of the construction of two retail/commercial buildings totaling 12,800 square feet, located adjacent to Highway 111 immediately west of the main entrance to

IGM. Phase I is fully approved by the City of Indio and Haagen is preparing to start grading this April.

Phase II will consist of three new retail buildings totaling 10,900 square feet, each with a drive-through, including one bank. The Phase II buildings are located adjacent to Highway 111, east of the main entrance to IGM toward Rubidoux Street. The City of Indio is currently processing the entitlements. Construction of Phase II is anticipated in early 2027.

Phase III includes (i) demolition of the approximate 95,000 square foot existing mall shop space and (ii) the redevelopment and adaptive reuse of the two anchor buildings (former Sears and Gottschalks). The anchor buildings will be upgraded for new businesses, and the former mall shop footprint will be redeveloped with parking and landscaping. Overall, the redevelopment of IGM will result in a net reduction of approximately 71,300 square feet of building area across the property.

As discussed, Haagen would proceed with demolition of the mall shops immediately; however, one remaining tenant, an Optometrist, must first be relocated. The Optometrist will relocate to Phase I once completed. Phase I is anticipated to be ready for occupancy approximately ten months after construction commences. Demolition of the mall shops will occur promptly upon relocation of the optometrist. Accordingly, the demolition component is not speculative, but operationally tied to completion of Phase I.

IGM Redevelopment Reduces Vehicle Trips

The redevelopment of IGM is a unified, multi-phase project that includes demolition of approximately 95,000 square feet of existing retail space, resulting in a reduction in daily vehicle trips. The Phases must be evaluated collectively when determining whether there is any net increase in weekday vehicle trips, as the Phase III demolition is contractually and operationally tied to the Optometrist to Phase I.

The Handbook provides that TUMF applies only to the reconstruction or a new use of an existing building that results in a change of use generating additional vehicle trips. It further states that where development involves enlargement or change of use, any “increase shall be measured as the additional weekday trips in excess of those associated with the existing use” (Handbook, Page 2).

To evaluate potential trip generation, Haagen retained Linscott, Law & Greenspan (“LLG”) to prepare a Traffic Circulation Assessment (“Assessment”). The Assessment concludes that the redevelopment will reduce weekday trips by 41 net trips (86 gross trips). The

project therefore creates no additional weekday vehicle trips and does not generate incremental demand on the regional arterial system. A copy of the Assessment is attached.

Application of TUMF Not Legally Permissible

Application of TUMF to the IGM redevelopment, which reduces daily vehicle trips, would be inconsistent with the Mitigation Fee Act (Gov. Code §§66000–66025) and the Handbook. Government Code §66001 strictly limits impact fees to situations where a development project causes a demonstrable, project-specific increase in public facility demand.

Where no net increase in trips exists, the findings required under Government Code §66001(a), including the reasonable relationship between the fee’s use and the development’s impact, cannot be made.

California courts have consistently held that development impact fees must be supported by a project-specific nexus and proportionality. (See *Ehrlich v. City of Culver City* (1996) 12 Cal.4th 854; *Building Industry Assn. of Central California v. City of Patterson* (2009) 171 Cal.App.4th 886; *Shapell Industries, Inc. v. Governing Board* (1991) 1 Cal.App.4th 218.)

The Handbook adopts this same framework by limiting TUMF to increases in weekday trips for the reuse/redevelopment of existing buildings. Evaluating Phase I in isolation would disregard the simultaneous reduction in building area and traffic that forms the basis of the overall redevelopment approvals and traffic analysis.

Phased Redevelopment and TUMF

We recognize that the Handbook does not expressly address phased redevelopment of an existing shopping center, like IGM. We also understand CVAG’s concern regarding whether demolition will occur and whether future redevelopment could increase trips.

Haagen is willing to memorialize in a recorded agreement an agreed upon framework that allows the redevelopment of IGM and if any future use of the buildings results in a net increase in weekday trips above the existing baseline, TUMF would apply at that time consistent with the Handbook.

This approach ensures compliance with the Handbook and the Mitigation Fee Act while recognizing that the current redevelopment reduces regional traffic demand. We have used this approach with other utilities and would be happy to share those agreements with you.

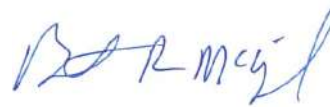
FENNEMORE.

Mr. Peter Satin
February 17, 2026
Page 4

We welcome the opportunity to meet with CVAG staff to finalize an agreed-upon framework that ensures compliance with the Handbook and reflects the project's reduction in vehicle trips.

Sincerely,

FENNEMORE LLP

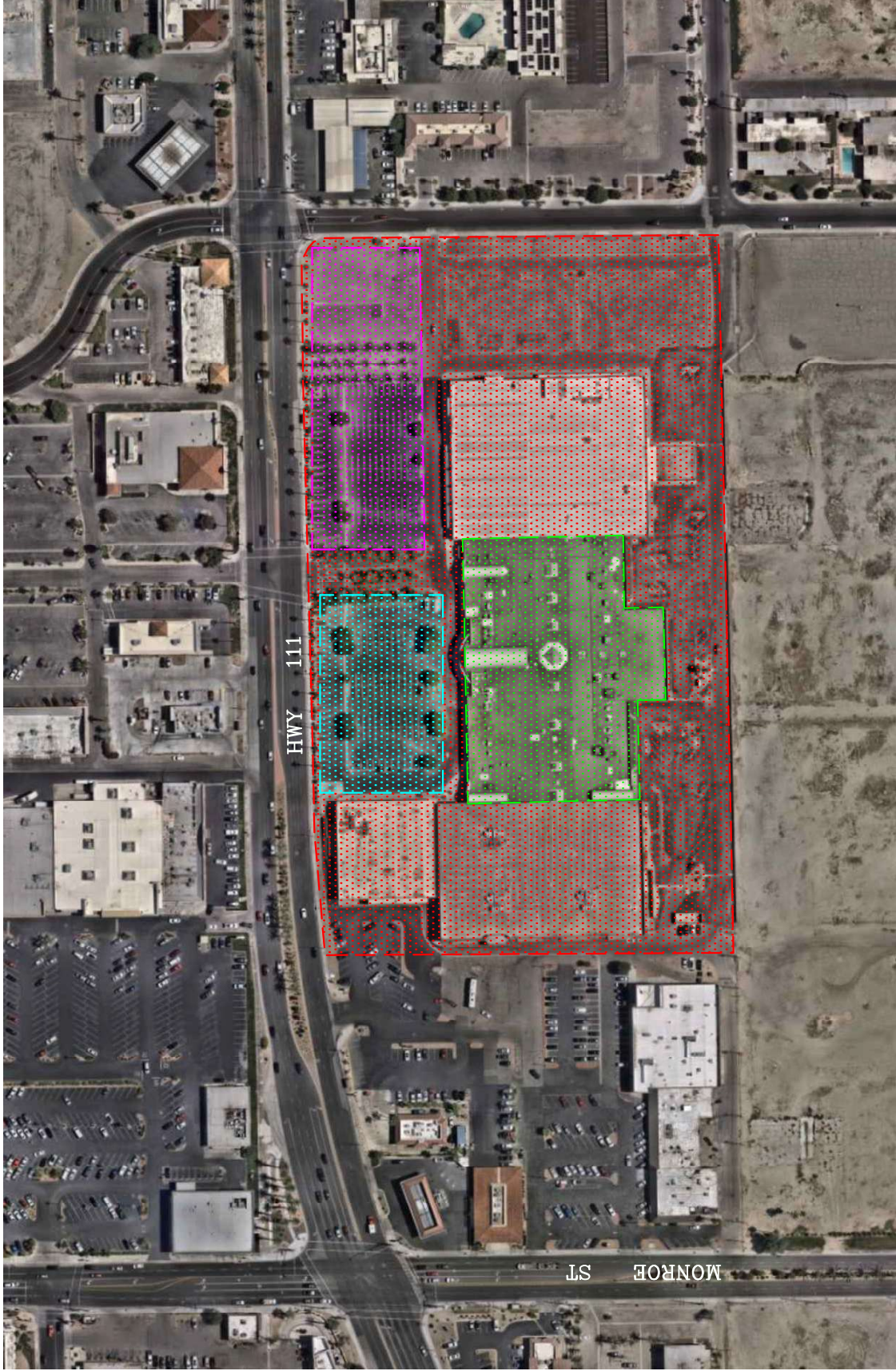


Brent R. McManigal

Attachments:

Phasing Exhibit
LLG Traffic Circulation Assessment





CC: Haagen Company
Tarek Shaer



NO SCALE

SOURCE: NEAR MAPS

KEY

-  = PROJECT SITE
-  = PHASE 1
-  = PHASE 2
-  = PHASE 3

EXISTING SITE AERIAL
INDIO GRAND MARKETPLACE, INDIO



2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.5939 F
www.llgengineers.com

Pasadena
Irvine
San Diego

January 30, 2026

Mr. Donald W. Kelley, Jr.
Haagen Company
12302 Exposition Boulevard
Los Angeles, California 90064

LLG Reference: 2.25.5046.1

Subject: **Traffic Circulation Assessment for the Proposed
Indio Grand Marketplace Projects**
Indio, California

Dear Mr. Kelley Jr.:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Traffic Circulation Assessment for the proposed Indio Grand Marketplace (Phase I, Phase II, & Phase III) Projects located on the southwest corner of Highway 111 and Rubidoux Street in the City of Indio, California. The Project site is currently occupied with the existing Indio Grand Marketplace, which will be redeveloped as part of these Projects. This analysis evaluates the potential traffic circulation impacts associated with the proposed Phase I and Phase II Projects in conjunction with the Phase III building demolition Project consistent with Indio requirements, which are based on the *County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled*, (December 2020).

PROJECT LOCATION AND DESCRIPTION

The Phase I and Phase II Project sites are located within the northern portion of the existing Indio Grand Marketplace site along the Highway 111. Phase I consists of two (2) retail/commercial buildings totaling 12,800 SF, which includes a 2,800 SF medical office use, and proposed Phase II will include three (3) new buildings with drive-through facilities consisting of a $\pm 4,000$ square-foot (SF) drive-in bank, a $\pm 3,400$ SF fast casual restaurant with drive-through window, and $\pm 3,500$ SF quick-serve food restaurant with drive-through window. Phase III consists of the demolition of approximately 95,000 SF of existing shopping center building area within the middle portion of the mall. The redevelopment of the Indio Grand Marketplace will result in an approximately 71,300 SF reduction in overall building area across the Property as a result of these three Projects.

David S. Shender, PE
John A. Boarman, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
KC Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE



Figure 1, attached, presents a Vicinity Map that illustrates the general location of the Project site and surrounding street system while **Figure 2** presents an existing site aerial, which depicts the precise location of the Project phases. Access for the proposed Projects will continue to be provided via the existing driveways along Highway 111 and Rubidoux Street. **Figure 3** presents the proposed site plan for the proposed Projects, prepared by the Haagen Company.

PROJECT TRAFFIC CHARACTERISTICS

Trip Generation Forecast Comparison

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Twelfth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2025].

Table 1, attached, summarizes the trip generation rates used in forecasting the vehicular trips generated for the proposed Project and existing development and also presents the proposed Projects' net forecast peak hour and daily traffic volumes. As shown in the upper portion of **Table 1**, the trip generation potential of the proposed Project phases and existing shopping center (Phase III) were estimated using the ITE Land Use 720: *Medical Dental Office Building* trip rates, ITE Land Use 820: *Shopping Plaza (>150k)* trip rates, ITE Land Use 822: *Strip Retail Plaza (<40k)* trip rates, ITE Land Use 912: *Drive-in Bank* trip rates, ITE Land Use 930: *Fast casual Restaurant* trip rates, and ITE Land Use 934: *Fast Food Restaurant with Drive-Through Window* trip rates.

As shown in the next portion of **Table 1**, the proposed Phase I Project is forecast to generate 504 daily trips, with 44 trips (26 inbound, 18 outbound) produced in the AM peak hour and 48 trips (22 inbound, 26 outbound) produced in the PM peak hour on a "typical" weekday (Row [A]). As shown in the following portion of **Table 1**, the proposed Phase II Project is forecast to generate 2,048 daily trips, with 90 trips (48 inbound, 42 outbound) produced in the AM peak hour and 133 trips (68 inbound, 65 outbound) produced in the PM peak hour on a "typical" weekday (Row [B]). As shown in the following portion of **Table 1**, the Phase III (existing/entitled shopping center) Project is forecast to generate 2,593 daily trips, with 76 trips (47 inbound, 29 outbound) produced in the AM peak hour and 220 trips (108 inbound, 112 outbound) produced in the PM peak hour on a "typical" weekday (Row [B]).



It should be noted that the aforementioned overall Project trip generation includes adjustments for pass-by per the *Trip Generation Manual, 12th Edition*, published by ITE, to account for trips that are already in the everyday traffic stream on the adjoining streets (i.e. Highway 111 and Monroe Street) and will stop as they pass by the Project site as a matter of convenience on their path to another destination. The pass-by reduction factors for all land uses are summarized in the footnotes of *Table 1*.

As shown in the bottom portion of *Table 1* in Row [D], the net trip generation potential of the proposed Phase I Project compared to the trip generation of the existing/entitled shopping center (Phase III) is **2,089 net fewer daily trips**, with **32 net fewer trips** (-21 inbound, -11 outbound) produced in the AM peak hour and **172 net fewer trips** (-86 inbound, -86 outbound) produced in the PM peak hour on a “typical” weekday.

As shown in the following section of *Table 1* in Row [E], the net trip generation potential of the proposed Phase II Project compared to the trip generation of the existing/entitled shopping center (Phase III) is **545 net fewer daily trips**, with **14 net greater trips** (+1 inbound, +13 outbound) produced in the AM peak hour and **87 net fewer trips** (-40 inbound, -47 outbound) produced in the PM peak hour on a “typical” weekday.

Lastly, as shown in the following section of *Table 1* in Row [F], the net trip generation potential of the proposed Phase I and Phase II Project combined compared to the trip generation of the existing/entitled shopping center (Phase III) is **41 net fewer daily trips**, with **58 net greater trips** (+72 inbound, +31 outbound) produced in the AM peak hour and **39 net fewer trips** (-18 inbound, -21 outbound) produced in the PM peak hour on a “typical” weekday.

According to *Appendix B – Traffic Analysis Exemptions* within the *County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020)*, a project is exempt from Traffic Impact Analysis requirements if any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours (bullet #10). As a result, based on the Projects’ forecast peak hour trip generation potential for all three (3) analysis scenarios summarized above in *Table 1*, the proposed Project will not significantly impact the surrounding transportation system and does not require the preparation of a traffic impact analysis that includes LOS analyses.



TRAFFIC UNIFORM MITIGATION FEE (TUMF)

Development projects within the Coachella Valley are subject to the Transportation Uniform Mitigation Fee (TUMF) only to the extent that they result in new development or a change of use that generates additional weekday vehicle trips. The TUMF Handbook expressly provides that where development involves reconstruction or a change of use of existing buildings, the fee obligation is based solely on the net increase in weekday vehicle trips in excess of those associated with the existing use. The purpose of the TUMF program is to mitigate transportation impacts attributable to growth, consistent with the Mitigation Fee Act, and not to impose fees where a project reduces overall travel demand.

The Indio Grand Marketplace redevelopment is a unified, multi-phase project that replaces an existing regional shopping center with a combination of new uses and demolition of substantial existing floor area. As documented in this Traffic Circulation Assessment, when all three phases are considered together, the redevelopment will result in a net reduction of 41 average weekday vehicle trips compared to the existing/entitled shopping center. Because there is no net increase in weekday trips attributable to the redevelopment, the project does not create any additional demand on the regional arterial system that the TUMF is intended to fund. It should be noted that as shown in Row [G], the net gross trips associated with the redevelopment will result in a net reduction of 86 gross average weekday vehicle trips compared to the existing/entitled shopping center.

Accordingly, consistent with the TUMF Handbook's methodology and nexus requirements, no TUMF obligation should be assessed for Phase I, Phase II, or Phase III of the Indio Grand Marketplace redevelopment, as the proposed Project results in fewer weekday vehicle trips than the existing condition and therefore does not trigger the imposition of mitigation fees.

CONCLUSION

Based on the results of the aforementioned net project trip generation forecast for the proposed Indio Grand Marketplace Project, which is forecast to generate fewer than 100 AM or PM peak hour trips on a "typical" weekday for all three (3) development analyses, we conclude that the proposed Projects' traffic circulation impact is considered "insignificant". Therefore, the Project would not require any specific intersection analysis that includes LOS.



We appreciate the opportunity to provide this Traffic Circulation Assessment. Should you need further assistance, or have any questions regarding this analysis, please call us at (949) 825-6175.

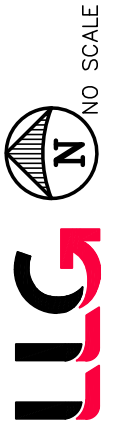
Very truly yours,
Linscott, Law & Greenspan, Engineers

A handwritten signature in blue ink, appearing to read 'Keil D. Maberry'.

Keil D. Maberry, P.E.
Principal

Attachments





NO SCALE

SOURCE: NEAR MAPS





- KEY**
-  = PROJECT SITE
 -  = PHASE 1
 -  = PHASE 2
 -  = PHASE 3

FIGURE 2

EXISTING SITE AERIAL INDIO GRAND MARKETPLACE, INDIO



TABLE 1
PROJECT TRIP GENERATION FORECAST¹
INDIO GRAND MARKETPLACE, INDIO

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Trip Generation Rates:</u>							
▪ 720: Medical Dental Office Building-Stand Alone (TE/TSF)	34.03	78%	22%	3.21	30%	70%	3.42
▪ 820: Shopping Plaza (>150k) (TE/TSF)	36.39	62%	38%	0.88	49%	51%	3.26
▪ 822: Strip Retail Plaza (<40k) (TE/TSF)	54.45	55%	45%	3.93	50%	50%	6.29
▪ 912: Drive-in Bank (TE/TSF)	98.85	58%	42%	9.95	50%	50%	21.03
▪ 930: Fast Casual Restaurant (TE/TSF)	225.89	64%	36%	1.58	53%	47%	14.35
▪ 934: Fast Food Restaurant with Drive-Through Window (TE/TSF)	448.12	51%	49%	33.24	52%	48%	31.60
<u>Phase I Trip Generation Forecast:</u>							
▪ Eye Doctor Office (2,800 SF)	95	7	2	9	3	7	10
▪ Strip Retail Plaza (10,000 SF)	545	21	18	39	32	31	63
Pass-By (Daily: 25%, AM: 10%, PM: 40%) ²	<u>-136</u>	<u>-2</u>	<u>-2</u>	<u>-4</u>	<u>-13</u>	<u>-12</u>	<u>-25</u>
Strip Retail Plaza Subtotal	409	19	16	35	19	19	38
Phase I Trip Generation Total [A]	504	26	18	44	22	26	48
<u>Phase II Trip Generation Forecast:</u>							
▪ Bank (4,000 SF)	395	23	17	40	42	42	84
Pass-By (Daily: 25%, AM: 29%, PM: 35%) ²	<u>-99</u>	<u>-7</u>	<u>-5</u>	<u>-12</u>	<u>-15</u>	<u>-14</u>	<u>-29</u>
Bank Subtotal	296	16	12	28	27	28	55
▪ Chipotle (3,400 SF)	768	3	2	5	26	23	49
Pass-By (Daily: 25%, AM: 10%, PM: 43%) ²	<u>-192</u>	<u>0</u>	<u>-1</u>	<u>-1</u>	<u>-11</u>	<u>-10</u>	<u>-21</u>
Chipotle Subtotal	576	3	1	4	15	13	28
▪ Fast Food Restaurant with Dive-Through Window (3,500 SF)	1,568	59	57	116	58	53	111
Pass-By (Daily: 25%, AM: 50%, PM: 55%) ²	<u>-392</u>	<u>-30</u>	<u>-28</u>	<u>-58</u>	<u>-32</u>	<u>-29</u>	<u>-61</u>
Fast Food Restaurant with Drive-Through Window Subtotal	1,176	29	29	58	26	24	50
Phase II Trip Generation Total [B]	2,048	48	42	90	68	65	133
<u>Phase III Trip Generation Forecast:</u>							
▪ Existing Shopping Center (95,000 SF)	3,457	52	32	84	152	158	310
Pass-By (Daily: 25%, AM: 10%, PM: 29%) ²	<u>-864</u>	<u>-5</u>	<u>-3</u>	<u>-8</u>	<u>-44</u>	<u>-46</u>	<u>-90</u>
Existing Shopping Center Subtotal	2,593	47	29	76	108	112	220
Phase III Trip Generation Total [C]	2,593	47	29	76	108	112	220
Net Phase I Trip Generation Forecast [D] = [A]-[C]	-2,089	-21	-11	-32	-86	-86	-172
Net Phase II Trip Generation Forecast [E] = [B]-[C]	-545	1	13	14	-40	-47	-87
Net Phase I and II Trip Generation Forecast [F] = ([A]+[B]-[C])	-41	27	31	58	-18	-21	-39
Net Gross Phase I and II Trip Generation Forecast [F]	-86	61	64	125	9	-2	7

Notes:

- TE/TSF = Trip Ends per Thousand Square Feet

¹ Source: *Trip Generation, 12th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2025).*

² Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Manual, 12th Edition, ITE 2025*):

- 820: Shopping Plaza (>150k): Daily/AM peak hour/PM peak hour – 25% (assumed)/10% (assumed)/29% (ITE)
- 822: Strip Retail Plaza (<40k): Daily/AM peak hour/PM peak hour – 25% (assumed)/10% (assumed)/40% (referenced from ITE LU 821: Shopping Plaza (40-150k))
- 912: Drive-in Bank: Daily/AM peak hour/PM peak hour – 25% (assumed)/29% (ITE)/35% (ITE)
- 930: Fast Casual Restaurant: Daily/AM peak hour/PM peak hour – 25% (assumed)/10% (assumed)/43% (referenced from ITE LU 932: High Turnover (Sit Down) Restaurant)
- 934: Fast Food Restaurant with Drive Through Window: Daily/AM peak hour/PM peak hour – 25% (assumed)/50% (ITE)/55% (ITE)

ATTACHMENT 3

Ramirez, Marlene Y.

From: McManigal, Brent
Sent: Tuesday, April 21, 2026 3:48 PM
To: Ramirez, Marlene Y.
Subject: FW: IGMP Buildings 2A and 2B permit status

From: Peter Satin <psatin@cvag.org>
Sent: Monday, March 9, 2026 5:14 PM
To: McManigal, Brent <BMcManigal@fennemorelaw.com>; Shahin Shirvani <sshirvani@haagenco.com>
Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; tarek urbanestgroup.com <tarek@urbanestgroup.com>; Keil Maberry <maberry@llgengineers.com>; Lynn Bremner <lbremner@haagenco.com>; Jonathan Hoy <jhoy@cvag.org>; Randy Bowman <rbowman@cvag.org>; Tom Kirk <tkirk@cvag.org>; Michael.jenkins@bbklaw.com
Subject: Re: IGMP Buildings 2A and 2B permit status

Hi Brent,

CVAG's TUMF assessments are predicated on the 2018 nexus study, available at the link below. As described therein, fee levels are tied to growth-based trips projected by the RIVTAM (now RIVCOM) regional transportation demand model and then distributed across regional transportation capacity improvement costs. This nexus study has demonstrated the necessary requirements for the assessment of development impact fees under the mitigation fee act.

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

The current structure predates the current nexus study, so would constitute existing development. Any new outbuildings would constitute growth, and hence are subject to TUMF under the 2018 nexus. If the mall is demolished in the future, under the current nexus study, redevelopment up to 95,000 may not be subject to TUMF, since it has already been allocated under the model, although long-standing vacancies do complicate the approach and is something we are investigating as part of our scoping for a future nexus update. The new buildings are not being constructed within an existing structure; they are new pads on what is currently either a parking lot or vacant land and therefore constitute growth under the nexus study.

We again urge you to submit your argument through the appeals process so this can be evaluated through the proper channels.

Best,

Peter Satin | Conservation Program Manager
Coachella Valley Association of Governments
psatin@cvag.org | 760.346.1127

From: McManigal, Brent <BMcManigal@fennemorelaw.com>
Sent: Tuesday, March 3, 2026 12:13
To: Peter Satin <psatin@cvag.org>; Shahin Shirvani <sshirvani@haagenco.com>
Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; tarek urbanestgroup.com <tarek@urbanestgroup.com>; Keil Maberry <maberry@llgengineers.com>; Lynn Bremner <lbremner@haagenco.com>;

Jonathan Hoy <jhoy@cvag.org>; Randy Bowman <rbowman@cvag.org>; Tom Kirk <tkirk@cvag.org>;
Michael.jenkins@bbklaw.com <Michael.jenkins@bbklaw.com>

Subject: RE: IGMP Buildings 2A and 2B permit status

Hi Peter,

Thank you for your response to my February 17, 2026 letter. While we understand CVAG's position, we would appreciate clarification regarding CVAG's legal basis to assess TUMF under the Mitigation Fee Act.

We understand that the City has not yet approved the overall mall redevelopment or Phase III demolition.

However, Phase I is being constructed within an existing entitled and historically operating regional shopping center. Under Government Code § 66001, TUMF may be imposed only where CVAG can make findings demonstrating a reasonable relationship between the fee and the incremental impact of the development being permitted.

To ensure we are addressing the correct statutory framework, we would appreciate clarification on the following:

1. What baseline condition is CVAG using to evaluate incremental trip generation attributable to Phase I?
2. For purposes of its nexus analysis, how is CVAG accounting for the existing approximately 95,000 square feet of mall shop space that remains part of the entitled commercial center?
3. When the 95,000 square feet of mall shops is demolished, how will CVAG treat that reduction in square footage and associated decrease in trips under the TUMF program?
4. On what basis does CVAG conclude that the findings required under Government Code § 66001(a) can be made if Phase I is constructed within the footprint of an already-developed commercial center?

We want to ensure this issue is analyzed as a statutory nexus determination under § 66001, rather than solely as an interpretation of the TUMF Handbook.

As discussed, Haagen remains willing to memorialize a recorded agreement confirming that if future development results in a net increase in weekday trips above the existing baseline, TUMF would apply at that time in accordance with the Handbook. In addition, Haagen is prepared to agree that the existing mall shop spaces will not be re-leased prior to demolition, leaving the optometrist as the sole remaining tenant pending relocation.

We are available to discuss this matter with you and CVAG's counsel to identify a practical solution consistent with the Mitigation Fee Act and to avoid the time and expense associated with the appeal process.

Thank you,

Brent

Brent R. McManigal, Director

T: 909.723.1807 | F: 909.890.9877

bmcmmanigal@fennemorelaw.com

From: Peter Satin <psatin@cvag.org>

Sent: Monday, March 2, 2026 9:36 AM

To: McManigal, Brent <BMcManigal@fennemorelaw.com>; Shahin Shirvani <sshirvani@haagenco.com>

Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; tarek urbanestgroup.com <tarek@urbanestgroup.com>; Keil Maberry <maberry@llgengineers.com>; Lynn Bremner <lbremner@haagenco.com>; Jonathan Hoy <jhoy@cvag.org>; Randy Bowman <rbowman@cvag.org>; Tom Kirk <tkirk@cvag.org>

Subject: Re: IGMP Buildings 2A and 2B permit status

Hi Brent,

I have discussed this issue with both CVAG's Director of Transportation and the Executive Director, and we do not believe that the TUMF program allows us to interpret fee assessment in the manner requested by your memo.

TUMF is assessed per individual permit at time of issuance, and where "redevelopment" applies, it only applies to reconstruction or new use of existing buildings.

We would again direct you to the TUMF appeals process if you are unsatisfied with this response.

Best,

Peter Satin | Conservation Program Manager
Coachella Valley Association of Governments
psatin@cvag.org | 760.346.1127

From: McManigal, Brent <BMcManigal@fennemorelaw.com>
Sent: Monday, February 23, 2026 10:43
To: Peter Satin <psatin@cvag.org>; Shahin Shirvani <sshirvani@haagenco.com>
Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; tarek urbanestgroup.com <tarek@urbanestgroup.com>; Keil Maberry <maberry@llgengineers.com>; Lynn Bremner <lbremner@haagenco.com>
Subject: RE: IGMP Buildings 2A and 2B permit status

Hi Peter,

Thank you for confirming receipt.

Brent

[Brent R. McManigal](mailto:bmcmanigal@fennemorelaw.com), Director
T: 909.723.1807 | F: 909.890.9877
bmcmanigal@fennemorelaw.com

From: Peter Satin <psatin@cvag.org>
Sent: Monday, February 23, 2026 10:41 AM
To: McManigal, Brent <BMcManigal@fennemorelaw.com>; Shahin Shirvani <sshirvani@haagenco.com>
Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; tarek urbanestgroup.com <tarek@urbanestgroup.com>; Keil Maberry <maberry@llgengineers.com>; Lynn Bremner <lbremner@haagenco.com>
Subject: Re: IGMP Buildings 2A and 2B permit status

Hi Brent,

Im confirming receipt of the documents and am currently reviewing them. I will keep you posted as I have additional information to share.

Best,

Peter Satin | Conservation Program Manager
Coachella Valley Association of Governments
psatin@cvag.org | 760.346.1127

From: McManigal, Brent <BMcManigal@fennemorelaw.com>
Sent: Tuesday, February 17, 2026 14:31
To: Peter Satin <psatin@cvag.org>; Shahin Shirvani <sshirvani@haagenco.com>
Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; tarek urbanestgroup.com

<tarek@urbanestgroup.com>; Keil Maberry <maberry@llengineers.com>; Lynn Bremner <lbremner@haagenco.com>

Subject: RE: IGMP Buildings 2A and 2B permit status

Good afternoon Peter,

Thank you for talking with our Team about this Project. As follow-up to that call, please see attached. We look forward to working with CVAG on a mutually agreed upon solution.

Please let us know if you have any questions or would like to schedule another call to discuss.

Thank you,

Brent

Brent R. McManigal
Director

FENNEMORE.

550 E Hospitality Ln, Suite 350, San Bernardino, CA 92408

T: 909.723.1807 | F: 909.890.9877

bmcmanigal@fennemorelaw.com | [View Bio](#)



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From: Peter Satin <psatin@cvag.org>

Sent: Thursday, January 29, 2026 8:35 AM

To: Shahin Shirvani <sshirvani@haagenco.com>

Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; McManigal, Brent <BMcManigal@fennemorelaw.com>; tarek urbanestgroup.com <tarek@urbanestgroup.com>; Keil Maberry <maberry@llengineers.com>; Lynn Bremner <lbremner@haagenco.com>

Subject: Re: IGMP Buildings 2A and 2B permit status

I have time for a brief call tomorrow at 830.

Peter Satin | Conservation Program Manager

Coachella Valley Association of Governments

psatin@cvag.org | 760.346.1127

From: Shahin Shirvani <sshirvani@haagenco.com>
Sent: Thursday, January 29, 2026 08:32
To: Peter Satin <psatin@cvag.org>
Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; Brent McManigal <bmcmnigal@fennemorelaw.com>; tarek urbanestgroup.com <tarek@urbanestgroup.com>; Keil Maberry <maberry@llgengineers.com>; Lynn Bremner <lbremner@haagenco.com>
Subject: RE: IGMP Buildings 2A and 2B permit status

Hi Peter,

I'm following up on the email below, as I haven't heard back yet. Could you please let us know if you're available today or tomorrow? If not, would your supervisor be available instead?

Thank you,

Shahin Shirvani
Senior VP of Construction and Design



12302 Exposition Boulevard
Los Angeles, California 90064
Office: 310-820-1200 x 107
Direct: 424-273-6933
Mobile: 770.318.9624

sshirvani@haagenco.com

From: Shahin Shirvani
Sent: Tuesday, January 27, 2026 4:00 PM
To: 'Peter Satin' <psatin@cvag.org>
Cc: Don Kelley <dkelley@haagenco.com>; Veronica Lopez <vlopez@cvag.org>; Brent McManigal <bmcmnigal@fennemorelaw.com>; tarek urbanestgroup.com <tarek@urbanestgroup.com>; Keil Maberry <maberry@llgengineers.com>; Lynn Bremner <lbremner@haagenco.com>
Subject: RE: IGMP Buildings 2A and 2B permit status

Hi Peter,

We'd like to schedule another call to go over the TUMF fees with you. Would Thursday or Friday work on your end? Please share a few time options that fit your schedule.

I'm available anytime on Thursday except for 10am to 12pm. I'm available all day on Friday.

Shahin Shirvani
Senior VP of Construction and Design



12302 Exposition Boulevard
Los Angeles, California 90064

Office: 310-820-1200 x 107

Direct: 424-273-6933

Mobile: 770.318.9624

sshirvani@haagenco.com

From: Peter Satin <psatin@cvag.org>

Sent: Wednesday, November 19, 2025 4:25 PM

To: Shahin Shirvani <sshirvani@haagenco.com>

Cc: Don Kelley <dkelley@haagenco.com>; Luis Cerros <lcerros@indioca.gov>; Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Veronica Lopez <vlopez@cvag.org>

Subject: Re: IGMP Buildings 2A and 2B permit status

Hi Shahin,

CVAG is agnostic as to the appropriate permitting approach and would defer to the City. Regardless, building permits cannot be issued until any assessed TUMF has been paid to the permitting jurisdiction.

Please be advised that an appeals process exists, and is detailed in our TUMF Handbook, linked below. The assessed TUMF must be paid ahead of any appeal; in the event the appeal is granted by CVAG's Executive Committee, the collected TUMF will be refunded.

https://cvag.org/downloads/trans/TUMF/tumfHandbook_rev202501.pdf

Peter Satin | Conservation Program Manager
Coachella Valley Association of Governments
psatin@cvag.org | 760.346.1127

From: Shahin Shirvani <sshirvani@haagenco.com>

Sent: Wednesday, November 19, 2025 09:47

To: Peter Satin <psatin@cvag.org>

Cc: Don Kelley <dkelley@haagenco.com>; Luis Cerros <lcerros@indioca.gov>; Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Veronica Lopez <vlopez@cvag.org>

Subject: RE: IGMP Buildings 2A and 2B permit status

Peter,

Thank you for your email.

We respectfully disagree with CVAG's position. The intent and scope of this project have always included the demolition of the existing mall structure after the two new buildings are completed, as this is necessary to relocate the current tenants before demolition can legally occur. Treating Phase I as a standalone permanent increase in gross floor area does not reflect the actual, planned, and required sequence of construction.

If it helps to address this issue, we are fully willing to add the demolition work to the current permit package so that the complete scope—including the ultimate reduction in total building area—is clearly documented at the

time the permits are issued so long as we get to start construction on our two new buildings. Per my emails on November 13th and 14th, the net square footage of the overall project will be substantially lower once the existing mall is removed, and this should be the basis for the TUMF assessment.

Given this, applying TUMF as though we are permanently increasing gross floor area is neither accurate nor consistent with the project's true development path.

Please let us know how we can proceed so that CVAG can consider the complete and lawful conditions of the project.

Must these fees be paid now or can they be recalculated at end of project completion?

Best regards,
Shahin

From: Peter Satin <psatin@cvag.org>
Sent: Wednesday, November 19, 2025 9:04 AM
To: Shahin Shirvani <sshirvani@haagenco.com>
Cc: Don Kelley <dkelley@haagenco.com>; Luis Cerros <lcerros@indioca.gov>; Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Veronica Lopez <vlopez@cvag.org>
Subject: Re: IGMP Buildings 2A and 2B permit status

Good morning all,

Based on our review of the provided materials, it is CVAG's understanding that the current permits are for the construction of two structures on sites that have not previously contained structures. At present, no application for the demolition of the existing structure is on file.

CVAG can only consider the conditions on the ground at the time any permit is issued, and cannot account for potential future conditions beyond those contemplated in any permit. As presented, construction of Phase I will result in a net increase in gross floor area compared to present conditions and is therefore subject to TUMF. Specific performance on Phase III cannot be assumed, and therefore cannot be utilized for any "credit" on the current phase.

CVAG has verified the City's proper calculation of TUMF for the two permits under consideration and concurs with the City's TUMF assessment.

Best,

Peter Satin | Conservation Program Manager
Coachella Valley Association of Governments
psatin@cvag.org | 760.346.1127

From: Shahin Shirvani <sshirvani@haagenco.com>
Sent: Tuesday, November 18, 2025 11:40
To: Peter Satin <psatin@cvag.org>
Cc: Don Kelley <dkelley@haagenco.com>; Luis Cerros <lcerros@indioca.gov>; Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Veronica Lopez

<vlopez@cvag.org>

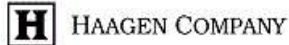
Subject: RE: IGMP Buildings 2A and 2B permit status

Hi Peter,

Hope you had a nice weekend. Can you please provide a status on the revised fee amount?

Sincerely,

Shahin Shirvani
Senior VP of Construction and Design



12302 Exposition Boulevard
Los Angeles, California 90064
Office: 310-820-1200 x 107
Direct: 424-273-6933
Mobile: 770.318.9624

sshirvani@haagenco.com

From: Peter Satin <psatin@cvag.org>

Sent: Friday, November 14, 2025 9:38 AM

To: Shahin Shirvani <sshirvani@haagenco.com>

Cc: Don Kelley <dkelley@haagenco.com>; Luis Cerros <lcerros@indioca.gov>; Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Veronica Lopez <vlopez@cvag.org>

Subject: Re: IGMP Buildings 2A and 2B permit status

Thank you. I will review and get back to you.

Peter Satin | Conservation Program Manager

Coachella Valley Association of Governments

psatin@cvag.org | 760.346.1127

From: Shahin Shirvani <sshirvani@haagenco.com>

Sent: Friday, November 14, 2025 08:45

To: Peter Satin <psatin@cvag.org>

Cc: Don Kelley <dkelley@haagenco.com>; Luis Cerros <lcerros@indioca.gov>; Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Veronica Lopez <vlopez@cvag.org>

Subject: RE: IGMP Buildings 2A and 2B permit status

Peter,

Attached is the Mall site plan to help you in understanding the reduction in size.

12,800 SF - Phase I

10,900 SF - Phase II Pads

147,000 SF - Phase III Renovation of existing buildings (60,000sf+ 67,000sf+20,000sf) and demolition of the mall (-95,000sf)

170,700 SF total once renovation is Completed

242,000 SF was the old mall SF prior to renovation

Net Negative (-71,300sf)

Best,

Shahin

From: Shahin Shirvani

Sent: Thursday, November 13, 2025 6:39 PM

To: Peter Satin <psatin@cvag.org>

Cc: Don Kelley <dkelley@haagenco.com>; Luis Cerros <lcirros@indioca.gov>; Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Veronica Lopez <vlopez@cvag.org>

Subject: Re: IGMP Buildings 2A and 2B permit status

Peter,

I don't believe my earlier explanation was fully understood. We are reducing the size of all buildings on the property, resulting in a net decrease in total square footage.

The only reason we are constructing the two new buildings first rather than after the demo is to temporarily relocate the existing mall tenants, since we cannot demolish the current mall while it is still occupied.

My understanding is that TUMF generally applies only to the net increase in traffic impact or building intensity compared to the prior legal use. The calculation is based on the difference between what existed before (the credited use) and what will exist after (the proposed use).

- If the new construction generates more trips than what was demolished, then we owe TUMF on the net increase.
- If the new construction generates equal or fewer trips, the TUMF should be reduced or eliminated.

In The Coachella Valley Association of Governments (CVAG) case it uses a net new development model for calculating TUMF. Under this model:

- TUMF is assessed only on new square footage or new trip generation above what previously existed on the site.

- Credits must be provided for the demolished or removed building area and its prior legal use.
- Redevelopment projects with a net reduction in building area should result in reduced or zero TUMF, unless the new use produces significantly higher traffic—which is not the case here, as we are downsizing from a large mall to a much smaller strip center.

Overall by the end of all phases, our site is being reduced by at least 30,000 square feet of building area. Based on CVAG methodology, this redevelopment should not trigger TUMF based on square footage and the way CVAG calculates TUMF.

In addition, regional malls have very high baseline trip generation, so our much smaller strip-center redevelopment falls well below the original traffic intensity, both in use and in square footage.

For these reasons, I believe the TUMF charges reflected on the invoices were either incorrectly applied or calculated without the required demolition credits. Can you please revise the invoice to reflect these credits.

Best,

Shahin Shirvani

Sent from my iPad

On Nov 13, 2025, at 4:54 PM, Peter Satin <psatin@cvag.org> wrote:

Based on the plans provided by the City, this is new construction, and therefore subject to the fee. If and when the old structure is demolished and rebuilt, and assuming the structure is the same size (or smaller) than the structure in existence at the time TUMF was enacted in 1989, those structures will not require additional TUMF.

Peter Satin | Conservation Program Manager

Coachella Valley Association of Governments

psatin@cvag.org | 760.346.1127

From: Don Kelley <dkelley@haagenco.com>

Sent: Thursday, November 13, 2025 16:40

To: Luis Cerros <lcirros@indioca.gov>; Shahin Shirvani <sshirvani@haagenco.com>

Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Peter Satin <psatin@cvag.org>; Veronica Lopez <vlopez@cvag.org>

Subject: RE: IGMP Buildings 2A and 2B permit status

We are downsizing an existing retail property so we should not be subject to this fee.

Donald W. Kelley, Jr.
President & Chief Financial Officer

<image001.gif>

12302 Exposition Boulevard
Los Angeles, California 90064
Office: 310.820.1200 x122

dkelley@haagenco.com

From: Luis Cerros <lcirros@indioca.gov>

Sent: Thursday, November 13, 2025 1:52 PM

To: Shahin Shirvani <sshirvani@haagenco.com>

Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Peter Satin <psatin@cvag.org>; Veronica Lopez <vlopez@cvag.org>

Subject: Re: IGMP Buildings 2A and 2B permit status

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Shahin,

Attached you will find the current TUMF rates for new retail. The Coachella Valley Association of Governments (CVAG) is the agency which oversees this particular fee. You can reach out to Peter Satin and Veronica Lopez directly, copied here, in order to inquire if these new buildings are exempt from TUMF as only CVAG can make that determination.

