



CONNECTING THE COACHELLA VALLEY

## EXECUTIVE SUMMARY

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# EXECUTIVE SUMMARY: PROJECT DESCRIPTION

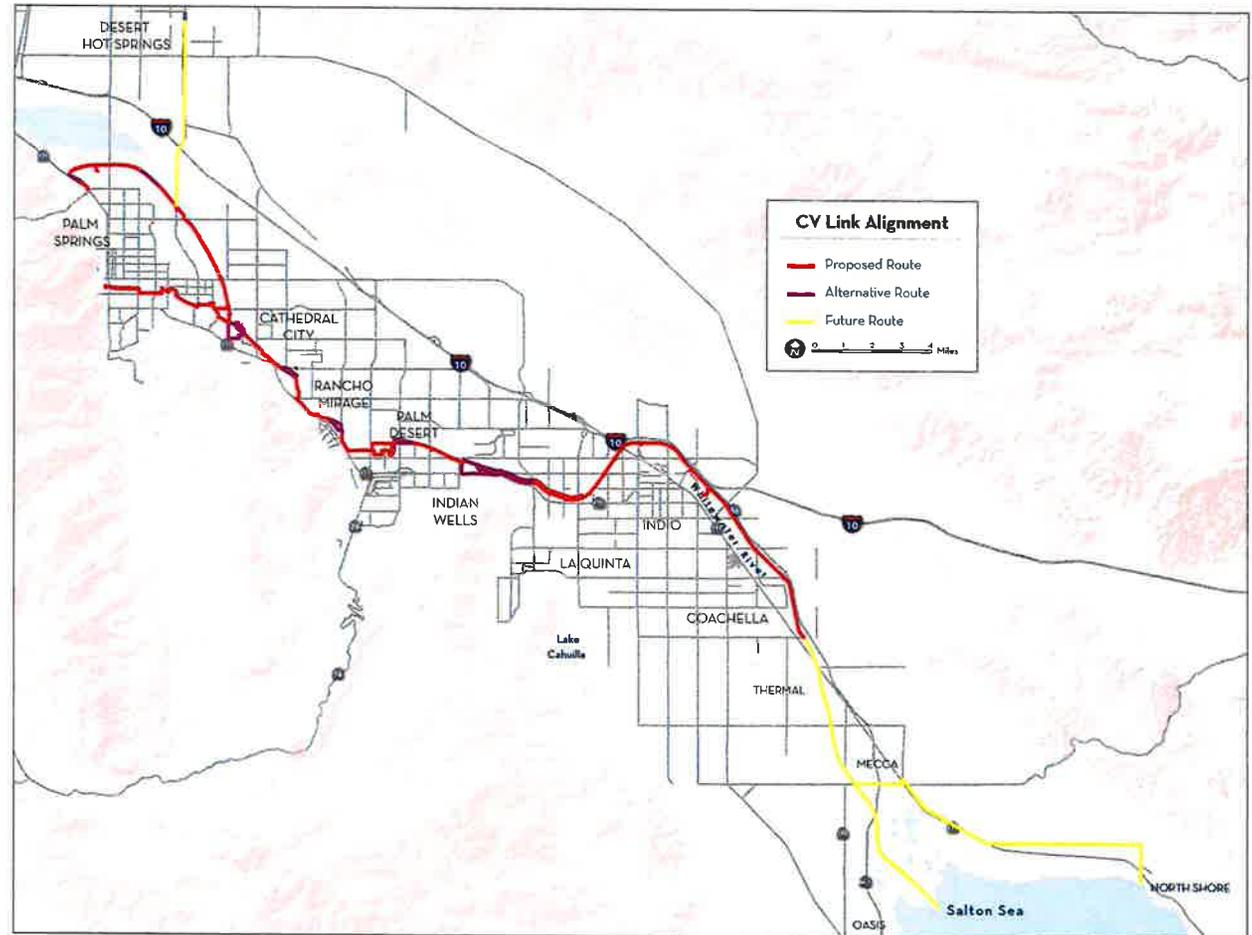
**CV Link is a transformative multi-modal transportation facility that will provide significant environmental, health, and economic benefits to many generations of Coachella Valley residents and visitors.**