As for how these two fees were calculated; using the proposed retail square footages of the buildings and then applying the CVAG TUMF rate, then the fees for both of your buildings are as follow:

BLDC-25-0271 - 4,800 square feet - $4800/1000 \times \$7385 = \$35,448$

BLDC-25-0272 - 8,000 square feet - $8000/1000 \times \$7385 = \$59,080$

If CVAG determines that the TUMF is not applicable for these permits and I obtain their confirmation, then I will remove the TUMF from these permits and re-invoice you.

Also, on a related note, there are going to be City Development Impact fees for these two new buildings. These DIFs are collected prior to final of the building project and will be automatically generated once the permit is issued. I have attached this pdf (City DIFs 2025 retail) where the retail fees are highlighted in red. I have also included the up to date invoices for these two permits, which are also updated in the portal. There was an incorrect SMIP fee which I needed to adjust and so the attached invoices are the correct ones.

Thank you,

LUIS M. CERROS

Supervising Plans Examiner

Building & Safety Division

LCerros@indio.org

O:760.541-4201

100 Civic Center Mall · Indio CA 92201

<image002.png>

<image003.png>

<image004.png>

<image005.png>

<image006.png>

<image007.png>

From: Shahin Shirvani <sshirvani@haagenco.com>

Sent: Thursday, November 13, 2025 11:11 AM

To: Luis Cerros <lcerros@indioca.gov>; Nikolas Guitron <nguitron@indioca.gov>

Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>; Brian Halvorson <bhalvorson@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Gloria Jauregui <gjauregui@indioca.gov>

Subject: RE: IGMP Buildings 2A and 2B permit status

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Erika and Luis,

We received additional invoices for permitting from tyler-noreply@indio.org (attached), and we're a bit confused about them. One appears to be a duplicate with a slightly different amount, while the other two seem to correspond to each building individually.

Each invoice includes a line item listed as "TUMF – Commercial Retail," which, as I understand, funds transportation infrastructure improvements—such as roads, intersections, bridges, and traffic signals intended to accommodate the additional traffic generated by new growth.

However, our project is a redevelopment of an existing site that will, overall, have the same or a smaller total building footprint across the entire Indio Grand Marketplace. In theory, this should generate equal or lesser traffic than what the mall was originally designed for. Given that, I'm unclear why the TUMF – Commercial Retail fees are listed as \$35,448 for one building and \$59,080 for the other.

Could you please clarify how these amounts were calculated, or confirm whether they were issued in error? If so, we would appreciate receiving revised invoices.

Thank you,

Shahin Shirvani
Senior VP of Construction and Design
<**image001.gif**>
12302 Exposition Boulevard
Los Angeles, California 90064
Office: 310-820-1200 x 107
Direct: 424-273-6933
Mobile: 770.318.9624
sshirvani@haagenco.com

From: Luis Cerros <lcerros@indioca.gov>
Sent: Wednesday, November 12, 2025 4:52 PM
To: Shahin Shirvani <sshirvani@haagenco.com>; Nikolas Guitron <nguitron@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Gloria Jauregui <gjauregui@indioca.gov>
Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>
Subject: Re: IGMP Buildings 2A and 2B permit status

Shahin,

Hello. With this VSD email we will be able to issue. I will get with Erika tomorrow morning to get that going. I believe that Lynn already has the paperwork for the school fee payment and so that will speed things up.

Thank you,

LUIS M. CERROS

Supervising Plans Examiner

Building & Safety Division

LCerros@indio.org

O: 760.541-4201

100 Civic Center Mall · Indio CA 92201

<image002.png>

<image003.png>

<image004.png>

<image005.png>

<image006.png>

<image007.png>

From: Shahin Shirvani <sshirvani@haagenco.com>
Sent: Wednesday, November 12, 2025 4:47 PM
To: Nikolas Guitron <nguitron@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Gloria Jauregui <gjauregui@indioca.gov>; Luis Cerros <lcerros@indioca.gov>
Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>
Subject: RE: IGMP Buildings 2A and 2B permit status

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Hi Nikolas,

Once again, this update does not provide a clear picture or any comfort to me regarding when this process will be completed.

You mentioned, “At this time, we are still awaiting the review from Valley Sanitary District. Once their comments are received, Building and Safety will be able to determine whether a full resubmittal or a partial resubmittal is required based on the scope of their corrections.”

However, per the attached email from Hector Guzman at Valley Sanitary, the plans have already been deemed acceptable, and it was my understanding that they are moving forward with permitting.

Can you please confirm whether your team and the Valley Sanitary District have a clear and direct line of communication? The only reason we revised the plumbing drawings was to accommodate their interpretation of the code, even though we believe it was an error—simply to help move the process along.

We need to have our permits issued by Thanksgiving, so I kindly ask that someone at the City please take the lead and ensure this process is managed through to completion in an orderly manner.

Best regards,

Shahin

Shahin Shirvani
Senior VP of Construction and Design
<**image001.gif**>
12302 Exposition Boulevard
Los Angeles, California 90064
Office: 310-820-1200 x 107
Direct: 424-273-6933
Mobile: 770.318.9624
sshirvani@haagenco.com

From: Nikolas Guitron <nguitron@indioca.gov>
Sent: Wednesday, November 12, 2025 4:17 PM
To: Shahin Shirvani <sshirvani@haagenco.com>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Gloria Jauregui <gjauregui@indioca.gov>; Luis Cerros <lcerros@indioca.gov>
Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>
Subject: RE: IGMP Buildings 2A and 2B permit status

Hi Shahin,

Thank you for your email, and I apologize for the delays and the confusion this process has caused. Our team has been transitioning responsibilities with Gloria's departure from Building and Safety, and we are also in the process of moving into the new City Hall building. Both transitions have contributed to slower than usual response times.

I spoke with our Building and Safety Supervisor, Luis Cerros, who I have copied on this email. At this time, we are still awaiting the review from Valley Sanitary District. Once their comments are received, Building and Safety will be able to determine whether a full resubmittal or a partial resubmittal is required based on the scope of their corrections.

I also apologize for the delayed communication you have experienced from Erika. She will now be your primary point of contact for Building and Safety coordination going forward since Gloria has moved into her new role.

We appreciate your patience as we work through these transitions, and we will continue to help move this permit toward completion.

Please let me know if you have any additional questions.

Best regards,

<image008.png>

Nikolas "Niko" Guitron
Assistant Planner
Community Development
Planning Services Division
nguitron@indio.org
D: 760.391.4064 | O: 760.391.4120
100 Civic Center Mall · Indio CA 92201

<image009.png>

<image010.png>

<image011.png>

<image012.png>

<image013.png>

From: Shahin Shirvani <sshirvani@haagenco.com>
Sent: Wednesday, November 12, 2025 3:47 PM
To: Nikolas Guitron <nguitron@indioca.gov>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Gloria Jauregui <gjauregui@indioca.gov>
Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>
Subject: RE: IGMP Buildings 2A and 2B permit status

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Hi Niko,

As you've been the only one consistently responding to my emails, I'm directing this message to you for a response.

I just saw an email from Gloria regarding our permit. This process has been quite confusing, and it becomes even more challenging when we don't receive clear or timely responses from your team. We've tried reaching Erika multiple times without any reply, and per the attached email, it appears she is out of the office again today.

Could you please clarify why a full resubmittal of all plan sheets is required rather than only the revised plumbing sheets? Also, it was mentioned that Erika will likely need to create a new workflow. Could you please confirm whether that is definite? Using terms like “likely” adds uncertainty, and we just want to ensure we clearly understand the process before proceeding, especially since this permitting process has already taken an unusually long time to finalize.

Lastly, if Gloria is no longer with the Building & Safety Department, could you please confirm who our main point of contact is moving forward? It would be helpful to know who is overseeing our project to bring this permitting process to a timely and efficient conclusion.

Thank you for your help and clarification.

Best regards,

Shahin Shirvani
Senior VP of Construction and Design
<[image001.gif](#)>
12302 Exposition Boulevard
Los Angeles, California 90064
Office: 310-820-1200 x 107
Direct: 424-273-6933
Mobile: 770.318.9624
sshirvani@haagenco.com

From: Nikolas Guitron <nguitron@indioca.gov>
Sent: Monday, November 10, 2025 9:29 AM
To: Shahin Shirvani <sshirvani@haagenco.com>; Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Gloria Jauregui <gjauregui@indioca.gov>
Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>
Subject: RE: IGMP Buildings 2A and 2B permit status

You don't often get email from nguitron@indioca.gov. [Learn why this is important](#)

Hi Shahin,

Apologies for the delay in responding, we are currently transitioning into the New City Hall building, so we are a little limited to our email abilities, some more than others. As soon as we have an update we will contact you with further details.

Thank you for your patience.

<[image008.png](#)>

Nikolas “Niko” Guitron
Assistant Planner
Community Development
Planning Services Division
nguitron@indio.org
D:760.391.4064 | O:760.391.4120

100 Civic Center Mall · Indio CA 92201

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<image011.png>
<image012.png>
<image013.png>

From: Shahin Shirvani <sshirvani@haagenco.com>
Sent: Monday, November 10, 2025 9:15 AM
To: Juan Raya <jraya@indioca.gov>; Erika Garcia <ergarcia@indioca.gov>; Gloria Jauregui <gjauregui@indioca.gov>; Nikolas Guitron <nguitron@indioca.gov>
Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>
Subject: RE: IGMP Buildings 2A and 2B permit status

This Message Is From an External Sender

This message came from outside your organization.

If you have questions regarding this warning, please contact helpdesk@indio.org

[Report Suspicious](#)

Dear City of Indio Team,

I have yet to receive a response from anyone on your team regarding the email below. I also understand that Fred from our design team has attempted to contact Erica multiple times without success.

Could someone please provide us with an update on the status of our permit?

Thank you,
Shahin Shirvani

From: Shahin Shirvani
Sent: Thursday, November 6, 2025 1:05 PM
To: Juan Raya <jraya@indioca.gov>; 'ergarcia@indioca.gov' <ergarcia@indioca.gov>; 'gjauregui@indioca.gov' <gjauregui@indioca.gov>; Nikolas Guitron <nguitron@indio.org>
Cc: Fred Tomas <fredt@aoarchitects.com>; Nick Saludo <nsaludo@drc-eng.com>; Lynn Bremner <lbremner@haagenco.com>; Don Kelley <dkelley@haagenco.com>
Subject: IGMP Buildings 2A and 2B permit status

Hi Juan,

I hope you're doing well. I'm writing because I'm a bit confused about the current status of our permits for the two buildings at Indio Grand Marketplace. We've been working on this for quite some time now, and I really need to break ground on this project.

Could you or one of your colleagues please let me know what still needs to be done for us to be able to pull the construction permits for both the buildings and the site by the end of tomorrow November the 7th?

I understand that a certified signature is required for the PM10 form, which we will be completing after the certification class on November 20th. Aside from that, can you please clarify what other items remain outstanding for finalization? I just want to make sure nothing has fallen through the cracks.

It would be very helpful if you could outline, in a clear workflow format, any remaining design requirements or fees needed from our side.

Thank you very much for your help and guidance, Juan. I truly appreciate it.

Best regards,

Shahin Shirvani
Senior VP of Construction and Design
<**image001.gif**>
12302 Exposition Boulevard
Los Angeles, California 90064
Office: 310-820-1200 x 107
Direct: 424-273-6933
Mobile: 770.318.9624
[**sshirvani@haagenco.com**](mailto:sshirvani@haagenco.com)

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PAYMENT RECEIPTS

Type:	New Commercial Retail	Status:	Issued	Project Name:	Indio Grand Marketplace
IVR Number:	10786	Applied Date:	06/17/2025	Issue Date:	04/10/2026
District:	Indio	Expire Date:	10/10/2026		
Square Feet:	4,800.00	Valuation:	\$900,000.00	Finalized Date:	
Description:	New 4,800 sf ground-up shell and core multi-tenant building #2A, located at existing Indio Grand Marketplace shopping center. Scope of work also includes limited Mechanical, Plumbing and Electrical improvements. Tenant Improvements under separate submittal by others. Project pending address assignment, using existing address for original building currently on site (82227 HWY 111)				

- Summary
- Locations
- Fees
- Reviews 1
- Inspections
- Attachments
- Contacts
- Sub-Records
- More Info

Fee Summary

Total Fees:	\$46,525.03	Paid Fees:	\$46,525.03	Unpaid Fees:	\$0.00	Add to Cart
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Remaining Fees

Sort Fee

Fee	Invoice	Computed	Amount Due
No records to display.			

Paid Fees

Sort Fee

Fee	Invoice	Computed
Backflow Protective Device	INV-00038561	\$49.00
Building Permit Fee	INV-00038561	\$3,172.00
Building Sewer and Each Trailer Park Sewer	INV-00038561	\$34.00
CASP Fee	INV-00038561	\$4.00
Drainage or Vent Pipe	INV-00038561	\$148.00
Electrical Fee	INV-00038561	\$181.00
Fire Department Plan Review Fee (New Construction)	INV-00026245	\$1,725.00
Green Building Standards Fees	INV-00038561	\$36.00
Permit Issuance	INV-00038561	\$74.00
Plan Check Fee	INV-00026245	\$2,852.00

Type:	New Commercial Retail	Status:	Issued	Project Name:	Indio Grand Marketplace
IVR Number:	10787	Applied Date:	06/17/2025	Issue Date:	04/10/2026
District:	Indio	Expire Date:	10/10/2026		
Square Feet:	8,000.00	Valuation:	\$1,500,000.00	Finalized Date:	
Description:	New 8,000 sf ground-up shell and core multi-tenant building #2B, located at existing Indio Grand Marketplace shopping center. Scope of work also includes limited Mechanical, Plumbing and Electrical improvements. Tenant Improvements under separate submittal by others. Project pending address assignment, using existing address for original building currently on site (82227 HWY 111)				

- Summary
- Locations
- Fees**
- Reviews
- Inspections
- Attachments
- Contacts
- Sub-Records
- More Info

Fee Summary

Total Fees:	\$73,292.14	Paid Fees:	\$73,292.14	Unpaid Fees:	\$0.00	Add to Cart
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Remaining Fees

Sort Fee

Fee	Invoice	Computed	Amount Due
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No records to display.

Paid Fees

Sort Fee

Fee	Invoice	Computed
Backflow Protective Device	INV-00038560	\$49.00
Building Permit Fee	INV-00038560	\$3,921.00
Building Sewer and Each Trailer Park Sewer	INV-00038560	\$34.00
CASP Fee	INV-00038560	\$4.00
Drainage or Vent Pipe	INV-00038560	\$74.00
Electrical Fee	INV-00038560	\$213.00
Fire Department Plan Review Fee (New Construction)	INV-00026247	\$1,725.00
Green Building Standards Fees	INV-00038560	\$60.00
Permit Issuance	INV-00038560	\$74.00
Plan Check Fee	INV-00026247	\$3,668.00

ITEM 6A

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



STAFF REPORT

Subject: Preview of CVAG's Budget for Fiscal Year 2026-27

Contact: Claude T. Kilgore, Director of Finance (ckilgore@cvag.org) and
Jiajing Cheng, Senior Accountant (jcheng@cvag.org)

Recommendation: Information

Finance Committee: Approved moving the proposed Fiscal Year 2026-27 Budget forward to the Executive Committee for review and consideration. (Meeting of May 26)

Background: One of the roles of the CVAG Finance Committee is to review the preliminary budget and provide feedback and comments that staff can include as the budget is finalized. This year's budget follows the same fiscally conservative approach CVAG has historically used. Most project and overhead costs are budgeted at a line-item level for accurate assessment and include increases from the 2025-26 year-end estimates and 2024-25 actual results. These cost increases are initially aligned with recent inflation rates, which have exceeded 3%, and many have been budgeted at higher rates. CVAG staff have made efforts to identify and address cutting costs and making operations leaner where appropriate. The budget also continues the long-standing philosophy of relying heavily on non-local revenue streams, such as grants and other state and federal funds, for projects and programs, including the staffing resources needed to implement them.

For agencies like CVAG, which provides regional support for transportation projects, it is normal to spend more than received in revenue during certain years — unlike most cities and counties. Many of these projects are included in CVAG's operating budget but might appear in a city's capital improvement plans instead. Additionally, CVAG does not have annual transient occupancy tax or gas tax to use as a source of revenue to offset programmatic costs like many of its jurisdictions might. Even the Measure A sales tax revenues are not remitted to CVAG until expenditures on eligible projects have been incurred; these funds are initially directed to the Riverside County Transportation Commission (RCTC) and then CVAG then seeks reimbursement. Instead, CVAG secures external funding wherever possible to support its programs and runs a surplus in many years then utilizes accumulated accounting fund balances when external funding sources have been exhausted. As a result, CVAG's financial results may reflect a surplus in some years and a deficit in others. In 2026-27, CVAG's Overall Agencywide Summary shows a projected net deficit of about \$32.6 million.

The agencywide 2026-27 net results can be attributed to operations of transportation programs across the Coachella Valley that CVAG now administers like the CV Sync traffic signal synchronization. The other major contributing factor is due to increased demand for regional funding on approved regional arterial projects wherein CVAG contributes 75 percent of the approved project costs. In 2026-27, CVAG will cover these costs by utilizing accounting fund balances accumulated in previous years (reserves) for Measure A in the amount of about \$21 million and Transportation Uniform Mitigation Fee (TUMF) for almost \$11 million. In 2026-27,

CVAG is projected to use all previously collected Measure A funds at RCTC and start using its own Measure A reserves. This impending cash flow situation and usage of reserves has been elevated by CVAG staff to the Transportation Committee, Finance Committee, and Executive Committee on a regular basis since December 2020. Most recently, on March 16, 2026, the Executive Committee, at the recommendation of the Transportation and Finance Committees, directed the Executive Director to form an ad hoc committee comprised of Transportation, Finance and/or Executive Committee members, as well as member jurisdictions' staff, to consider and recommend policy changes addressing cash flow, including the TUMF, reducing regional costs and increasing regional revenue. In addition to CVAG's work on cashflow, CVAG's consultants and staff are working on an update to the Transportation Project Prioritization Study (TPPS) and companion documents including the Regional Arterial Cost Estimate (RACE), Active Transportation Plan (ATP), and the TUMF Nexus Study. This update is deeply interconnected with cashflow and will have a tremendous impact on project delivery. The ad hoc committee, which first met in May 2026, will spend the coming months reviewing these documents and make policy recommendations for Transportation and Executive Committees consideration. Although the current funding landscape presents significant challenges, particularly given rising project costs, staff and elected officials from member jurisdictions are collaboratively developing solutions aimed at achieving improved outcomes for projects across the Coachella Valley.

The Coachella Valley Housing First (CVHF) program and AB2766 Motor Vehicle Subvention Fund Program (AB2766) also contribute to the agencywide net deficit utilizing previously accumulated fund balances to operate, as has been the case in years past. The projected deficit to the CVHF program is about \$595 thousand and \$34 thousand for AB2766. CVAG staff are actively assessing further funding options for these programs and will provide ongoing updates to the designated policy committees during regularly scheduled meetings.

CVAG's General Fund provides financial support for its day-to-day operations, including administrative costs and support for CVAG's policy committees. The General Fund also supports various programs that are in service like CV Link and CV Sync. The General Fund is anticipated to decrease by approximately \$586 thousand due to the net outflow in the CVHF program, which has an accumulated reserve. Most other programs of the agency are on a reimbursement basis and net neutral to the budget bottom line.

The Administrative/Personnel Committee, at its April 27, 2026, meeting, approved a 2.9 percent cost of living increase for salaries and salary ranges a 2026-27, which amounts to approximately \$167 thousand and is included in the total salaries budget. This is the same cost of living adjustment made in the prior two fiscal years and slightly less than the relevant Consumer Price Index from the Bureau of Labor Statistics for Riverside County (the same index used when evaluating Member Agency Dues), which was 3.2 percent year-over-year in January 2026. This provides a prudent approach by maintaining fiscal discipline yet remaining competitive within the labor market. Total agencywide salary costs are budgeted at \$5,971,808 for 42.6 Full-Time Equivalent (FTE) budgeted positions. Of this amount, \$441,004 is budgeted as part of Capital Outlay for specific capital projects in line with the annual audited financial statements; therefore, only \$5,530,804 is reflected in the salaries line item of the 2026-27 Agencywide Report - Expenditure. CVAG has further managed staff salary growth by not introducing any new budgeted positions compared to the previous year, reflecting continued fiscal prudence. CVAG typically remains significantly below budgeted salaries each year.

The Administrative/Personnel Committee has also concurred with the recommendation the Finance Committee made in March 2026 to address pension costs by continuing the Unfunded Accrued Liability (UAL) Additional Discretionary Payment (ADP) paydown approach. For 2026-27, CVAG is budgeting an ADP of around \$105 thousand. This would represent one of only seven

remaining ADPs currently demonstrated as necessary to payoff the total UAL to \$0 in fiscal year 2032-33 - ten years earlier than if only the minimum payment was made each year. For context, the average funded status of miscellaneous plans at other public agencies in California at June 30, 2024 (most recent data available) was 75.5 percent while CVAG's funded ratio was 85.6 percent and its UAL was about \$2 million.

The budget mirrors the scope of topics that CVAG's programs cover, including administration, transportation, energy, sustainability, community resources, and homelessness. As previewed in the prior year Budget Overview, the 2026-27 budget is organized differently. During the fiscal year 2025-26 conversion to a new Enterprise Resource Planning (ERP) system, CVAG staff performed a comprehensive reassessment and reconfiguration of the Chart of Accounts, which is the overall accounting structure of how the accounts, funds, projects, departments and programs of CVAG are organized and bucketed. As such, the 2026-27 budget was conducted at the program level. In the past, budgets were developed at the accounting fund level; however, during the recent Chart of Accounts redesign, numerous accounting funds were restructured as programs to enhance alignment with US Generally Accepted Accounting Principles which states that only the minimum number of funds consistent with legal and operating requirements should be established. Also identified in accounting guidance is that the general fund should be used to account for and report all financial resources not accounted for and reported in another fund. As such, many of the programs which were formally accounting funds are now organized under the general fund unless they have special revenue or other fund requirement like Measure A or TUMF. These modifications conform with recommendations and best practices from external audit firms, accounting trade organizations, and the Governmental Accounting Standards Board (GASB). In addition, a new department - Land and Habitat Conservation - was added to track and account for the work performed to administer the Coachella Valley Conservation Commission (CVCC), a sister agency that CVAG is contracted to administer. During this transition year to a new chart of accounts, comparing certain information in the budget tables may be difficult because the 2024-25 actual results and the 2025-26 budget were prepared and audited under the previous structure. These items have since been converted to the new chart of accounts to improve clarity.

This year, and consistent with CVAG's efforts to support paperless operations in its Finance Department, CVAG has moved its budget book online, with a PDF version available for download. The online format can be designed to meet the Government Finance Officers Association (GFOA)'s criteria for clarity, organization, and visual appeal. A web-based budget book also saves time, reduces errors, improves transparency and accessibility, and supports award readiness. Although CVAG does not currently submit for the GFOA Distinguished Budget Presentation Award, it aims to do so in a future year as additional sections of the budget book are developed and expanded.

Additional budget details will be provided to the Finance Committee at its May 26th meeting. Based on the feedback and direction provided, staff will finalize the budget and present it to the CVAG Executive Committee for an initial review at its June 1, 2026 meeting. The budget is scheduled to be adopted by the Executive Committee and then the General Assembly via resolution on June 29, 2026. The budget covers the period July 1, 2026 through June 30, 2027.

Fiscal Analysis: The fiscal impact is included CVAG's Fiscal Year 2026-27 Budget.

Attachment: [CVAG Fiscal Year 2026-27 Proposed Budget](#)

ITEM 6B

Coachella Valley Association of Governments
Executive Committee
June 1, 2026



STAFF REPORT

Subject: Stipend Policy Update for Elected Committee Members

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

Administrative/ Personnel Committee Recommendation: Authorize Policy No. 26-02, amending CVAG's previous Stipend Policy to set the stipend amount for meeting attendance at \$150 for Executive Committee members and \$125 for all other standing committees and adding the Administrative/Personnel Committee and Finance Committee to the list of committees eligible for stipends (Meeting of April 27)

Finance Committee Recommendation: Authorize Policy No. 26-02, amending CVAG's previous Stipend Policy to set the stipend amount for meeting attendance at \$125 for all standing Committees, including the Executive Committee, and adding the Administrative/Personnel Committee and Finance Committee to the list of committees eligible for stipends (Meeting of May 26)

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.

In April 2021, the CVAG Per Diem Policy was renamed to the Stipend Policy and the payments were increased to \$125 for eligible Executive Committee members and \$100 for all other elected committee members

On April 27, 2026, during a discussion of budgetary items for Fiscal Year 2026-27, the Administrative/Personnel Committee recommended increasing meeting stipends for elected officials from \$100 to \$125 for CVAG's policy committees. The Administrative/Personnel Committee's recommendation also included extending stipends to the Administrative/Personnel and Finance Committees, which have not previously received them, and raising Executive Committee stipends to \$150.

On May 26, 2026, the item was presented to the Finance Committee. The Finance Committee recommended setting the stipend at \$125 for all committees, including the Executive Committee, and extending stipend eligibility to the Administrative/Personnel and Finance Committees, which have not previously received stipends. Palm Desert Councilmember Jan Harnik moved to revise the Administrative/Personnel Committee's recommendation so the Executive Committee could discuss whether its members should receive a higher stipend than other committees. She noted that other agencies she serves do not pay higher stipends for executive committees and stated

that, while the cost increase is modest, it would accumulate over time. She also expressed the view that all committees have similar time commitments and, therefore, should receive the same stipend amount.

Staff is now recommending the Executive Committee consider the recommendations and provide direction on an approach for increasing stipends and adopt a revision to CVAG's stipend policy. These adjustments are currently budgeted in the Fiscal Year 2026-27 proposed budget at the maximum amount proposed. The proposed changes would take place effective July 1, 2026.

CVAG committee members may notice they receive payment via form W-2 from CVAG. CVAG staff would like to give background on why CVAG pays via W2 instead of 1099. Beginning in 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: The cost to CVAG will depend on which approach is taken.

The Administrative/ Personnel Committee proposed a \$25 increase in stipend payments made to elected officials who attend committee meetings, putting it at \$150 for the Executive Committee and \$125 for all other elected committees and adding two extra committees to receive stipends (Finance and Administrative/Personnel). Committees meet on average seven times a year except for the Finance and Administrative/Personnel Committees, which an average of twice a year. Increasing the stipends would result in an increased expenditure of approximately \$14,700 (excluding CVAG's portion of federal income tax, FICA, and FUTA) if all meetings occurred as scheduled and there was perfect attendance.

The Finance Committee proposed keeping Executive Committee's stipends at \$125. They also supported a \$25 increase in stipend payments made to elected officials who attend committee meetings, bringing it to \$125 for all committees and adding two extra committees to receive stipends (Finance and Administrative/Personnel). This would result in a slightly smaller increase of approximately \$11,375, assuming all meetings occur as scheduled with perfect attendance.

Attachments:

1. Draft Policy 26-02 as proposed by the Administrative/ Personnel Committee
2. Draft Policy 26-02 as proposed by the Finance Committee

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
STIPEND POLICY

POLICY NUMBER: 216-032

At the June 2, 2008 Executive Committee meeting and effective on July 1, 2008, the Committee consolidated and clarified its Per Diem Policy originally adopted in June 1988. This policy was replaced in 2021 with a Stipend Policy.

The following will replace all previously established policies and procedures to the Per Diem Policy by the adoption of the revised Stipend Policy by the Executive Committee on June 17, 2021 and effective July 1, 2021.

1. That the following committees will receive stipends under the conditions of this policy:

Executive Committee
Transportation Committee
Homelessness Committee
Energy and Environmental Resources & Sustainability Committee
Public Safety Committee
Administrative/ Personnel Committee
Finance Committee

2. That elected officials (of CVAG's member jurisdictions) who are members of the foregoing committees be eligible to receive the stipend payments.
3. That the amount of stipend be \$12550 per Executive Committee member per committee meeting and \$10025 per committee member of all other standing-elected-eligible committees.
4. That the Executive Committee may appoint members of the public as committee members and if the person appointed receives no other compensation to attend meetings that member is eligible for the stipend.
5. That a typical yearly meeting cycle consists of seven meetings per fiscal year per eligible member for purposes of the stipend payments.
6. That receipt of stipend payment does not constitute employment by CVAG for any purpose.

DRAFT AS PROPOSED BY THE ADMINISTRATIVE/ PERSONNEL COMMITTEE

7. That stipend payment is not paid in lieu of expenses but for attendance at the meeting.
8. That CVAG staff be instructed to maintain adequate attendance records for the purpose of administering those payments and that appropriate claim forms be developed and used by staff in such administration.
9. That the Executive Committee determine on a case-by-case basis whether or not specifically created committees will receive the stipend payments and, if so, for how many meetings.
10. That the Executive Committee retains the authority to terminate the payment of stipend for any or all committees or recipients at any time.

* * * * *

(Per Diem policy established 6-27-88\adopted 7-25-88)

Revisions Adopted: 10-30-95
11-28-95
02-26-96
04-29-96
06-02-08
04-26-21

Revisions Proposed: 06-~~07~~1-~~26~~1

DRAFT AS PROPOSED BY THE FINANCE COMMITTEE

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
STIPEND POLICY

POLICY NUMBER: 216-032

At the June 2, 2008 Executive Committee meeting and effective on July 1, 2008, the Committee consolidated and clarified its Per Diem Policy originally adopted in June 1988. This policy was replaced in 2021 with a Stipend Policy.

The following will replace all previously established policies and procedures ~~_to the Per Diem Policy~~ by the adoption of the revised Stipend Policy by the Executive Committee on June 17, 20216 and effective July 1, 20214.

1. That the following committees will receive stipends under the conditions of this policy:

Executive Committee
Transportation Committee
Homelessness Committee
Energy and Environmental Resources & Sustainability Committee
Public Safety Committee
Administrative/ Personnel Committee
Finance Committee

2. That elected officials (of CVAG's member jurisdictions) who are members of the foregoing committees be eligible to receive the stipend payments.
3. That the amount of stipend be \$125 per Executive Committee member per committee meeting and \$10025 per committee member of all other standing elected-eligible committees.
4. That the Executive Committee may appoint members of the public as committee members and if the person appointed receives no other compensation to attend meetings that member is eligible for the stipend.
5. That a typical yearly meeting cycle consists of seven meetings per fiscal year per eligible member for purposes of the stipend payments.
6. That receipt of stipend payment does not constitute employment by CVAG for any purpose.

DRAFT AS PROPOSED BY THE FINANCE COMMITTEE

7. That stipend payment is not paid in lieu of expenses but for attendance at the meeting.
8. That CVAG staff be instructed to maintain adequate attendance records for the purpose of administering those payments and that appropriate claim forms be developed and used by staff in such administration.
9. That the Executive Committee determine on a case-by-case basis whether or not specifically created committees will receive the stipend payments and, if so, for how many meetings.
10. That the Executive Committee retains the authority to terminate the payment of stipend for any or all committees or recipients at any time.

* * * * *

(Per Diem policy established 6-27-88\adopted 7-25-88)

Revisions Adopted: 10-30-95
11-28-95
02-26-96
04-29-96
06-02-08
04-26-21

Revisions Proposed: 06-~~07~~1-261

ITEM 6C

Coachella Valley Association of Governments
Executive Committee
June 1, 2026



STAFF REPORT

Subject: Coachella Valley Multimodal Corridor Plan

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

Recommendation: Authorize the Executive Director to execute a professional services agreement with CR Associates in an amount not to exceed \$699,612 to provide professional engineering services for the Coachella Valley Multimodal Corridor Plan project

Transportation Committee: This item will be considered at the Committee's June 1 meeting.

Background: CVAG continues to advance regional planning efforts that support sustainable, connected, and equitable transportation options throughout the Coachella Valley. In alignment with the region's long-term mobility and sustainability goals, CVAG successfully secured funding through the Caltrans Sustainable Transportation Planning Grant Program (STPG) to prepare the Coachella Valley Multimodal Corridor Plan (CVMCP or Plan).

The purpose of the Plan is to identify and prioritize multimodal transportation improvements – including bicycle, pedestrian, transit, and electric vehicle infrastructure – across three critical freeway corridors within the Transportation Uniform Mitigation Fee (TUMF) boundaries that currently hinder local roadway connectivity. The plan will focus on Interstate 10 (I-10), the region's primary east-west transportation corridor; State Route 62 (SR-62), connecting the City of Desert Hot Springs and high desert communities; and State Route 86 (SR-86), linking the Cities of Indio and Coachella to communities in the eastern Coachella Valley.

Led by CVAG, the Plan will promote improved safety, accessibility, and connectivity between communities while supporting greenhouse gas reduction efforts and the State's climate action goals. The study will evaluate opportunities to reduce localized travel impacts along high-speed corridors through enhanced access to active transportation facilities, improved transit connectivity, electric vehicle charging infrastructure, and better-connected local roadway systems. A completed plan also positions future multimodal transportation projects for competitive state and federal funding opportunities while supporting safer, more sustainable, and better-connected transportation options throughout the Coachella Valley.

In summer 2025, Caltrans awarded CVAG \$619,710 in STPG funding for the project. The grant requires a local match of 11.47%, or \$80,290. On December 1, 2025, the Executive Committee adopted CVAG Resolution 2025-002 authorizing the Executive Director to accept the grant funding and execute the necessary agreements with the State of California for implementation of the Plan, and the grant agreement was executed on December 22, 2025.

Following the grant award and authorization to accept the funding, CVAG staff developed a scope of work and solicited proposals from qualified firms. CVAG received by the March 24, 2026 deadline proposals from the following five firms:

Consultant	Location
CR Associates	San Diego
GHD, Inc.	Irvine
Advantec Consulting Engineers	Irvine
Kimley-Horn	Palm Desert
TJKM	Pleasanton

The proposal evaluation team consisted of CVAG employees and a Caltrans representative. Two finalists were interviewed on May 7, 2026 and the evaluation team supported moving forward with the top-ranked firm, CR Associates. The firm is based in San Diego but has strong familiarity with the Coachella Valley, including other transportation planning efforts like the regional CV Link community connectors plan. The consultant team will support project management, corridor analysis, data collection, stakeholder and agency coordination, community engagement, identification and prioritization of multimodal improvements, and preparation of the final corridor plan and implementation strategy.

Staff recommends the Executive Director be authorized to execute a professional services agreement with CR Associates. The recommended action would also allow the Executive Director and/or Legal Counsel to make minor, clarifying contract changes prior to execution.

Fiscal Analysis: The proposed not to exceed contract amount to develop the Plan is \$699,612. The project will be funded through the Caltrans STPG program in the amount of \$619,710. CVAG will fund the balance from available regional transportation funds, consistent with the required local match.

Attachments:

1. Professional services agreement
2. CR Associates Technical & Fee Proposal

PROFESSIONAL SERVICES AGREEMENT



For

COACHELLA VALLEY MULTIMODAL CORRIDOR PLAN

CVAG CONTRACT NUMBER: CVAG-30-2026

Between

**COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
(CVAG)**

And

CR ASSOCIATES

To Provide

Planning, Design, and Engineering Services

**Contract for Planning, Design, and Engineering Services
RGA 74A1766: Coachella Valley Multimodal Corridor Plan (CVMCP)**

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EXHIBITS

A: Statement of Work

B: Price Formula

ARTICLE I INTRODUCTION

- A. This contract is between the following named, hereinafter referred to as, CONSULTANT and the following named, hereinafter referred to as, LOCAL AGENCY:

The name of the “CONSULTANT” is as follows:

CR Associates
3900 Fifth Avenue, Suite 310
San Diego, CA 92103

Incorporated in the State of *California*

The Project Manager for the “CONSULTANT” will be Monique Chen, TE.

The name of “LOCAL AGENCY” is as follows:

Coachella Valley Association of Governments (CVAG)

The Contract Administrator for LOCAL AGENCY will be Randy Bowman, Assistant Director of Transportation.

- B. The work to be performed under this contract is described in Exhibit A entitled Statement of Work and the approved Price Formula dated May 20, 2026. The approved Price Formula is attached hereto Exhibit B and incorporated by reference. If there is any conflict between the approved Exhibit B, Price Formula and this contract, this contract shall take precedence.
- C. CONSULTANT shall indemnify, defend with counsel approved by CVAG, and hold harmless CVAG, its officers, officials, employees and volunteers from and against all liability, loss, damage, expense, cost (including without limitation reasonable attorneys fees, expert fees and all other costs and fees of litigation) of every nature to the extent arising out of or in connection with CONSULTANT's negligence, recklessness or willful misconduct in the performance of work hereunder or its failure to comply with any of its obligations contained in this AGREEMENT, except such loss or damage which is caused by the sole active negligence or willful misconduct of the CVAG (meaning that CONSULTANT shall indemnify and defend CVAG notwithstanding any alleged or actual passive negligence of CVAG which may have contributed to the claims, damages, costs or liability). Should CVAG in its sole discretion find CONSULTANT'S legal counsel unacceptable, then CONSULTANT shall reimburse CVAG its costs of defense, including without limitation reasonable attorneys fees, expert fees and all other costs and fees of litigation. The CONSULTANT shall promptly pay any final judgment rendered against the CVAG (and its officers, officials, employees and volunteers) with respect to claims determined by a trier of fact to have been the result of the CONSULTANT's negligence, recklessness or willful misconduct. It is expressly understood and agreed that the foregoing provisions are intended to be as broad and inclusive as is permitted by the law of the State of California and will survive termination of this Agreement.
- D. CONSULTANT is and shall at all times remain as to CVAG a wholly independent contractor. The personnel performing the services under this Agreement on behalf of CONSULTANT shall at all times be under CONSULTANT's exclusive direction and control. Neither CVAG, its members, nor any of their officers, employees, or agents shall have control over the conduct of CONSULTANT or any of CONSULTANT's officers, employees, or agents, except as set forth in this Agreement. CONSULTANT shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of CVAG or its members. CONSULTANT shall not incur or have the power to incur any debt, obligation, or liability whatever against CVAG or its members, or bind CVAG or its members in any manner except as expressly authorized by CVAG.
- E. CONSULTANT's failure to comply with the provisions of this Agreement shall constitute a default. In the event that CONSULTANT is in default for cause under the terms of this Agreement, CVAG shall have no obligation or duty to continue compensating CONSULTANT for any work performed after the date of default

and can terminate this Agreement immediately by written notice to CONSULTANT. Provided, however, if such failure by CONSULTANT to make progress in the performance of work hereunder arises out of causes beyond CONSULTANT's control, and without fault or negligence of CONSULTANT, it shall not be considered a default. As an alternative to notice of immediate termination, the CVAG Executive Director or his/her delegate may cause to be served upon CONSULTANT a written notice of the default. CONSULTANT shall then have ten (10) days after service of said notice in which to cure the default by rendering a satisfactory performance. In the event that CONSULTANT fails to cure its default within such period of time, CVAG shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

- F. Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of CVAG.
- G. No alteration or variation of the terms of this contract shall be valid, unless made in writing and signed by the parties hereto; and no oral understanding or agreement not incorporated herein, shall be binding on any of the parties hereto.
- H. The consideration to be paid to CONSULTANT as provided herein, shall be in compensation for all of CONSULTANT's expenses incurred in the performance hereof, including travel and per diem, unless otherwise expressly so provided.
- I. At all times during the term of this Agreement, CONSULTANT shall have in full force and effect all licenses required of it by law for the performance of the services described in this Agreement.
- J. CVAG and CONSULTANT understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the Riverside County Superior Court, Indio Branch. CONSULTANT shall give CVAG written notice within seven (7) days after any event which CONSULTANT believes may give rise to a claim for an increase in compensation or a change in the performance schedule. Within fourteen (14) days thereafter, CONSULTANT shall supply CVAG with a statement supporting the claim. CVAG shall not be liable for and CONSULTANT hereby waives any claim or potential claim which CONSULTANT knew or should have known about and which was not reported in accordance with the provisions of this paragraph. CONSULTANT agrees to continue performance of the services during the time any claim is pending. No claim shall be allowed if asserted after final payment.
- L. Neither party hereto shall be liable to the other for its failure to perform under this Agreement when such failure is caused by strikes, accidents, acts of God, fire, war, flood, governmental restrictions, or any other cause beyond the control of the party charged with performance; provided that the party so unable to perform shall promptly advise the other party of the extent of its inability to perform. Any suspension of performance by reason of this paragraph shall be limited to the period during which such cause of failure exists.

ARTICLE II STATEMENT OF WORK

The Statement of Work, including a description of the deliverables, is presented in Exhibit A, entitled Statement of Work, to this Agreement.

A. Consultant Services

Consultant shall perform services consistent with the provisions of the Request for Proposals released on February 19, 2026, (the "RFP,") and Exhibit A to this Agreement, upon issuance by CVAG of written authority to proceed (a "Work Order") as to either (a) a portion of the work if separate and independent tasks are contemplated or (b) all work if it constitutes a single project.

Except as amended by the exhibits hereto, CONSULTANT is bound by the contents of the RFP and CONSULTANT's response thereto. In the event of conflict, the requirements of this Agreement, including any exhibits, then the Request for Qualifications, shall take precedence over those contained in CONSULTANT's response.

The scope of work shall be subject to change by additions, deletions or revisions by CVAG. CONSULTANT shall be advised of any such changes by written notice. CONSULTANT shall promptly perform and strictly

comply with each such notice. If CONSULTANT believes that performance of any change would justify modification of the Agreement price or time for performance, CONSULTANT shall comply with the provisions for dispute resolution set out herein below.

B. Right of Way

Right of Way requirements are to be determined and shown by CONSULTANT, land surveys and computations with metes and bounds descriptions are to be made, and Right of Way plots are to be furnished (see Exhibit A attached hereto.)

C. Surveys

The CONSULTANT has the responsibility for performing preliminary surveys (see Exhibit A attached hereto.)

D. Subsurface Investigations

CONSULTANT has responsibility for making subsurface investigations. If borings or other specialized services are to be made by others under the supervision of CONSULTANT, all activities are to be in compliance with the mitigation and monitoring plan outlined in the approved environmental document(s) NEPA EA, CEQA EIR.

E. Local Agency Obligations

All data applicable to the project and in possession of LOCAL AGENCY or another agency, or government that are to be made available to CONSULTANT have been made available. No other assistance or services shall be furnished to CONSULTANT.

F. Conferences, Visits to Site, Inspection of Work

This contract provides for conferences as needed, visits to the site, and inspection of the work by representatives of the state, or FHWA. Costs incurred by CONSULTANT for meetings, subsequent to the initial meeting are included in the fee proposal (See Exhibit B attached hereto.)

G. Checking Shop Drawings

CONSULTANT shall be responsible to check shop drawings submitted for conformance review at commencement of construction phase. Payment for checking shop drawings by CONSULTANT are not included in the contract fee proposal. Checking of shop drawings will be performed by consultant on an as-needed basis with reimbursement based on the direct and indirect cost rates proposed in the approved cost proposal (see Exhibit B attached hereto.)

H. Documentation and Schedules

CONSULTANT shall document the results of the work to the satisfaction of LOCAL AGENCY, and if applicable, the State and FHWA. This may include preparation of progress and final reports, updated monthly schedules, plans, specifications and estimates, or similar evidence of attainment of the contract objectives (see Exhibit A attached hereto.)

I. Consultant Services During Construction (NOT APPLICABLE)

There are no anticipated CONSULTANT's services during the course of construction such as material testing, construction surveys, etc. It is anticipated that these services will be included in the construction management contract.

J. Deliverables and Number of Copies

Six (6) copies of reports, brochures, sets of plans, specifications, or Right of Way plots is specified shall be considered as included in contract deliverables. Payment for additional copies shall be based on the direct and indirect cost rates proposed on the approved cost proposal (see Exhibit B attached hereto).

ARTICLE III CONSULTANT'S REPORTS OR MEETINGS

A. CONSULTANT shall submit informal progress reports to LOCAL AGENCY's Project Manager by telephone, e-mail or in person, on a weekly basis, in a form acceptable to LOCAL AGENCY, describing the state of work

performed. The purpose of the reports is to allow LOCAL AGENCY to determine if the contract objectives and activities are being completed in accordance with the agreed upon schedule, and to afford occasions for airing difficulties or special problems encountered.

- B. CONSULTANT's Project Manager shall meet with LOCAL AGENCY's Contract Administrator, as needed, to discuss progress on the contract.

ARTICLE IV PERFORMANCE PERIOD

- A. This contract shall go into effect on June 1, 2026, contingent upon approval by LOCAL AGENCY, and CONSULTANT shall commence work after notification to proceed by LOCAL AGENCY'S Contract Administrator. The contract shall end on June 30, 2028, unless extended by contract amendment.
- B. CONSULTANT is advised that any recommendation for contract award is not binding on LOCAL AGENCY until the contract is fully executed and approved by LOCAL AGENCY.

ARTICLE V ALLOWABLE COSTS AND PAYMENTS

- A. The method of payment for this contract will be based on lump sum. The total lump sum price paid to CONSULTANT will include compensation for all work and deliverables, including travel and equipment described in Article II Statement of Work of this contract. No additional compensation will be paid to CONSULTANT, unless there is a change in the scope of the work or the scope of the project. In the instance of a change in the scope of work or scope of the project, adjustment to the total lump sum compensation will be negotiated between CONSULTANT and LOCAL AGENCY. Adjustment in the total lump sum compensation will not be effective until authorized by contract amendment and approved by LOCAL AGENCY.
- B. Progress payments may be made monthly in arrears based on the percentage of work completed by CONSULTANT. If CONSULTANT fails to submit the required deliverable items according to the schedule set forth in the Statement of Work, LOCAL AGENCY shall have the right to delay payment or terminate this Contract in accordance with the provisions of Article VI Termination.
- C. CONSULTANT shall not commence performance of work or services until this contract has been approved by LOCAL AGENCY and notification to proceed has been issued by LOCAL AGENCY'S Contract Administrator. No payment will be made prior to approval of any work, or for any work performed prior to approval of this contract.
- D. CONSULTANT will be reimbursed, as promptly as fiscal procedures will permit, upon receipt by LOCAL AGENCY'S Contract Administrator of itemized invoices in triplicate. Invoices shall be submitted no later than 45 calendar days after the performance of work for which CONSULTANT is billing. Invoices shall detail the work performed on each milestone, on each project as applicable. Invoices shall follow the format stipulated for the Cost Proposal and shall reference this contract number and project title. Final invoice must contain the final cost and all credits due LOCAL AGENCY that include any equipment purchased under the provisions of Article XI Equipment Purchase of this contract. The final invoice should be submitted within 60-calendar days after completion of CONSULTANT's work. Invoices shall be mailed to LOCAL AGENCY's Contract Administrator at the following address:

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

- E. The total amount payable by LOCAL AGENCY shall not exceed \$787,359.
- F. All subcontracts in excess of \$25,000 shall contain the above provisions.

ARTICLE VI TERMINATION

- A. LOCAL AGENCY reserves the right to terminate this contract upon thirty (30) calendar days written notice to CONSULTANT with the reasons for termination stated in the notice.

- B. LOCAL AGENCY may terminate this contract with CONSULTANT should CONSULTANT fail to perform the covenants herein contained at the time and in the manner herein provided. In the event of such termination, LOCAL AGENCY may proceed with the work in any manner deemed proper by LOCAL AGENCY. If LOCAL AGENCY terminates this contract with CONSULTANT, LOCAL AGENCY shall pay CONSULTANT the sum due to CONSULTANT under this contract prior to termination, unless the cost of completion to LOCAL AGENCY exceeds the funds remaining in the contract. In which case the overage shall be deducted from any sum due CONSULTANT under this contract and the balance, if any, shall be paid to CONSULTANT upon demand.
- C. The maximum amount for which the Government shall be liable if this contract is terminated is \$787,359 dollars.

ARTICLE VII COST PRINCIPLES AND ADMINISTRATIVE REQUIREMENTS

- A. CONSULTANT agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allowability of individual items.
- B. CONSULTANT also agrees to comply with federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- C. Any costs for which payment has been made to CONSULTANT that are determined by subsequent audit to be unallowable under 49 CFR Part 18 and 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by CONSULTANT to LOCAL AGENCY.
- D. All subcontracts in excess of \$25,000 shall contain the above provisions.

ARTICLE VIII RETENTION OF RECORDS/AUDIT

For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; CONSULTANT, subconsultants, and LOCAL AGENCY shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. The state, State Auditor, LOCAL AGENCY, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of CONSULTANT that are pertinent to the contract for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of \$25,000 shall contain this provision.

ARTICLE IX AUDIT REVIEW PROCEDURES

- A. Any dispute concerning a question of fact arising under an interim or post audit of this contract that is not disposed of by agreement, shall be reviewed by LOCAL AGENCY’S Director of Administrative Services.
- B. Not later than 30 days after issuance of the final audit report, CONSULTANT may request a review by LOCAL AGENCY’S Director of Administrative Services of unresolved audit issues. The request for review will be submitted in writing.
- C. Neither the pendency of a dispute nor its consideration by LOCAL AGENCY will excuse CONSULTANT from full and timely performance, in accordance with the terms of this contract.
- D. CONSULTANT and subconsultants’ contracts, including cost proposals and indirect cost rates (ICR), are subject to audits or reviews such as, but not limited to, a Contract Audit, an Incurred Cost Audit, an ICR Audit, or a certified public accountant (CPA) ICR Audit Workpaper Review. If selected for audit or review, the contract, cost proposal and ICR and related workpapers, if applicable, will be reviewed to verify compliance with 48 CFR, Part 31 and other related laws and regulations. In the instances of a CPA ICR Audit Workpaper Review it is CONSULTANT’s responsibility to ensure federal, state, or local government officials are allowed full access to the CPA’s workpapers. The contract, cost proposal, and ICR shall be adjusted by CONSULTANT

and approved by LOCAL AGENCY contract manager to conform to the audit or review recommendations. CONSULTANT agrees that individual terms of costs identified in the audit report shall be incorporated into the contract by this reference if directed by LOCAL AGENCY at its sole discretion. Refusal by CONSULTANT to incorporate audit or review recommendations, or to ensure that the Federal, State, or local governments have access to CPA workpapers, will be considered a breach of contract terms and cause for termination of the contract and disallowance of prior reimbursed costs.

- E. CONSULTANT Cost Proposal is subject to a CPA ICR Audit Work Paper Review by Caltrans' Audit and Investigation (Caltrans). Caltrans, at its sole discretion, may review and/or audit and approve the CPA ICR documentation. The Cost Proposal shall be adjusted by the CONSULTANT and approved by the LOCAL AGENCY Contract Administrator to conform to the Work Paper Review recommendations included in the management letter or audit recommendations included in the audit report. Refusal by the CONSULTANT to incorporate the Work Paper Review recommendations included in the management letter or audit recommendations included in the audit report will be considered a breach of the contract terms and cause for termination of the contract and disallowance of prior reimbursed costs.
1. During a Caltrans' review of the ICR audit work papers created by the CONSULTANT's independent CPA, Caltrans will work with the CPA and/or CONSULTANT toward a resolution of issues that arise during the review. Each party agrees to use its best efforts to resolve any audit disputes in a timely manner. If Caltrans identifies significant issues during the review and is unable to issue a cognizant approval letter, LOCAL AGENCY will reimburse the CONSULTANT at a provisional ICR until a FAR compliant ICR {e.g. 48 CFR, part 31; GAGAS (Generally Accepted Auditing Standards); CAS (Cost Accounting Standards), if applicable; in accordance with procedures and guidelines of the American Association of State Highways and Transportation Officials Audit Guide; and other applicable procedures and guidelines} is received and approved by A&I. Provisional rates will be as follows:
 - a. If the proposed rate is less than 150% - the provisional rate reimbursed will be 90% of the proposed rate.
 - b. If the proposed rate is between 150% and 200% - the provisional rate will be 85% of the proposed rate.
 - c. If the proposed rate is greater than 200% - the provisional rate will be 75% of the proposed rate.
 2. If Caltrans is unable to issue a cognizant letter per paragraph E.1. above, Caltrans may require CONSULTANT to submit a revised independent CPA-audited ICR and audit report within three (3) months of the effective date of the management letter. Caltrans will then have up to six (60 months to review the CONSULTANT's and/or the independent CPA's revisions.
 3. If the CONSULTANT fails to comply with the provisions of this Section E, or if Caltrans is still unable to issue a cognizant approval letter after the revised independent CPA-audited ICR is submitted, overhead cost reimbursement will be limited to the provisional ICR that was established upon initial rejection of the ICR and set forth in paragraph E.1. above for all rendered services. In this event, this provisional ICR will become the actual and final ICR for reimbursement purposes under this contract.
 4. CONSULTANT may submit to LOCAL AGENCY final invoice only when all of the following items have occurred: (1) Caltrans approves or rejects the original or revised independent CPA-audited ICR; (2) all work under this contract has been completed to the satisfaction of LOCAL GAENCY; and, (3) Caltrans has issued its final ICR review letter. The CONSULTANT MUST SUBMIT ITS FINAL INVOICETO local agency no later than 60 days after occurrence of the last of these items.

The provisional ICR will apply to this contract and all other contracts executed between LOCAL AGENCY and the CONSULTANT, either as a prime or subconsultant, with the same fiscal period ICR.

ARTICLE X SUBCONTRACTING

- A. Nothing contained in this contract or otherwise, shall create any contractual relation between LOCAL AGENCY and any subconsultant(s), and no subcontract shall relieve CONSULTANT of its responsibilities and obligations hereunder. CONSULTANT agrees to be as fully responsible to LOCAL AGENCY for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by CONSULTANT. CONSULTANT's obligation to pay its subconsultant(s) is an independent obligation from LOCAL AGENCY'S obligation to make payments to the CONSULTANT.

- B. CONSULTANT shall perform the work contemplated with resources available within its own organization; and no portion of the work pertinent to this contract shall be subcontracted without written authorization by LOCAL AGENCY'S Contract Administrator, except that, which is expressly identified in the approved Exhibit B, Price Formula.
- C. CONSULTANT shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to CONSULTANT by LOCAL AGENCY.
- D. Any subcontract in excess of \$25,000 entered into as a result of this contract, shall contain all the provisions stipulated in this contract to be applicable to subconsultants.
- E. Any substitution of subconsultants must be approved in writing by LOCAL AGENCY's Contract Administrator prior to the start of work by the subconsultant.

ARTICLE XI EQUIPMENT PURCHASE

- A. Prior authorization in writing, by LOCAL AGENCY's Contract Administrator shall be required before CONSULTANT enters into any unbudgeted purchase order, or subcontract exceeding \$5,000 for supplies, equipment, or CONSULTANT services. CONSULTANT shall provide an evaluation of the necessity or desirability of incurring such costs.
- B. For purchase of any item, service or consulting work not covered in Exhibit B, Price Formula and exceeding \$5,000 prior authorization by LOCAL AGENCY's Contract Administrator; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.
- C. Any equipment purchased as a result of this contract is subject to the following: "CONSULTANT shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of \$5,000 or more. If the purchased equipment needs replacement and is sold or traded in, LOCAL AGENCY shall receive a proper refund or credit at the conclusion of the contract, or if the contract is terminated, CONSULTANT may either keep the equipment and credit LOCAL AGENCY in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established LOCAL AGENCY procedures; and credit LOCAL AGENCY in an amount equal to the sales price. If CONSULTANT elects to keep the equipment, fair market value shall be determined at CONSULTANT's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by LOCAL AGENCY and CONSULTANT, if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by LOCAL AGENCY." 49 CFR, Part 18 requires a credit to Federal funds when participating equipment with a fair market value greater than \$5,000 is credited to the project.
- D. All subcontracts in excess \$25,000 shall contain the above provisions.

ARTICLE XII STATE PREVAILING WAGE RATES

- A. CONSULTANT shall comply with the State of California's General Prevailing Wage Rate requirements in accordance with California Labor Code, Section 1770, and all Federal, State, and local laws and ordinances applicable to the work.
- B. Any subcontract entered into as a result of this contract, if for more than \$25,000 for public works construction or more than \$15,000 for the alteration, demolition, repair, or maintenance of public works, shall contain all of the provisions of this Article.
- C. When prevailing wages apply to the services described in the scope of work, transportation and subsistence costs shall be reimbursed at the minimum rates set by the Department of Industrial Relations (DIR) as outlined in the applicable Prevailing Wage Determination. See <http://www.dir.ca.gov>.

ARTICLE XIII CONFLICT OF INTEREST

- A. CONSULTANT shall disclose any financial, business, or other relationship with LOCAL AGENCY that may have an impact upon the outcome of this contract, or any ensuing LOCAL AGENCY construction project.

CONSULTANT shall also list current clients who may have a financial interest in the outcome of this contract, or any ensuing LOCAL AGENCY construction project, which will follow.

- B. CONSULTANT hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this contract.
- C. Any subcontract in excess of \$25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.
- D. CONSULTANT hereby certifies that neither CONSULTANT, nor any firm affiliated with CONSULTANT will bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract. An affiliated firm is one, which is subject to the control of the same persons through joint-ownership, or otherwise.
- E. Except for subconsultants whose services are limited to providing surveying or materials testing information, no subconsultant who has provided design services in connection with this contract shall be eligible to bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract.
- F. CONSULTANT covenants that neither it nor any officer or principal of CONSULTANT's firm has any interest in, or shall acquire any interest, directly or indirectly, which will conflict in any manner or degree with the performance of services hereunder. CONSULTANT further covenants that in the performance of this Agreement, no person having such interest shall be employed by CONSULTANT as an officer, employee, agent, or subcontractor.

ARTICLE XIV REBATES, KICKBACKS OR OTHER UNLAWFUL CONSIDERATION

CONSULTANT warrants that this contract was not obtained or secured through rebates, kickbacks or other unlawful consideration, either promised or paid to any LOCAL AGENCY employee. For breach or violation of this warranty, LOCAL AGENCY shall have the right in its discretion; to terminate the contract without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

ARTICLE XV PROHIBITION OF EXPENDING LOCAL AGENCY STATE OR FEDERAL FUNDS FOR LOBBYING

- A. CONSULTANT certifies to the best of his or her knowledge and belief that:
 - 1. No state, federal or local agency appropriated funds have been paid, or will be paid by-or-on behalf of CONSULTANT to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a Member of the State Legislature or United States Congress; an officer or employee of the Legislature or Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any state or federal contract; the making of any state or federal grant; the making of any state or federal loan; the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any state or federal contract, grant, loan, or cooperative agreement.
 - 2. If any funds other than federal appropriated funds have been paid, or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency; a Member of Congress; an officer or employee of Congress, or an employee of a Member of Congress; in connection with this federal contract, grant, loan, or cooperative agreement; CONSULTANT shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions.
- B. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, US. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

- C. CONSULTANT also agrees by signing this document that he or she shall require that the language of this certification be included in all lower-tier subcontracts, which exceed \$100,000, and that all such sub recipients shall certify and disclose accordingly.

ARTICLE XVI STATEMENT OF COMPLIANCE

- A. CONSULTANT's signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that CONSULTANT has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.
- B. During the performance of this Contract, Consultant and its subconsultants shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.
- C. The Consultant shall comply with regulations relative to Title VI (nondiscrimination in federally-assisted programs of the Department of Transportation – Title 49 Code of Federal Regulations, Part 21 - Effectuation of Title VI of the 1964 Civil Rights Act). Title VI provides that the recipients of federal assistance will implement and maintain a policy of nondiscrimination in which no person in the state of California shall, on the basis of race, color, national origin, religion, sex, age, disability, be excluded from participation in, denied the benefits of or subject to discrimination under any program or activity by the recipients of federal assistance or their assignees and successors in interest.
- D. The Consultant, with regard to the work performed by it during the Agreement shall act in accordance with Title VI. Specifically, the Consultant shall not discriminate on the basis of race, color, national origin, religion, sex, age, or disability in the selection and retention of Subconsultants, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the U.S. DOT's Regulations, including employment practices when the Agreement covers a program whose goal is employment.

ARTICLE XVII DEBARMENT AND SUSPENSION CERTIFICATION

- A. CONSULTANT's signature affixed herein, shall constitute a certification under penalty of perjury under the laws of the State of California, that CONSULTANT has complied with Title 2 CFR Part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (nonprocurement)", which certifies that he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to LOCAL AGENCY.
- B. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining CONSULTANT responsibility. Disclosures must indicate to whom exceptions apply, initiating agency, and dates of action.
- C. Exceptions to the Federal Government Excluded Parties List System maintained by the General Services Administration are to be determined by the Federal highway Administration.

ARTICLE XVIII FUNDING REQUIREMENTS

- A. It is mutually understood between the parties that this contract may have been written before ascertaining the availability of funds or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the contract were executed after that determination was made.
- B. This contract is valid and enforceable only, if sufficient funds are made available to LOCAL AGENCY for the purpose of this contract. In addition, this contract is subject to any additional restrictions, limitations, conditions, or any statute enacted by the Congress, State Legislature, or LOCAL AGENCY governing board that may affect the provisions, terms, or funding of this contract in any manner.
- C. It is mutually agreed that if sufficient funds are not appropriated, this contract may be amended to reflect any reduction in funds.
- D. LOCAL AGENCY has the option to void the contract under the 30-day cancellation clause, or by mutual agreement to amend the contract to reflect any reduction of funds.
- E. LOCAL AGENCY hereby warrants that no authorization for CONSULTANT to proceed with services under this agreement shall be issued until adequate funding is made available to compensate CONSULTANT for such services. LOCAL AGENCY shall notify CONSULTANT of any funding shortages or failures to secure the entire funding amount required under this contract before CONSULTANT performs any services under this agreement.

ARTICLE XIX CHANGE IN TERMS

- A. This contract may be amended or modified only by mutual written agreement of the parties.
- B. The scope of work shall be subject to change by additions, deletions or revisions by LOCAL AGENCY. CONSULTANT shall be advised of any such changes by written notice. CONSULTANT shall promptly perform and strictly comply with each such notice. If CONSULTANT believes that performance of any change would justify modification of the Agreement price or time for performance, CONSULTANT shall comply with the provisions for dispute resolution set out herein below.
- C. CONSULTANT shall only commence work covered by an amendment after the amendment is executed and notification to proceed has been provided by LOCAL AGENCY's Contract Administrator.
- D. Because of the personal nature of the services to be rendered pursuant to this Agreement, there shall be no change in CONSULTANT's Project Manager or subconsultant firms of the project team without prior written approval by LOCAL AGENCY.

ARTICLE XX DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION

- A. This contract is subject to 49 CFR, Part 26 entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". Consultants who obtain DBE participation on this contract will assist Caltrans in meeting its federally mandated statewide overall DBE goal.
- B. The goal for DBE participation for this contract is 0%. If a DBE subconsultant is unable to perform, CONSULTANT must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met.
- C. DBEs and other small businesses, as defined in 49 CFR, Part 26 are encouraged to participate in the performance of contracts financed in whole or in part with federal funds. CONSULTANT or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. CONSULTANT shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of US DOT-assisted agreements. Failure by CONSULTANT to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as LOCAL AGENCY deems appropriate.
- D. Any subcontract entered into as a result of this contract shall contain all of the provisions of this section.

- E. A DBE firm may be terminated only with prior written approval from LOCAL AGENCY and only for the reasons specified in 49 CFR 26.53(f). Prior to requesting LOCAL AGENCY consent for the termination, CONSULTANT must meet the procedural requirements specified in 49 CFR 26.53(f).
- F. A DBE performs a Commercially Useful Function (CUF) when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a CUF, the DBE must also be responsible with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a CUF, evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing, and other relevant factors.
- G. A DBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transactions, particularly those in which DBEs do not participate.
- H. If a DBE does not perform or exercise responsibility for at least thirty percent (30%) of the total cost of its contract with its own work force, or the DBE subcontracts a greater portion of the work of the contract than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a CUF.
- I. CONSULTANT shall maintain records of materials purchased or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE prime consultants shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.
- J. If a DBE subconsultant is decertified during the life of the contract, the decertified subconsultant shall notify CONSULTANT in writing with the date of decertification. If a subconsultant becomes a certified DBE during the life of the Contract, the subconsultant shall notify CONSULTANT in writing with the date of certification. Any changes should be reported to LOCAL AGENCY's Contract Administrator within 30 days.

ARTICLE XXI CONTINGENT FEE

CONSULTANT warrants, by execution of this contract that no person or selling agency has been employed, or retained, to solicit or secure this contract upon an agreement or understanding, for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees, or bona fide established commercial or selling agencies maintained by CONSULTANT for the purpose of securing business. For breach or violation of this warranty, LOCAL AGENCY has the right to annul this contract without liability; pay only for the value of the work actually performed, or in its discretion to deduct from the contract price or consideration, or otherwise recover the full amount of such commission, percentage, brokerage, or contingent fee.

ARTICLE XXII DISPUTES

- A. Any dispute, other than audit, concerning a question of fact arising under this contract that is not disposed of by agreement shall be decided by a committee consisting of LOCAL AGENCY's Contract Administrator and CVAG's Executive Director, who may consider written or verbal information submitted by CONSULTANT.
- B. Not later than 30 days after completion of all work under the contract, CONSULTANT may request review by CVAG's Executive Committee of unresolved claims or disputes, other than audit. The request for review will be submitted in writing.
- C. Neither the pendency of a dispute, nor its consideration by the committee will excuse CONSULTANT from full and timely performance in accordance with the terms of this contract.

ARTICLE XXIII INSPECTION OF WORK

CONSULTANT and any subconsultant shall permit LOCAL AGENCY, the state, and the FHWA if federal participating funds are used in this contract; to review and inspect the project activities and files at all reasonable times during the performance period of this contract including review and inspection on a daily basis.

ARTICLE XXIV SAFETY

- A. CONSULTANT shall comply with OSHA regulations applicable to CONSULTANT regarding necessary safety equipment or procedures. CONSULTANT shall comply with safety instructions issued by LOCAL AGENCY Safety Officer and other LOCAL AGENCY representatives. CONSULTANT personnel shall wear hard hats and safety vests at all times while working on the construction project site.
- B. Pursuant to the authority contained in Section 591 of the Vehicle Code, LOCAL AGENCY has determined that such areas are within the limits of the project and are open to public traffic. CONSULTANT shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. CONSULTANT shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.
- C. Any subcontract entered into as a result of this contract, shall contain all of the provisions of this Article
- D. CONSULTANT must have a Division of Occupational Safety and Health (CAL-OSHA) permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

ARTICLE XXV INSURANCE

- A. Throughout the term of this Agreement, CONSULTANT shall procure and maintain insurance, including Workers' Compensation as required by law for its personnel, and a one million dollar (\$1,000,000.00) commercial general liability policy. CONSULTANT shall include CVAG, its member agencies and any other interested and related party designated by CVAG, as additional insureds on this commercial liability policy for liabilities caused by CONSULTANT in its performance of services under this Agreement and shall provide CVAG with a certificate verifying such coverage.
- B. In the event said insurance coverage expires at any time or times during the term of this Agreement, CONSULTANT agrees to provide at least five (5) days notice prior to said expiration date and, prior to said expiration date, a new certificate of insurance evidencing insurance coverage as provided herein for no less than the remainder of the term of the Agreement, or for a total period of not less than one (1) year. New certificates of insurance are subject to the approval of CVAG. In the event CONSULTANT fails to keep in effect at all times insurance coverage as herein provided, CVAG may, in addition to any other remedies it may have, terminate this Agreement.
- C. CVAG, member agencies and any other interested and related party designated by CVAG are to be covered as additional insured as respects liability arising out of automobiles owned, leased, hired or borrowed by CONSULTANT. The coverage shall contain no special limitations on the scope of protection afforded to the said additional insureds. Minimum requirements are \$100,000/\$300,000/\$25,000.
- D. CONSULTANT's insurance coverage shall be primary insurance as respects CVAG, its member agencies, and any other interested and related party designated by CVAG as additional insureds. Any insurance or self-insurance maintained by said additional insureds shall be in excess of CONSULTANT's insurance and shall not contribute with it and, to the extent obtainable, such coverage shall be payable notwithstanding any act of negligence of CVAG, its members, or any other additional insured, that might otherwise result in forfeiture of coverage. Any failure to comply with reporting or other provisions of the policies, including breach of warranties, shall not affect coverage provided to said additional insureds. CONSULTANT's insurance shall apply separately to each insured against whom claim is made or suit is brought. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by any party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to CVAG.
- E. CONSULTANT shall provide worker's compensation insurance or a California Department of Insurance-approved self-insurance program in an amount and form that meets all applicable Labor Code requirements,

covering all persons or entities providing services on behalf of CONSULTANT and all risks to such persons or entities.

- F. Said insurance policy or policies shall be issued by a responsible insurance company with a minimum A. M. Best Rating of "A-" Financial Category "X", and authorized and admitted to do business in, and regulated by, the State of California.
- G. Evidence of all insurance coverage shall be provided to CVAG prior to issuance of the first Work Order. CONSULTANT acknowledges and agrees that such insurance is in addition to CONSULTANT's obligation to fully indemnify and hold CVAG, its members and any other additional insureds free and harmless from and against any and all claims arising out of an injury or damage to property or persons caused by the acts or omissions of CONSULTANT.

ARTICLE XXVI OWNERSHIP OF DATA

- A. Unless the RFP/Q or exhibits hereto expressly provide otherwise, upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of LOCAL AGENCY and may be used, reused, or otherwise disposed of by LOCAL AGENCY without the permission of CONSULTANT. With respect to computer files, CONSULTANT shall make available to LOCAL AGENCY, at CONSULTANT's office and upon reasonable written request by LOCAL AGENCY, the necessary computer software and hardware for purposes of accessing, compiling, transferring, and printing computer files.
- B. It is understood and agreed that all calculations, drawings and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the construction of the project for which this contract has been entered into.
- C. CONSULTANT is not liable for claims, liabilities, or losses arising out of, or connected with the modification, or misuse by LOCAL AGENCY of the machine-readable information and data provided by CONSULTANT under this contract; further, CONSULTANT is not liable for claims, liabilities, or losses arising out of, or connected with any use by LOCAL AGENCY of the project documentation on other projects for additions to this project, or for the completion of this project by others, except only such use as may be authorized in writing by CONSULTANT.
- D. Applicable patent rights provisions regarding rights to inventions shall be included in the contracts as appropriate (48 CFR 27, Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).
- E. LOCAL AGENCY may permit copyrighting reports or other agreement products. If copyrights are permitted; the agreement shall provide that the FHWA shall have the royalty-free nonexclusive and irrevocable right to reproduce, publish, or otherwise use; and to authorize others to use, the work for government purposes.
- F. Any subcontract in excess of \$25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.

ARTICLE XXVII CLAIMS FILED BY LOCAL AGENCY'S CONSTRUCTION CONTRACTOR

- A. If claims are filed by LOCAL AGENCY's construction contractor relating to work performed by CONSULTANT's personnel, and additional information or assistance from CONSULTANT's personnel is required in order to evaluate or defend against such claims; CONSULTANT agrees to make its personnel available for consultation with LOCAL AGENCY'S construction contract administration and legal staff and for testimony, if necessary, at depositions and at trial or arbitration proceedings.
- B. CONSULTANT's personnel that LOCAL AGENCY considers essential to assist in defending against construction contractor claims will be made available on reasonable notice from LOCAL AGENCY. Consultation or testimony will be reimbursed at the same rates, including travel costs that are being paid for CONSULTANT's personnel services under this contract.
- C. Services of CONSULTANT's personnel in connection with LOCAL AGENCY's construction contractor claims will be performed pursuant to a written contract amendment, if necessary, extending the termination date of this contract in order to resolve the construction claims.

- D. Any subcontract in excess of \$25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.

ARTICLE XXVIII CONFIDENTIALITY OF DATA

- A. All financial, statistical, personal, technical, or other data and information relative to LOCAL AGENCY's operations, which are designated confidential by LOCAL AGENCY and made available to CONSULTANT in order to carry out this contract, shall be protected by CONSULTANT from unauthorized use and disclosure.
- B. Permission to disclose information on one occasion, or public hearing held by LOCAL AGENCY relating to the contract, shall not authorize CONSULTANT to further disclose such information, or disseminate the same on any other occasion.
- C. CONSULTANT shall not comment publicly to the press or any other media regarding the contract or LOCAL AGENCY's actions on the same, except to LOCAL AGENCY's staff, CONSULTANT's own personnel involved in the performance of this contract, at public hearings or in response to questions from a Legislative committee.
- D. CONSULTANT shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this contract without prior review of the contents thereof by LOCAL AGENCY, and receipt of LOCAL AGENCY'S written permission.
- E. Any subcontract entered into as a result of this contract shall contain all of the provisions of this Article.
- F. All information related to the construction estimate is confidential, and shall not be disclosed by CONSULTANT to any entity other than LOCAL AGENCY
- G. All information gained by CONSULTANT in performance of this Agreement shall be considered confidential and shall not be released by CONSULTANT without CVAG's prior written authorization. CONSULTANT, its officers, employees, agents, or sub-consultants, shall not without written authorization from the CVAG Task Manager or unless requested by the CVAG Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property of CVAG. Response to a subpoena or court order shall not be considered "voluntary" provided CONSULTANT gives CVAG notice of such court order or subpoena.
- H. CONSULTANT shall promptly notify CVAG should CONSULTANT, its officers, employees, agents, or sub-consultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed there under or with respect to any project or property of CVAG or its members. CVAG retains the right, but has no obligation, to represent CONSULTANT and/or be present at any deposition, hearing, or similar proceeding. CONSULTANT agrees to cooperate fully with CVAG and to provide the opportunity to review any response to discovery requests provided by CONSULTANT. However, CVAG's right to review any such response does not imply or mean the right by CVAG to control, direct, or rewrite said response.

ARTICLE XXIX NATIONAL LABOR RELATIONS BOARD CERTIFICATION

In accordance with Public Contract Code Section 10296, CONSULTANT hereby states under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against CONSULTANT within the immediately preceding two-year period, because of CONSULTANT's failure to comply with an order of a federal court that orders CONSULTANT to comply with an order of the National Labor Relations Board.

ARTICLE XXX EVALUATION OF CONSULTANT

CONSULTANT's performance will be evaluated by LOCAL AGENCY. A copy of the evaluation will be sent to CONSULTANT for comments. The evaluation together with the comments shall be retained as part of the contract record.

ARTICLE XXXI RETENTION OF FUNDS

- A. Any subcontract entered into as a result of this Contract shall contain all of the provisions of this section.
- B. No retainage will be withheld by the Agency from progress payments due the prime consultant. Retainage by the prime consultant or subconsultants is prohibited, and no retainage will be held by the prime consultant from progress due subconsultants. Any violation of this provision shall subject the violating prime consultant or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime consultant or deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultants and subconsultants.

ARTICLE XXXII UNDUE INFLUENCE

- A. CONSULTANT declares and warrants that no undue influence or pressure was or will be used against or in concert with any officer or employee of LOCAL AGENCY in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of LOCAL AGENCY will receive compensation, directly or indirectly, from CONSULTANT, or from any officer, employee or agent of CONSULTANT, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling LOCAL AGENCY to any and all remedies at law or in equity.
- B. No member, officer, or employee of LOCAL AGENCY, nor its designees or agents, and no public official who exercises authority over or responsibilities with respect to the subject of this Agreement during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the services performed under this Agreement.

ARTICLE XXXIII LEGAL RESPONSIBILITIES

CONSULTANT shall keep itself informed of State, Federal and local laws and regulations which in any manner affect those employed by it or in any way affect the performance of its services pursuant to this Agreement. CONSULTANT shall at all times observe and comply with all such laws and regulations. CVAG, its members, and their officers and employees, shall not be liable at law or in equity for any liability occasioned by failure of CONSULTANT to comply with this Section.

CONSULTANT shall perform all tasks required hereunder in a manner consistent with the degree of care and skill ordinarily exercised by other members of the same profession currently operating under similar circumstances. CONSULTANT shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of CONSULTANT hereunder in meeting its obligations under this Agreement.

CONSULTANT shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age, national origin, or any other unlawful basis.

ARTICLE XXXIV NOTIFICATION

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

CONSULTANT:

CR Associates
Monique Chen, TE, Principal-in-Charge
3900 Fifth Avenue, Suite 310
San Diego, CA 92103

LOCAL AGENCY:

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

ARTICLE XXXV CONTRACT

The two parties to this contract, who are the before named CONSULTANT and the before named LOCAL AGENCY, hereby agree that this contract constitutes the entire understanding between the parties relating to the obligations of the parties described herein. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material. Both of these parties for and in consideration of the payments to be made, conditions mentioned, and work to be performed; each agree to diligently perform in accordance with the terms and conditions of this contract as evidenced by the signatures below.

SIGNATURES ON NEXT PAGE

ARTICLE XXXVI SIGNATURES

The person or persons executing this Agreement on behalf of CONSULTANT warrants and represents that he/she has the authority to execute this Agreement on behalf of CONSULTANT and has the authority to bind CONSULTANT to the performance of its obligations hereunder.

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

CR Associates

Coachella Valley Association of Governments

Monique Chen, Principle-in-Charge

Tom Kirk, Executive Director

DATE: _____

DATE: _____

CONTRACT EXHIBITS

A: Statement of Work

B: Price Formula

Exhibit A: Statement of Work

Exhibit B: Price Formula



3900 Fifth Avenue, Suite 310
San Diego, CA 92103

800 Wilshire Boulevard, Suite 620
Los Angeles, CA 90017

03.24.26

TECHNICAL PROPOSAL

COACHELLA VALLEY
ASSOCIATION OF GOVERNMENT

PROFESSIONAL SERVICES FOR
**THE COACHELLA
VALLEY MULTIMODAL
CORRIDOR PLAN**

**MOBILITY
SOLUTIONS
FOR OUR
CHANGING
WORLD**



ATTN: Jonathan Hoy, PE, Director of Transportation
Coachella Valley Association of Government
74199 El Paseo, Suite 100
Palm Desert, CA 92260

➤ Proposal for Professional Services - The Coachella Valley Multimodal Corridor Plan

Dear Jonathan and members of the selection committee:

CR Associates Inc., dba CR Associates (CRA) is pleased to submit our proposal to support CVAG in advancing a forward-looking, implementable plan for the region's primary highway system. We view this effort as an opportunity to transform these facilities from auto-centric thoroughfares into connected, people-centered systems that better serve surrounding communities.

✚ DEEP LOCAL UNDERSTANDING

Through our work across the Coachella Valley, we have seen firsthand how major facilities can function both as essential connectors and as barriers, especially for residents traveling by foot, bike, or transit. Our team will focus on bridging these divides by identifying practical, context-sensitive improvements that enhance safety, expand access, and strengthen connections between neighborhoods, destinations, and regional networks.

✚ IMPLEMENTATION-FOCUSED APPROACH

Our approach builds on the significant planning and investment already underway in the Valley. Rather than starting from scratch, we will integrate current and prior efforts, refine what is working, and strategically address remaining gaps with a focus on communities that have historically faced the greatest mobility challenges. The result will be a clear, prioritized set of improvements that agencies can realistically advance and fund.

✚ PROVEN EXPERIENCE AND PARTNERSHIPS

The CRA team brings deep local knowledge and a proven track record delivering complex corridor and multimodal planning efforts throughout Southern California, including ongoing work within the Coachella Valley. What sets CRA apart is our active delivery of the Community Connectors program and support on the TPPS/ATP, combined with extensive experience leading comprehensive multimodal corridor plans across multiple freeway corridors. Our familiarity with local conditions, paired with strong working relationships with CVAG, Caltrans District 8, RCTC, and member jurisdictions, allows us to move efficiently from analysis to actionable solutions aligned with agency expectations and implementation pathways.

✚ TARGETED AND EFFICIENT ENGAGEMENT

We also recognize that the success of this effort depends on meaningful and efficient engagement. With multiple initiatives underway in the region, our team will take a coordinated approach that respects community time while ensuring voices are heard. By focusing outreach where it matters most and using clear, accessible communication, we will help build consensus around improvements that reflect community priorities and are supported for implementation.



+ INTEGRATED, MULTIDISCIPLINARY TEAM

Led by me, Monique Chen, our multidisciplinary team brings together expertise in planning, engineering, operations, and community engagement, supported by HDR and Arellano Associates. Together, we offer a uniquely qualified team with deep local experience, proven success delivering complex multimodal corridor plans, and a clear, implementation-focused approach aligned with CVAG's priorities. We are prepared to immediately advance this effort with a well-defined work plan, strong agency partnerships, and targeted engagement strategies that will result in actionable, fundable solutions for the Coachella Valley.

Thank you for your consideration. We appreciate the opportunity to support CVAG on this important effort and look forward to working together.

Sincerely,

CR ASSOCIATES

Monique Chen, TE
Project Manager + Principal-in-Charge
619.318.4664
mchen@cramobility.com

CHEN RYAN ASSOCIATES, INC. - Prime Consultant

O: 619.795.6086
F: 619.738.5144

📍 3900 Fifth Avenue, Suite 310
San Diego, CA 92103

- *We acknowledge receipt of all RFP addenda.*
- *This proposal is valid for not less than 180 days of submittal.*
- *CR Associates and its subconsultants do not have any personal, business, or financial relationship with CVAG, any of its partner cities, or its staff.*
- *Monique Chen is the designated contact for this procurement and is authorized to bind CR Associates to the terms of this proposal*
- *All information submitted with this proposal is true and correct.*

SUBCONSULTANT PARTNERS

HDR, INC.

Dawn Wilson, PE, TE
Transportation Program Manager
619.684.3455
Dawn.Wilson@hdrinc.com

📍 2280 Market Street, Suite 100
Riverside, CA 92501

ARELLANO ASSOCIATES

Genoveva Arellano
President & CEO
909.627.2974
GArellano@arellanoassociates.com

📍 5851 Pine Avenue, Suite A
Chino Hills, CA 91709

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Qualifications, Related Experience and References

FIRM OVERVIEW



CR Associates (CRA), a California corporation founded in 2011, brings a forward-thinking approach to transportation planning and engineering across Southern California. With more than 70 professionals based in Los Angeles and San Diego, we help public agencies plan and design safer, better connected, and more sustainable communities.

We take a comprehensive, multimodal approach to planning, design, and engineering, leveraging the expertise of our in-house engineers, planners, and outreach specialists to develop solutions tailored to community needs. Our work **prioritizes safety, accessibility, and connectivity, particularly in disadvantaged communities** where infrastructure improvements can deliver the greatest impact. With strong technical knowledge and hands-on experience, we prepare grant-ready documentation that transforms ideas into implementable projects. From concept to construction, we provide services including civil and traffic engineering, transportation planning, water quality and storm drain design, utilities, construction support, and grant writing.

Our team will be led by **Monique Chen, our Founding Principal and proposed Project Manager**, who brings extensive experience in multimodal planning and design. With direct involvement from our principals, every project benefits from strong oversight of quality, schedule, and budget, as well as seamless collaboration among our in-house staff, subconsultants, and clients.

As a **WBE, SBE, and MBE-certified** firm, we are committed to building vibrant, resilient, and inclusive communities. CRA is also **a financially stable corporation** and regularly reviews its assets and liabilities, working capital, cash flow projections, credit ratings, profitability, and liquidity to ensure financial strength. CRA has no financial conditions that impede our ability to deliver the project.

CRA will be supported by long-time teaming partners **HDR and Arellano Associates**. Our team brings extensive experience working together with **CVAG and communities throughout the Coachella Valley**, spanning engineering, design, outreach, and stakeholder engagement. Our familiarity with the region and strong relationships with partner cities allow us to efficiently develop tailored solutions that **bridge gaps created by freeways and highways**, build consensus with community members and local agencies, and advance projects that improve mobility, safety, and access across the Valley.