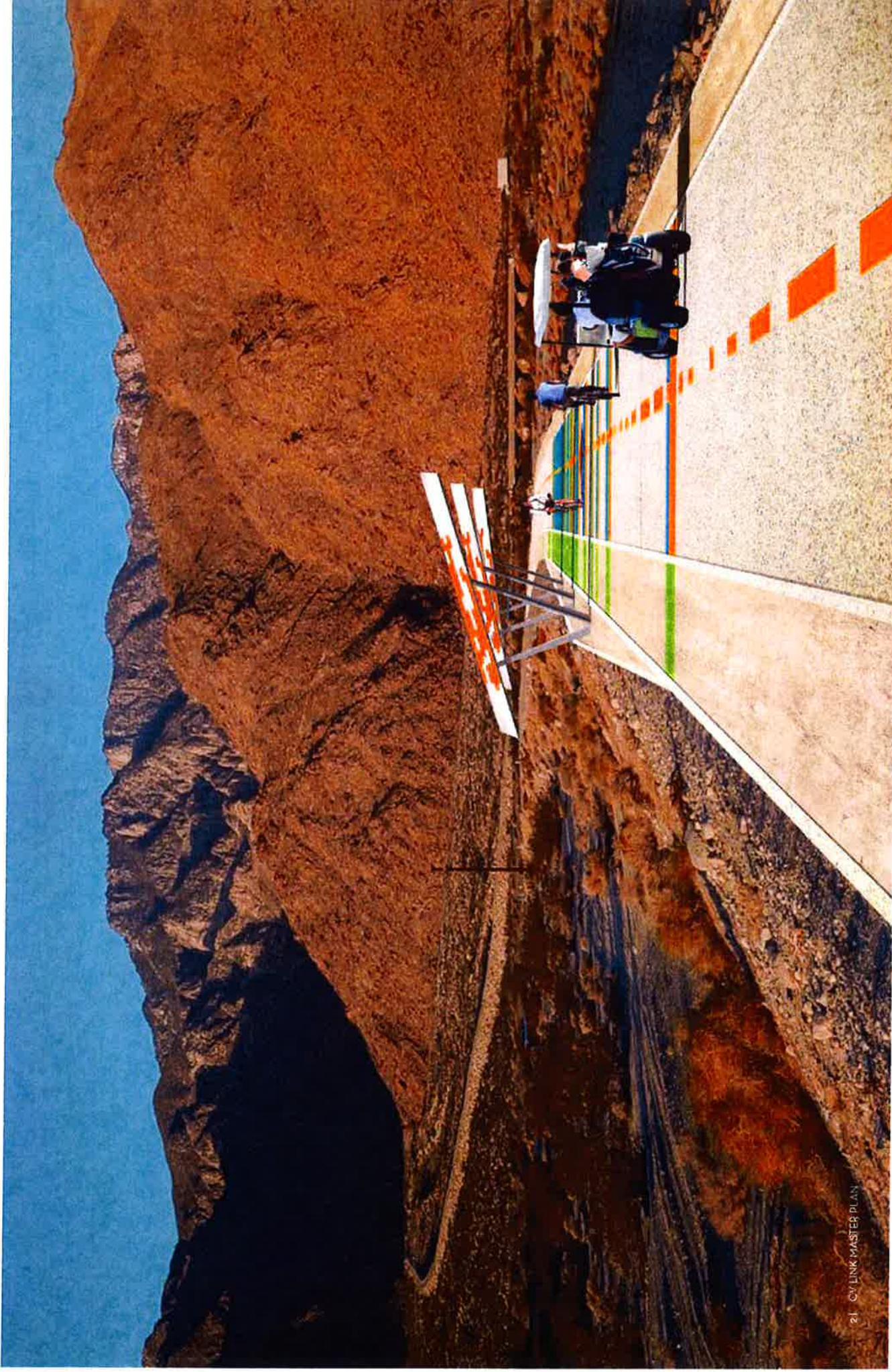
CV Link will initially connect eight of the nine cities in the Coachella Valley and three Indian reservations. Bicycles, pedestrians, and low-speed electric vehicles (LSEVs) will use the corridor to access employment, shopping, schools, friends, and recreational opportunities. LSEVs include golf carts and Neighborhood Electric Vehicles (NEVs) that can travel up to 25 mph[1]. CV Link is the largest, most ambitious, project of its kind in SCAG's Regional Transportation Plan, California, and the nation.

CV Link will serve to facilitate a safer, more attractive, and economically thriving corridor to serve the needs of residents throughout the Coachella Valley. In addition to the safety, emissions, and health benefits, private investments along the route will facilitate the development and redevelopment of properties and drive economic prosperity.