Specialized Areas of Expertise

-  Multimodal Planning, Analysis, and Design
-  Mobility/Circulation Element Planning
-  Civil Engineering and Design
-  Traffic Engineering Design
-  Traffic Calming Planning and Design
-  Traffic Operations and Simulation
-  Safety Studies
-  Safe Routes to School/Transit
-  Transit Planning and Operations
-  Transportation Impact Studies
-  SB 743 Implementation
-  Transportation Impact Fee Program Development
-  Parking Assessment and Demand Management
-  Curbside Management

OUR SUBCONSULTANT PARTNERS



• CALTRANS + RCTC COORDINATION, ITS, AND FREEWAY/ INTERCHANGE RECOMMENDATIONS

Founded in 1917 in Omaha, Nebraska, **HDR** is a 100 percent employee-owned corporation. They have been part of the Southern California business landscape since 1973. HDR employs over 700 professionals in Southern California, specializing in engineering and planning fields such as multimodal transportation, highways and roadways, traffic, utilities, and environmental. HDR is supported by more than 14,000 employee-owners across 225 locations worldwide.

HDR's Riverside office, which houses 50 employees and counting, was established in 2000. Most of these employees live in communities across Riverside County, including the Coachella Valley. For **over 25 years**, HDR has collaborated with key **Inland Empire agency partners, including Caltrans D8**, to deliver their programs and meet our community's needs. Their local resources and proximity enable us to respond quickly to your requests. HDR is dedicated to solving problems, both big and small, to keep your projects moving forward.



arellano
ASSOCIATES

• COMMUNITY OUTREACH & ENGAGEMENT

For over 30 years, **Arellano Associates (Arellano)** has partnered with public and private agencies and organizations throughout Southern California to deliver thoughtful, effective, and inclusive communications and community engagement programs. Their experience spans transportation, infrastructure, public safety, sustainability, and planning initiatives.

Arellano's vision is to serve as **a trusted partner guiding meaningful community engagement that is intentional, equitable, and inclusive**. Arellano supports projects at every stage - from planning and environmental processes to construction and implementation - by integrating strategic outreach, stakeholder engagement, digital innovation, and creative communications to ensure communities are informed and heard. Arellano is a WBE, MBE and SBE based in Chino Hills, California, with a multidisciplinary team of approximately 80 professionals. The firm's understanding of stakeholder diversity, paired with innovative engagement tools and strategies, allows them to work collaboratively with clients to achieve project goals and build lasting community trust.

KEY PERSONNEL EXPERIENCE ON SIMILAR PROJECTS

The table below highlights CRA team members' recent experience on similar projects, including work within the Coachella Valley. For the completed projects listed, CRA consistently delivered on time and within budget, maintaining a high standard of quality and client satisfaction.

Project Name	CR ASSOCIATES								HDR			AA		
	Montique Chen	Andrew Prescott	Sasha Jovanovic	Ross Duenas	Phuong Nguyen	Jenny An	Precious Nicanor	Dawn Wilson	Mark Hager	Julian Hernandez	Kheang (KT) Tang	Marie Lewis Adams	Jessica Harleaux	Jennifer Velazquez
SANDAG Kumeyaay (I-8) Comprehensive Multimodal Corridor Plan	●	●	●	●	●	●	●						●	
LA Metro I-405 Comprehensive Multimodal Corridor Plan	●												●	
SANDAG Coast, Canyons, and Trails (SR 52) Comprehensive Multimodal Corridor Plan	●	●	●	●	●							●		
SANDAG Central Mobility Hub Comprehensive Multimodal Corridor Plan			●	●	●		●				●			
SANDAG North County (SR 78) Comprehensive Multimodal Corridor Plan							●							
SANDAG San Vicente (SR 67) Comprehensive Multimodal Corridor Plan							●							
SANDAG Reconnecting Communities	●	●	●	●	●	●	●	●						
Imperial SR 86 Vision Blueprint and Complete Streets Implementation	●	●	●	●	●	●	●							
Ontario Euclid Avenue (SR 83) Corridor Safety Plan	●	●	●	●	●	●	●							
LA Metro Complete Streets Training	●	●	●	●	●	●	●							
CVAG CV Link Community Connectors	●	●	●	●	●	●	●							
CVAG Transportation Project Prioritization Study								●	●			●	●	
CVAG Arts & Music Line Bikeway	●						●						●	
CVAG Arts & Music Line Non-Infrastructure Program							●						●	
Caltrans ATP Cycles 6 and 7 Grant Applications for CVAG							●						●	
Indio General Plan Circulation Element	●	●	●	●	●									
Desert Hot Springs Active Transportation, Safety and Connectivity Plan	●	●	●	●	●									
RCTC Coachella Rail Station Feasibility Study														
CVAG Regional Traffic Signal Synchronization														

Client References

SANDAG Kumeyaay (I-8) Comprehensive Multimodal Corridor Plan



Melina Pereira, MPA

System Planning Branch Chief
Caltrans D11 Planning and Local Assistance
● 4050 Taylor Street, San Diego, CA 92110
619.379.7349
melina.pereira@dot.ca.gov

LA Metro Active Transportation Corridors: Avalon/MLK/Gage and Redondo Beach Blvd



Cameron Palm

Manager, Transportation Planning
LA Metro - Complete Streets & Highways
● One Gateway Plaza, Los Angeles, CA 90012
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City of San Diego As-Needed Mobility Planning and Traffic Engineering



Phil Trom, AICP

Program Manager, Mobility Planning
City of San Diego - City Planning Department
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We maintain an 86% repeat client rate, demonstrating our ability to consistently deliver results and earn long-term client trust.



📍 SAN DIEGO, CALIFORNIA

Kumeyaay Corridor I-8 Comprehensive Multimodal Corridor Plan (CMCP)



CRA led this CMCP which centered around Interstate 8 and its neighboring cities and county and covers about 96 square miles. This multi-jurisdictional effort aims to develop an innovative transportation network that connects communities throughout the central San Diego region. The data-driven project assesses all travel modes to identify key issues and propose solutions to reduce congestion, enhance safety, support climate action goals, expand transportation options, and improve multimodal access to destinations within the study area.

A sub-regional active transportation network was developed, featuring an interconnected system of physically separated bicycle facilities that link neighborhoods with key destinations and high-quality transit services, including planned commuter rail, aerial gondola, and new BRT routes. Additional highway and arterial concepts include a diverging diamond interchange (DDI), roundabout controlled freeway ramps, interconnected NextGen Managed Lanes, dynamic lane assignments, and other ITS treatments such as adaptive signals to improve coordination, active curb management, dynamic speed limits, direct access ramps (DAR) for HOV and transit vehicles, and Active Traffic Management/ Active Transportation Demand Management (ATM/ATDM) strategies.



Feb 2022 - Jun 2024



Contract Value: \$1.65M



CALTRANS D11

Melina Pereira, MPA

System Planning Branch Chief
Caltrans D11 Planning and Local Assistance

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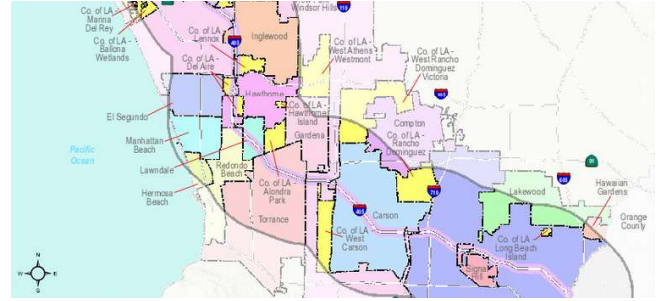
4050 Taylor Street
San Diego, CA 92110



Coast, Canyons, and Trails (SR 52) Comprehensive Multimodal Corridor Plan (CMCP)

San Diego, CA Jan 2021 - Jan 2023

CRA provided transportation planning and traffic engineering services for the SR 52 CMCP. A baseline conditions assessment served the development of project recommendations including a series of flex lanes, a bicycle network, intersection and sidewalk treatments for pedestrians, and micro-mobility considerations, all intended to enhance transit access while accounting for goods movement. CRA coordinated model runs for multiple scenarios with SANDAG to determine which alternative results in the greatest reduction in vehicle miles traveled. CRA also helped develop a project prioritization process that accounted for project complexity, right-of-way impacts, environmental clearance process, and cost.



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

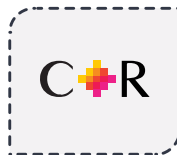
Los Angeles, CA Dec 2000 - Nov 2022

CRA supported LA Metro and the project team for the development of the Comprehensive Multimodal Corridor Plan for the I-405 Corridor, with a focus on identifying strategies to improve surrounding neighborhoods. This effort involved mapping and visualizing data to depict existing conditions and proposed recommendations. The final visual products were based on geographic analyses that highlighted areas benefiting from long-term multimodal projects. The team used census datasets and equity-based indices to identify and visualize priority zones. Vector graphics tools were employed to create clear visual representations and support public understanding.

Arellano led development and implementation of a Stakeholder Engagement Plan that focused on connecting the diverse communities and various stakeholders within Los Angeles County.



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CV Link Community Connectors Analysis Phase I Program

📍 Coachella Valley, CA 🕒 Dec 2024 - Sep 2026

CRA is the lead consultant for the CV Link Community Connectors Project, supporting CVAG in advancing its vision to promote active mobility across the Coachella Valley. The project establishes a comprehensive plan to identify and prioritize routes that connect neighborhoods to the CV Link - linking schools, parks, community centers, businesses, affordable housing, and other key destinations. Informed by extensive review of past plans, existing conditions analysis, collaboration with agency and tribal partners, engagement with schools and community-based organizations, and public input through surveys and outreach events, CRA has developed a framework for identifying and prioritizing Community Connectors. The top 15 connectors will advance to 10% conceptual design and cost estimation, providing a foundation for future funding and the continued development of sustainable, multimodal transportation options that enhance mobility, equity, and community well-being.



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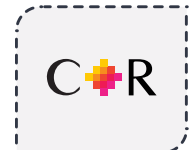
SANDAG's Reconnecting Communities Study

📍 San Diego, CA 🕒 Nov 2024 - Jun 2026

CRA collaborated with SANDAG and Caltrans D11 in a regionwide study to identify where highway and rail infrastructure has created barriers and negatively impacted communities. Using data-driven analysis and community engagement, the study defined solutions to reconnect historically underserved communities and improve access to jobs, education, healthcare, and recreation. The effort evaluated seven focus areas across San Diego County and developed short- and long-term strategies including enhanced pedestrian and bicycle infrastructure, grade separations, transit priority improvements, intersection upgrades, placemaking strategies, and public space enhancements. CRA developed and facilitated stakeholder workshops and community outreach activities with community-based organizations (CBOs) to gather input and refine proposed solutions. The final report provides a roadmap for cities and regional partners to pursue state and federal funding for implementation of projects that improve connectivity, safety, and multimodal mobility.



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Update to Transportation Project Prioritization Study (TPPS) and Companion Documents

📍 Coachella Valley, CA 🕒 Apr 2025 - Ongoing

HDR was selected to update the TPPS and companion documents, including the Traffic Census Report, Regional Arterial Cost Estimate (RACE), Active Transportation Plan (ATP), and Transportation Uniform Mitigation Fee (TUMF) Nexus Study. The study area includes incorporated Coachella Valley cities, tribal lands, and portions of unincorporated Riverside County, covering approximately 282 miles of roadway.

Together, the TPPS, RACE, and ATP define regional transportation needs and priorities and inform the TUMF Nexus Study. The effort evaluated areas suitable for high-cube warehousing and logistics based on land use compatibility, proximity to sensitive receptors, and truck access, assessed transportation impacts from increased goods movement, and developed cost estimates for mitigation measures to support TPPS and TUMF updates, accounting for costs attributable to non-logistics development.



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Coachella Rail Station Feasibility Study

📍 Coachella, CA 🕒 Oct 2024 - Ongoing

HDR is in the final stages of a transit station feasibility study and visioning plan for the City of Coachella, in coordination with RCTC and funded through SCAG’s REAP 2.0 program. The study supports Tier II environmental work for the Coachella Valley–San Geronio Pass Rail Corridor and establishes a vision for a multimodal, transit-supportive station district. The team evaluated three station sites and identified a preferred location in Coachella’s historic downtown, advancing architectural concepts, a Transit-Oriented Development (TOD) plan, 30% conceptual designs, a Mobility Hub plan, and an Economic Development Strategy, along with a phasing plan to guide implementation and integration into the City’s General Plan.

Robust community engagement, including a Technical Advisory Committee, public meetings, and pop-up events, informed station location, design, and access, supported by bilingual outreach and partnerships with local community leaders to ensure community-supported, implementable outcomes.



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I-15 Bundy Canyon Road and I-15 Wildomar Trail Interchanges Project Study Report - Project Development Support (PSR-PDS)

📍 Riverside County, CA 🕒 Apr 2025 - Ongoing

HDR is working with RCTC, the City of Wildomar, and Caltrans District 8 to complete the PSR-PDS phase for the Bundy Canyon Road and Wildomar Trail interchanges on I-15. For the Bundy Canyon Road Interchange, HDR collaborated early with local developers to adapt site plans and advance interchange improvements, identifying two viable build alternatives within months that largely fit within existing right-of-way, minimizing impacts and reducing costs while supporting local and regional mobility needs. For the Wildomar Trail Interchange, the team developed concepts to address growing traffic demand associated with nearby development and advanced key technical studies, including traffic operations, safety, stormwater, and environmental analysis, within seven months. This coordinated and efficient approach has enabled the City and RCTC to accelerate project development and position both interchanges for timely implementation.



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Coachella Valley Regional Vehicle Miles Traveled (VMT) Study

📍 Coachella Valley, CA 🕒 Dec 2024 - Ongoing

The VMT Study, funded through SCAG's REAP 2.0 program, is developing strategies to measure, mitigate, and integrate VMT into transportation planning across the Coachella Valley. The study supports greenhouse gas reduction, infill development, and equitable access by evaluating existing methodologies, identifying traffic demand management (TDM) strategies, and aligning local and regional goals with state mandates.

A key component is equity-driven outreach led by Arellano, including bilingual workshops, pop-up events in disadvantaged communities, culturally responsive materials, interactive mapping, and a statistically valid bilingual survey with over 200 responses, supplemented by advisory meetings with local agencies and tribal representatives. Additional efforts, including an outreach toolkit and creative strategies such as a bicycle raffle, increased awareness and participation, ensuring historically underrepresented communities help shape equitable, implementable solutions.



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Proposed Staffing & Project Organization

KEY PERSONNEL

Our team is excited and fully committed to providing CVAG with the focus, support, and resources needed to ensure the successful delivery of this project. This section offers a brief overview of the key personnel's experience, their roles on this project, and their availability. Full resumes, including details of years of experience, education, professional credentials, and relevant projects, can be found in the **Appendix**. All key personnel will remain available for the duration of the contract, and no individual designated as "key" will be removed or replaced without prior written approval from CVAG.



MONIQUE CHEN, TE • PROJECT MANAGER + PRINCIPAL-IN-CHARGE, TASK LEAD 6 & 7

Monique brings 28 years of experience as a "plangineer," leading both multimodal planning and engineering projects. Most recently, she successfully delivered a similar effort for SANDAG - the Kumeyaay (I-8) Comprehensive Multimodal Corridor Plan (CMCP) - where she managed multidisciplinary teams and coordinated with a broad group of jurisdictional stakeholders. This CMCP is now regarded as a **best-practice model across Caltrans districts**.

As Project Manager and primary point of contact, Monique will oversee all aspects of the project to ensure timely, on-budget, and high-quality delivery. She is known for her strong communication skills and commitment to building trusted client partnerships that help minimize unforeseen issues and keep projects moving smoothly. By maintaining clear, proactive, and responsive communication throughout the process, Monique will ensure questions are addressed promptly and the project remains on track.



ANDREW PRESCOTT, AICP • DEPUTY PROJECT MANAGER, TASK LEAD 3.1 & 5

Andrew has 14 years of experience delivering a wide range of multimodal, active transportation, and safety projects, including active transportation plans, safety plans, CMCPs and corridor studies. He brings extensive Coachella Valley experience leading the active transportation component of the TPPS and Desert Hot Springs AT, Safety and Connective Plan. In addition to serving as the Deputy Project Manager, Andrew will lead the Project Recommendations (part of Task 3) and Plan Development (Task 5). His technical expertise, local knowledge, and ability to translate planning concepts into implementable solutions will help ensure a cohesive and actionable final plan.



SASHA JOVANOVIC, AICP • TASK LEAD 2 & 3.3

Sasha brings 18 years of experience developing innovative metrics and performance measures to support data-driven planning. He currently serves as the

lead planner for the CV Link Community Connectors project, where he developed prioritization criteria and evaluation processes, giving him unparalleled knowledge of network gaps in the Coachella Valley and experience working with regional and local agencies. For this effort, Sasha will lead the Existing Conditions analysis and development of Prioritization Criteria under Task 3.



ROSS DUENAS, PE • TASK 3.2 CO-LEAD

Ross, a Principal at CRA with 21 years of experience, has led numerous multidisciplinary projects including Complete Streets, Green Streets, separated bikeways, pedestrian enhancements, roadway improvements, and stormwater management. He has overseen all phases of multimodal transportation projects, from initial planning through construction support. Ross will lead Implementation (part of Task 3), overseeing feasibility analysis, conceptual engineering, and ROM cost estimates.



PHUONG NGUYEN, TE • LEAD TRAFFIC ENGINEER

Phuong brings 19 years of experience in traffic engineering and operations, with exceptional expertise in developing cost-effective, innovative solutions and microsimulation models that accurately reflect real-world conditions, particularly at complex, closely spaced intersections such as interchanges. He offers a deep understanding of the Coachella Valley, having led traffic operations analysis for the AML Bikeway Project. Phuong will serve as the Lead Traffic Engineer, assisting with project recommendations under Task 3.



JENNY AN, CPF, LCI, RA • TASK 3.2 CO-LEAD

Jenny brings 21 years of experience in Complete Streets planning and design, grounded in a strong community-driven outreach and engagement approach. She currently leads the CVAG AML Non-Infrastructure Program and prepared CVAG's Caltrans ATP Cycle 7 grant application. For this project, her extensive grant experience and knowledge will be instrumental in aligning high-priority recommendations with viable funding sources to ease implementation.



PRECIOUS NICANOR, AICP • TASK SUPPORT 2, 3, 5, & 6

Precious brings over eight years of experience delivering multimodal, transit, safety, and long-range planning solutions for public-sector clients. Her expertise spans multimodal planning, alternatives analysis, GIS-based analysis and mapping, public outreach, and grant strategy. With direct experience in CMCPs, she will play a key role supporting technical analyses and project delivery.



HDR - Caltrans Coordination + Tech. Support



DAWN WILSON, PE, TE • TASK SUPPORT 2 & 3

Dawn brings over 30 years of experience leading complex transportation planning and traffic engineering projects throughout Southern California, along with strong project management expertise. She currently manages the Update to the Transportation Project Prioritization Study and Companion Documents for CVAG, giving her deep insight into future needs and planned infrastructure investments. Her knowledge will be critical in informing both existing conditions and the development of improvement recommendations and implementation strategies.



MARK HAGER, PE • TASK 3 SUPPORT

Mark brings nearly 30 years of experience in the design and management of freeways, expressways, highway arterials, grade separations, and site civil projects for Caltrans District 8, Riverside County, and San Bernardino County. He offers valuable local perspective and practical experience in the early stages of freeway improvement projects, helping streamline solutions, eliminate unnecessary elements, and save both time and cost while maintaining flexibility for future phases. Mark will lead coordination and communication with Caltrans District 8 and RCTC.



JULIAN HERNANDEZ, PE • TASK SUPPORT 2 & 3

Julian brings over 18 years of experience as a Roadway Engineer, working closely with Caltrans District 8 on Inland Empire projects. He specializes in developing geometric design solutions that address site constraints while meeting Caltrans standards. Julian will support the development of improvement concepts along freeway and highway corridors, particularly at interchanges, focusing on conceptual engineering and feasibility.



KHEANG (KT) TANG, PE • TASK SUPPORT 2 & 3

KT has 13 years of combined experience in civil and transportation engineering, with expertise in intelligent transportation systems (ITS), traffic design, signal timing, signal communications, and traffic control plans. He is well-versed in various agency standards and has supported numerous projects with Caltrans District 8 and RCTC. KT will support the team in identifying technology gaps and developing ITS and Active Traffic Management (ATM) solutions.



MARIE LEWIS ADAMS, AICP • TASK 3 SUPPORT

Marie brings 20 years of experience and a strong technical understanding of transportation systems. She has recently managed projects involving enhanced bus and bus rapid transit (BRT) planning, rail system and station planning, transportation demand forecasting, origin-destination analysis, and feasibility evaluations. Marie is currently managing the Coachella Rail Station Feasibility Study for RCTC and supporting the CVAG TPPS project, providing valuable continuity and local insight. She will be involved in the development of transit operations solutions for the study area.



ARELLANO - Outreach & Engagement



JESSICA HARLEAUX • OUTREACH PRINCIPAL

Jessica (is currently leading multiple outreach and engagement efforts in the Coachella Valley and has firsthand expertise in effectively engaging with Tribes and community-based organizations, as well as obtaining input from a representative sample population to enhance the project process. She also assists in developing grant applications for ATP Cycle 6 and 7 for CVAG. Jessica will oversee the Outreach and Encouragement effort (Task 4)).



JENNIFER VELAZQUEZ • TASK 4 LEAD

Jennifer is a dynamic Senior Project Coordinator who supports a wide range of public planning, housing, and transportation projects. She specializes in public outreach, stakeholder engagement, and communications, including marketing, social media, event coordination, and virtual facilitation. Jennifer has strong relationships with community-based organizations (CBOs), enabling her to deliver inclusive and effective outreach strategies. She currently leads outreach for CVAG's CV Link Community Connectors and Regional VMT Study and will lead Task 4 for this project.

KEY STAFF MATRIX

Staff	Current Assignments Project Name (% commitment)	% Availability
CR ASSOCIATES - Prime		
Monique Chen, TE <i>Project Manager + Principal-in-Charge, Task Lead 6 & 7</i> SAN DIEGO 14 Years with Firm	<ul style="list-style-type: none"> ▶ CV Link Community Connectors, 15% ▶ Hemet Comprehensive Safety Action Plan, 10% ▶ SANDAG Rapid 880, 15% 	40%
Andrew Prescott, AICP <i>Deputy Project Manager, Task Lead 3.1 & 5</i> SAN DIEGO 14 Years with Firm	<ul style="list-style-type: none"> ▶ CVAG TPPS/ATP, 15% ▶ Desert Hot Springs ATP, 10% ▶ San Diego Mid-City Community Plan Update, 10% ▶ Corona ATP, 15% 	45%
Sasha Jovanović, AICP <i>Task Lead 2 & 3.3</i> SAN DIEGO 12 Years with Firm	<ul style="list-style-type: none"> ▶ CV Link Community Connectors, 15% ▶ Hemet Comprehensive Safety Action Plan, 15% ▶ SANDAG Rapid 880, 10% ▶ Huntington Park General Plan Update, 15% 	40%
Ross Duenas, PE <i>Task 3.2 Co-Lead</i> SAN DIEGO 9 Years with Firm	<ul style="list-style-type: none"> ▶ SANDAG Rapid 880, 20% ▶ Oceanside College Blvd Multimodal Improvements, 15% ▶ Coastal Rail Trail, 15% ▶ El Cajon Main Street Green Street, 10% 	30%
Phuong Nguyen, TE <i>Lead Traffic Engineer</i> SAN DIEGO 14 Years with Firm	<ul style="list-style-type: none"> ▶ San Diego PROWAG, 10% ▶ SANDAG Vesta Harbor Drive 2.0, 15% ▶ Anaheim Evacuation, 10% ▶ Imperial County Gateway of the Americas, 20% ▶ LA Metro East Transit Corridor Phase II, 10% 	30%
Jenny An, CPF, LCI, RA <i>Task 3.2 Co-Lead</i> SAN DIEGO 5 Years with Firm	<ul style="list-style-type: none"> ▶ CVAG AML Non-Infrastructure, 15% ▶ SANDAG Reconnecting Communities, 10% ▶ Riverside SRTS, 10% ▶ Mission Viejo SRTS, 20% 	25%
Precious Nicanor, AICP <i>Task Support 2, 3, 5 & 6</i> LOS ANGELES <1 Year with Firm	<ul style="list-style-type: none"> ▶ CVAG AML Non-Infrastructure, 10% ▶ SANDAG Reconnecting Communities, 5% ▶ CVAG TPPS/ATP, 15% ▶ Desert Hot Springs ATP, 15% ▶ NCTD Breeze 303, 15% 	30%

Staff	Current Assignments Project Name (% commitment)	% Availability
HDR - Caltrans Coordination + Technical Support		
Dawn Wilson, PE, TE Task Support 2 & 3 SAN DIEGO 1 Year with Firm	<ul style="list-style-type: none"> ▶ Santa Ana First Street Multimodal Boulevard Study, 25% ▶ CVAG Update to TPPS and Companion Documents, 25% ▶ County of Riverside AB 98 Truck Routes, 15% 	35%
Mark Hager, PE Task 3 Support RIVERSIDE 16 Years with Firm	<ul style="list-style-type: none"> ▶ SBCTA I-15 Cajon Pass Northbound Corridor PID-PA/ED, 15% ▶ SBCTA I-215 University Parkway IC Construction, 5% ▶ RCTC NextGen 2.0 Feasibility Study, 20% ▶ Miscellaneous Projects, 20% 	40%
Julian Hernandez, PE Task Support 2 & 3 RIVERSIDE 9 Years with Firm	<ul style="list-style-type: none"> ▶ Yucaipa I-10 Wildwood Canyon Rd Interchange PA/ED, 3% ▶ SBCTA I-215 University Parkway Construction Support, 2% ▶ SBCTA I-15 Cajon Pass NB Truck Lane Extension PID, 5% ▶ RCTC I-15 Wildomar & Bundy Canyon Interchange PID, 10% ▶ RCTC NextGen Toll Lane Feasibility Study, 10% ▶ Lake Elsinore I-15/SR-74 Interchange PS&E, 30% 	40%
Kheang (KT) Tang, PE Task Support 2 & 3 SAN DIEGO 1 Year with Firm	<ul style="list-style-type: none"> ▶ RCTC, Pennsylvania Ave Grade Separation PS&E, 5% ▶ Metro, North Hollywood to Pasadena BRT PS&E, 30% ▶ Metro, I-105 Express Lanes PS&E, 10% ▶ City of Calimesa, I-10/Cherry Valley Boulevard Interchange PS&E, 5% ▶ Port of Long Beach, Pier B On-Dock Rail Support Facility Program, 5% ▶ Metro, Link Union Station, 5% 	40%
Marie Lewis Adams, AICP Task 3 Support SAN DIEGO 3 Years with Firm	<ul style="list-style-type: none"> ▶ RCTC Coachella Rail Station Feasibility Study, 30% ▶ SANDAG Rapid 277 BRT Feasibility Study, 15% ▶ Pico Rivera RoseWood Corridor Vision Plan, 5% ▶ SANDAG Downtown to Border Rail Study, 5% ▶ CVAG Transportation Project Prioritization Study, 5% 	35%
ARELLANO ASSOCIATES - Outreach & Engagement		
Jessica Harleaux Task 4 Lead CHINO HILLS 5 Years with Firm	<ul style="list-style-type: none"> ▶ CVAG CV Link Community Connectors, 25% ▶ CVAG CV Link Mecca/North Shore Extension Project, 25% ▶ CVAG Regional Vehicle Miles Traveled Study (VMT), 25% 	25%
Jennifer Velazquez Task 4 Support CHINO HILLS 5 Years with Firm	<ul style="list-style-type: none"> ▶ CVAG CV Link Community Connectors, 20% ▶ RCTC City of Coachella Rail Station Feasibility Study, 20% ▶ CVAG Regional Vehicle Miles Traveled Study (VMT), 25% 	35%

PROPOSED PROJECT ORGANIZATIONAL CHART

Coachella Valley Association of Governments

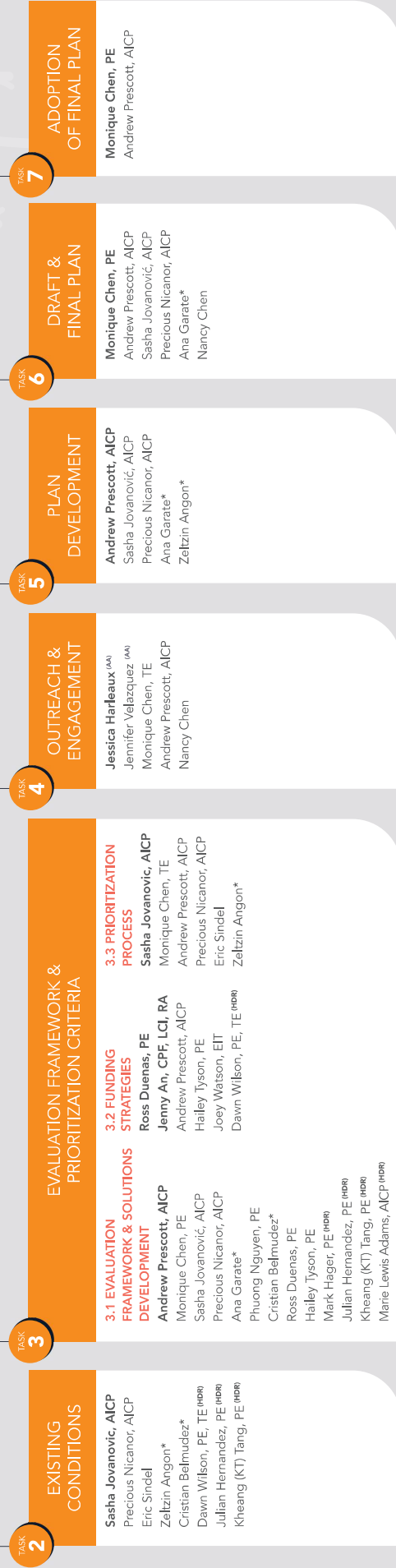


CLIENT FEEDBACK ON I-8 CMCP

As the Caltrans Project Manager for the Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP), I had the pleasure of working directly with Monique Chen from Chen Ryan Associates (CRA). As the consultant Project Manager, Monique demonstrated exceptional leadership in developing the CMCP, guiding the team with a clear vision and a collaborative approach. She was consistently available to the project team, fostering an open and supportive environment where team members felt encouraged to share ideas and address challenges.

Monique, along with the project team, delivered an outstanding final product, showcasing her ability to effectively balance deadlines, quality, and community needs. Her strong organizational skills and attention to detail were key to keeping the project on track. Monique's professionalism, leadership, and dedication to achieving results made her and CRA an excellent choice for the Kumeyaay Corridor CMCP.

CALTRANS
Melinda Pereira
Acting Deputy District Director
Planning & Local Assistance
District 11



BOLD = Key Personnel | *Spanish speaker | **SUBCONSULTANT:** HDR AA - Aiellano Associates

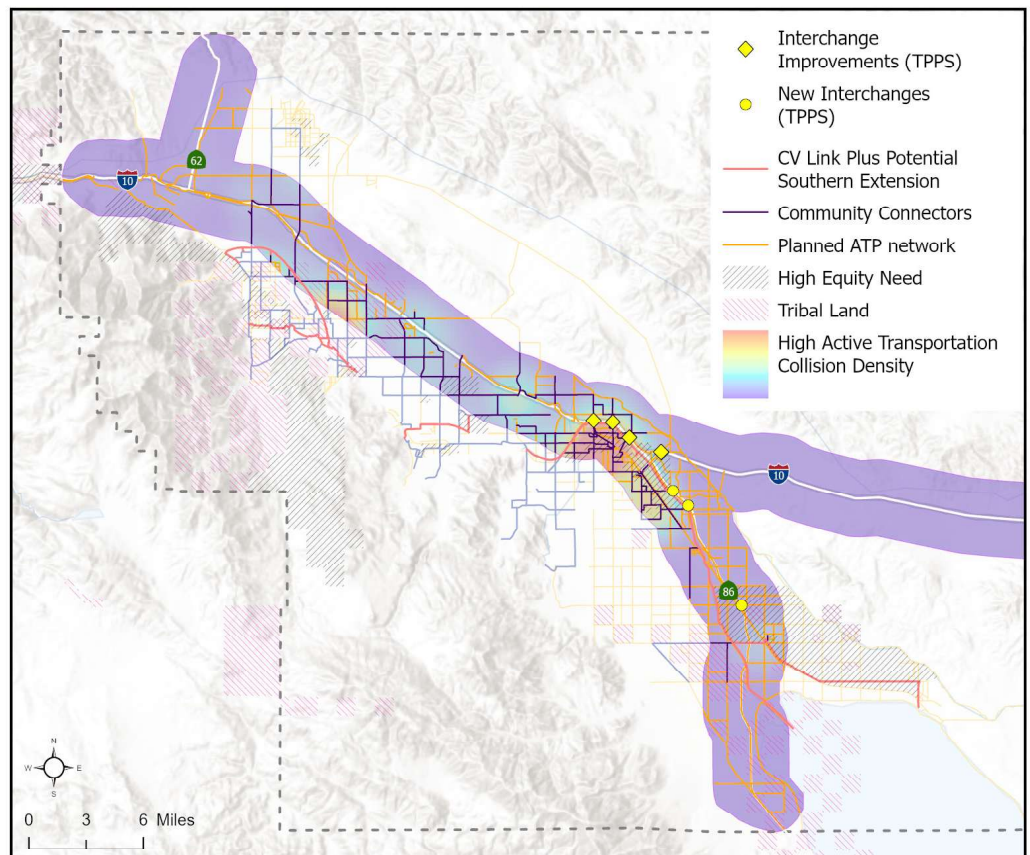
Work Plan

PROJECT UNDERSTANDING

The CRA Team understands that the Coachella Valley Multimodal Corridor Plan (CV MCP) is a critical opportunity to rethink how Interstate 10, State Route 62, and State Route 86 function - not just as freeways and highways, but as regional multimodal conduits. While these facilities serve as vital backbones for regional travel, the existing conditions including limited crossing opportunities, vehicle-oriented interchange design, and gaps in active transportation networks, create significant barriers to safe and equitable access.

We recognize that CVAG has laid a strong foundation through efforts such as the TPPS/ATP (led by HDR with CRA support), CV Link, and Community Connectors (led by CRA with Arellano support). As the team actively delivering these initiatives, we are positioned to immediately advance this effort by aligning ongoing investments with targeted strategies that close critical gaps and deliver equitable, implementable solutions for underserved communities. We will focus on developing cost-effective and context-sensitive solutions for areas experiencing congestion, high active transportation collision density, high equity needs, and tribal lands - improve safety, connectivity, and accessibility across these corridors. With deep familiarity Coachella Valley and these corridors, along with strong relationships with Caltrans District 8 and RCTC, our team is well-positioned to develop implementable, agency-aligned solutions that advance safety, reduce VMT, and support Complete Streets objectives.

Equally important, we understand that successful plan development hinges on meaningful and efficient community engagement. With multiple CVAG initiatives underway, outreach fatigue and potential confusion are real concerns that can limit participation and dilute messaging. Our team will implement a coordinated and streamlined approach - leveraging existing data, aligning with concurrent efforts, and focusing engagement on key gaps - to ensure outreach is both respectful of community time and highly effective. By combining data-driven analysis with strategic, culturally responsive engagement, the CV MCP will result in a prioritized, community-supported set of improvements that not only enhance mobility, but also reconnect communities, improve safety outcomes, and position CVAG for successful implementation funding.



SCOPE OF WORK

TASK 1: Project Management

Monique Chen brings extensive experience in managing multidisciplinary teams and multijurisdictional projects, earning a reputation for her proactive and collaborative management style, along with her focus on achieving results. As part of CRA's project management team, Monique and Andrew will work closely together to anticipate your needs and efficiently address any requests promptly.

TASK 1.1 PROJECT KICK-OFF MEETING

CRA will organize a project kick-off meeting with the CVAG Project Manager to discuss the overall project vision and goals and how they align with CVAG's priorities, refine scope and schedule, establish communication channels, and clarify expectations, data needs, and roles. An agenda will be prepared in advance, and key decisions and action items will be summarized in concise notes.

TASK 1.2 MONTHLY PROGRESS MEETINGS

CRA will facilitate monthly meetings with the CVAG Project Manager to provide updates on project progress, discuss upcoming deliverables, and address potential issues. Agendas will be prepared and distributed in advance, with key decisions and action items documented and shared following each meeting. We recognize that certain phases of the project may require more frequent coordination and are fully committed to meeting more often, as needed, to support timely decision-making and project delivery.

Effective communication is central to project success. CRA is committed to maintaining strong working partnerships with CVAG, emphasizing proactive coordination to minimize risks and avoid unexpected outcomes. Monique will ensure open lines of

communication, timely resolution of questions, and adherence to the project schedule.

CRA offers flexible communication approaches, including virtual meetings and collaboration tools such as Teams, Zoom, SharePoint, and Miro, as well as in-person coordination as needed. In addition, Monique will regularly coordinate with the project team to ensure alignment and seamless project delivery.

TASK 1.3 MONTHLY INVOICING AND PROGRESS REPORT

CRA will submit monthly invoices that outline hours worked and total expenditures for each task, along with a progress report. We will ensure that the invoice content and format comply with CVAG and grant requirements.

BUDGET, SCHEDULE, AND QUALITY CONTROL

CRA employs an interactive web-based management system to help project managers control budgets with real-time status reports on performance, variances, forecasts, and expenditures. We use earned value management to monitor progress and forecast performance by integrating scope, schedule, and budget, allowing us to evaluate and manage project risk effectively.

For quality control, CRA uses a three-step review procedure including schedule time for task and deliverable review. Each deliverable is then reviewed against a technical checklist as well as for accuracy and attention to detail and a cross-discipline review. The result of this review is a redline document against which the revised document is checked. At this point, the document is ready for CVAG's draft review and comment. Once CRA has addressed any remaining comments and the deliverable meets expectations, then the work product will be deemed complete.

QA/QC Procedures

Kickoff Discussion

Following contract authorization, the project team will begin with a kickoff meeting to establish client expectations, contract requirements, and task scheduling.

Work Products Checklist

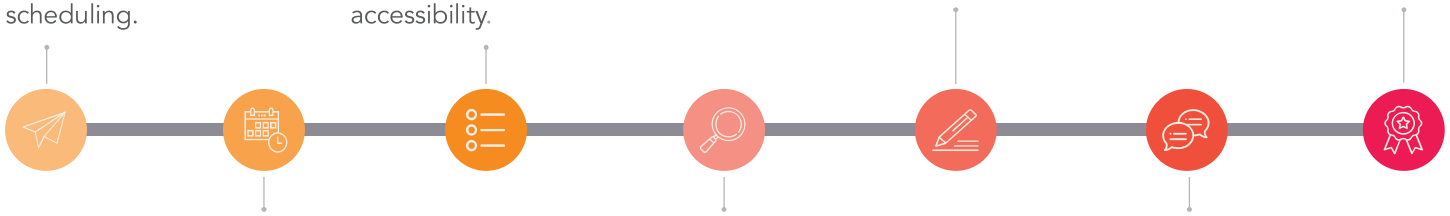
Checklists for each technical group and project phase are used by QC leads to ensure accuracy and attention to detail. Edits and notes are digitally archived for accessibility.

Redlines, Reviews & Notes

QC leads provide feedback by "redlining" products and using review forms. Revisions are rechecked to ensure corrections have been successfully implemented.

Quality Close-Out Process

Principal verifies QC process implementation. Check-ins culminate with a final meeting to ensure contractual obligations have been met and expectations have been exceeded.



Task & Review Scheduling

Schedules are designed to include internal and external reviews. This allows the project manager and QC reviewers to establish timing and duration for reviews.

Cross-Discipline & Compliance Reviews

QC leads perform compliance reviews before submission of deliverables to ensure regulatory compliance and alignment with constructability criteria.

Progress Discussions

CRA team meets to review comments and anticipated project challenges to ensure the project can proceed without hindrance.



TASK 1 DELIVERABLES

- ▶ Kick-off meeting including agenda and summary
- ▶ Monthly project management meetings including agendas and summaries
- ▶ Monthly invoices and progress Reports

TASK 2: Existing Conditions

TASK 2.1 REVIEW OF RELEVANT PLANNING AND POLICY DOCUMENTS

CRA will review relevant planning studies, reports, and programmed projects adopted by CVAG, SCAG, Caltrans, RCTC, and other regional and local agencies within the Multimodal Corridor Plan (MCP) study area. Through this effort, our team will gain a comprehensive understanding of applicable standards, policies, and long-term visions to inform the planning

context and mobility needs of the corridor. This review will ensure alignment with CVAG's MCP objectives while supporting the development of context-sensitive, implementable solutions and fostering stakeholder buy-in.

The CRA team is currently leading and supporting several major planning efforts in the region, including the Transportation Project Prioritization Study, Active Transportation Plan updates, and the CV Link Community Connectors study, which already provide us with a strong foundation of local knowledge. We will build upon this head start to accelerate project understanding and deliver informed, coordinated recommendations.

Key documents to be reviewed include SCAG's Inland Empire Multimodal Corridor Plan (2020) and Connect SoCal (2024). Our team will ensure synergy and compatibility with ongoing efforts and incorporate general plans and long-range transportation plans for each jurisdiction, along with other relevant documents identified at task initiation.

TASK 2.2 STUDY AREA IDENTIFICATION

CRA will identify methods to recommend a refined MCP study area boundary and sub-areas that orient to the three freeways/highways. The approach will recognize the influence of census geographies, proximity to the freeway, land use patterns and demographic need. Our approach will deliberately avoid fragmenting or excluding communities and Tribal nations in the vicinity of the three freeways.

The identification method will consider multiple factors, including following the contours of urbanized areas surrounding the freeway, aligning with census geographies (avoiding boundary splits), and identifying opportunities to expand coverage to better engage disadvantaged and underserved populations. Adherence to census geographies will also improve the accuracy of existing conditions data summaries.

TASK 2.3 DATA COLLECTION AND ANALYSIS

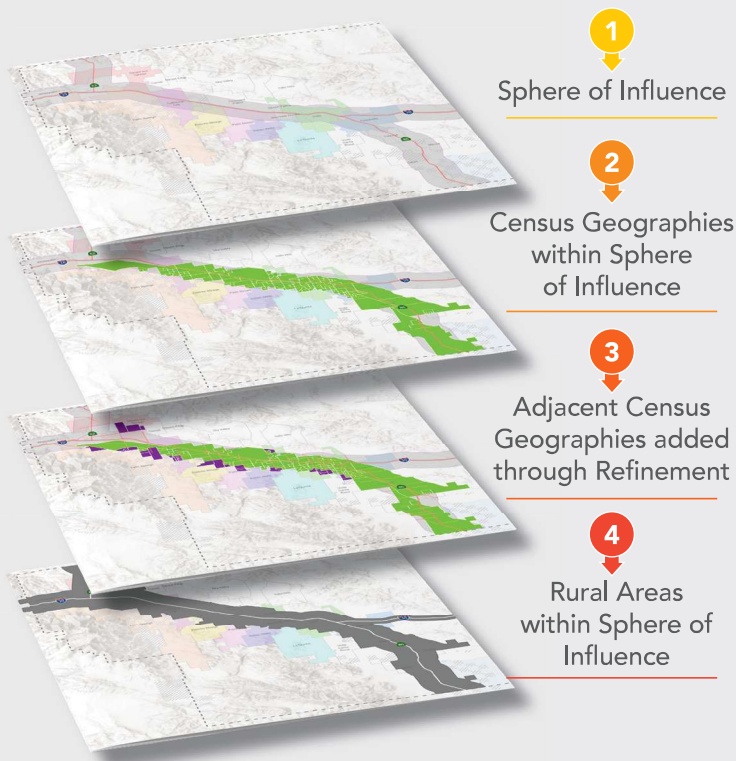
CRA will analyze and benchmark conditions for all modes of transportation to develop a comprehensive understanding of travel demand and behavior, infrastructure deficiencies, peak period challenges, and overall mobility performance within the MCP study area and subareas. This task will also assess how housing, demographics, land use, and employment patterns (including jobs-housing balance) influence vehicle miles traveled, mode share (and mode shift potential), and demand.

Importantly, much of the foundational data for this effort has already been collected and analyzed as part of the CV Link Community Connectors study. Building on the planning and policy review conducted in the previous task, CRA will leverage this existing dataset and analysis by cross-checking, updating, and supplementing information specific to the MCP study area to ensure accuracy and completeness while streamlining the overall effort.

Travel demand and behavior will be assessed using a combination of traditional and emerging data sources, including regional models, traffic volumes, transit ridership, Big Data platforms such as Replica (for origin-destination patterns, trip purpose, and mode share), and Google API data (for route choice, travel time variability, and congestion patterns). Together, these emerging data sources can help uncover critical pinch points in the transportation system and better reveal the dynamics of congestion, enabling our team greater insight to identify mobility solutions and other opportunities for innovative transportation demand management. Our team has effectively mined these sources in regional planning efforts.

Analysis will include demographics, traffic safety, land uses, employment, assessments of demand (network volumes, origin-destination flows, route choice, mode share, trip purpose, congestion), accessibility measures (how many jobs and non-work destinations can be accessed from origins across the study area by mode), and collision history.

STUDY AREA DEVELOPMENT



As datasets have been retrieved and analyses have been conducted, CRA will build and maintain an online map and data viewer for team collaboration (agency and consultant) which enables those involved in the project easy access to all relevant datasets. Our online data viewers have been successful collaboration tools on previous CVAG projects, including the CV Link Community Connectors.

TASK 2.4 PREPARE AN EXISTING CONDITIONS TECHNICAL MEMO

CRA will draft an Existing Conditions Technical Memorandum that synthesizes findings from the preceding tasks. The memo will summarize relevant policies and plans and describe key characteristics of the study area, including demographics, land use, transportation infrastructure, and travel behavior. It will draw clear conclusions from the analyses to identify needs, gaps, and deficiencies, and highlight opportunities where recommendations can deliver transformative benefits aligned with MCP objectives. The memorandum will be supported by clear, visually compelling exhibits including maps, data summaries, and infographics to effectively communicate key findings.



TASK 2 DELIVERABLES

- ▶ Refined MCP project study area
- ▶ Existing Conditions Technical Memo
- ▶ MCP Data Viewer

TASK 3: Evaluation Framework and Prioritization Criteria

Adherence to the California Transportation Commission’s (CTC) 2025 Comprehensive Multimodal Corridor Plan Guidelines is critical to ensure this plan aligns with statewide expectations and remains competitive for future funding opportunities. By following these guidelines, the MCP will position CVAG and its partner agencies to effectively pursue state funding programs (such as SB1) tied to corridor planning and implementation.

TASK 3.1 EVALUATION FRAMEWORK AND SOLUTIONS DEVELOPMENT

CRA will work with CVAG to establish a framework that guides the development of recommendations, supports consistency with local, regional, and state priorities, and ensures solutions are tied to documented needs. The framework is anticipated to consist of goals, needs and issues, strategies, and solutions. Each framework component will be agreed upon with CVAG prior to initiating development of the subsequent step. Agency stakeholders will play a critical role in finalizing the framework phases.

- ▶ **GOALS** – Goals will be developed based on the existing conditions findings and document review, and refined with input received from agency stakeholders and community members. The goals will state the desired, long-term outcomes the CVAG MCP will strive to achieve.

AGENCY COORDINATION AND PUBLIC INPUT



► **NEEDS & ISSUES** – For each goal, a series of needs and issues will be identified, representing the impediments that must be addressed to achieve project objectives. These may include safety concerns identified through collision history; conflict points such as active transportation facilities crossing uncontrolled on-/off-ramps; gaps in pedestrian and bicycle facilities across highways; and physical and perceived barriers created by I-10 and the rail corridor that limit connectivity within and between communities. Particular attention will be given to access challenges affecting disadvantaged communities, including Desert Hot Springs, Coachella, and Tribal Lands. Particular attention will be given to access challenges affecting disadvantaged communities, including Desert Hot Springs, Coachella, and Tribal Lands. Additional considerations include operational constraints, locations with recurring congestion, and facilities that are incompatible with the surrounding roadway context.

The literature review and data analysis will drive the initial needs and issues identification. The draft goals and needs and issues will be presented to agency stakeholders and community members for their feedback and refinement during the initial engagement phase.

► **STRATEGIES** – Strategies are the project types or solution categories intended to address the respective needs and issues. These will be developed as more general concepts, intended to provide direction for site-specific solutions. Examples of potential strategies may include, but are not limited to, physical separation between bicyclists and vehicles, operational improvements, approaches to right-turn lanes, pedestrian intersection crossing enhancements, and modifying uncontrolled on-/off-ramps. The strategies will also serve as a toolkit of treatments suitable for deployment throughout the study area, thereby increasing SB1 funding eligibility potential. Gaining agency buy in on the strategy types early on will help narrow the focus of site-specific recommendation development that are supported by the parties responsible for implementation.

Table 4-1: Active Transportation Issues and Strategies

Strategies	Issues			
	Traffic Safety: Improve active transportation safety while focusing on social equity communities	Connectivity: Physical barriers and gaps	Quality: Bike facility and roadway incompatibility	Access: Access to destinations and transit stations ¹
Redesign interface between freeway ramps and streets ²	•	•		•
Address barriers ³ in the active transportation network				•
Build connections to regional active transportation networks	•		•	•
Develop a network of separated bike facilities ⁴	•	•	•	•
Enhance the San Diego River Trail ⁵		•	•	•
Improve intersection crossings for pedestrians ⁶	•			•
Widen sidewalks in higher activity areas and develop sidewalk infill	•			•
Improve ADA access to transit stops ⁷	•	•		•
Create access through large blocks and major developments		•		•
Leverage lower speed & volume roadways	•		•	

¹ Issue and associated strategies are also relevant to the transit goal. ² Examples include eliminating free turn movements, squaring approaches, widening biked facilities, adding crossing features, etc. ³ Facilitate crossing of the San Diego River, rail line, freeways and expressways. ⁴ Intended to be deployed along higher speed (> 25 mph) and higher volume roadways. ⁵ Improve comfort and safety of the trail by strengthening at-grade crossings, providing lighting, and improving trail visibility. ⁶ Examples include high visibility crosswalks, protected left-turns, advance stop bars, curb extensions, daylight intersections, etc. ⁷ Examples include curb ramps and street crossings, removal of sidewalk obstructions, accessible ramps, etc.

Sample Issues and Strategies from Kumeyaay Corridor (I-8) CMCP led by CRA

► **SOLUTIONS** – The solutions are proposed site-specific improvements, drawing from the strategy types. Priority locations will be assessed in further detail to identify opportunities and constraints to improving multimodal safety, connectivity, access, and comfort. The solutions will address the respective issue(s) and contribute towards the overall advancement of project goals. The solutions will pull from adopted plans and agency input. New solutions will also be developed to address deficiencies and complement existing and planned infrastructure.



Bikeway crossing freeway (CRA designed project in National City)

The resulting structure will draw a clear roadmap, tying site specific solutions and broad strategies to identified issues and needs, and ultimately local, regional, and statewide goals. The process will provide transparent documentation supporting project recommendations. The evaluation framework development and results

will be documented in a memo, including project recommendations (solutions) presented in tabular and GIS formats.

TASK 3.2 FUNDING STRATEGIES

Funding strategies will be proposed for the recommended solutions. This will include identifying projects that are currently funded, or anticipated to be funded, as well as those potential funding sources to consider based on project type, location, and issues addressed. The funding strategies will be documented in a memo, including tables identifying the funding source(s) for each solution, as well as a summary of the sources' eligible activities, supporting information, and application timelines, where relevant. Planning-level cost estimates will be prepared as an additional input for consideration in prioritization and/or project phasing.

TASK 3.3 PRIORITIZATION PROCESS

A prioritization process will be established in consultation with CVAG staff and agency stakeholders to inform a proposed implementation hierarchy based on anticipated benefits. The metrics established during Task 2 will serve as the baseline to measure project benefits against, including improvements to access, safety, connectivity, and quality. The ability to quantify project benefits is a major strength of our proposed project prioritization, resulting in a transparent and defensible approach. Additional prioritization inputs to be considered and factored into the methodology may include project readiness (ROW, environmental, etc.) or anticipated implementation timeframe, grant competitiveness, and community input.

The prioritization methodology will be detailed in a memo, documenting the proposed inputs, how they are operationalized, and how projects extents were defined. Each recommended infrastructure project will be evaluated using the agreed upon prioritization methodology, with the resulting score for each input documented in a table. The output will be presented in a table and map ranking projects by total score.

📊 **TASK 3 DELIVERABLES**

- ▶ Evaluation Framework and Solution Development Memo
- ▶ Recommended Solutions in Tabular and GIS Formats
- ▶ Funding Strategies Memo
- ▶ Planning-Level Cost Estimates
- ▶ Prioritization Process Methodology
- ▶ Prioritization Process Results in Tabular and GIS formats

TASK 4: Outreach and Engagement

Our team's outreach lead, Arellano, has worked closely with CVAG and regional partners on initiatives such as the CV Link Community Connectors and Vehicle Miles Traveled (VMT) Study, developing strong relationships with local jurisdictions, tribal governments, community-based organizations, and regional agencies. This familiarity allows our team to begin coordination and outreach efficiently. Rather than building new networks, we will leverage existing partnerships to reach residents across the corridor communities served by I-10, SR 62, and SR 86.

Our engagement approach focuses on inclusive participation, efficient coordination, and actionable outcomes, with outreach aligned to key planning milestones. Arellano will also coordinate communications with other CVAG initiatives when timing aligns, such as through shared eblasts or pop-up booths to reduce engagement fatigue and increase awareness of CVAG programs.



Outreach will occur in three engagement rounds:

ROUND 1	Confirm Corridor Challenges & Discuss Strategies	<ul style="list-style-type: none"> • Workshop-Style Pop-Up Events (2) • Key Stakeholder Meeting • Public Survey/Mapping • CBO-Led Canvassing
ROUND 2	Share Preliminary Project Solutions & Draft Prioritization Criteria	<ul style="list-style-type: none"> • Key Stakeholder Meeting • Workshop-Style Pop-Up Events (2)
ROUND 3	Final Project Recommendations	<ul style="list-style-type: none"> • Key Stakeholder Meeting

TASK 4.1 OUTREACH AND ENGAGEMENT STRATEGY

Our team will prepare an Outreach and Engagement Strategy outlining the engagement framework, key milestones, and outreach methods for each round of engagement. The strategy will guide how input is gathered from corridor communities and stakeholders. The approach will remain flexible, allowing engagement tools and methods to adapt based on feedback and project needs.

TASK 4.2 COORDINATION WITH KEY AGENCY STAKEHOLDERS

Arellano will develop and maintain a Stakeholder Database including agencies such as RCTC, SunLine Transit, Caltrans District 8, Riverside County Transportation Department, and relevant community organizations. To improve efficiency, we will leverage existing contacts from previous efforts including CV Link Community Connectors and the VMT Study, supplementing with additional research and opt-in signups throughout the project.

Our team will coordinate three (3) virtual stakeholder meetings to gather insights from state, regional, local, and tribal partners and technical experts and support development of project recommendations. Virtual meetings will make it easier to convene regional partners and support strong attendance. We will manage meeting coordination and communications, including phone outreach and email invitations, and

will prepare outreach slides and discussion questions to support productive discussions. Our team will develop meeting agenda, summary and supporting materials including PowerPoint presentation.



TASK 4.3 PROJECT WEBPAGE & SOCIAL MEDIA MESSAGING

Our team will develop and maintain a project website serving as the central hub for project information, engagement opportunities, and updates. We will also develop digital outreach notifications for each engagement round, including eblasts, SMS campaigns, targeted geofencing ads reaching corridor communities, and a toolkit with social media messaging and graphics for key partners to help share. Geofencing will promote the surveys and workshop-style pop-ups to mobile devices within defined geographic areas, helping reach residents and travelers who use the corridors most frequently. All notifications will be shared in English and Spanish.

TASK 4.4 FACT SHEET & FLYERS

Our team will develop branded outreach materials to promote awareness and participation. Materials will align with CVAG branding and accessibility standards and will be available in English and Spanish. Materials may include one (1) evergreen project fact sheet, up to one (1) flyer per outreach phase, and one (1) door hanger to support CBO-led outreach.

TASK 4.5 SURVEY QUESTIONNAIRE

Our team will develop and administer one survey to confirm corridor challenges and potential solutions. To improve efficiency and reduce survey fatigue, we will build on previous efforts, reusing relevant questions and focusing new questions on remaining data gaps. The survey will include a mapping component to capture location-specific feedback using a GIS-based tool. The survey portion will be available in digital and paper formats, while the mapping tool will be digital only. The survey will be short, accessible, and available in English and Spanish, and promoted through the project website, outreach notifications, and community events.

TASK 4.6 COMMUNITY EVENTS

We recommend workshop-style pop-ups to maximize participation and meet residents where they gather. This approach responds to declining attendance at traditional meetings and allows for flexible, informal engagement.



Our team proposes four (4) pop-ups total, with two (2) pop-ups in Round 1 and two (2) pop-ups in Round 2. In each round, one pop-up will be held on the east side of the valley and one on the west side, prioritizing communities such as Desert Hot Springs and Coachella. Pop-ups will function as mini workshops using visual boards and quick engagement activities. Surveys will also be promoted and administered during these events.

To expand outreach in historically underrepresented communities, we will partner with one (1) CBO to support targeted canvassing during Round 1, focused on promoting and administering the project survey. We recommend working with Alianza Coachella Valley or the Coachella Valley Housing Coalition, based on past successful collaboration and strong community relationships.

Arellano will manage onboarding, coordination, and outreach materials, and will work with the CBO to identify priority neighborhoods.



TASK 4 DELIVERABLES

- ▶ Outreach and Engagement Strategy
- ▶ Project database and opt-in campaign
- ▶ Three (3) stakeholder meetings including phone outreach and email invitations, meeting agenda and summary documentation, presentation and facilitation
- ▶ Website development and up to three (3) rounds of updates
- ▶ Up to three (3) rounds of outreach notifications consisting of eblasts, SMS, geofencing ads, and a toolkit
- ▶ Development of up to five (5) outreach materials in total, available in up to two (2) languages
- ▶ Question and mapping development, administration, and high-level summaries for one (1) survey
- ▶ Planning, staffing, and documentation for up to four (4) in-person pop-ups
- ▶ Coordination and onboarding of up to one (1) CBO partner

TASK 5: Plan Development

TASK 5.1 PLAN CHAPTER SUBMITTALS

CRA will draft a detailed outline for the Coachella Valley Multimodal Corridor Plan which could include chapters such as Introduction, Existing Corridor Context, Outreach and Engagement, Planning Approach, Transportation Solutions, and Implementation.

Once the outline is reviewed and approved by CVAG, our team will prepare and submit draft chapters of the MCP for CVAG staff review in advance of the public release of the Draft Plan. This chapter-by-chapter approach allows for timely review, iterative refinement, and early resolution of comments, ensuring a more streamlined and coordinated final document. Up to two (2) rounds of review will be conducted for each chapter to address CVAG staff feedback prior to public distribution.



TASK 5 DELIVERABLES

- ▶ Coachella Valley MCP outline
- ▶ Draft, revised and final Plan chapters

TASK 6: Draft and Final Plan

TASK 6.1 DRAFT COACHELLA VALLEY MULTIMODAL CORRIDOR PLAN

CRA will develop the Draft Plan in InDesign, building upon the chapters prepared under Task 5 and enhancing them with supporting graphics, including maps, charts, infographics, photos, and conceptual designs. The document will be designed to be visually engaging, easy to read, and accessible to a broad audience. An Executive Summary will also be prepared to provide a concise overview of key findings, recommendations, and implementation strategies of the MCP.

We will coordinate closely with CVAG to ensure all feedback is incorporated prior to public release. Following CVAG's review and concurrence, the Draft Plan will be released for public input, and all comments received will be documented and tracked in a comment matrix.

TASK 6.2 FINAL COACHELLA VALLEY MULTIMODAL CORRIDOR PLAN

CRA will incorporate revisions to the MCP based on public input and stakeholder feedback received during the Draft Plan phase. Upon finalization, we will coordinate with CVAG staff to publish the Final Plan on the project webpage.



TASK 6 DELIVERABLES

- ▶ Draft MCP
- ▶ Comments tracking matrix
- ▶ Final MCP

TASK 7: Adoption of Final Plan

TASK 7.1 DECISION-MAKER HEARINGS

Following completion of the Final Plan, CRA will collaborate with CVAG staff to develop a PowerPoint presentation and supporting materials to facilitate presentation and adoption of the MCP by the Executive Committee.

CRA is fully committed to supporting the MCP through the adoption process. Our team will be available to present or develop tailored talking points for the CVAG Project Manager, and provide technical expertise to respond to questions from Committee members, ensuring a clear and confident path to adoption.



TASK 7 DELIVERABLES

- ▶ PowerPoint presentation and additional materials as necessary

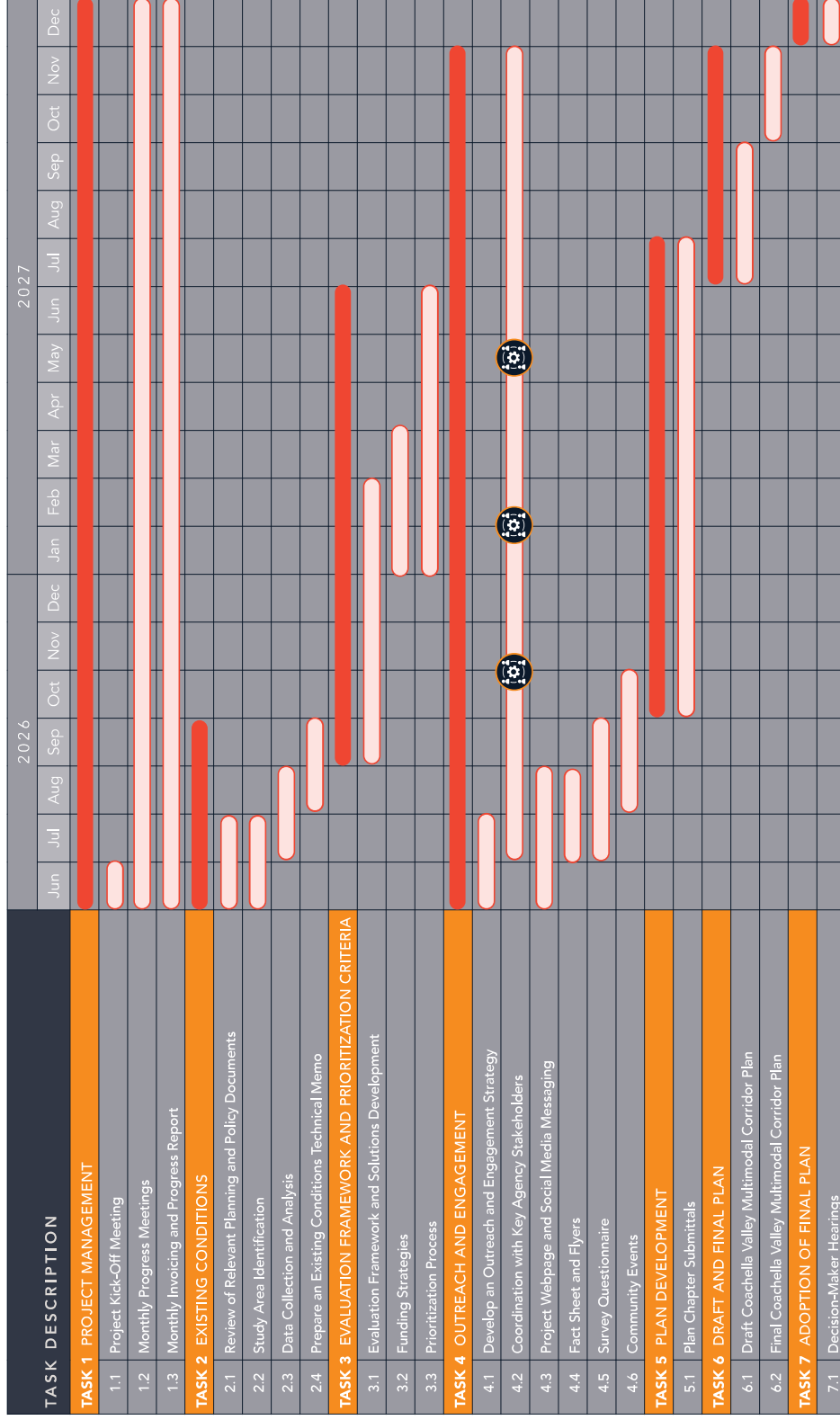
Project Schedule

TARGET SCHEDULE: THE COACHELLA VALLEY MULTIMODAL CORRIDOR PLAN

We have carefully reviewed all deliverables identified for this project and developed the following nineteen-month project schedule reflecting project tasks, milestones, and deliverables. We understand the importance of delivering all project deliverables by December 2027 in order for CVAG to take advantage of key funding opportunities available in 2028.

Our schedule is structured to support both technical rigor and timely decision-making, ensuring that early analysis and stakeholder input directly inform the evaluation framework and prioritized recommendations. CRA will manage the schedule through a milestone-driven approach, with defined review points, parallel tasking where appropriate, and iterative coordination with CVAG to maintain alignment and momentum.

Using proactive schedule management and built-in flexibility, we will deliver an implementation-ready plan on time that positions CVAG to advance priority projects into near-term funding opportunities.





Appendix

Appendix

EXAMPLE PROJECT DELIVERABLE



I-8 Kumeyaay Corridor CMCP

LINK: <https://www.sandag.org/regional-plan/comprehensive-multimodal-corridor-plans/i-8-kumeyaay-corridor-cmcp>



LITIGATION

CR Associates has no claims filed by our firm or against our firm related to the provision of Services in the last five (5) years.

PROFESSIONAL SERVICES CONTRACT

CR Associates and Arellano Associates have reviewed CVAG's standard professional services contract, Attachment A, and have no objections to and/or requests no changes to the standard contract language.

HDR Engineering, Inc. has reviewed Attachment A - Professional Services Agreement (Sample) and respectfully requests the following changes to the standard contract language (changes in red):

ARTICLE XXV. INSURANCE

(g) Evidence of all insurance coverage shall be provided to CVAG prior to issuance of the first Work Order. CONSULTANT acknowledges and agrees that such insurance is in addition to CONSULTANT'S obligation to fully indemnify and hold CVAG, and its members ~~and any other additional insureds~~ agencies free and harmless from and against any and all claims arising out of an injury or damage to property or persons caused by the negligent, reckless, or wrongful acts or omissions of CONSULTANT.



40% Availability

28

YEARS OF
EXPERIENCE

14

YEARS
WITH FIRM

EDUCATION

BS, Civil Engineering,
University of Arizona,
Tucson

ACCREDITATION

Professional Engineer
(Traffic), CA #TR2272

AFFILIATIONS

Women's
Transportation Seminar
(WTS), DEI Committee

Institute of
Transportation
Engineers (ITE)

Monique Chen TE

*Project Manager + Principal-in-Charge,
Task Lead 6 & 7*



Monique, a founding Principal at CRA, is an award-winning project manager who has led numerous mobility planning and engineering projects focused on active transportation and safety. A registered engineer and seasoned mobility planner, or "plan-gineer," Monique has overseen dozens of complex and multidisciplinary projects including active transportation plans, safety studies, mobility elements, corridor studies, transportation impact analyses, operational and demand assessments, conceptual engineering, master plans, and specific plans. A supportive collaborator and strategic thinker, Monique has amassed a wealth of experience providing planning and engineering leadership for public and private sector clients.

RELEVANT PROJECT EXPERIENCE

Kumeyaay Corridor (I-8) Comprehensive Multimodal Corridor Plan (CMCP), San Diego County, CA: Project Manager – CRA supported SANDAG and Caltrans in preparing a Comprehensive Multimodal Corridor Plan for a study area of approximately 96 square miles, centered around Interstate 8 and its neighboring cities and county from San Diego Bay to Lakeside. This multi-jurisdictional effort aims to develop an innovative transportation network that connects communities throughout the central San Diego region. The data-driven project assesses all travel modes to identify key issues and propose solutions to reduce congestion, enhance safety, support climate action goals, expand transportation options, and improve multimodal access to destinations within the study area. A sub-regional active transportation network was developed, featuring an interconnected system of physically separated bicycle facilities (Class I Multi-Use Paths and Class IV Cycle Tracks) that link neighborhoods with key destinations and high-quality transit services, including planned commuter rail, aerial gondola, and new BRT routes. The Kumeyaay Corridor CMCP will help local and regional agencies position themselves for various grant funding opportunities, including SB1.

CV Link Community Connectors Analysis Phase I Program, Coachella Valley, CA: Project Manager – CRA is the lead consultant for the CV Link Community Connectors Project, supporting CVAG in advancing its vision to promote active mobility across the Coachella Valley. The project establishes a comprehensive plan to identify and prioritize routes that connect neighborhoods to the CV Link - linking schools, parks, community centers, businesses, affordable housing, and other key destinations. Informed by extensive review of past plans, existing conditions analysis, collaboration with agency and tribal partners, engagement with schools and community-based organizations, and public input through surveys and outreach events, CRA has developed a framework for identifying and prioritizing Community Connectors. The top 15 connectors will advance to 10% conceptual design and cost estimation, providing a foundation for future funding and the continued development of sustainable, multimodal transportation options that enhance mobility, equity, and community well-being.

LA Metro Active Transportation (MAT) Program Cycle 1 Active Transportation Corridors (ATC) Delegated Projects - Avalon-MLK-Gage and Redondo Beach Boulevard Corridors, Los Angeles County, CA: Project Manager – This project, led by CRA, focuses on developing corridor plans for Los Angeles and South Bay cities to enhance connections to key destinations such as parks, schools, commercial centers, and employment hubs, as well as transit facilities. The desired outcomes include improved access, comfort, and safety, leading to increased rates of walking, cycling, and

Monique Chen TE

(Resume continued)



transit use, while also reducing greenhouse gas emissions. The project consists of four key phases: a comprehensive analysis of existing conditions, planning studies (including a delay study and alternative alignment analysis), 15% conceptual design plans, and environmental clearance. Recommendations include active transportation infrastructure, such as cycle tracks, bike lanes, bike signals, pedestrian-activated beacons, traffic calming measures, left-turn signals, and bus islands, etc. The CRA team has engaged in extensive community outreach in collaboration with various community-based organizations, utilizing surveys, large and small events, pop-ups, and door-to-door engagement. Close coordination with Metro, LADOT, and the cities of Redondo Beach, Lawndale, and Torrance, as well as Los Angeles County Public Works, has proven to be critical on this multi-jurisdictional effort.

LA Metro 2023 Active Transportation Strategic Plan Update, Los Angeles County, CA: *Principal-in-Charge* – CRA led the development of the Los Angeles countywide 2023 Active Transportation Strategic Plan for Metro. This plan has three key phases including updating Goals & Objectives based on a thorough review of the current local, regional, and state policy context; updating the Active Transportation Networks including refining proposed bikeways and first last mile improvements, and adding proposed regional pedestrian districts; and finally, developing an Implementation Strategy to guide short-term success in building out proposed networks to help shift travel from drive alone to walking, cycling and transit. Extensive community engagement was conducted with a 100+ member Technical Working Group as well as multiple subregional meetings and public workshops. A key aspiration for this plan is to lead the LA region toward more equitable and higher-quality walking and cycling environments.

CVAG Arts and Music Line Non-Infrastructure Program, Coachella Valley, CA: *Principal-in-Charge* – CRA is leading the non-infrastructure program for CVAG, including a comprehensive Safe Routes to School initiative. The AML project will build nearly 9 miles of arts and music-themed Class I and Class IV bikeways in La Quinta, Indio, and Coachella, along with over 6 miles of Class II and III facilities that connect to eleven schools. CRA is responsible for school mobility assessments and developing Safe Routes recommendations. Additionally, the CRA team is spearheading branding, outreach, and education efforts across the Coachella Valley, partner cities, schools, and key festival locations to promote safer, more enjoyable walking and biking. We will host 22 pop-up events, 10 community gatherings, and 2 community challenges to foster cultural and behavioral shifts. These activities, combined with data analysis and mobility assessments, will help evaluate the program's effectiveness, identify outcomes, and shape strategies for short- and mid-term improvements across the Valley.

LA Metro Rail Network Integration Study, Los Angeles County, CA: *Principal-in-Charge* – CRA prepared a regionally significant study to integrate Metro's existing and planned transit corridors with Metrolink and Amtrak programs, and the anticipated California High-Speed Rail project investments. The study determined optimal rail and multimodal connectivity and operations options, infrastructure needs, and community benefits for service within Los Angeles County and the surrounding SCAG region counties. For the three hot spots located at key station areas, our team developed safety and hazard analyses, local and regional multimodal operational models, and socioeconomic- and equity-focused ridership forecasts.

MAG Multimodal Level of Service (MMLOS) Analysis, Phoenix, AZ: Project Manager – CRA led the MMLOS study, which identified corridors with high potential for active travel across nine Maricopa Association of Governments (MAG) member jurisdictions. This was achieved through a combination of a raster-based high active travel propensity model, the presence of existing and planned high-quality multimodal infrastructure, connectivity to key regional destinations, and input from local and regional staff. An analysis of existing conditions formed the basis for developing two alternative scenarios for each of the study corridors. Subsequent MMLOS analyses for these alternatives demonstrated the extent to which improvements to bicycle, pedestrian, and transit facilities would enhance levels of service.

Wildomar Active Transportation Plan, Wildomar, CA: *Project Manager* – CRA led the development of Wildomar's inaugural Active Transportation Plan, which established a prioritized and actionable bicycle and pedestrian network for the city. The project involved extensive outreach, including pop-up events, walk and bike audits, online and in-person surveys, six Technical Advisory Committee meetings, and two virtual public workshops. Additionally, a GoHuman demonstration event was held to introduce the community to the proposed improvements. The City Council unanimously adopted the plan in June 2021.



45% Availability

14

YEARS OF
EXPERIENCE

14

YEARS
WITH FIRM

EDUCATION

Master of City
Planning, San Diego
State University

BA, International
Security and Conflict
Resolution, San Diego
State University

ACCREDITATION

American Institute
of Certified Planners
(AICP), #31154

AFFILIATIONS

American Planning
Association (APA)

Andrew Prescott AICP

Deputy Project Manager, Task Lead 3.1 & 5



Andrew specializes in multimodal transportation planning and safety analysis. He manages mobility projects including multimodal corridor plans, safety studies, active transportation plans, circulation/mobility elements, traffic studies, and health-related research. Andrew's expertise includes long-range multimodal planning, street design, collision analysis, countermeasure identification and project prioritization, community engagement, and project management. Andrew's communication skills and consensus-building techniques allow him to collaborate with community members and agency staff on a wide range of transportation topics. He provides valuable contributions to all project phases and can usher a diverse set of projects to successful completion.

RELEVANT PROJECT EXPERIENCE

Kumeyaay Corridor (I-8) Comprehensive Multimodal Corridor Plan (CMCP), San Diego County, CA: Deputy Project Manager – CRA supported SANDAG and Caltrans in preparing a Comprehensive Multimodal Corridor Plan for a study area of approximately 96 square miles, centered around Interstate 8 and its neighboring cities and county from San Diego Bay to Lakeside. This multi-jurisdictional effort aims to develop an innovative transportation network that connects communities throughout the central San Diego region. The data-driven project assesses all travel modes to identify key issues and propose solutions to reduce congestion, enhance safety, support climate action goals, expand transportation options, and improve multimodal access to destinations within the study area. A sub-regional active transportation network was developed, featuring an interconnected system of physically separated bicycle facilities (Class I Multi-Use Paths and Class IV Cycle Tracks) that link neighborhoods with key destinations and high-quality transit services.

Coast, Canyons, and Trails (SR-52) Comprehensive Multimodal Corridor Plan (CMCP), San Diego County, CA: Active Transportation Lead – CRA provided transportation planning and traffic engineering services for the SR 52 CMCP. A baseline conditions assessment served the development of project recommendations including a series of flex lanes, a bicycle network, intersection and sidewalk treatments for pedestrians, and micro-mobility considerations, all intended to enhance transit access while accounting for goods movement. CRA coordinated model runs for multiple scenarios with SANDAG to determine which alternative results in the greatest reduction in vehicle miles traveled. CRA also helped develop a project prioritization process that accounted for project complexity, right-of-way impacts, environmental clearance process, and cost.

Desert Hot Springs Active Transportation Plan, Desert Hot Springs, CA: Project Manager – The Active Transportation Plan is being developed to identify mobility needs and guide pedestrian and bicycle investments in this growing community. The city contains one of Coachella Valley's busiest transit stops, while substantial growth is planned among Desert Hot Springs' expansive undeveloped lands. Recommendations are being developed that can be implemented as the roadway network is built out and to retrofit existing facilities in older neighborhoods. As the sole consultant, CRA is responsible for all project deliverables, including a multifaceted public outreach campaign featuring four pop-up outreach workshops, two public surveys, a stakeholder working group, and community workshop. Project recommendations include goals

Andrew Prescott AICP

(Resume continued)



and policies, bicycle and pedestrian route type networks, intersection and transit access improvements, and programmatic recommendations.

Corona Bicycle Master Plan Update, Corona, CA: Project Manager – This project serves to provide the City of Corona with a modernized set of goals, policies, and network recommendations to advance mobility and access for bicyclists of all ages and abilities. CRA is serving as the prime consultant, responsible for assessing existing conditions, engaging with community members, identifying recommendations, prioritizing infrastructure projects, and developing high priority project sheets comprised of conceptual designs, cost estimates, and project narratives. Project recommendations are being vetted with a multi-agency stakeholder group, including representatives from Caltrans District 8 and the Riverside County Flood Control & Water Conservation District considering the presence of State Route 91 and Interstate 15, and proposed Class I Bike Paths along several flood control channels.

CVAG Active Transportation Plan Update, Coachella Valley, CA: Project Manager – CRA is leading the CVAG Active Transportation Plan Update, one deliverable of the Transportation Project Prioritization Study contract. CRA assessed the current state of bicycling in each jurisdiction by examining documenting existing infrastructure, analyzing collision records, and estimating demand via big data and Census data. CRA reviewed adopted planning documents and coordinated with each CVAG member agency to identify and document planned pedestrian and bicycle projects throughout Coachella Valley. CRA collaborated with CVAG to establish a process for designating regional pedestrian and bicycle facilities, emphasizing projects connecting to the multi-jurisdictional CV Link and planned Community Connector facilities. The regional designation will aid agencies in competing for regional and state grant funding sources.

LA Metro Complete Streets Training, Los Angeles County, CA: Safety Curriculum Lead – CRA developed a three-year training program for Complete Street policy and implementation to support Metro. CRA was tasked with lead the curriculum development, hosting internal discussions to review Complete Streets best practices, and developing the training framework and training materials. Due to the overwhelming participation and positive reviews, the initial training series was expanded. These training courses reached cities and departments all over the Southern California region and over 200 participants attended the training courses.

El Cajon Active Transportation Plan, El Cajon, CA: Project Manager – CRA led the City's inaugural Active Transportation Plan which seeks to improve mobility for people walking, riding bikes, and accessing transit services throughout El Cajon. The community engagement approach was nimble with input collected through online surveys, a diverse project working group, one-on-one stakeholder interviews, and online and pop-up workshops. Project recommendations include a sidewalk infill program, intersection crossing enhancements, a comprehensive bicycle network, and programmatic recommendations. Recommendations were prioritized using safety and demand inputs, while also considering benefits to social equity focus communities.

Santee Active Transportation Plan, Santee, CA: Project Manager – The Active Transportation Plan identifies goals, strategies, and implementation measures intended to improve pedestrian and bicycle mobility. Infrastructure recommendations consist of a comprehensive bicycle network with inter- and intra-community connections that accommodates cyclists of all skill levels and abilities, and a sidewalk infill program that prioritizes missing links and guides the City to a complete and accessible sidewalk network. A series of at-grade crossing enhancements are proposed to improve safety and enhance access to the San Diego River Trail.

Clairemont Complete Corridors, San Diego, CA: Project Manager – This effort served to identify improvements and prepare conceptual design plans that enhance multimodal mobility and access along two key corridors, which include recently opened Mid-Coast Trolley stations and connect the community to Mission Bay Regional Park. Recommendations include separated bicycle facilities along both corridors, pedestrian and bicycle intersection crossing enhancements, operational improvements, and a roundabout. CRA served as the prime consultant, leading the mobility analysis, conceptual design, cost estimates, stakeholder coordination (including SANDAG, Caltrans, City of San Diego, and MTS), community engagement, and the preparation of the final report.



40% Availability

18

YEARS OF
EXPERIENCE

12

YEARS
WITH FIRM

EDUCATION

Master of City
Planning, San Diego
State University

BA, Sociology and
Metropolitan-Urban
Studies, Augsburg
University

ACCREDITATION

American Institute
of Certified Planners
(AICP), #31753

AFFILIATIONS

American Planning
Association (APA)

Sasha Jovanović AICP

Task Lead 2 & 3.3



Sasha has extensive experience in mobility planning, parking, active transportation, mobility hubs, traffic safety, traffic engineering, and public transportation. He has made contributions in creative and methodical roles, including as a writer, analyst, graphics maker, data scientist, public facilitator, and project manager. An experienced GIS practitioner, Sasha has developed innovative metrics and performance measures including pioneering the Destination-Based Parking Occupancy measure. Sasha sees things from the perspectives of all road users enabling him to find solutions for challenges that cities and towns encounter as their transportation systems evolve problems that cities and towns are facing as their transportation systems evolve.

RELEVANT PROJECT EXPERIENCE

CV Link Community Connectors Analysis Phase I Program, Coachella Valley, CA: Senior Transportation Planner – CRA is the lead consultant for the CV Link Community Connectors Project, helping CVAG advance active mobility across the Coachella Valley. The project identifies and prioritizes routes linking neighborhoods to CV Link and key destinations such as schools, parks, businesses, and affordable housing. CRA developed a prioritization framework through data analysis, partner collaboration, and community input, with the top 15 connectors advancing to 10% conceptual design and cost estimates to support future funding and implementation.

LA Metro 2023 Active Transportation Strategic Plan Update, Los Angeles County, CA: Senior Transportation Planner – CRA led the development of the countywide 2023 Active Transportation Strategic Plan for Metro. This plan has three key phases including updating Goals & Objectives based on a thorough review of the current local, regional, and state policy context; updating the AT Networks including refining proposed bikeways and first last mile improvements, and adding proposed regional pedestrian districts; and finally, developing an Implementation Strategy to guide short-term success in building out proposed networks to help shift travel from drive alone to walking, cycling and transit. Extensive community engagement was conducted with a 100+ member Technical Working Group as well as multiple subregional meetings and public workshops. A key aspiration for this plan is to lead the LA region toward more equitable and higher-quality walking and cycling environments.

Central Mobility Hub Comprehensive Multimodal Corridor Plan (CMCP), San Diego, CA: Traffic Engineer – CRA led the active transportation planning and traffic operations tasks for the Central Mobility Hub Comprehensive Multimodal Corridor Plan (CMCP). CRA's responsibilities included developing circulation concepts for bicycle, pedestrian, transit, and vehicular access to the station, as well as conducting traffic operations assessments of various alternatives that accounted for transit services, light and heavy rail operations, at-grade rail crossings, and connections to the proposed automated people mover serving the airport. Multimodal transportation within the airport and surrounding neighborhoods, along with connections to Coronado, was also analyzed. The CMCP findings were ultimately incorporated into SANDAG's Regional Transportation Plan.



30% Availability

21

YEARS OF
EXPERIENCE

9

YEARS
WITH FIRM

EDUCATION

BS, Civil Engineering,
Florida State University

ACCREDITATION

Professional Engineer
(Civil), CA #84324

AFFILIATIONS

American Society of
Civil Engineers (ASCE),
San Diego Chapter,
Transportation Board
Member

Ross Duenas PE

Task 3.2 Co-Lead



Ross specializes in the design of transportation and public works projects. He has led and managed many multi-disciplinary projects involving Complete Streets, Green Streets, separated bikeways, pedestrian improvements, multi-modal safety, traffic engineering, storm water management, and traffic calming. His extensive experience developing construction documents equips him with the ability to provide valuable insights related to constraints and opportunities early in the project lifecycle. Ross is a strategic thinker, judicious leader, supportive colleague, and effective communicator with clients and community members.

RELEVANT PROJECT EXPERIENCE

University Bikeway, San Diego Region, CA: Project Manager – CRA led both the NEPA and PS&E phases of this regional bikeway project. The bikeway runs for 2.9 miles through the mid-city and eastern neighborhoods of San Diego, ultimately connecting to the City of La Mesa at its eastern terminus. Proposed improvements include protected bikeways (Class IV), bus platforms to eliminate bus/bike conflicts, a protected intersection, fully protected bike movements at signalized intersections, two-stage left-turn queue boxes, enhanced mid-block pedestrian crossings, bike signals, traffic signal modifications, traffic calming measures, and repurposing of travel lanes.

Murrieta Creek Multi-Use Trail, Lake Elsinore, CA: Project Manager – CRA led the planning, environmental, and design phases of this Class I multi-use trail, connecting residential areas, daily destinations, and regional recreation areas with Downtown Lake Elsinore and cities to the southeast. CRA partnered with the City to evaluate alternatives balancing environmental impacts, constructability, and cost. The project faced challenges: schedule, budget, hilly terrain, and sensitive areas. The CRA team's open communication and experience promoted swift and smart design updates.

Reconnecting Communities, San Diego County, CA: Principal Design Engineer – CRA supported SANDAG and California Department of Transportation District 11 in a regionwide planning study to identify where highway and rail infrastructure has created barriers and negatively impacted communities. Using technical analysis and community engagement, the study identified and prioritized solutions to reconnect historically underserved communities and improve access to jobs, education, healthcare, and recreation. The effort evaluated seven focus areas across the region and developed multimodal strategies including pedestrian and bicycle improvements, grade separations, intersection and crossing upgrades, transit priority improvements, and placemaking strategies. The final report provides partner agencies with prioritized projects and supporting documentation to pursue state and federal funding for project implementation.

Downtown Cycle Track Network Wayfinding, San Diego, CA: Project Manager – CRA led the final design of wayfinding signage to support the three phases of the City of San Diego's downtown cycle track network. The signage improvements will enhance the public realm within downtown by complementing the pedestrian wayfinding signage and facilitating a safe environment for multimodal transportation. The wayfinding systems identify key destinations and public amenities, making places easy to travel to by foot or bicycle. The signs communicate clear and concise functional wayfinding information, helping to improve circulation and linking residents and tourists to community areas, shopping opportunities, and public transportation.



30% Availability

19

YEARS OF
EXPERIENCE

14

YEARS
WITH FIRM

EDUCATION

BS, Civil Engineering,
San Diego State
University

ACCREDITATION

Professional Engineer
(Traffic), CA #TR2660

AFFILIATIONS

Institute of
Transportation
Engineers (ITE) - Past
President (2023),
President (2022);

San Diego ITE Mobility
Task Force; San
Diego ITE Modeling
Subcommittee

Phuong Nguyen TE

Lead Traffic Engineer



Phuong is a senior-level traffic engineering professional with extensive experience in delivering a wide range of transportation solutions. He has led and managed projects in areas such as parking plans, traffic operations, micro-simulation, VMT mitigation strategies, and transportation impact analysis, as well as conceptual engineering for transportation systems. Phuong's deep expertise enables him to develop innovative analysis methods and tools that enhance modeling, visualization, and traffic operations analysis. He is proficient in the latest industry software, including VISSIM, Synchro/SimTraffic, Q-Free, and both Activity-Based and 4-Step Models. Phuong's technical acumen, combined with his keen understanding of client needs, ensures the successful advancement of complex transportation projects.

RELEVANT PROJECT EXPERIENCE

CVAG Arts & Music Line Bikeway, Coachella Valley, CA: Traffic Engineer – The Arts and Music Line will construct nearly 9 miles of interactive Class I and Class IV bikeways in the cities of La Quinta, Indio, and Coachella and more than 6 miles of Class II and Class III facilities to directly connect to nine schools within a mile of the protected bikeway. This includes nearly 5 miles of two-way Class IV bikeways on Avenue 48. CRA's traffic operations and civil design engineers worked closely to test various intersection scenarios to design a safe, comfortable bike facility that does not lead to extensive impacts to vehicular operations. These efforts resulted in fully protected bicycle movements across all signalized intersections using bike signals, protected right and left turn lanes, and no turn on red LED blank-out signs. CRA is responsible for all signal modifications and signing and striping in the final design phase.

Kumeyaay Corridor I-8 Comprehensive Multimodal Corridor Plan (CMCP), San Diego County, CA: Traffic Engineer – CRA led the Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP), which provided regional long range mobility planning in central of San Diego County (in the vicinity of Interstate 8), encompassing parts of San Diego, La Mesa, El Cajon, Santee, unincorporated San Diego County, and some of the region's tribal lands. The CMCP developed an innovative transportation network that will improve connectivity between neighborhoods and cities, enhance transportation safety, and help address climate action goals. Recommended projects included on-street and off-street separated bikeways, transit priority treatments for bus and rail, an aerial tram connection connecting places separated by challenging terrain, and infrastructure and technological improvements to better manage vehicular demand and traffic flow along freeways.

Central Mobility Hub Comprehensive Multimodal Corridor Plan (CMCP), San Diego, CA: Traffic Engineer – CRA led the active transportation planning and traffic operations tasks for the Central Mobility Hub Comprehensive Multimodal Corridor Plan (CMCP). CRA's responsibilities included developing circulation concepts for bicycle, pedestrian, transit, and vehicular access to the station, as well as conducting traffic operations assessments of various alternatives that accounted for transit services, light and heavy rail operations, at-grade rail crossings, and connections to the proposed automated people mover serving the airport. Multimodal transportation within the airport and surrounding neighborhoods, along with connections to Coronado, was also analyzed. The CMCP findings were ultimately incorporated into SANDAG's Regional Transportation Plan.



25% Availability

21

YEARS OF
EXPERIENCE

5

YEARS
WITH FIRM

EDUCATION

Master of Architecture
(MArch), Andrews
University

Bachelor of
Architecture (BArch),
Andrews University

ACCREDITATION

IAF Public Facilitator

League of American
Bicyclists Certified
Instructor

Registered Architect,
California #C32950

AFFILIATIONS

American Planning
Association (APA)

Jenny An CPF, LCI, RA

Task 3.2 Co-Lead



Jenny is the driving force behind CRA's Complete Streets and placemaking projects, which help communities develop their vision and implement innovative design solutions. With experience delivering community-based projects, and certification as a professional facilitator, Jenny's expertise includes public-facing collaterals development, program branding using social media, text-based outreach, virtual engagement, and in-person demonstration and pop-up strategies. Through her background in architecture, urban design, and construction management, Jenny possesses exceptional relationship-building skills and thrives in cross-disciplinary contexts. Jenny's organizational acumen and clear communication results in smooth project management through all phases.

RELEVANT PROJECT EXPERIENCE

CVAG Arts and Music Line Non-Infrastructure Program, Coachella Valley, CA:

Project Manager – The Arts and Music Line will construct nearly 9 miles of interactive Class I and Class IV bikeways in the cities of La Quinta, Indio, and Coachella and more than 6 miles of Class II and Class III facilities to directly connect to nine schools within a mile of the protected bikeway. This includes nearly 5 miles of two-way Class IV bikeways on Avenue 48. CRA's traffic operations and civil design engineers worked closely to test various intersection scenarios to design a safe, comfortable bike facility that does not lead to extensive impacts to vehicular operations. These efforts resulted in fully protected bicycle movements across all signalized intersections using bike signals, protected right and left turn lanes, and no turn on red LED blank-out signs. CRA is responsible for all signal modifications and signing and striping in the final design phase.

Reconnecting Communities, San Diego County, CA: Project Manager

– CRA supported SANDAG and California Department of Transportation District 11 in a regionwide planning study to identify where highway and rail infrastructure has created barriers and negatively impacted communities. Using technical analysis and community engagement, the study identified and prioritized solutions to reconnect historically underserved communities and improve access to jobs, education, healthcare, and recreation. The effort evaluated seven focus areas across the region and developed multimodal strategies including pedestrian and bicycle improvements, grade separations, intersection and crossing upgrades, transit priority improvements, and placemaking strategies. The final report provides partner agencies with prioritized projects and supporting documentation to pursue state and federal funding for project implementation.

LA Metro Complete Streets Training, Los Angeles County, CA: Project Manager

– CRA developed a three-year training program for Complete Street policy and implementation to support Metro. Jenny led the curriculum development, internal discussions reviewing Complete Streets best practices, and developing the training framework and training materials. Through nearly six months of planning, the 2022 Metro Complete Streets Trainings were conducted in June. Due to the overwhelming number of registrants, a second training was provided in July 2022. These training courses reached cities and departments all over the Southern California region and over 200 participants attended the training courses. Day 1 focused on Complete Streets planning and policy development while Day 2 focused on Complete Streets design and engineering. Each day included an interactive breakout session to help participants better understand the development process on both the planning side as well as the design side.



30% Availability

9

YEARS OF
EXPERIENCE

<1

YEARS
WITH FIRM

EDUCATION

BA, Urban Studies and Planning, University of California, San Diego

ACCREDITATION

American Institute of Certified Planner (AICP), #36386

AFFILIATIONS

Women's Transportation Seminar (WTS) – Mentorship Chair (2024-present))

Precious Nicanor AICP

Task Support 2, 3, 5, & 6



Precious provides strategic transportation and land use planning services to municipalities, regional agencies, and transit agencies. She has eight years of experience delivering multimodal, transit, safety, and long-range planning solutions for public-sector clients. Her expertise includes multimodal planning, alternatives analysis, long-range planning, GIS-based analysis and mapping, visual communications, public outreach and stakeholder engagement, and grant strategy and delivery. Through this work, she has built trusted relationships with agency staff, community stakeholders, and team members who rely on her consensus-building approach, technical rigor, and problem-solving skills to advance planning and policy initiatives. She is known for leading multidisciplinary teams, translating complex data into clear, actionable recommendations, and delivering equitable, implementable planning solutions that prioritize safe, sustainable, and innovative mobility outcomes.

RELEVANT PROJECT EXPERIENCE

Desert Hot Springs Active Transportation Plan, Desert Hot Springs, CA:

Transportation Planner – CRA is assisting the City of Desert Hot Springs to update their Active Transportation Plan. The project seeks to establish active transportation networks that accommodate the City's continued rapid growth, with a large focus on transit access. An extensive Existing Conditions Report examined the existing bicycle, pedestrian, and transit infrastructure and services in the City, as well as regionally planned improvements. Recommendations consist of a bicycle network, pedestrian route types, intersection and access enhancements, sidewalk infill, and supporting programs. Pop-up workshops, community surveys, and a stakeholder working group are being utilized to share information about the project with the community and learn about their needs.

SANDAG and Caltrans D11 North County (SR 78) Comprehensive Multimodal Corridor Plan (CMCP)*, San Diego, CA: Deputy Project Manager/Project Planner

– Oversaw the development of an ADA-compliant CMCP document that serves as a strategic blueprint for multimodal solutions, services, and policies in communities surrounding State Route 78. The project involved the evaluation and assessment of existing and future conditions for the study area, including collision, traffic, origin-destination patterns, land use, and demographic data, to develop solutions and strategies that address transportation challenges, close gaps in the transportation network for historically disadvantaged communities, and align with regional, state, and federal goals. Presentations, workshop activities, website content, and surveys were developed to engage with elected officials, agency boards, jurisdiction staff, and community members, allowing for feedback to be obtained and incorporated throughout the process.

SANDAG and Caltrans D11 San Vicente (SR 67) Comprehensive Multimodal Corridor Plan (CMCP)*, San Diego, CA: Project Analyst/Key Staff

– Supported data analysis, stakeholder engagement, and report development to advance a CMCP for State Route 67. Evaluated existing and future conditions—including collision data, traffic operations, origin-destination patterns, land use, and demographic characteristics—to inform development of multimodal solutions and strategies that address transportation challenges, improve network connectivity for historically disadvantaged communities, and align with regional, state, and federal goals. Supported development of presentations, workshop materials, website content, and surveys to engage elected officials, agency boards, jurisdiction staff, and community members, ensuring stakeholder input was incorporated throughout the planning process.



30% Availability

7

YEARS OF
EXPERIENCE

6

YEARS
WITH FIRM

EDUCATION

Master of City
Planning, San Diego
State University

Bachelor of
Architecture,
Autonomous University
Baja California

AFFILIATIONS

American Planning
Association (APA)

Ana Garate

Task Support 3, 5, & 6



Ana has a diverse skill set spanning transportation planning, urban design, and architecture. Her contributions to projects range from technical analysis to public communications. Ana is proficient in many software programs (ArcGIS – including Network Analyst and Spatial Analyst, AutoCAD, SketchUp, Illustrator, InDesign, and Photoshop). Friendly, empathetic, resourceful, and adaptable, Ana is an excellent collaborator with colleagues and community alike. Her breadth of communications competencies includes messaging and storytelling, branding, translation, report design and composition, and facilitating community engagement.

RELEVANT PROJECT EXPERIENCE

LA Metro 2023 Active Transportation Strategic Plan Update, Los Angeles County, CA: Transportation Planner – CRA led the development of the countywide 2023 Active Transportation Strategic Plan for Metro. This plan has three key phases including updating Goals & Objectives based on a thorough review of the current local, regional, and state policy context; updating the AT Networks including refining proposed bikeways and first last mile improvements, and adding proposed regional pedestrian districts; and finally, developing an Implementation Strategy to guide short-term success in building out proposed networks to help shift travel from drive alone to walking, cycling and transit. Extensive community engagement was conducted with a 100+ member Technical Working Group as well as multiple subregional meetings and public workshops. A key aspiration for this plan is to lead the LA region toward more equitable and higher-quality walking and cycling environments.

El Cajon Active Transportation Plan, El Cajon, CA: Transportation Planner – CRA led the City's inaugural Active Transportation Plan which seeks to improve mobility for people walking, riding bikes, and accessing transit services throughout El Cajon. The community engagement approach was nimble with input collected through online surveys, a diverse project working group, one-on-one stakeholder interviews, and online and pop-up workshops. Project recommendations include a sidewalk infill program, intersection crossing enhancements, a comprehensive bicycle network, and programmatic recommendations. Recommendations were prioritized using safety and demand inputs, while also considering benefits to social equity focus communities.

City of Ventura Active Transportation Plan, Ventura, CA: Transportation Planner – The City of Ventura's Active Transportation Plan is intended to help guide future pedestrian and bicycle investments within the City. The ATP will identify ways to improve connectivity and safety, and foster innovation through high-quality facilities. Ana collaborated on the Existing Conditions Report, which serves to document the current state of active transportation within the City of Ventura by examining data regarding physical infrastructure, demand for active travel, user safety, and the quality of walking and bicycling facilities.

La Mesa Boulevard Complete Streets Plan, La Mesa, CA: Deputy Project Manager – CRA led the planning and design of La Mesa Boulevard, with recommendations focus on traffic calming, enhancing pedestrian and bicycle connections, incorporating NextGen MTS bus services, and micromobility along the corridor. In collaboration with MTS, SANDAG, and Caltrans, the project redesigns an older, auto-centric corridor into a balanced street that supports a vibrant mix of uses, a street design that increases neighborhood development opportunities and transportation choices, and improves connections to key destinations such as parks, transit stops, businesses, and neighborhood services. CRA also prepared a Caltrans ATP Grant Application as part of the funding strategy for the project implementation.



30% Availability

8

YEARS OF
EXPERIENCE

7

YEARS
WITH FIRM

EDUCATION

BS, City and
Regional Planning,
California Polytechnic
State University,
San Luis Obispo

AFFILIATIONS

American Planning
Association (APA)

Association of
Pedestrian and Bicycle
Professionals (APBP)

Eric Sindel

Task Support 2 & 3



Eric's professional experience spans the public and private sectors and includes contributions to bicycle and pedestrian plans, traffic impact studies, and transportation safety plans across the Southern California region. Eric's expertise includes mapping and analysis utilizing ArcGIS's Network and Spatial Analyst extensions as well as Adobe InDesign, Illustrator, and Photoshop. Eric's dedication results in compelling illustrations, maps, and conceptual drawings that demonstrate feasibility in active transportation and Complete Streets projects. Simultaneously diligent and calm, Eric is reliable, responsive, and supportive of those with whom he works.

RELEVANT PROJECT EXPERIENCE

LA Metro 2023 Active Transportation Strategic Plan Update, Los Angeles County, CA:

Transportation Planner – CRA led the development of the Los Angeles countywide 2023 Active Transportation Strategic Plan for Metro. This plan has three key phases including updating Goals & Objectives based on a thorough review of the current local, regional, and state policy context; updating the Active Transportation Networks including refining proposed bikeways and first last mile improvements, and adding proposed regional pedestrian districts; and finally, developing an Implementation Strategy to guide short-term success in building out proposed networks to help shift travel from drive alone to walking, cycling and transit. Extensive community engagement is being conducted by a 100+ member Technical Working Group as well as multiple subregional meetings and public workshops. A key aspiration for this plan is to lead the LA region toward more equitable and higher-quality walking and cycling environments.

Lake Elsinore Active Transportation Plan, Lake Elsinore, CA: *Transportation Planner*

– CRA led this Caltrans funded effort to deliver Lake Elsinore's inaugural Active Transportation Plan. The ATP sought to provide a comprehensive bicycle network, create a plan for sidewalk infill in rural areas and around schools, and help secure funding to implement connections to an existing riverwalk path. Development involved extensive coordination with regional agencies and neighboring jurisdictions to build consensus on cross-jurisdictional projects. Community engagement also greatly shaped the plan through a series of surveys, walk audits, and workshops.

Desert Hot Springs Active Transportation Plan, Desert Hot Springs, CA: *Transportation Planner*

– CRA is assisting the City of Desert Hot Springs to update their Active Transportation Plan. The project seeks to establish active transportation networks that accommodate the City's continued rapid growth, with a large focus on transit access. An extensive Existing Conditions Report examined the existing bicycle, pedestrian, and transit infrastructure and services in the City, as well as regionally planned improvements. Recommendations consist of a bicycle network, pedestrian route types, intersection and access enhancements, sidewalk infill, and supporting programs. Pop-up workshops, community surveys, and a stakeholder working group are being utilized to share information about the project with the community and learn about their needs.

Wildomar Active Transportation Plan, Wildomar, CA: *Transportation Planner*

– CRA led the development of Wildomar's inaugural Active Transportation Plan, which established a prioritized and actionable bicycle and pedestrian network for the city. The project involved extensive outreach, including pop-up events, walk and bike audits, online and in-person surveys, six Technical Advisory Committee meetings, and two virtual public workshops. Additionally, a GoHuman demonstration event was held to introduce the community to the proposed improvements.



35% Availability

1

YEARS OF
EXPERIENCE

1

YEARS
WITH FIRM

EDUCATION

MA, Urban and
Regional Planning,
University of California,
Los Angeles

BS, Society and
Environment, University
of California, Berkeley

BA, Geography,
University of
California, Berkeley

Zeltzin Angon PE

Task Support 2, 3, & 5



Roberto provides consulting services to agencies developing capital improvement projects, including multimodal transportation and public utilities design. An excellent communicator with infectious positivity, Roberto has managed private and public projects that involve coordinating large multi-firm consulting teams across engineering disciplines. He has been Lead Engineer for projects including roadway, roundabouts, signing and striping, bicycle facilities, park design, water quality, site grading, and utility design. Having worked extensively in the region, Roberto is deeply familiar with the requirements of Southern California agencies.

RELEVANT PROJECT EXPERIENCE

Riverside Individualized SRTS Safety Action Plan, CA: Transportation Planner – The City of Riverside secured grant funding to enhance safety and circulation at fifty elementary and middle schools across the city. CRA is leading this initiative by conducting assessments at each school to evaluate conditions for walking, biking, and rolling. CRA is also spearheading pop-up events, workshops with Riverside and Alvard Unified School Districts, and outreach through parent surveys. The SRTS outreach focuses on Complete Streets principles to improve safety, access, and connectivity for students who walk, bike, or roll to school. CRA has gathered extensive data to inform the development of prioritized citywide projects. After completing mobility assessments and traffic counts at all fifty schools, CRA will create individual safety action plans and a citywide SRTS Master Plan. These plans will provide a prioritized project list and a roadmap for implementation over the next seven years.

Desert Hot Springs Active Transportation Plan, Desert Hot Springs, CA: Transportation Planner – CRA is assisting the City of Desert Hot Springs to update their Active Transportation Plan. The project seeks to establish active transportation networks that accommodate the City's continued rapid growth, with a large focus on transit access. An extensive Existing Conditions Report examined the existing bicycle, pedestrian, and transit infrastructure and services in the City, as well as regionally planned improvements. Recommendations consist of a bicycle network, pedestrian route types, intersection and access enhancements, sidewalk infill, and supporting programs. Pop-up workshops, community surveys, and a stakeholder working group are being utilized to share information about the project with the community and learn about their needs.

San Bernardino County Safe Routes to School Safety Action Planning, San Bernardino, CA: Transportation Planner – SBCTA (San Bernardino County Transportation Authority) countywide Safe Routes to School phase 3 program targeted 25 priority schools throughout the County with the 5 E's including education, encouragement, engineering, enforcement, and evaluation activities. The San Bernardino County SRTS project evaluates schools in the unincorporated areas. The project includes school mobility assessments with a focus on infrastructure evaluation and understanding how key countermeasures could enhance walkability and bikeability.

Irvine Safe Routes to School Maps and Safety Action Plans, Irvine, CA: Transportation Planner – CRA is conducting 45 school site assessments to evaluate conditions for walking, biking, and rolling. They are leading workshops with Irvine Unified and Tustin Unified School Districts, engaging the community through parent surveys, and gathering extensive data to guide citywide project prioritization. CRA will create suggested routes-to-school maps, tailored to each school's infrastructure, and develop individual safety action plans. The final project will deliver a clear set of prioritized recommendations with an actionable implementation blueprint for the City.



30% Availability

7

YEARS OF
EXPERIENCE

7

YEARS
WITH FIRM

EDUCATION

BS, Civil Engineering,
San Diego
State University

AFFILIATION

Institute of
Transportation
Engineer (ITE) -
Program Co-Chair

Cristian Belmudez

Task Support 2 & 3



Cristian Belmudez is a skilled transportation engineer and data analyst with a strong background in parking utilization studies, multimodal mobility planning, and transportation data analysis. As a key contributor to innovative mobility projects, he specializes in leveraging data-driven insights to optimize urban transportation systems and enhance accessibility. Cristian has played a pivotal role in projects involving parking occupancy assessments, transit planning, and transportation demand management, working with both public agencies and private clients. His expertise in GIS mapping, data visualization, and field data collection enables him to provide actionable solutions for complex mobility challenges. Passionate about creating more efficient and equitable transportation networks, Cristian is committed to advancing smart mobility strategies that improve the urban experience.

RELEVANT PROJECT EXPERIENCE

City of Riverside Individualized Safe Routes To School (SRTS) Safety Action Plan, Riverside, CA: Lead School Coordinator – The City of Riverside secured grant funding to enhance safety and circulation at fifty elementary and middle schools across the city. CRA is leading this initiative by conducting assessments at each school to evaluate conditions for walking, biking, and rolling. CRA is also spearheading pop-up events, workshops with Riverside and Alvord Unified School Districts, and outreach through parent surveys. The SRTS outreach focuses on Complete Streets principles to improve safety, access, and connectivity for students who walk, bike, or roll to school. CRA has gathered extensive data to inform the development of prioritized citywide projects. After completing mobility assessments and traffic counts at all fifty schools, CRA will create individual safety action plans and a citywide SRTS Master Plan. These plans will provide a prioritized project list and a roadmap for implementation over the next seven years.

Chula Vista Active Transportation Plan, Chula Vista, CA: Traffic Engineer – CRA served as the prime consultant for the City of Chula Vista's Active Transportation Plan. The project entailed working with local community members and project stakeholders to identify existing issues related to pedestrian and bicycle mobility. Recommendations were devised to address the identified issues, improve multimodal safety, and encourage active transportation trips. The Plan serves as a unifying document for active transportation projects in Chula Vista with prioritized recommendations that aimed for both near-term and longer-term implementation.

El Cajon Boulevard Roundabout/Streetscape, El Cajon, CA: Traffic Engineer – For the design of an innovative roundabout at the El Cajon Boulevard/Johnson Avenue intersection and a road diet and streetscape enhancements along El Cajon Boulevard to foster the revitalization of an urban village along the boulevard. The project will replace the existing five-leg signalized intersection with a modern roundabout, thus increasing safety and traffic calming at the intersection.

North Harbor Drive Mobility & Access Study, San Diego, CA: Traffic Engineer – CRA assisted the Port of San Diego in the development of a comprehensive multimodal corridor study for North Harbor Drive. This study conducted traffic operations, vehicular access, and goods movement analysis of the transportation facilities along North Harbor Drive between Shelter Island Drive and Park Boulevard. CRA also developed multimodal recommendations to improve pedestrian and cyclists' experience while traveling in this corridor.



30% Availability

8

YEARS OF
EXPERIENCE

7

YEARS
WITH FIRM

EDUCATION

BS, Civil Engineering,
San Diego State
University

ACCREDITATION

Professional Engineer
(Civil), CA #94015

AFFILIATIONS

American Public Works
Association (APWA)

Hailey Tyson PE

Task 2 Support



Hailey's experience includes engineering services for public clients within the San Diego, Los Angeles, and Riverside regions of Southern California. Passionate about her work and an excellent communicator, Hailey's expertise in designing innovative active transportation projects includes conceptual design, grading, improvement plan preparation, storm water management, and utility coordination. With her knowledge of AutoCAD, Sketchup and Illustrator, Hailey brings creative design solutions to each project she undertakes.

RELEVANT PROJECT EXPERIENCE

CVAG Arts & Music Line Bikeway, Coachella Valley, CA: Project Engineer – The Arts and Music Line will construct nearly 9 miles of interactive Class I and Class IV bikeways in the cities of La Quinta, Indio, and Coachella and more than 6 miles of Class II and Class III facilities to directly connect to nine schools within a mile of the protected bikeway. This includes nearly 5 miles of two-way Class IV bikeways on Avenue 48. CRA's traffic operations and civil design engineers worked closely to test various intersection scenarios to design a safe, comfortable bike facility that does not lead to extensive impacts to vehicular operations. These efforts resulted in fully protected bicycle movements across all signalized intersections using bike signals, protected right and left turn lanes, and no turn on red LED blank-out signs. CRA is responsible for all signal modifications and signing and striping in the final design phase.

Eastern Hillcrest Bikeway, San Diego, CA: Project Engineer – CRA provided the design for five signal modifications, temporary traffic control, and decorative lighting for this low-stress urban bikeway project that will construct over one mile of the regional bike network along University Avenue, Normal Street, Lincoln Avenue, Herbert Street, and Robinson Avenue. The proposed improvements on University Avenue (a 4-lane major arterial) include Class IV protected bikeways, no turn on red signs for all approaches, and bus islands. A Class I shared-use bike path and a half street road closure is proposed on Normal Street for a new promenade, which will significantly enhance the walking and biking environment with decorative lighting.

Sweetwater Road Bikeway, National City, CA: Project Engineer – CRA led the design for this 1.3-mile active transportation corridor. The bikeway provides an important connection to the Sweetwater River Bikeway. The project also included traffic signal modifications at six intersections to accommodate new bikeway facilities/crossings. Extensive coordination was required as the project limits reside within both City and Caltrans right-of-way. One of such intersections was designed as a protected intersection to provide additional benefits to both bicycle and pedestrian users: shortened crossing distances, improved visibility, improved assignment of right-of-way, reduced vehicle turning speeds, and additional separation between travel modes.

National City Blvd Bikeway Connections, National City, CA: Project Engineer – The National City Boulevard Bikeway project included Class IV separated bikeway connections between National City and Chula Vista by implementing a road diet, re-striping the National City Boulevard overcrossing, and installing flexible post delineators between the outside lanes and the bike lanes. The project scope also encompassed pavement rehabilitation for the entire corridor. Various pavement rehabilitation options were used to maximize the usage of the project budget and pavement life cycle. Pavement rehabilitation options included slurry seal, minor grind and overlay and localized full depth reconstructions. CRA staff conducted a comprehensive field observation and marked the areas of rehabilitation for each option.



35% Availability

5

YEARS OF
EXPERIENCE

4

YEARS
WITH FIRM

EDUCATION

BS, Civil Engineering,
California State
Polytechnic University,
San Luis Obispo

ACCREDITATION

Engineer-in-Training,
California #179700

Joey Watson EIT

Task 2 Support

Joey combines his knowledge, skills, and eager-to-learn mindset to contribute to CRA's innovative engineering solutions. He provides valuable design support on a wide range of projects including complete streets, active transportation, and roadway improvement projects. He has experience in transportation design, plan production, and construction cost estimates. Joey's passion for the transportation field stems from a childhood enthusiasm for monster trucks.

RELEVANT PROJECT EXPERIENCE

Desert Hot Springs Active Transportation Plan, Desert Hot Springs, CA:

Engineering Analyst – CRA is assisting the City of Desert Hot Springs to update their Active Transportation Plan. The project seeks to establish active transportation networks that accommodate the City's continued rapid growth, with a large focus on transit access. An extensive Existing Conditions Report examined the existing bicycle, pedestrian, and transit infrastructure and services in the City, as well as regionally planned improvements. Recommendations consist of a bicycle network, pedestrian route types, intersection and access enhancements, sidewalk infill, and supporting programs. Pop-up workshops, community surveys, and a stakeholder working group are being utilized to share information about the project with the community and learn about their needs.

CVAG Arts and Music Line, La Quinta, Indio, and Coachella, CA: Engineering

Analyst – Joey is providing traffic engineering design support for this 10-mile corridor of protected bicycle lanes along Avenue 48. CRA is responsible for the signing and marking design and 21 traffic signal modifications, which include the implementation of new bike signals. The project requires extensive coordination with the CV Sync project to ensure that the proposed fiber optic network and ITS components align with the CVAG signal improvements. The CVAG project will provide designs which address the relocation or installation of fiber optic cabling and conduit, including all ITS devices affected by the project. This encompasses ITS devices such as wireless radios, CCTV cameras, and arterial travel-time sensor units within the signal design. Joey is providing support for the traffic signal modifications and signing and marking design.

Santa Paula Branch Line Trail, Ventura, CA: Engineering Analyst – The Ventura Santa Paula Branch Line (SPBL) Trail Project is set to transform community mobility with a 4-mile, Class I Multi-Use Trail and Class IV Two-Way Cycle Track, designed to connect residents seamlessly from the hillsides to the beach. By enhancing connectivity and providing a suite of user-friendly amenities, it promotes active lifestyles, reduces congestion, and fosters a sense of community. This equity-driven initiative addresses critical transportation gaps, offering a safe, accessible, and environmentally-friendly transit corridor. CRA is leading the efforts with civil, traffic and railroad engineering services, from preliminary planning, outreach, to final construction documents. Joey is designing the wayfinding signage and preparing cost estimates for the project.





20% Availability

12

YEARS OF
EXPERIENCE

<1

YEARS
WITH FIRM

EDUCATION

BA, Graphic Design,
California State
University Long Beach

Nancy Chen

Lead Communication and Graphic Design



Nancy is an experienced graphic designer, working alongside marketing teams, planners, landscape designers, copywriters, and third-party vendors. She has experience with creating presentations, long-format reports, public/stakeholder outreach materials, event/trade show displays, social media graphics, educational materials, and branding identities. She is well-versed in the use of Adobe Creative Cloud programs i.e. Illustrator, InDesign, Photoshop, Lightroom, and Premiere Pro.

RELEVANT PROJECT EXPERIENCE

Riverside County Safe Routes to School, Riverside County, CA:

Communication Specialist – Riverside’s Safe Routes to School program aims to make walking and biking to school safer and more accessible through infrastructure improvements, education, and community involvement. It is a collaboration between CRA, Riverside County, and school districts to encourage students to walk or bike, which can reduce traffic, improve health, and create safer communities. Nancy assisted in the development of the individual School Mobility Assessments and recommendation maps, as well as created educational materials for safe biking and walking tips.

Simi Valley Bicycle Master Plan (BMP), Simi Valley, CA: Communication

Specialist – The City of Simi Valley is actively updating its Bicycle Master Plan to enhance safety, connectivity, and accessibility for cyclists of all ages and abilities. This comprehensive update, the first since 2008, aims to create a more bike-friendly community by addressing current infrastructure needs and future opportunities. Nancy assisted with laying out the BMP and creating graphics to supplement the findings, recommendations, design guidelines, implementation, funding opportunities, and maintenance of the plan.

Palm Desert Vision Zero Strategy*, Palm Desert, CA: Graphic Design

Studio Lead – As part of the Palm Desert Vision Zero Strategy, the City of Palm Desert developed “Safe Routes to School” and “Safe Routes for Older Adults” plans to eliminate traffic fatalities and serious injuries by 2040 through a multi-faceted approach including education, engineering, and a commitment to a “Safe System”. Nancy led the development of the look and feel of both plans to tie in with the City’s existing branding. She also led the development of all marketing collateral including iconography, social media posts, fact sheets, report templates, engagement flyers, and workshop boards.

CV Link Interpretive Signage*, Coachella Valley, CA: Graphic Design Studio

Lead – CV Link is a 40-mile transportation corridor and recreation pathway in the City of Coachella that provides a safe route to walk, run, bike, or use low-speed electric vehicles such as golf carts. Using the existing branding of the trail, Nancy developed an interpretive sign to help users understand the directional color-coding and which stops are along the way.

*Project prior to joining CRA



Dawn Wilson, PE, TE

HDR Task Manager

INDUSTRY TENURE

32 years

FIRM TENURE

1 year

EDUCATION

MS, Civil Engineering,
University of California, Irvine

BS, Civil Engineering,
University of California, Irvine

REGISTRATIONS

PE - Civil, CA #62562
PE - Traffic, CA #2548

With over 30 years of experience leading complex transportation planning and traffic engineering projects in Southern California, Dawn brings a wealth of expertise and sound project management experience. She served as the Project Manager for the Imperial County LRTP, as Task Order Manager for the City of Lancaster's VMT Mitigation Fee Program, and as the Project Manager for the Cahuilla Band of Indians LRTP. Her work on these projects highlights her ability to tackle key challenges facing transportation agencies, such as VMT mitigation, integrating active transportation projects into regional fee programs, and fostering positive collaboration among multiple agencies. Dawn has worked closely with a diverse range of stakeholders, including community-based organizations, tribes, and business districts in developing plans and programs that reflect the vision for an integrated transportation system in their communities or regions.

CVAG, Update to Transportation Project Prioritization Study and Companion Documents, Coachella Valley, CA. Project Manager. Dawn is responsible for oversight of all aspects of the TPPS and the preparation of the companion documents. She is directly responsible for client communications and coordination with local agencies and stakeholders. HDR was selected to update the current TPPS and companion documents including the Traffic Census Report, the Regional Arterial Cost Estimate (RACE), the Active Transportation Plan (ATP), and the Transportation Uniform Mitigation Fee (TUMF) Nexus Study. The study area for the 2016 TPPS, RACE and TUMF and the 2015 Traffic Census included the incorporated areas of the Coachella Valley, Tribal lands, as well as some unincorporated areas of Riverside County.

City of Eastvale, General Plan Update Circulation Element, Eastvale, CA. Task Manager. Dawn was responsible for preparing the Circulation Element and associated technical studies, mapping, client engagement and outreach. She was a key participant in the development and execution of a robust public outreach and engagement campaign to solicit input from the community and prepared the transportation section for the environmental impact report. The project included a comprehensive update to the General Plan for the City, which was branded "Eastvale 2040." The Updated General Plan was the first that the City of Eastvale built from the ground up since the city incorporated in 2010. As part of the comprehensive update, the project team develop goals, objectives, and policies focused on housing, land use, circulation, sustainability, conservation, and public safety.

Cahuilla Band of Indians Long-Range Transportation Plan, Riverside County, CA. Project Manager. Dawn led overall project management and coordination of a multi-disciplinary team of planners and engineers to address transportation issues on the rural Cahuilla reservation. She oversaw technical analysis, mapping, field assessments, and community engagement. The project involved working with the tribe to assess current transportation conditions, evaluate potential traffic changes from growth areas, and identify improvements. Bi-weekly team meetings ensured the project stayed on track, and the tribe received regular progress updates. The project focused on

infrastructure needs to support planned growth, including conceptual layouts of recommended improvements, preliminary cost estimates, and identification of potential funding sources.

City of Palm Desert, Pedestrian and Bikeway Study and Design (Palm Desert Walk and Roll), Palm Desert, CA. Task Manager. Dawn led the gap analysis for this two-phase project that aimed to identify needs and develop conceptual designs for pedestrian and bicycle improvements in the City of Palm Desert. The gap analysis phase focused on evaluating the existing infrastructure, identifying physical and safety gaps, analysis of consistency with concurrent active transportation planning programs and projects, and developing recommendations. The project involved a detailed GIS analysis of the existing facilities as well as community engagement to determine the need for improvements and the types of improvements that align with the City of Palm Desert's goals and policies. The team used Bang the Table to gather input from the public on perceived and physical issues such as safety concerns, missing or damaged facilities, desired connections and other information. Ultimately, the team provided the client with a plan that provided an integrated multimodal transportation system that balanced the operation of vehicular circulation with enhanced and complete pedestrian and bicycle facilities.

City of El Monte, Valley Boulevard Complete Streets Feasibility Study, El Monte, CA. Project Manager. Dawn led a multidisciplinary team that developed concepts to integrate new bicycle facilities along Valley Boulevard. This fast-paced project required biweekly coordination meetings with City of El Monte staff to update the team. Technical analyses included an operational analysis of intersection reconfigurations, parking assessment to understand impacts of removing parking, and a multimodal analysis. Recommended improvements included Class IV bikeways, new enhanced pedestrian crossings, modifications to parking, and new streetscape and landscape elements. A robust community engagement program was executed that focused on a go to them strategy with a heavy focus on pop-up events, farmer's markets, and coordination with the local business community. The City of El Monte City Council overwhelmingly approved the project.



Mark Hager, PE

Roadway/Highway Design Lead

INDUSTRY TENURE

29 years

FIRM TENURE

16 years

EDUCATION

BS, Civil Engineering, California State Polytechnic University, Pomona

AS, Technology, Community College of the Air Force

REGISTRATIONS

PE - Civil, CA #67659

Mark has extensive experience in the design and management of freeways, expressways, highway arterials, grade separations, and site civil design for Caltrans, Riverside County, and San Bernardino County. He possesses excellent technical and communication skills, both of which are essential for leading projects. Mark also brings a valuable local perspective, enabling him to address issues critical to property and business owners during public meetings. His broad technical expertise and construction background allow him to lead engineering reports, provide meaningful reviews of technical documents across all disciplines, and effectively supervise project delivery teams. With his practical experience in Project Approval and Environmental Documentation (PA&ED), Mark helps eliminate unnecessary improvements, saving both time and money while offering flexibility for future project phases.

RCTC, I-15 Bundy Canyon Road Interchange PSR-PDS and I-15 Wildomar Trail Interchange PSR-PDS, Wildomar, CA. Project Manager. Mark is leading the team during the PSR-PDSs for these interchange modification projects. During this phase, the HDR Team focused on providing appropriate corridor connectivity through the planning of interchange improvements that will serve the local and regional traffic demands in Wildomar. HDR gained consensus with Caltrans and City of Wildomar staff to identify two viable alternatives for each interchange and finalize the traffic engineering performance assessment, alternative analysis, and environmental technical studies to support the preliminary environmental assessment report and PSR-PDS based on the project footprint.

SBCTA, I-215 University Parkway Interchange PA&ED and PS&E, San Bernardino, CA. Project Manager. Mark and his team were able to eliminate build options to a single-build alternative, carrying forward a DDI (the first DDI in Caltrans District 8). This interchange reconfiguration concept was carried through PA&ED as a single-build alternative and immediately into PS&E. SBCTA, in cooperation with Caltrans District 8 and the City of San Bernardino, is proposing to improve the I-215/University Parkway interchange in the City of San Bernardino. The project also addresses active transportation elements consistent with the General Plan to serve bicyclists and pedestrians frequenting California State University, San Bernardino.

SBCTA, I-10 Eastbound TCL PA&ED and PS&E, Yucaipa, CA. Project Engineer. Mark leveraged his corridor knowledge to lead a team in recommending a single-build alternative. This decision alone saved time, effort, and over \$50M of construction capital by avoiding outside widening through Yucaipa and the Wildwood SRRA. HDR completed the PA&ED to extend the TCL from the 16th Street Overcrossing to the County Line Road Interchange for SBCTA, in cooperation with Caltrans District 8 and the City of Yucaipa. This project extends the existing TCL nearly 3 miles through Yucaipa to the San Bernardino/Riverside County Line.

City of Yucaipa, I-10 Wildwood Canyon Road Interchange PID and PA&ED, Yucaipa, CA. Project Manager. Mark led the team in providing viable interchange alternatives while avoiding impacts to a high-volume rest area and surrounding residential community. He also developed a phasing plan

for major improvements to align with the City of Yucaipa's Freeway Corridor Specific Plan. He led the PID Team that prepared alternatives for consideration, provided operational analysis of viable alternatives, and produced a PEAR, PSR, TOAR, and a New Connection Report with required FHWA approval. Upon completion of the PID phase in October 2021, HDR was selected to continue services in the PA&ED phase. The team recently completed the Public Scoping Meeting and community outreach as the initial efforts of the PA&ED process.

City of Lake Elsinore, I-15/SR 74 (Central Avenue) Interchange Improvement PA&ED and PS&E, Lake Elsinore, CA. Project Manager. Mark and his team were responsible for the interchange reconfiguration of SR 74 at I-15. Alternatives were developed for local roadways; freeway interchange alternatives, including a DDI; loop ramps; collector distributor roads; and hook ramp alternatives. Mark's team addressed drainage and utility issues and tie-back wall modifications to resolve local and regional circulation elements while minimizing business district impacts and sensitive environmental impacts in the PA&ED. Perspective on regional traffic transitions to local network connectivity is a primary focus for this interchange project. Immediately following public circulation, Mark led the PDT to a Preferred Alternative selection within 3 weeks and submittal of the Final Environmental Document 5 weeks later. HDR led the effort to finish the PA&ED phase of this project in the business district of Lake Elsinore on the I-15 corridor. This interchange is a convergence point for north-south travel on I-15 through Riverside County and SR 74 is one of the key east-west corridors that connects Riverside and Orange Counties.

City of Lake Elsinore, I-15 Nichols Road Interchange Improvement PSR-PDS and PA&ED, Lake Elsinore, CA. Principal-in-Charge. Mark developed a concept screening matrix to provide the PID Team with a tool to quantitatively evaluate/score the most viable interchange solutions while considering overall impacts to objectively demonstrate which early concepts were the most viable for warranting further study. HDR worked with the City of Lake Elsinore and Caltrans District 8 to complete the PSR-PDS phase of the project, which plans to relieve congestion and improve connectivity in the area by improving traffic operations in the vicinity of I-15 Nichols Road entrance and exit ramps, local road segments, and intersections. In July 2025, we were selected to continue services for the PA&ED phase.



Julian Hernandez, PE

Roadway/Highway Engineer

INDUSTRY TENURE

18 years

FIRM TENURE

9 years

EDUCATION

MBA, California State Polytechnic University, Pomona

BS, Civil Engineering, California State Polytechnic University, Pomona

REGISTRATIONS

PE - Civil, CA #79062

Julian has over 18 years of experience as a Roadway Engineer, working closely with the Caltrans District 8 on Inland Empire projects. He specializes in identifying geometric design solutions that address site constraints while adhering to Caltrans standards. His expertise spans both preliminary and final design on projects for agencies including Caltrans District 8, Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), Riverside County Transportation Department, and the Cities of Lake Elsinore, Chino Hills, Highland, Industry, San Bernardino, Los Angeles, and Yucaipa.

RCTC, I-15 Bundy Canyon Road Interchange PSR-PDS and I-15 Wildomar Trail Interchange PSR-PDS, Wildomar, CA. Roadway Engineer. Julian is responsible for developing conceptual and preliminary geometric design for alternatives for these two interchanges. During this phase, the HDR Team focused on providing appropriate corridor connectivity through the planning of interchange improvements that will serve the local and regional traffic demands in Wildomar. HDR gained consensus with Caltrans and City of Wildomar staff to identify two viable alternatives for each interchange and finalize the traffic engineering performance assessment, alternative analysis, and environmental technical studies to support the preliminary environmental assessment report and PSR-PDS based on the project footprint.

SBCTA, I-215 University Parkway Interchange PA&ED and PS&E, San Bernardino, CA. Roadway Engineer. Julian's responsibilities included preliminary and final engineering design, utility coordination, preparing GADs for the PA&ED phase and plans for the PS&E phase, cost estimates, technical studies, and reports. SBCTA, in cooperation with Caltrans District 8 and the City of San Bernardino, is proposing to improve the I-215/University Parkway Interchange in the City of San Bernardino. The project will reconfigure the existing diamond interchange to a diverging diamond interchange to improve the traffic flows. The project also addresses active transportation elements consistent with the General Plan to serve bicyclists and pedestrians frequenting California State University, San Bernardino. The PA&ED Phase was completed in 2020.

SBCTA, I-10 Eastbound Truck Climbing Lane (TCL) PA&ED and PS&E, Yucaipa, CA. Roadway Engineer. Julian completed the preliminary and final engineering design, including utility coordination, cost estimate, Project Report, DSDD, and other studies and reports. The project will extend the eastbound TCL from 16th Street Overcrossing to County Line Road Interchange, for a distance of nearly 3 miles through the City of Yucaipa up to the San Bernardino and Riverside County Line.

County of Riverside Transportation Department, Ethanac Expressway Project Initiation Document (PID), Riverside County, CA. Roadway Engineer. Julian's responsibilities included preparing horizontal and vertical alignments, striping, grading, ROW definition, and utility coordination for the Ethanac Road segment of the Corridor Development Report. The Ethanac

segment proposes to close a 2-mile gap between Ethanac Road and SR-74. The other segment for this corridor study includes improvements to SR-74 and Nichols Road up to the I-15 interchange. The proposed corridor would provide a new east-west route and connect the Cities of Hemet, San Jacinto, Menifee, Perris, and Lake Elsinore and the unincorporated communities of Winchester, Homeland, Romoland, Good Hope, Meadowbrook, and Warm Springs.

City of Lake Elsinore, I-15 Nichols Road Interchange Improvement PSR-PDS, Lake Elsinore, CA. Roadway Engineer. Julian created the preliminary design concepts for different interchange configurations that the PDT reviewed and screened to study further in the PID phase. The City, in cooperation with Caltrans, is initiating the PID phase of the I-15 Nichols Road Interchange Improvement Project. The City of Lake Elsinore, in cooperation with the California Department of Transportation (Caltrans), is initiating the PSR-PDS phase of the I-15 Nichols Road Interchange Improvement Project. The purpose of the project is to relieve congestion by improving traffic operation and reduce congestion in the vicinity of I-15 Nichols Road on- and off-ramps, local road segments, and intersections. The improvements would also have to accommodate the projected 2050 traffic flow at ramp intersections and the regional transportation system.

City of Yucaipa, I-10/Wildwood Canyon Road Interchange PID and PA&ED, Yucaipa, CA. Engineering Lead. During the PID and PA&ED phases, Julian completed the conceptual and preliminary geometric design for different interchange alternatives, including a diverging diamond interchange, utility coordination, cost estimates, utility coordination, and has supported or worked on the development of technical studies and reports, including the New Connection Report (NCR) for FHWA, the PSR, and the DPR for Caltrans District 8. The project would construct a new interchange on I-10 at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange and the County Line Road Interchange in Yucaipa. Associated improvements include new connecting roadways and/or realignment of existing roadways, overcrossing bridge structures, signage, and expanded utility systems. The project received PID approval from Caltrans District 8 and FHWA in 2021 and is currently in the PA&ED Phase.



Kheang (KT) Tang, PE

ITS/Traffic Engineering Design Lead

INDUSTRY TENURE

13 years

FIRM TENURE

1 year

EDUCATION

BS, Civil Engineering, California State Polytechnic University, Pomona

REGISTRATIONS

PE – Civil, CA #88197

KT has 13 years of combined experience in civil and transportation engineering projects. His professional experience includes planning and design of intelligent transportation systems (ITS), traffic design, traffic signal timing, traffic signal communication systems, roadway and highway design, lighting, signing and striping, bikeway designs, and traffic control plans, with familiarity with numerous cities' standards and design plans. KT has worked on numerous multi-million-dollar projects, including with California Department of Transportation (Caltrans) District 8, Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and many other local agencies.

CVAG, Regional Traffic Signal Synchronization, Coachella Valley, CA. Traffic Engineer. KT was responsible for the project planning, field inventories upgrade, design, implementation, and operations of the Coachella Valley's regional traffic signal system upgrades and signal synchronization improvements. CVAG embarked on the development of a valley-wide traffic signal interconnect master plan and signal synchronization of new and existing signals on the regional arterials. ITS is an integral part of regional efforts to maximize highway and arterial system capacity and improve operational efficiency.

SBCTA, San Bernardino Valley Coordinated Traffic Signal System and Coordination Tiers 3 and 4, San Bernardino County, CA. Traffic Engineer. KT was responsible for designing a wireless network to establish communications between traffic ITS devices and traffic management systems, improve feasible wireless communications technologies as well as review and analyze mapping data and aerial photography and topography to determine the best feasibility of the proposed wireless paths. KT helped coordinate with city staff in continuing the deployment of wireless communication network design for 371 intersections. The intersections belonged to multiple cities that form SBCTA and the wireless network design was tailored to meet the needs and requirements of the individual cities as well as SBCTA.

RCTC, SR- 91/I-15 Freeway Toll Roads Expansion, Orange and Riverside Counties, CA. Traffic Engineer. KT was responsible for designing and integrating a fiber optic communication network across Orange and Riverside Counties, spanning over 14 miles of interstate highway. He worked with a Cisco wide-area network capable of interfacing several different platforms utilizing dual gigabit backbones and redundant routing capabilities, including remote wireless and T-1 links. The project served three new Toll Zone Enforcement buildings along SR-91, six CMS sign locations and 32 CCTV surveillance cameras throughout the project limits. Future build-out included integration of legacy OCTA control systems to transmit secure real-time enforcement video and traffic data to a centralized Command & Control Center in Anaheim, CA.

Los Angeles Department of Transportation (LADOT), Wilshire Boulevard Bus Rapid Transit (BRT), Los Angeles, CA. Traffic Engineer. KT was responsible for preparing the traffic signal modification plans for more than 30 intersections along Wilshire Boulevard, signing and striping plans for the corridor, as well as street lighting design for a half-mile stretch of Wilshire Boulevard. He furnished PS&E involving signing, striping and traffic signal modifications along the Wilshire Boulevard corridors; Western Avenue to San Vicente Boulevard (3.6 miles), and San Vicente Boulevard/Federal Avenue to Barrington Avenue (0.15 miles). Work encompassed 33 signalized intersections along Wilshire Boulevard, over 3.8 miles of signing and striping on a major arterial highway and coordination with LADOT, LABOE and LA Metro for design development.

Los Angeles County Department of Public Works (LACDPW), Avalon Boulevard Traffic Signal Synchronization and Signing/Striping, Los Angeles County, CA. Traffic Engineer. KT prepared traffic signal technical improvements for 31 intersections along an eight-mile stretch of Avalon Boulevard. Scope of services included gathering as-built plans, performing a field review, modifying the traffic signals, upgrading streetlights, and analyzing the best location to install the wireless communicators.

Orange County Transportation Authority (OCTA), I-405 Express Lanes Design-Build, Santa Ana, Costa Mesa, Huntington Beach, CA. Project Lead. KT was responsible for coordinating with the OC405 Partners Joint Venture for the constructability reviews focused on the electrical, ITS, and electronic toll and traffic management systems (ETTM) infrastructure design submittals prepared by the Pacific Infrastructure 405 Designers Joint Venture. KT prepared constructability reviews for lighting concept plan, temporary TMS capacity analysis, temporary TMS performance monitoring plan, temporary RMS/CCTV/TMS details, and several design packages encompassing over 200 design plans. The project consists of converting the existing high-occupancy vehicle (HOV) lane to a tolled express lane and adding two new lanes (one tolled express lane and one general purpose lane) in each direction along I-405 between the 405/605/22 interchange through Orange County to the SR-73 toll road interchange.



Marie Lewis Adams, AICP

Technical Specialist

INDUSTRY TENURE

20 years

FIRM TENURE

3 years

EDUCATION

MCP, City and Regional Planning,
University of Pennsylvania

BA, Geography,
University of California, Los Angeles

REGISTRATIONS

American Institute of Certified
Planners (AICP) - #181750

Marie brings both deep technical understanding of transportation systems and the ability to communicate complex information in straightforward, understandable ways. When analyzing and prioritizing transportation options, she specializes in working with stakeholders to establish key goals, evaluation frameworks, and performance measures that facilitate and simplify the decision-making process. She has recently managed projects which include enhanced bus/bus rapid transit (BRT) planning, rail system and station planning, transportation demand forecasting, origin-destination analysis, and feasibility evaluation. She has also led multiple stakeholder and public engagement efforts and enjoys working collaboratively with people of diverse perspectives to achieve common goals.

CVAG, Update to Transportation Project Prioritization Study and Companion Documents, Coachella Valley, CA. Project Prioritization Lead.

HDR was selected to update the current TPPS and companion documents including the Traffic Census Report, the Regional Arterial Cost Estimate (RACE), the Active Transportation Plan (ATP), and the Transportation Uniform Mitigation Fee (TUMF) Nexus Study. The study area for the 2016 TPPS, RACE and TUMF and the 2015 Traffic Census included the incorporated areas of the Coachella Valley, tribal lands, as well as some unincorporated areas of Riverside County.

Riverside County Transportation Commission (RCTC), Coachella Rail Station Feasibility Study. Project Manager. Marie is currently leading a REAP-funded project to identify a proposed terminus station location for the Coachella Valley Rail project in the city of Coachella. The project includes site analysis and identification, 15 percent design for a station and layover facility, transit-oriented development planning for the surrounding area, and an economic development and housing strategy. Extensive community engagement will help to shape the integrated transportation and land use vision.

RCTC, Coachella Valley - San Geronio Pass Rail Corridor Service Development Plan (SDP), Riverside, San Bernardino, Orange, and Los Angeles Counties, CA. Planner. Marie was responsible for coordinating technical analysis, financial analysis, phasing, and community outreach for environmental clearance. HDR was selected to prepare the SDP for the Coachella Valley-San Geronio Pass Rail Corridor, a 140-mile-long rail corridor between Los Angeles Union Station and the City of Indio. The SDP was developed in two-phases: the first phase involved conducting an AA for the corridor, and the second phase includes development of the SDP following Federal Railroad Administration guidelines as well as a Tier I/Program Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the proposed service.

SBCTA, Long Range Multimodal Transportation Plan, San Bernardino County, CA. Project Manager. Marie is in the final stages of leading the LRMTTP which will provide a comprehensive, multimodal transportation vision for San Bernardino County through 2045. She is responsible for overall project direction, team coordination, and facilitating stakeholder meetings. HDR coordinates participation with 25 local jurisdictions, 5 transit operators,

California Department of Transportation (Caltrans), Metrolink, SCAG, and representatives of other diverse interests. Key elements of the planning process include engagement, visioning, performance measures, scenario planning, multimodal integration, and funding recommendations.

SCAG/SBCTA, Integrated Transit and Land Use Planning for Foothill Boulevard/5th Street Bus Rapid Transit, San Bernardino, CA. Project Manager. Marie was responsible for technical direction, management of staff and subcontractors, and management of the schedule and budget. She also led operations analysis, stop placement analysis, service planning, and developed recommendations for BRT attributes. The project involved assessing feasibility for BRT-type service along a key east-west corridor in the San Bernardino area, including associated land use and transit demand forecasting.

City of Pico Rivera, Rosemead-Lakewood Boulevard Complete Corridor Vision Plan, Pico Rivera, CA. Deputy Project Manager. Marie assessed the feasibility of enhancing bus service along Lakewood/Rosemead Boulevard from Long Beach to Pico Rivera. This effort included existing conditions analysis, development of transit service alternatives from enhanced local service to full BRT, and ridership forecasting using FTA-compliant processes. The project includes the preparation of a feasibility analysis for a potential BRT route on the 26-mile Rosemead/Lakewood Boulevard corridor.

Orange County Transportation Agency (OCTA), South Orange County Multimodal Transportation Study (SOCMTS), Orange County, CA. Planner. Marie led the compilation of visioning, planning, modeling, and cost estimating process into a Locally Preferred Strategy for the South Orange County region. She also managed the development of the project's Final Report and Executive Summary. The project defines a vision for transportation system in South Orange County that moves beyond highway expansion to an integrated multimodal network.

OCTA, South Orange County Rail Station Feasibility Study, Orange County, CA. Project Manager. Marie led a study to assess the feasibility of a potential new Metrolink rail station in South Orange County. The study includes developing a Purpose and Need statement, rail operational analysis, ridership estimation, performance metrics, and stakeholder engagement. It is being developed in consultation with Metrolink and cities located within the study area.



Jessica Harleaux

Senior Project Manager



Education

Master of Urban Planning,
Social & Community
Planning Concentration,
University of Southern
California, 2015

Bachelor of Arts, Psychology,
Sociology Minor, University
of Baltimore, 2009

Years with Arellano Associates

5

Years of Experience

21

Affiliations

- Governor's Office of Land Use and Climate Innovation – Visioning and Community Engagement Advisory Group Member
- USC Trojan Women's Network, *Chair Emeritus*

Areas of Expertise

- Justice, Equity, Diversity & Inclusion (JEDI)
- Local & Regional Planning
- CBO Strategy
- Multilingual – Spanish, Romanian

Professional Summary

With 20 years of professional experience in the fields of real estate, housing, community development, and planning, Jessica Harleaux has worked with clients on a wide variety of projects throughout Southern California. She has a diverse background focused on public policy, urban planning, civic engagement, and community development in international and domestic settings, working alongside both small jurisdictions and regional agencies. Jessica specializes in strategic partnerships and equitable engagement. Jessica has an extensive background working with a range of CBOs and continues to provide her expertise on projects to create strategic and effective engagement strategies that reach historically underrepresented communities. Additionally, Jessica continues to build this expertise by working with agencies to implement CBO partnerships for multiple projects and by contributing to multijurisdictional projects. Jessica is a leader of Arellano Associates' Justice, Equity, Diversity, and Inclusion (JEDI) team, leading internal company-wide trainings and serves as an equity advisor to any projects in need of support. As a Project Manager, she demonstrates expertise in client relations, budget management, and strategy development. Jessica has moderate proficiencies in Romanian and Spanish, allowing her to effectively communicate with the diverse communities throughout southern California.

Project Experience

Riverside County Transportation Commission (RCTC), City of Coachella Rail Station Feasibility Study, Coachella, CA

(Sept. 2024 – Present)

As Principal in Charge, Jessica directs client and team relations, working closely with HDR to review budget forecasts and the overall engagement strategy, while providing senior guidance to the Outreach Project Manager to advance day-to-day implementation. She leads recurring technical and consultant meetings to review staffing plans, content needs, and outreach milestones. Jessica manages logistics for high-visibility public workshops and community events, ensuring seamless setup, travel coordination, and on-site support. She oversees development and quality control of TAC sessions, workshop boards, business-canvassing materials, augmented-reality tool reviews, and pop-up documentation.

Los Angeles County Metropolitan Transportation Authority (Metro) I-405 Multimodal Corridor Plan, Los Angeles, CA

(Jan. 2021 – Dec. 2022)

The I-405 freeway experiences the greatest hours of delay of all the corridors in the State of California, and services major origins and destinations, among them Los Angeles International Airport and the San Pedro Bay Ports. The I-405 Comprehensive Multimodal Corridor Plan (CMCP) will provide a guiding vision to reduce congestion and increase multimodal transportation accessibility along the I-405 Corridor. As Project Manager, Jessica oversaw the engagement process including the implementation of inclusive outreach to equity

J. Harleaux | Page 1



focused communities, virtual advisory committee meetings, public workshops, and oversight of a virtual commenting tool.

Coachella Valley Association of Governments (CVAG), Arts & Music Line, Coachella Valley, CA

(Jan. 2024 – Present)

CVAG is developing the Arts and Music Line (AML), a nearly nine-mile network of protected bike lanes along Avenue 48, Van Buren Street, and Dillon Road, with safety upgrades such as lighting, signage, signals, and paving. Arellano leads a public outreach campaign that promotes bike-riding and safety education. Jessica is overseeing the strategic vision for outreach and engagement including the development of project branding, the composition of a Stakeholder Advisory Group, and the creation of educational materials that provide information on bike safety and encouragement. Jessica is guiding her team in the planning and implementing of 22 pop-up events, 10 community workshops, and 2 community challenges. She is leading her team in collaborating with organizers of the Coachella Music Festival and regional hotel operators to establish a program that encourages biking to the festival. She is also establishing partnerships with CBOs who will be compensated to expand outreach efforts and to teach community members bike repair skills and how to establish a community-operated bike kitchen.

CVAG, CV Link Mecca/North Shore Extension Project, Coachella Valley, CA *(May 2025 – Present)*

Arellano is leading an equity-centered outreach program to gather input from residents, stakeholders, and historically underrepresented communities through targeted grassroots and innovative engagement tools. Jessica directs an engagement strategy centered on Tribal collaboration with the Torres Martinez Tribe, guiding a listening session and supporting the Tribal Liaison to advance community participation in Stakeholder Working Group and focus meetings. She leads coordination with CVAG, Burke Rix, CBOs, and key stakeholder groups, managing SWG and PDT meeting preparation, logistics, and follow-up communications. Jessica oversees development and quality control of fact sheets, FAQs, event toolkits, maps, and Social Pinpoint content, and leads planning for public workshops and listening sessions. She also manages staffing and weekly task plans while shaping placemaking maps, outreach approaches, and contingency planning across engagement phases.

CVAG, Regional Vehicle Miles Traveled Study (VMT), Coachella Valley, CA *(Dec. 2024 – Present)*

Jessica leads an equity-driven outreach program in close collaboration with CVAG, Kimley-Horn, and Tribal partners, ensuring communities have clear access to information, engagement tools, and meaningful opportunities to participate. She advances trust-building with Tribal groups while directing key deliverables, including radio and television ads, digital feedback tools, and onboarding of CBO partners. Jessica guides the formation of a robust Technical Advisory Committee by identifying ambassadors who elevate outreach visibility and community involvement. She aligns strategies across recurring technical and consultant meetings, overseeing database coordination, weekly task plans, schedule forecasting, and reporting. She manages multi-round development and QC of outreach materials and leads logistics for pop-ups, briefings, and workshops. Jessica also directs technical refinement of survey takeaway documents and digital tools to strengthen clarity and accessibility.

CVAG, CV Link Community Connectors (CVLCC), Coachella Valley, CA *(Dec. 2024 – Present)*

Jessica leads outreach strategy, communications with key stakeholder groups, and guidance for all public-facing engagement activities. She works alongside CRA and CVAG to develop and implement in-person workshops, interactive digital mapping tools, and a CBO partnership program with three organizations canvassing in historically underrepresented communities. Jessica coordinates recurring project-team and consultant meetings to align budget forecasts and strategy updates, while overseeing work plans, staffing, and weekly engagement schedules. She leads creation and refinement of briefing materials and presentation assets for pop-ups, workshops, school district meetings, and agency briefings. Jessica also reviews outreach reports and stakeholder feedback to shape multi-phase engagement.

J. Harleaux | Page 2



Jennifer Velazquez

Senior Project Coordinator



Education

Master of Urban & Regional Planning, University of California, Irvine, 2021

Bachelor of Arts, Urban Studies, University of California, Irvine, 2018

Years with Arellano Associates

5

Years of Experience

6

Areas of Expertise

- Public Outreach & Public Speaking
- Online Survey Development & Engagement Tools
- Creative Material Development
- CBO Partnerships
- Virtual Public Meeting Administrator
- Event Planning & Coordination
- Bilingual – Spanish

Professional Summary

Jennifer Velazquez is a dynamic Senior Project Coordinator who works on a variety of public planning, housing, and transportation related projects. Jennifer provides support for a wide range of public outreach services which include marketing, social media organization, collateral materials and message development, public event planning, coordination and implementation, stakeholder analysis, documentation of outreach activities, and virtual meeting administration and facilitation. She is experienced in utilizing technology tools and social media outlets to fulfill outreach plans and maximize public engagement and participation. Jennifer is experienced in strategically partnering with community-based organizations (CBOs) to serve as community experts on various projects and implement outreach tactics that are equitable and reach marginalized groups. She is committed to fulfilling her passion about environmental justice issues and building a bridge between communities and municipalities. Jennifer is bilingual, allowing her to communicate with Spanish speaking communities and draft bilingual public outreach materials and surveys. Jennifer is proficient in Google Suite, Microsoft Office Suite, Adobe Creative Suite, ArcGIS, Constant Contact, and digital engagement platforms such as Miro Board, Survey Monkey, Typeform, and Mentimeter.

Project Experience

Coachella Valley Association of Governments (CVAG) CV Link Community Connectors (CVLCC), Coachella Valley, CA

(Dec. 2024 – Present)

The CV Link Community Connectors Project identifies routes that connect rural neighborhoods to key destinations such as schools, parks, and community centers along the CV link. As Deputy Project Manager, Jennifer oversees the overall outreach strategy and provides strategic direction on engagement implementation. She identified and provided direction on targeted locations across the Coachella Valley to host six pop-up style workshops, ensuring geographic distribution and broad community representation. Jennifer has led the onboarding, administrative coordination, and ongoing communication with two BOs engaged through paid partnerships across multiple project rounds. She developed partnership agreements and coordinated documentation of completed outreach activities to ensure completion. In addition, Jennifer has moderated three agency meetings and presented outreach updates during a virtual public workshop attended by approximately 30 participants. She also developed the content for two Social Pinpoint interactive bilingual mapping activities to collect community input. All outreach materials and engagement tools have been produced in English and Spanish to maximize accessibility.

Riverside County Transportation Commission, City of Coachella Rail Station Feasibility Study, Coachella, CA *(Sept. 2024 – Present)*

J. Velazquez | Page 1



The City of Coachella is conducting the Coachella Rail Station Feasibility Study. The Study will identify a potential location for a new rail station along the future Coachella Valley Rail route and develop land use and connectivity plans for the surrounding area. Jennifer provides oversight of the Stakeholder Engagement Plan and the implementation of all the outreach notification tactics which include bilingual eblasts, social media posts, and outreach toolkits.

CVAG, Regional Vehicle Miles Traveled Study (VMT), Coachella Valley, CA *(Dec. 2024 – Present)*

The CVAG VMT Study develops consistent regional strategies to measure, reduce, and integrate VMT into transportation planning across the Coachella Valley. As Project Manager, Jennifer led the Stakeholder Engagement Plan and implemented a robust outreach program focused on historically marginalized communities and tribes, including 10 pop-up events, two statistically valid bilingual surveys (757 responses), and an interactive mapping activity (106 responses). She also onboarded and managed two CBOs, coordinated a multilingual advertising campaign, and supported targeted distribution of 10,080 bilingual mailers to expand participation and awareness.

Coachella Valley Association of Governments (CVAG), Arts & Music Line (AML), Coachella Valley, CA *(Jan. 2024 – Present)*

Arellano's role in this effort will be to lead a robust public outreach campaign that focuses on education and encouragement activities that increase interest in bicycling among residents and visitors. As Senior Project Coordinator, Jennifer has led and will continue to lead the coordination and facilitation of Stakeholder Advisory Group (SAG) meetings. To-date, she has developed outreach presentation slides, led communications with SAG members, and facilitated two meetings. Additionally, Jennifer supported the strategy development and planning for a community bike month, a month consisting of multiple initiatives and events around bike safety and encouragement. She also developed the storyboard for a bike safety educational video and will coordinate directly with the video lead to produce the final video. She will continue to oversee junior team members in identifying and coordinating pop-up events, refreshing and updating collateral for future events, and supporting planning and preparation for future Bike Month campaigns.

Los Angeles County Metropolitan Transportation Authority (Metro), I-405 Comprehensive Multi-Modal Corridor Plan, Los Angeles County, CA *(Feb. 2021 – Dec. 2022)*

The I-405 freeway experiences the greatest hours of delay of all the corridors in the State of California, and services major origins and destinations, among them Los Angeles International Airport and the San Pedro Bay Ports. The I-405 Comprehensive Multimodal Corridor Plan (CMCP) will provide a guiding vision to reduce congestion and increase multimodal transportation accessibility along the I-405 Corridor. Jennifer developed notification material such as agendas, invitations, and post meeting reports for the Advisory Committee Meetings, public meetings, and focus groups which involved CBO's and transportation agencies. She provided online engagement tool support through the whiteboard platform, Miro Board, to ensure interactive and meaningful meeting discussions.

City of Los Angeles Department of Transportation (LADOT), Olympics Corridors Project, Los Angeles, CA *(Aug. 2025 – Sept. 2025)*

LADOT is advancing the planning and design of active transportation and safety improvements across eight key corridors totaling more than 27 miles in preparation for the 2028 Olympic and Paralympic Games. In alignment with Healthy Streets LA, the project introduces new bike and bus lanes, upgraded crossings, and pedestrian-focused enhancements to ensure long-term mobility and accessibility. As Senior Project Coordinator, Jennifer provided targeted support for the Venice East corridor, leading the development of outreach collateral including fact sheet and flyer copy and coordinating with the design team to produce final materials aligned with project branding and messaging.

Acknowledgment of Addendum



**REQUEST FOR PROPOSALS
FOR
PROFESSIONAL SERVICES
FOR
THE COACHELLA VALLEY MULTIMODAL CORRIDOR PLAN**

ADDENDUM

Addendum Date: March 12, 2026

Purpose: This addendum supplements, amends, and takes precedence over the original Request for Proposals (RFP) and shall be considered when preparing proposals and shall become part of the Contract documents. Offerors shall review the Addendum work and requirements in detail and incorporate any effects the Addendum may have into their scope of services and cost proposal.

Note: All requirements of the RFP documents remain unchanged except as cited herein.

Questions & Requests:

The following are responses to the questions received by the Coachella Valley Association of Governments (CVAG) as of the deadline for receiving questions by 2:00 p.m. on March 10, 2026.

1. **Question:** May we request an extension of the due date?

Response: *No, the deadline for receiving proposals remains no later than 2:00 p.m. on March 24, 2026.*

2. **Question:** Are 11x17 pages acceptable? If so, will they be counted as one page or two?

Response: *Yes, 11X17 pages are acceptable and count as 1 page.*

3. **Question:** Under B. Content and Format of Technical Proposal - 3. Proposed Staffing and Project Organization you state, "This section of the proposal should establish the method that will be used by the Consultant to manage the Project as well as identify key personnel and sub-consultants assigned". Do you want our project management process included or is this just to identify the project manager?

Response: Yes, you can summarize here and more specifically refer to Section V. Scope of Work subsection B. Project Management which specifies the Consultant's responsibilities related to project management. Also refer to Section V. Scope of Work subsection G. Scope of Work/Project Tasks – Summary of Project Tasks – Task 1. Project Management provides the project management scope to be proposed.

4. **Question:** Who do we address the letter to?

Response: Section III.B. Content and Format of Technical Proposal under 1. Cover Letter specifies what is required for the cover letter including the name and title to whom it shall be addressed: Jonathan Hoy, PE, Director of Transportation.

5. **Question:** Does your agency have a local preference policy?

Response: No.

6. **Question:** What is the budget for this project?

Response: \$700,000.

7. **Question:** What is the schedule for this project?

Response: In accordance with the STPG grant agreement schedule, project shall be completed by December 2027.

8. **Question:** Under B Evaluation, Number 4 Proposed Fee you state that the fee is 20% of the scoring. Is this accurate even with a sealed fee?

Response: Yes, Fee Proposal is being scored along with the Technical Proposal using the percentages specified in the RFP.

9. **Question:** Please confirm that the items requested under B. Content and Format of Technical Proposal 3. Proposed Staffing and Project Organization in the first three bullets can be merged/included in the half page resumes that we are providing.

Response: Yes, that is acceptable. Also note as specified in Section III.B. Content and Format of Technical Proposal item 5. Appendices third bullet, Proposers to submit resumes of all key personnel/support staff that will produce work products for the Services.

Section III.B. Content and Format of Technical Proposal also indicates the Cover Page, Cover Letter, Appendices, and page separators will not count toward the page limit.

The deadline to receive proposals remains no later than 2:00 p.m. on Marcy 24, 2026.

Continued on the next page.

Acknowledgement: Offerors must acknowledge receipt of this Addendum by signing in the space provided below. This signed Addendum shall be included in the appendices section of the Technical Proposal.

Authorized
Signature:



Date: March 16, 2026

Company: CR Associates

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WORLD



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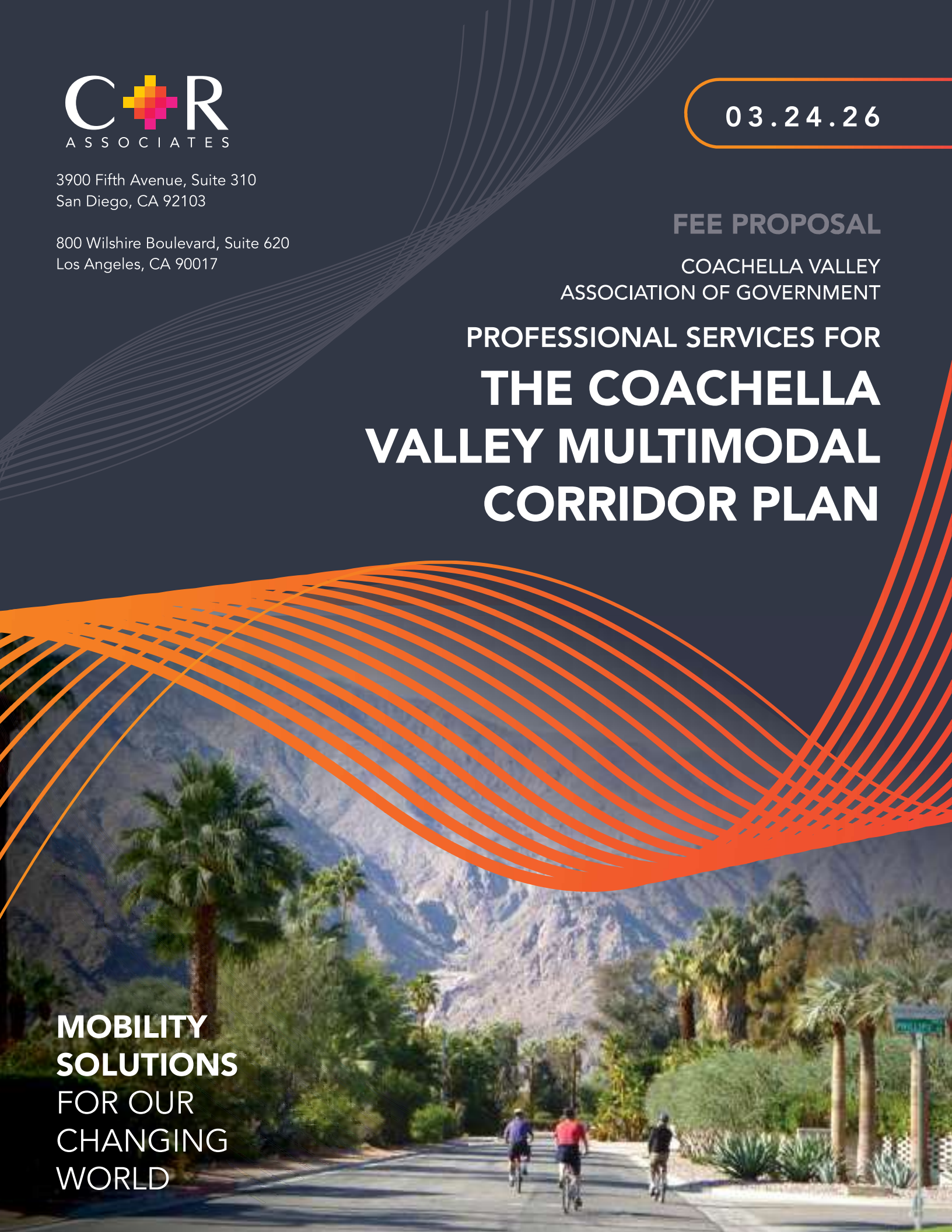
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FEE PROPOSAL

COACHELLA VALLEY
ASSOCIATION OF GOVERNMENT

PROFESSIONAL SERVICES FOR
**THE COACHELLA
VALLEY MULTIMODAL
CORRIDOR PLAN**

**MOBILITY
SOLUTIONS
FOR OUR
CHANGING
WORLD**



Fee Proposal

TOTAL BY TASK

**Coachella Valley Association of Governments
The Coachella Valley Multimodal Corridor Plan
The CRA Team Fee Proposal**

No.	Task Description	CRA	HDR	AA	Total by Task
Task 1	Project Management	\$ 53,480	\$ 20,847	\$ 7,244	\$ 81,571
Task 2	Existing Conditions	\$ 52,470	\$ 5,380	\$ -	\$ 57,850
Task 3	Evaluation Framework and Prioritization Criteria	\$ 240,620	\$ 80,886	\$ -	\$ 321,506
Task 4	Outreach and Engagement	\$ 33,420	\$ -	\$ 76,930	\$ 110,350
Task 5	Plan Development	\$ 56,300	\$ -	\$ 4,955	\$ 61,255
Task 6	Draft and Final Plan	\$ 43,360	\$ -	\$ -	\$ 43,360
Task 7	Adoption of Final Plan	\$ 9,200	\$ -	\$ -	\$ 9,200
	CRA Subtotal	\$ 488,850	\$ 107,113	\$ 89,129	\$ 685,092
	Direct Expenses	\$ 3,600	\$ -	\$ 10,920	\$ 14,520
	Total	\$ 492,450	\$ 107,113	\$ 100,049	\$ 699,612

CR ASSOCIATES' TOTAL

Coachella Valley Association of Governments
The Coachella Valley Multimodal Corridor Plan
Fee Proposal - CRA

No.	Task Description	Project Manager & Principal-in-Charge		Deputy Project Manager / Associate III - Planning		Associate Principal		Associate III - Planning		Senior Planner I		Planner III		Planner III		Planner I		Senior Associate III - Traffic Ops		Engineer III - Traffic Ops		Principal - Design		Senior Engineer - Design		Engineer I - Design		Communication Specialist		Intern		Senior Project Accountant		CRA Labor Cost					
		Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost						
		100	\$ 35,500	61	\$ 13,420			2	\$ 440	2	\$ 380																												
1.1	Project Management	4	\$ 1,420	4	\$ 880			2	\$ 440	2	\$ 380																												
1.2	Project Kick-Off Meeting	76	\$ 26,980	57	\$ 12,540																																		
1.3	Monthly Progress Meetings	20	\$ 7,100																																				
1.3	Monthly Invoice and Progress Report	10	\$ 3,550	10	\$ 2,200			44	\$ 9,680	60	\$ 11,400	24	\$ 3,840			84	\$ 12,180	4	\$ 1,180	24	\$ 4,440																		
2.1	Review of Relevant Planning and Policy Documents	2	\$ 710	2	\$ 440			4	\$ 880	8	\$ 1,520					20	\$ 2,900			2	\$ 370																		
2.2	Study Area Identification	2	\$ 710	2	\$ 440			8	\$ 1,760							40	\$ 5,800			20	\$ 3,700																		
2.3	Data Collection and Analysis	4	\$ 1,420					16	\$ 3,520	40	\$ 7,600					24	\$ 3,480			7	\$ 370																		
2.4	Prepare an Existing Conditions Technical Memo	60	\$ 21,300	134	\$ 29,480	38	\$ 10,680	140	\$ 30,800	112	\$ 21,280	60	\$ 9,600	100	\$ 16,000	60	\$ 8,700	48	\$ 14,160	64	\$ 11,840	88	\$ 28,600	104	\$ 23,960	68	\$ 9,860	40	\$ 6,000										
3.1	Evaluation Framework and Prioritization Criteria	48	\$ 17,040	110	\$ 24,200	10	\$ 2,800	60	\$ 13,200	80	\$ 15,200			100	\$ 16,000			40	\$ 11,800	48	\$ 6,880	80	\$ 23,000	48	\$ 10,320	20	\$ 2,800	40	\$ 6,000										
3.2	Funding Strategies	2	\$ 710	8	\$ 1,760	20	\$ 5,600																																
3.3	Prioritization Process	10	\$ 3,550	16	\$ 3,520	8	\$ 2,240	80	\$ 17,600	32	\$ 6,880	60	\$ 9,600			60	\$ 8,700			16	\$ 2,960	16	\$ 3,440																
4.1	Outreach and Engagement	28	\$ 9,940	48	\$ 10,560	2	\$ 560	14	\$ 3,080	8	\$ 1,520																												
4.1	Develop an Outreach and Engagement Strategy	2	\$ 710																																				
4.2	Coordinate with key agency stakeholders	24	\$ 8,520	24	\$ 5,280	2	\$ 560	12	\$ 2,640	6	\$ 1,140																												
4.3	Project Webpage and Social Media Messaging			4	\$ 880																																		
4.4	Fact Sheet and Flyers			2	\$ 440																																		
4.5	Survey Questionnaire	2	\$ 710	2	\$ 440			2	\$ 440	2	\$ 380																												
4.6	Community Events			16	\$ 3,520																																		
5.1	Plan Development	12	\$ 4,260	48	\$ 10,560	4	\$ 1,120	24	\$ 5,280	80	\$ 15,200			40	\$ 6,400	40	\$ 5,800			8	\$ 1,480	8	\$ 2,600																
5.1	Plan Charter Submittals	12	\$ 4,260	48	\$ 10,560	4	\$ 1,120	24	\$ 5,280	80	\$ 15,200			40	\$ 6,400	40	\$ 5,800			8	\$ 1,480	8	\$ 2,600																
6.1	Draft and Final Plan	16	\$ 5,680	40	\$ 8,800			20	\$ 4,400	16	\$ 3,040			44	\$ 7,040																								
6.1	Draft Coachella Valley Multimodal Corridor Plan	6	\$ 2,130	16	\$ 3,520			8	\$ 1,760	8	\$ 1,520			32	\$ 5,120																								
6.2	Final Coachella Valley Multimodal Corridor Plan	10	\$ 3,550	24	\$ 5,280			12	\$ 2,640	8	\$ 1,520			12	\$ 1,920																								
7.1	Decision-Maker Hearings	16	\$ 5,680	16	\$ 3,520																																		
7.1	Decision-Maker Hearings	242	\$ 85,910	357	\$ 78,540	44	\$ 12,320	244	\$ 55,680	278	\$ 52,820	84	\$ 13,440	184	\$ 29,440	194	\$ 26,680	58	\$ 17,110	100	\$ 18,500	102	\$ 35,150	104	\$ 22,360	68	\$ 9,860	182	\$ 27,900	40	\$ 4,000	22	\$ 3,740	182	\$ 48,890				
	Direct Cost Expenses																																						
	Travel																																						
	Traffic Counts																																						
	Direct Cost Subtotal																																						
	CRA Total including ODCs																																						

HDR'S TOTAL

Coachella Valley Association of Governments
The Coachella Valley Multimodal Corridor Plan
Fee Proposal - HDR

No.	Task Description	Principal-in-Charge		Project Manager		Task Lead		Task Lead		Senior Task Lead		Senior Engineer		Engineer II		Engineer I		Project Accountant		HDR Labor Cost	
		Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost
		4	\$ 1,741		\$ 388.07		\$ 284.16		\$ 386.69		\$ 440.31		\$ 547.44		\$ 763.42		\$ 1,171.18		\$ 143.68		\$ -
Task 1	Project Management																				
1.1	Project Kick-Off Meeting	4	\$ 1,552	20	\$ 7,761		\$ -	18	\$ 5,160	18	\$ 7,926		\$ -		\$ -		\$ -		\$ -		\$ -
1.2	Monthly Progress Meetings	16	\$ 6,209	16	\$ 6,209		\$ -	16	\$ 4,987	16	\$ 7,045		\$ -		\$ -		\$ -		\$ -		\$ -
1.3	Monthly Invoice and Progress Report																				
Task 2	Existing Conditions	4	\$ 1,552	4	\$ 1,552		\$ -	6	\$ 1,720		\$ -		\$ -	8	\$ 2,107		\$ -		\$ -	18	\$ 5,380
2.1	Review of Relevant Planning and Policy Documents																				
2.2	Study Area Identification																				
2.3	Data Collection and Analysis	4	\$ 1,552	4	\$ 1,552		\$ -	6	\$ 1,720		\$ -		\$ -	8	\$ 2,107		\$ -		\$ -	18	\$ 5,380
2.4	Prepare an Existing Conditions Technical Memo																				
Task 3	Evaluation Framework and Prioritization Criteria	4	\$ 1,741	12	\$ 4,657	16	\$ 4,227	34	\$ 9,748	40	\$ 17,612	20	\$ 6,949	92	\$ 24,234	100	\$ 11,718		\$ -	318	\$ 80,886
3.1	Evaluation Framework and Solutions Development	4	\$ 1,741	8	\$ 3,105	12	\$ 3,170	34	\$ 9,748	32	\$ 14,050	20	\$ 6,949	92	\$ 24,234	100	\$ 11,718		\$ -	302	\$ 74,755
3.2	Pending Strategies			4	\$ 1,552	4	\$ 1,957		\$ -	8	\$ 3,522		\$ -		\$ -		\$ -		\$ -	16	\$ 6,131
3.3	Prioritization Process																				
Task 4	Outreach and Engagement																				
4.1	Develop an Outreach and Engagement Strategy																				
4.2	Coordination with low agency stakeholders																				
4.3	Project Website and Social Media Messaging																				
4.4	Fact Sheet and Flyers																				
4.5	Survey Questionnaire																				
4.6	Community Events																				
Task 5	Plan Development																				
5.1	Plan Chapter Submittals																				
Task 6	Draft and Final Plan																				
6.1	Draft Coachella Valley Multimodal Corridor Plan																				
6.2	Final Coachella Valley Multimodal Corridor Plan																				
Task 7	Adoption of Final Plan																				
7.1	Decision-Maker Hearings																				
	Labor Subtotal	4	\$ 1,741	36	\$ 13,971	16	\$ 4,227	58	\$ 16,628	58	\$ 25,538	20	\$ 6,949	100	\$ 26,942	100	\$ 11,718	0	\$ -	392	\$ 107,113
	Direct Cost Expenses																				
	N/A																				
	N/A																				
	Direct Cost Subtotal																				
	HDR Total including ODCs																				

ARELLANO ASSOCIATES' TOTAL

Coachella Valley Association of Governments
The Coachella Valley Multimodal Corridor Plan
Fee Proposal - AA

No.	Task Description	Principal-in-Charge		Project Manager		Creative Lead		Project Coordinator		Assistant Project Coordinator		Senior Tech Coordinator		AA Labor Cost	
		Jessica Herbeaux	Jennifer Velazquez	Kyle Santiago	Georgie Salco	Daniella Perez	Staff Name								
		Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost	Hrs.	Cost		
		\$211.15		\$188.57		\$155.72		\$100.29		\$88.62		\$110.85			
Task 1	Project Management	11	\$ 2,323	29	\$ 4,019	-	\$ -	9	\$ 903	-	\$ -	-	\$ -	49	\$ 7,244
1.1	Project Kick-off Meeting	1	\$ 211	2	\$ 777	-	\$ -	-	\$ -	-	\$ -	-	\$ -	3	\$ 488
1.2	Monthly Progress Meetings	10	\$ 2,112	27	\$ 3,741	-	\$ -	9	\$ 903	-	\$ -	-	\$ -	46	\$ 6,751
1.3	Monthly Invoice and Progress Report	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Task 2	Existing Conditions	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
2.1	Review of Relevant Planning and Policy Documents	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
2.2	Study Area Identification	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
2.3	Data Collection and Analysis	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
2.4	Prepare an Existing Conditions Technical Memo	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Task 3	Develop Alternatives and Solutions Criteria	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
3.1	Establish Process and Solutions Development	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
3.2	Finalize Strategies	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
3.3	Prioritization Process	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Task 4	Outreach and Engagement	22	\$ 4,645	186	\$ 18,846	24	\$ 3,797	236	\$ 23,668	318	\$ 21,821	38	\$ 4,212	774	\$ 76,890
4.1	Develop an Outreach and Engagement Strategy	6	\$ 1,267	18	\$ 2,694	-	\$ -	10	\$ 1,003	-	\$ -	-	\$ -	34	\$ 4,764
4.2	Coordination with Key Agency Stakeholders	6	\$ 1,267	35	\$ 4,850	-	\$ -	31	\$ 3,109	70	\$ 4,803	-	\$ -	142	\$ 14,029
4.3	Project Website and Social Media Messaging	-	\$ -	25	\$ 3,464	12	\$ 1,869	50	\$ 5,015	100	\$ 6,862	26	\$ 2,882	213	\$ 20,091
4.4	Fact Sheet and Flyers	4	\$ 845	12	\$ 1,663	12	\$ 1,869	25	\$ 2,507	50	\$ 3,431	-	\$ -	103	\$ 10,314
4.5	Survey Questionnaire	3	\$ 633	9	\$ 1,247	-	\$ -	18	\$ 1,805	-	\$ -	17	\$ 1,330	42	\$ 5,016
4.6	Community Events	3	\$ 633	37	\$ 5,127	-	\$ -	107	\$ 10,230	98	\$ 6,725	-	\$ -	240	\$ 22,715
Task 5	Plan Development	2	\$ 422	7	\$ 970	-	\$ -	15	\$ 1,504	30	\$ 2,059	-	\$ -	54	\$ 4,955
5.1	Plan Chapter Submittals	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
5.2	Final Chapter Submittals	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
5.3	Draft Coachella Valley Multimodal Corridor Plan	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
5.4	Final Coachella Valley Multimodal Corridor Plan	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Task 6	Draft and Final Plan	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
6.1	Draft Coachella Valley Multimodal Corridor Plan	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
6.2	Final Coachella Valley Multimodal Corridor Plan	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Task 7	Adoption of Final Plan	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
7.1	Decision-Maker Hearings	35	\$ 7,390	172	\$ 23,834	24	\$ 3,797	260	\$ 26,075	348	\$ 23,880	38	\$ 4,212	877	\$ 89,129
Direct Cost Expenses															
	Business Printing (4 pop-ups)														\$ 1,100
	Interpretation Translation														\$ 7,000
	Direct Supplies, Prints, and Refreshments														\$ 5,000
	Other Compensation (Up to one month)														\$ 1,000
	Travel														\$ 500
	Digital Engagement Tools														\$ 1,500
	SMMS/Conference														\$ 1,500
Direct Cost Subtotal															\$ 100,049
AA Total Including ODCs															\$ 100,049

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ITEM 6D

Coachella Valley Association of Governments
Executive Committee
June 1, 2026



STAFF REPORT

Subject: Request from Twenty-Nine Palms Band of Mission Indians to Amend the CVAG Joint Powers Agreement

Contact: Erica Felci, Deputy Executive Director (efelci@cvag.org)

Recommendation: Direct the Executive Director to 1.) circulate an Amendment to the Third Amendment and Restatement of the Joint Powers Agreement that revises Section 2.4.3 and the alternate representation on the Executive Committee, contingent on the Amendment receiving 100 percent approval of CVAG’s membership; and 2.) implement a By-Laws update related to the officer rotation upon the Amendment’s full adoption

Background: At its April 27, 2026 meeting, CVAG’s Executive Committee reviewed a request from Twenty-Nine Palms Band of Mission Indians Chair Darrell Mike to amend CVAG’s Joint Powers Agreement (JPA) in order to revise the alternates who can represent a member jurisdiction at the Executive Committee. The request is to amend the JPA to allow Tribal staff, specifically Chief Executive Officer George Nicholas Jr, to serve as the Tribe’s representative on the Executive Committee. CVAG staff previously provided a number of options for potential JPA revisions, and was directed to come return with language that was more specific to Tribal Nations.

Since CVAG’s inception, JPA member jurisdictions agreed that the Executive Committee would be made up of the mayors of the member jurisdictions or their alternate/designee, so long as they are sitting elected members of the city. All five Riverside County Supervisors were also made members of the Executive Committee. The Third Restatement of the JPA, authorized in 2018, expanded that to include “the Tribal Chair from each Indian Tribe” and noted that “any Indian Tribal Council may appoint one of its current council members in place of the Tribal Chair.”

The Tribe has been a CVAG member since 2021. CVAG’s attendance records show that no one from the Tribe has ever attended the annual General Assembly meeting. Chair Mike attended the Executive Committee meeting in April 2022, which was a Zoom meeting he joined mid-way through the agenda, and also attended the April 2026 meeting. Prior to CVAG receiving correspondence from the Tribe, Mr. Nicholas had requested that he represent the Tribe for the Executive Committee meetings in October 2025 and December 2025 – both times when the Executive Committee had sensitive discussions related to litigation exposure in closed sessions.

The Tribe’s request focuses on Section 2.4.3 of the JPA, which specifies the alternates on CVAG’s Executive Committee:

2.4.3 Each participating member on the Executive Committee shall also have an alternate, who must also be a current member of the legislative body of the party such alternate represents, with the exception of the alternates to the members representing the County of Riverside, who need not be elected officials. The name of the alternate members shall be on file with the Executive Committee. An alternate member shall assume all rights and duties of the absent member.

Based on the feedback at the April meeting, staff is now recommending the Executive Committee direct the Executive Director to circulate an Amendment to the Third Amendment and Restatement of the Joint Powers Agreement. If adopted, it would revise Section 2.4.3 as follows:

2.4.3 Each participating member on the Executive Committee shall also have an alternate, who must also be a current member of the legislative body of the party such alternate represents, with the exceptions being of the alternates to the members representing the County of Riverside, who need not be elected officials, and the alternates of members representing Tribal Nations, who may also be their highest-level executive or administrative officer so long as they are formally appointed by resolution of the Tribal Nation's legislative body. The name of the alternate members shall be on file with the Executive Committee. An alternate member shall assume all rights and duties of the absent member, to the extent permitted by applicable law.

Legal Counsel and staff have reviewed this issue. It is recommended that such an amendment be drafted so it was implemented once it receives 100 percent approval from CVAG's membership, thereby avoiding any confusion or any scenario where some of CVAG's members did not fully approve the entire JPA.

CVAG staff also recommends that CVAG's By-Laws be amended to make it clear that staff alternates on the Executive Committee cannot serve as CVAG's officers. This will help the agency avoid a scenario where a member jurisdiction's staff is governing over elected officials. Article II, Section 2B of the By-Laws would be amended as follows:

The Executive Committee, as defined in Article III, shall recommend nominees for Chairman and Vice-Chairman. Ordinarily, the Vice-Chairman will succeed the Chairman at the conclusion or his or her term of office. Except as provided below, the nominees shall be rotated among the member agencies in the following order: Agua Caliente Band of Cahuilla Indians, Indio, Cabazon Band of Mission Indians, Torres Martinez Desert Cahuilla Indians, Twenty-Nine Palms Band of Mission Indians, Palm Springs, Coachella, Desert Hot Springs, Rancho Mirage, Riverside County's Fourth Supervisorial District, Blythe, La Quinta, Palm Desert, Cathedral City, Indian Wells, and Riverside County's Fifth Supervisorial District. New members will be added last in order to the rotation. The Chairman and Vice-Chairman must be members of their member jurisdiction's governing body. The jurisdiction next in order to serve as an officer will be passed over and moved to the end of the rotation if its representative or alternative alternate have not attended seventy-five percent or more of the Executive Committee meetings in the previous year. Based on a recommendation of the Administrative/Personnel Committee, the Executive Committee may in making its nominations deviate from the strict rotation set forth above if determined to be in CVAG's best interests.

In drafting a JPA amendment, staff would seek direction on including an attendance provision to further encourage participation in CVAG's meetings. This is consistent with the approach used for officer rotations. An attendance provision for the Executive Committee membership could include an automatic transition to non-voting roles at the Executive Committee for member jurisdictions who do not regularly participate as well as a process to return to voting roles.

Should the Executive Committee support the JPA and By-Law revisions, staff would circulate the JPA amendment to each member jurisdiction, as any changes requires 15 separate actions at City Council, Tribal Council and Riverside County Board of Supervisors meetings. This lengthy process is part of the reason that CVAG has only amended the JPA on rare occasion in its five decades of existence. Staff would note that the Third Amendment in 2018 was agendized more than once on CVAG's meetings,

and ultimately had to be recirculated among members mid-process after another revision was identified by the Executive Committee.

Fiscal Analysis: There is no fiscal impact to the JPA amendment. Should an amendment move forward, the costs involved in recirculating the JPA would need to be covered under staff time and expenses for legal services.


CVAG had previously had formal voting opportunities for staff, including the Technical Advisory Committee that was comprised of City Managers, the County Executive Officer and Tribal Nations' top staff. The Technical Advisory Committee was disbanded at the Committee members' own request in late 2018 after member jurisdictions' executive staff members identified predicaments when they had to vote in lieu of their Council members. Top staff are now briefed in ad hoc roundtable meetings, which representatives from Twenty-Nine Palms attend occasionally.

ITEM 7a

2025/26 EXECUTIVE COMMITTEE ATTENDANCE ROSTER



CVAG JURISDICTION	JUL	AUG	SEP	OCT*	NOV(Dec)**	DEC	JAN	FEB	MAR*	APR	MAY(JUN)	JUN
Blythe	-	-	✓	✓	✓	-	-	-	✓	✓		
Cathedral City	-	-	✓	✓	✓	-	-	-	✓	✓		
Coachella	-	-				-	-	-	✓	✓		
Desert Hot Springs	-	-	✓	✓	✓	-	-	-	✓	✓		
Indian Wells	-	-	✓	✓	✓	-	-	-	✓	✓		
Indio	-	-	✓		✓	-	-	-	✓			
La Quinta	-	-	✓	✓	✓	-	-	-	✓	✓		
Palm Desert	-	-	✓	✓	✓	-	-	-	✓	✓		
Palm Springs	-	-	✓		✓	-	-	-	✓	✓		
Rancho Mirage	-	-	✓	✓	✓	-	-	-	✓	✓		
Riverside County	-	-		✓	✓	-	-	-	✓	✓		
Agua Caliente Band of Cahuilla Indians	-	-			✓	-	-	-	✓	✓		
Cabazon Band of Cahuilla Indians	-	-				-	-	-	✓	✓		
Torres Martinez Desert Cahuilla Indians	-	-			✓	-	-	-	✓	✓		
Twenty-Nine Palms Band of Mission Indian:	-	-				-	-	-				

 Absent
 - No Meeting
 ✓ Present
 * Special Meeting
 ** joint meeting with Homelessness Committee

ITEM 7b

Coachella Valley Association of Governments
Executive Committee
June 1, 2026



STAFF REPORT

Subject: Regional Transportation Project Status Report

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

Recommendation: Information

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

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

- CV Link Community Connector in Coachella
- CV Link Community Connector in Cathedral City

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



COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
Regional Transportation Project Status Report
5/12/2026

Project Description	Lead Agency	CVAG Funded				Status
		PSR	PAIED	PS&E	ROW	
Interchanges						
Avenue 50 @ 96S	COA					CVAG approved funding for PS&E & ROW. PS&E underway.
Avenue 50 @ I-10	COA					PS&E underway.
Jackson Street @ I-10	COR					PAIED completed, 95% Plans are being prepared, ROW acquisition underway.
Monroe Street @ I-10	COR					PAIED completed, 100% PS&E package complete and approval expected imminently. ROW cert approval expected spring 2026. County intends to advertise in August 2026. Construction is anticipated to begin in January 2027.
Portola Avenue @ I-10	COR					Calltrans agreed to shelve. Suspend until funding for ROW, utilities and construction is obtained.
Interchange Preparation Fund Projects						
De Vall Drive @ I-10	CC					PSR complete, Project on-hold until funding for next phase is available.
Dillon Road @ I-10 & SR86	TNP					PSR complete, PAIED complete, Close out for project with City of Coachella. Twenty Nine Palms Tribe of Mission Indians has become lead agency.
Arterial Links						
Avenue 48 (Van Buren St to Dillon Rd)	COR					Construction complete pending completion of minor punch list items.
Avenue 50 (Calhoun St to Harrison St)	COA					PS&E & ROW underway. Construction of Phase I complete.
Avenue 50 (Jefferson St to Jackson St)	Indio					PAIED complete. PS&E underway.
Date Palm Drive (I-10 to Varner Rd)	CC					Phase II is completed. PS&E for Phase III is underway.
Varner Road (Palm Drive to Date Palm Drive)	CC					PS&E is underway.
Jackson Street Widening (Ave 49 to Ave 52)	Indio					Phase I (widening CON) completed, Phase II (undergrounding, signals, sidewalk) ROW underway. CON anticipated mid 2026.
Jefferson Street (Ave 38 to Sun City Blvd)	Indio					PAIED complete. PS&E underway.
Bridges						
Alport Boulevard Bridge	COR					PS&E Complete. Submittal package under review. ROW cert expected by July 2026. Construction anticipated by April 2027.
Avenue 44 Bridge over WWR	Indio					Environmental cleared. ROW cleared. Under construction.
Avenue 50 Bridge over WWR	COA					PS&E & ROW complete. ROW certification has been received. Construction anticipated by in third quarter 2026.
Avenue 50 Bridge over LQEC	LQ					Project in PS&E phase.
Dillon Road over WWR	TNP					CEQA and NEPA complete. Twenty Nine Palms Tribe of Mission Indians has become lead agency.
Dune Palms Road Bridge over WWR	LQ					Construction Complete. Project closeout being finalized.
East Palm Canyon Drive Bridge over Palm Canyon Wash	PS					RFA CON Approved by Calltrans. City procuring construction management team.
Indian Canyon Drive (Garnet Inlet, RR Crossing)	PS					Project in construction. Schedule delayed due to environmental conditions. Construction has resumed.
Ramon Road Bridge	PS					ROW Cleared. Pending Calltrans Authorization for Construction
South Palm Canyon Drive Bridge over Tahquitz Creek	PS					Project in construction. Construction expected to be complete in December 2026.
Vieta Chino Bridge over WWR	PS					Project is in PS&E phase. Extensive negotiations with SCE for utility relocation.
Regional Projects						
Broadband Strategic Plan	CVAG					Project study is complete. Providing study deliverable to CVAG committees in June 2026.
CV Sync - Phase II	CVAG					Project construction 95% complete. System integration and testing has begun.
CV Sync - Phase III & I-10 Bypass Study	CVAG					CV Sync Phase III in design & Varner Rd. Feasibility Study (I-10 by-pass) completed. 95% complete plans for CV Sync Phase III have been circulated to local agencies for review.
Flooding and Blowstand - ACCESS Indian Canyon Drive	CVAG					Revised Hydraulic Models and Hydrology Report were submitted to CWD for approval. Geometric Approval Drawings (GAD) are being developed. A draft wind study was completed. Preparing 35% PS&E package for circulation and review.
Flooding and Blowstand - Varner Road	CVAG					Geometrical Approval Drawings and 30% Plans Completed - Under Review. Project on hold pending review with City of Cathedral City.
Transportation Project Prioritization Study Update	CVAG					Study underway and is being coordinated with ad hoc committee formed to address related funding issues.
Active Transportation Projects						
ATP - Arts & Music Line	CVAG					NEPA approved in May 2024. Design at 100% complete. ROW acquisition completing in Q3 2026. Construction award anticipated in Q1 2027.
ATP - DHS-led CV Link Extension	DHS					PS&E 90% complete.
CV Link	CVAG					Project close-out being completed. Recording Notices of Completion in May 2026.
CV Link - DHS Extension over I-10	CVAG					Feasibility Study Underway.
CV Link - Mecca/North Shore Extension	CVAG					PSR Underway.

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

COA=County of Riverside; RMC=Morongo Valley; M=Mission Viejo; POC=Palmdale; D=Downey; PS&E=Pre-Submittal; CC=Coachella Valley; COA=Coachella Valley; IND=Indio; LQ=Local; TNP=Twenty Nine Palms Tribe of Mission Indians; WWR=Whittier Water Reclamation; SCE=Southern California Edison; BIP=Highway Bridge Program; CWD=Coachella Valley Water District; RFA=Request for Approval; RFP=Request for Proposal; RFB=Request for Bid; RQCC=Request for Qualifications; RQCC=Request for Qualifications; RQCC=Request for Qualifications



COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS SCHEDULE OF MEETINGS

FISCAL YEAR 2026-27

STANDING COMMITTEES & GOVERNING BODIES	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.	-	-	28	-	30	-	25	22	-	26	H June 7	28
TRANSPORTATION COMMITTEE	1 st Monday	10:00 a.m.			H Aug 31		2		4	1		5	3	7
ENERGY AND SUSTAINABILITY COMMITTEE	2 nd Thursday	12:00 p.m.			10		12		14	11		8	13	10
PUBLIC SAFETY COMMITTEE	2 nd Monday	9:00 a.m.			14		9		11	8		-	10	14
HOMELESSNESS COMMITTEE	3 rd Wednesday	10:00 a.m.			16		18 9:30 am		20	17		21	19	16
GENERAL ASSEMBLY	Last Monday in June	TO BE ANNOUNCED												28
OTHER AGENCIES														
COACHELLA VALLEY CONSERVATION COMMISSION	2 nd Thursday	10:30 a.m.			10		12		14	11		8	13 11 am	10
DESERT COMMUNITY ENERGY	3 rd Monday	3:00 p.m.			21		16		H Jan 11	H Feb 8		-	15	17
COACHELLA VALLEY POWER AGENCY	Last Monday	3:00 p.m.			28		30		25	22		26	H June 7	-

H = Holiday * = Special Meeting

AGENDAS CAN BE FOUND AT: www.cvag.org.

UPDATED: May 1, 2026

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 7d

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



Subject: Regional Arterial Program Compliance Report

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

Recommendation: Information

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

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

Over the course of May 2026, CVAG staff coordinated with local jurisdictions' staff to ensure TUMF compliance requirements were being met. While each agency was adhering to the fee calculation standards, some were delinquent in fee remittance, permit data submission, or both, and were at risk of forfeiting their Measure A allocation. Staff worked with these jurisdictions to bring them into compliance, and were able to certify all relevant member jurisdictions as participating in TUMF through March 31, 2026.

Local jurisdiction compliance with the CVMSHCP is recorded in its Annual Report, which is presented to the CVCC every spring. The 2025 Annual Report noted that each participating agency was compliant with the terms of the CVMSHCP and its related agreements through December 31, 2025. A formal certification notice was provided to the CVCC at its April meeting.

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

Attachments:

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



CERTIFICATION OF TUMF PROGRAM PARTICIPATION

As the representative for the administrating agency for the Coachella Valley Transportation Uniform Mitigation Fee (TUMF) program, I hereby certify that the following jurisdictions in the Coachella Valley area of Riverside County are participants in the Coachella Valley TUMF program as of July 1, 2026, as indicated below by the commencement date of participation and compliance with the TUMF program Handbook, as amended, and other required participation requirements.

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

Signature:

Title: Executive Director

Date: May 19, 2026







tumfCertification_2026

Final Audit Report

2026-05-21

Created:	2026-05-19
By:	Allen McMillen (amcmillen@cvag.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAANASKFysu46JeqLlrUZykilggpUnV6TC3

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CERTIFICATION OF CVMSHCP COMPLIANCE

As the representative for the Coachella Valley Conservation Commission (CVCC), the administrating agency for the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), I hereby certify that the following agencies are permittees to the CVMSHCP as of December 31, 2025, and in compliance with the Permit Application, Implementing Agreement, and requirements therein, including charging and collecting the Local Development Mitigation Fee as approved by CVCC, and following the policies duly adopted and amended by CVCC.

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

COACHELLA VALLEY CONSERVATION COMMISSION

74-199 El Paseo Suite 100, Palm Desert, CA 92260 • 760 346-1127 • cvmshcp.org



Peter Satin

Prepared by: _____

[Peter Satin \(Mar 25, 2026 11:00:41 PDT\)](#)

Peter Satin
Conservation Program Manager

03/25/2026

Date

Kathleen Brundige

Reviewed by: _____

Kathleen Brundige
Conservation Director

Date

Tom Kirk

Approved by: _____

Tom Kirk
Executive Director

Date












cvmshcpComplianceCert_2025

Final Audit Report

2026-03-27

Created:	2026-03-25
By:	Allen McMillen (amcmillen@cvag.org)
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2026-03-27 - 5:22:19 PM GMT

**COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
INVESTMENT REPORT
FOR MARCH 31, 2026**

Description	Carrying Amount	% of Total	Fair Market Value		% of Total	Interest Rate Yield
CASH AND INVESTMENTS UNDER THE DIRECTION OF CVAG						
County of Riverside Treasury	\$ 12,291,619	21.07%	\$ 12,276,413	[a]	21.05%	3.80%
Local Agency Investment Fund (LAIF)	\$ 22,434,909	38.46%	\$ 22,434,479	[b]	38.47%	3.83%
Wells Fargo - Imprest Checking	\$ 1,343,765	2.30%	\$ 1,343,765		2.30%	N/A
Wells Fargo - Payroll Checking	\$ 1,848	0.00%	\$ 1,848		0.00%	N/A
PayPal	\$ 4,480	0.01%	\$ 4,480		0.01%	N/A
Petty Cash	\$ 300	0.00%	\$ 300		0.00%	N/A
CAMP	\$ 22,260,515	38.16%	\$ 22,260,515		38.17%	3.80%
Overall Total	\$ 58,337,437	100.00%	\$ 58,321,801		100.00%	

Note:

[a] Source of Market Values - County of Riverside Treasurer's Pooled Investment Fund Monthly Report - March 2026. Paper Gain/(Loss) was (0.124)%. Fair market value does not include accrued interest.

[b] Source of Market Values - LAIF, State of California Pooled Money Investment Account Market Valuation - March 2026. Paper Gain/(Loss) was (0.002)%. Fair market value includes accrued interest.

I hereby certify that the investment portfolio of the Coachella Valley Association of Governments (CVAG) complies with the California Government Sections pertaining to the investment of agency funds. CVAG's written Investment Policy is more stringent than the requirements of California law, as this policy requires diversity of investments. The policy also states that no more than 55% of the total investment portfolio will be invested in a single security type or with a single financial institution, with the exception of LAIF, whereby CVAG has the option of investing up to the maximum allowable by LAIF.

The investment portfolio provides CVAG the ability to meet its expenditure requirements for at least the next six months.

Submitted by:



Claude T. Kilgore
Director of Finance

ITEM 7f

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



STAFF REPORT

Subject: Governmental Accounting Standards Board's (GASB) Video Series

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

Recommendation: Information

Background: Established in 1984, the Governmental Accounting Standards Board (GASB) is the independent, private-sector organization based in Norwalk, Connecticut, that establishes accounting and financial reporting standards for U.S. state and local governments that follow Generally Accepted Accounting Principles (GAAP).

The GASB standards are recognized as authoritative by state and local governments, state Boards of Accountancy, and the American Institute of CPAs (AICPA). GASB develops and issues accounting standards through a transparent and inclusive process intended to promote financial reporting that provides useful information to taxpayers, public officials, investors, and others who use financial reports.

In April 2026, GASB announced it is offering a new video series to walk elected officials, citizens, accounting students, preparers, and other stakeholders through the highlights of the annual comprehensive financial report (ACFR), which presents the financial statements for a state or local government. The goal of the 16 videos is to explain how information within the ACFR may be used. The episodes average 5-to-10 minutes in length. The series includes a three-part introduction to government financial reporting and 13 segments on key areas of the ACFR.

Staff is providing a link to the videos for the Finance Committee members' information: [Video Series Walks Elected Officials through Governmental Financial Reports](#).

Fiscal Analysis: There is no cost to CVAG. The video series is a free service offered by GASB.

ITEM 7g

Coachella Valley Association of Governments
Executive Committee
June 1, 2026



STAFF REPORT

Subject: Overview of the Coachella Valley Real Time Intelligence Center

Contact: Erica Felci, Deputy Executive Director (efelci@cvag.org)

Recommendation: Information

Background: In December 2025, the Coachella Valley Real Time Intelligence Center (CVRTIC) opened as a collaboration between the Palm Springs, Cathedral City, Indio and Desert Hot Springs Police Departments as well as the Agua Caliente Band of Cahuilla Indians. At the May meeting of the CVAG Public Safety Committee, Palm Springs Police Lt. William Hutchinson provide the Public Safety Committee members with an overview of the CVRTIC and members were able to tour of the facility to see how it operates.

The CVRTIC has been described as a centralized hub for law enforcement. The center integrates and analyzes live video feeds, computer-aided dispatch (CAD) data, license plate recognition (LPR) information, geographical information systems (GIS), crime analytics and other intelligence into a single, unified platform. It also supports other technological advancements such as the use of drones, which was highlighted at the February meeting of CVAG's Public Safety Committee meeting.

Law enforcement have touted the CVRTIC as a way to provide them with consolidated real-time data that helps them quickly assess incidents as they unfold. The CVRTIC is also designed to support officer safety, improve response times, strength investigative capabilities, and support partnerships and cross-agency collaborations. The CVRTIC can also serve as a centralized command and control centers for special events and emergencies, natural disasters or large-scale protests.

The CVRTIC, which is housed at the Palm Springs Police Department, was funded by a \$4.5 million grant. By March 2026, three months after the launch, the City of Palm Springs reported that the CVRTIC had been key to responding to more than 400 incidents.

Fiscal Analysis: There was no additional cost for this presentation or tour.

ITEM 7h

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



STAFF REPORT

Subject: Wind down of the Eastern Riverside County Interoperable Communications Authority

Contact: Erica Felci, Deputy Executive Director (efelci@cvag.org)

Recommendation: Information

Background: In the mid-2000s, CVAG and its Public Safety Committee led regional conversations about how to improve the communications among member cities in order better coordinate the emergency responses. At the time, there was a desire for cities to be able to communicate in a seamless manner as well as upgrade the radio systems to an 800 MHz system. This helped lead to the establishment of the Eastern Riverside County Interoperable Communications Authority, or ERICA, which is a separate Joint Powers Authority that started in 2008. ERICA operated the encrypted radio channels used by police departments in four Coachella Valley cities – Cathedral City, Desert Hot Springs, Indio and Palm Springs – as well as in the City of Beaumont.

By 2021, much of Riverside County's other law enforcement was using the Public Safety Enterprise Communications (PSEC) system. ERICA cities were using a radio bandwidth which uses more capacity while transmitting, and there were difficulties adding the Riverside County Sheriff's Office radio channels into the platform. At the same time, cities were starting to face significant costs to upgrade the ERICA system's aging equipment.

In February 2026, the ERICA Board of Directors determined that ERICA should begin winding down its operations because each member agency has decided to transition to other interoperable communications systems that better meet today's law enforcement needs. Since the member agencies do not expect to use ERICA in the foreseeable future, the participating cities have started to pass resolutions to terminate the JPA.

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

ITEM 7i

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



STAFF REPORT

Subject: Development of a CV Link model ordinance

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

Recommendation: Information

Background: CV Link officially opened in November 2025, establishing more than 40-miles of safe pathway for pedestrians, cyclists, and low-speed electric vehicles. Pursuant to some of the grant funding the project received, CV Link is expressly designed to accommodate electric vehicles. Since its opening, CVAG staff has worked with Desert Recreation District, which is contracted to maintain the pathway, and with participating cities' law enforcement and code enforcement to ensure the CV Link remains a world class experience.

Staff is now working on a model ordinance that is anticipated to be brought forward in the fall of 2026 for consideration. The proposed model ordinance is being drafted to prohibit gasoline-powered and carbon-emitting vehicles, protecting air quality and minimizing conflicts with non-motorized users; permit pedestrians, bicycles (including e-bikes), electric scooters, and Neighborhood Electric Vehicles (NEVs), with a maximum operational speed of 20 mph; prohibit or restrict certain activities on the CV Link including weapons, fireworks, commercial activities, encampments, and destruction of public property; establish clear pet handling standards, requiring leashes no longer than six feet, proper cleanup, and direction to use decomposed granite (DG) side paths when present, to minimize conflicts with higher-speed users; and provide a uniform framework that each member jurisdiction can adopt to ensure consistent enforcement along the entire CV Link corridor.

Additionally, the allowance of neighborhood electric vehicles, such as golf carts, may be at odds with some jurisdiction's rules and regulations. CVAG is anticipating each city and agency, if appropriate, to adopt a model ordinance to provide rules and regulations for the consistent application of enforcement and other public safety and operational considerations throughout CV Link.

CVAG staff has researched similar regulatory instruments for regional trail systems elsewhere in California and included into a draft model ordinance selected provisions from the sample ordinances potentially applicable to CV Link. CVAG staff is also vetting ideas with the City of Palm Springs, which has its own police department and is also home to more miles of CV Link than any other jurisdiction. Before it is finalized and sent to the Executive Committee for approval, CVAG staff will be seeking input from CVAG's Public Safety Committee and member jurisdictions.

Adoption of the ordinance will then be considered by each member jurisdiction.

Fiscal Analysis: Efforts to develop the model ordinance are covered under existing staff time

ITEM 8a

**Coachella Valley Association of Governments
Executive Committee
June 1, 2026**



STAFF REPORT

Subject: Recap of CVAG's Legislative Advocacy Efforts

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

Recommendation: Information

Background: CVAG, in coordination with Politico Group, continued its active engagement in state advocacy efforts during April and May 2026, focusing on legislation, budget developments, and administrative actions that may affect regional transportation, housing, and energy priorities. During the month, CVAG worked to establish positions on several key legislative proposals impacting the Coachella Valley, with particular emphasis on maintaining regional flexibility in transportation funding and protecting existing program funding sources.

On May 15, Governor Newsom released his May budget revision for fiscal year 2026-27, which reflects a materially improved near-term fiscal picture compared to the January budget proposal. However, the Administration continues to frame the State budget around caution, volatility, and multi-year balance rather than new ongoing commitments. The May Revision upgrades General Fund revenues from the “Big Three” sources (personal income tax, sales tax, and the corporation tax) by \$16.5 billion over the three-year budget window, largely driven by stronger personal income tax receipts and a spike in 2025 capital gains activity. General Fund spending is estimated at \$246.6 billion in 2026-27, about \$1.8 billion lower than projected in January.

The May Revision proposes to balance both 2026-27 and 2027-28 through a mix of new revenues and program reductions. On the revenue side, this includes \$3.6 billion in 2026-27 and \$5.1 billion in 2027-28 from a new Managed Care Organization (MCO) tax in 2027 to support healthcare program costs (the current MCO tax expires at the end of 2026), a cap on business tax credits at \$5 million per company or 50% of revenue, whichever is lower, and a sales tax on digital software and software as a service. Key spending reductions are worth \$411 million in 2026-27 and are projecting to grow to \$712 million by 2029-30, and include asset tests for eligibility for participants in MediCal and increased monthly MediCal premium for adults with unsatisfactory immigration status.

The May Revision would maintain operating reserves of \$4.5 billion and \$2.1 billion respectively, and deposit \$9.7 billion into the Projected Surplus Temporary Holding Account to help support the following fiscal year. The Administration also projects combined reserves of roughly \$29.9 billion in 2026-27, including \$15.1 billion in the Budget Stabilization Account.

The May Revision summary does not provide an update on Cap-and-Invest auction proceeds or anticipated Greenhouse Gas Reduction Fund (GGRF) revenue for 2026-27. As of the January budget proposal, overall auction proceeds were already projected to generate approximately

30% less for GGRF programs than in past years. The uncertainty around GGRF revenues is significant considering it's a source of ongoing funding for the Transit and Intercity Rail Capital Program (TIRCP), and the sole source of funding for the Low Carbon Transit Operations Program (LCTOP) and the Affordable Housing and Sustainable Communities Program (AHSC).

Cap-and-Invest is also, once again, at the forefront of the budget and legislative agenda with the recent release of the California Air Resources Board's (CARB) revised draft Cap-and-Invest regulations, which could materially reduce GGRF proceeds – potentially by as much as \$2 billion annually – depending on final program design.

If CARB adopts regulations that significantly reduce GGRF proceeds, it is likely the Legislature and Administration would only have enough GGRF to fund Tier One and Tier Two program,

Since the last update to CVAG's Executive Committee, the legislative landscape reflected the progression of bills through policy committees and into appropriations review, with fiscal legislation advancing toward key mid-May deadlines. Among the most significant legislative updates, amendments to Assembly Bill 2560 (Schultz) resulted in the removal of provisions that would have applied Climate Action Plan for Transportation Infrastructure (CAPTI) goals to major state funding programs and limited future administrative changes without legislative approval. Similarly, Senate Bill 1423 (Stern) was amended to eliminate a proposed mandate that would have required 50 percent of transportation improvement funding to be dedicated to active transportation projects, instead introducing a requirement for further study of program application processes. These changes preserved local and regional discretion in transportation investment decisions, consistent with CVAG's policy priorities

CVAG initially opposed AB 2560 and SB 1423, as well as AB 2508 (Hoover), due to concerns regarding restrictions on transportation programming flexibility and elimination of stable funding streams for public purpose programs. Through coordinated advocacy efforts, amendments were successfully secured for AB 2560 and SB 1423, addressing CVAG's concerns and allowing CVAG to remove its opposition. Both these bills are currently awaiting floor votes in their respective houses before they move over to the next. AB 2508, which would have impacted on how public purpose programs are funded, was held under submission by the Assembly Appropriations Committee, rendering this measure dead.

CVAG also tracked ongoing reforms to the implementation of Vehicle Miles Traveled (VMT) analysis under the California Environmental Quality Act (CEQA). AB 2059 (Wilson) represents a targeted effort to address concerns that current VMT mitigation requirements impose disproportionate costs on transportation projects, particularly in non-urban areas, without corresponding environmental benefits. CVAG has adopted a "support if amended" position, advocating for broader application of these reforms to better reflect regional travel patterns and improve project delivery timelines. In parallel, SB 1087, which proposes updates to California's Sustainable Communities Strategy framework, continues to be monitored for its potential to streamline regional planning requirements and improve alignment between state climate targets and local conditions. CVAG is currently monitoring this SB 1087.

Housing policy remained a major focus at the state level, with two separate \$10 billion housing bond proposals — AB 736 (Wicks) and SB 417 (Cabaldon) — advancing through the Legislature. While both measures include significant funding for multifamily housing, supportive housing, and homeownership programs, they differ in certain allocations and program structures. These proposals are expected to be reconciled and negotiated in conjunction with the state budget process, with the potential to appear on the November 2026 ballot. If approved, these bond measures could provide substantial funding opportunities for housing and infrastructure projects within the Coachella Valley. Given the impacts of general obligation

bonds on debt service costs and the State's overall fiscal position, a potential 2026 housing bond is likely to be a key point of negotiation in this summer's budget debate.

At the administrative level, new guidance was released for implementation of AB 130 (Committee on Budget), establishing a statewide voluntary VMT mitigation program. This program introduces an optional pathway for projects to meet CEQA requirements by contributing to a Transit-Oriented Development Implementation Fund, which would finance affordable housing and infrastructure projects that reduce vehicle travel. While the program has the potential to streamline mitigation requirements, questions remain regarding its cost, applicability across diverse regions, and effectiveness in addressing transportation impacts outside transit-rich urban centers. AB 130 requires final guidance by July 1, 2026.

A significant election development includes the qualification of the "Local Taxpayer Protection Act" for the November 2026 ballot. This measure would increase voter thresholds for local tax approvals, repeal certain taxes retroactively, and limit the ability of local jurisdictions to generate revenue through certain mechanisms such as real estate transfer taxes. If enacted, the measure could substantially impact the fiscal capacity of local governments to fund transportation and infrastructure improvements within the Coachella Valley. If passed, the measure would require supermajority approval of voters for local tax increases and would retroactively repeal measures that passed by majority support. Local governments and citizens' groups would have until 2028 to run replacement elections that would need to pass with supermajority support before the prior taxes are rolled back. As the Committee may recall, in order to combat an earlier version of the measure, the Legislature authorized a ballot measure to require any initiative that changes tax threshold to pass by the same margin, which in this case would be a two-thirds majority. That measure is also slated for the November ballot.

In summary, April and May 2026 was marked by meaningful progress in legislative advocacy, including successful amendments to critical transportation bills and continued engagement on policy priorities affecting funding, project delivery, and regional autonomy. However, ongoing uncertainties related to the state budget, climate funding sources, and potential ballot measures underscore the importance of continued advocacy to protect and advance the Coachella Valley's interests.

May 29 is the last day for each house to pass bills introduced in that house. CVAG staff and advocacy team will continue to engage, monitor and report back on issues pertinent to CVAG and its member agencies.

Fiscal Analysis: There is no cost to this information item. Legislative advocacy efforts are covered under existing staff time and CVAG's lobbying contract.