- By 2035, CV Link will facilitate over 3 million bicycle and pedestrian trips per year [2]
- CV Link will provide a safer route to school and facilitate sports for students and staff of the six schools that are adjacent to the route and the 16 schools within one-half mile of the route
- For every dollar invested in CV Link, the valley will realize \$11 in benefits over the next 25 years [3]

FIGURE 1: CV LINK OVERVIEW MAP





# EXECUTIVE SUMMARY: PROJECT DESCRIPTION

## CV Link will become the spine of an alternative transportation network that will serve all parts of the Coachella Valley.

The core project expands on 9.8 miles of narrow pathways in variable condition to include over 48 miles of broad travelways extending from Highway 111 and the Chino Wash in North Palm Springs to Airport Boulevard in the City of Coachella (Figure 1, previous page). The alignment largely follows the Whitewater River Channel that serves as a stormwater conveyance facility for the valley.

CV Link will also incorporate and expand the Tahquitz Creek Trail in Palm Springs between Belardo Road and the Whitewater Channel. The western termini are at Highway 111 (North Palm Canyon Drive) in northern Palm Springs (the Palm Springs Visitor Center at Tramway Road - access point for the Aerial Tram) and at Belardo Road in central Palm Springs (providing access to Downtown Palm Springs and the Tahquitz Canyon Visitor Center).

The eastern terminus is at Airport Boulevard in the City of Coachella and the unincorporated community of Thermal. This terminus provides multi-modal access to the administrative offices of the Coachella Valley Unified School District, John Kelley Elementary School, the La Familia Continuing Education High School, a new Riverside County Sheriff's Station, the Jacqueline Cochran Airport, the Horses in the Sun (HITS) facility, and the Thermal Club Race Track (under construction).

Beyond this point, a future extension of CV Link will continue along the Whitewater River to the Salton Sea, passing through scenic rural agricultural areas with sparse populations. Another future extension parallels Gene Autry Trail to Desert Hot Springs, terminating at Cabot's Pueblo Museum.

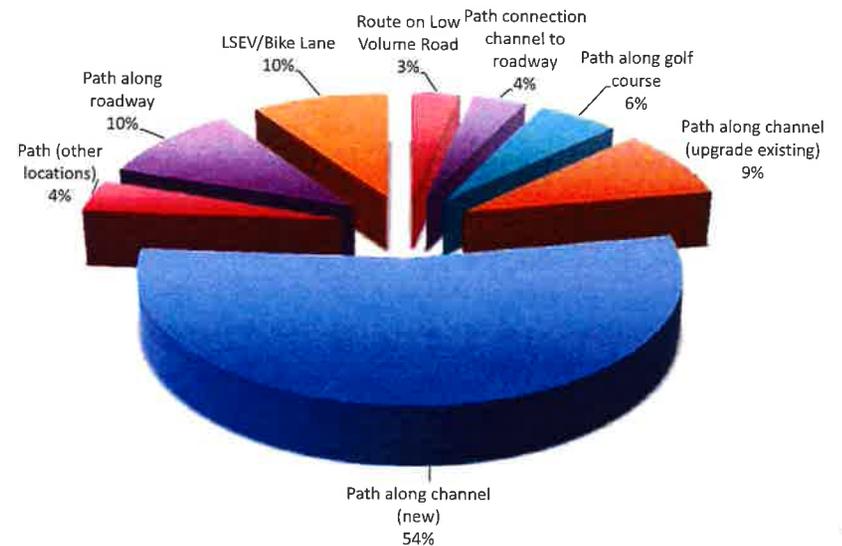
## CV Link will offer a safer, more comfortable way to get around for some or all of your trips, without using your car.

For most of the route, CV Link will be completely separated from the arterial, collector, and local street system and follow the right-bank (as one looks downstream) or levee of the Whitewater River channel (see Figure 2). It is planned that most busy arterial road crossings will be grade separated, either by a new bridge over the road, or by under crossings beneath the roadway. There will be places where CV Link will need to use and cross the Coachella Valley's surface street system. Where it must follow streets, distinctive design elements will be used to define the route as part of CV Link.

## CVAG will support enhanced safety and convenience for walking, bicycling, and operation of LSEVs on existing public streets.

CVAG's valley-wide Non Motorized Transportation Plan (2010) will be updated as the new Active Transportation Plan during 2015. A focus will be the identification of improvement projects that will provide connections to CV Link. Also in 2015, CVAG is completing a Neighborhood Electric Vehicle (NEV) Plan that sets out a long-term vision for improved LSEV circulation on city streets as well as starting the process of synchronizing city codes, definitions, and educational efforts.

FIGURE 2: TYPICAL CONDITIONS OF CORE ROUTE

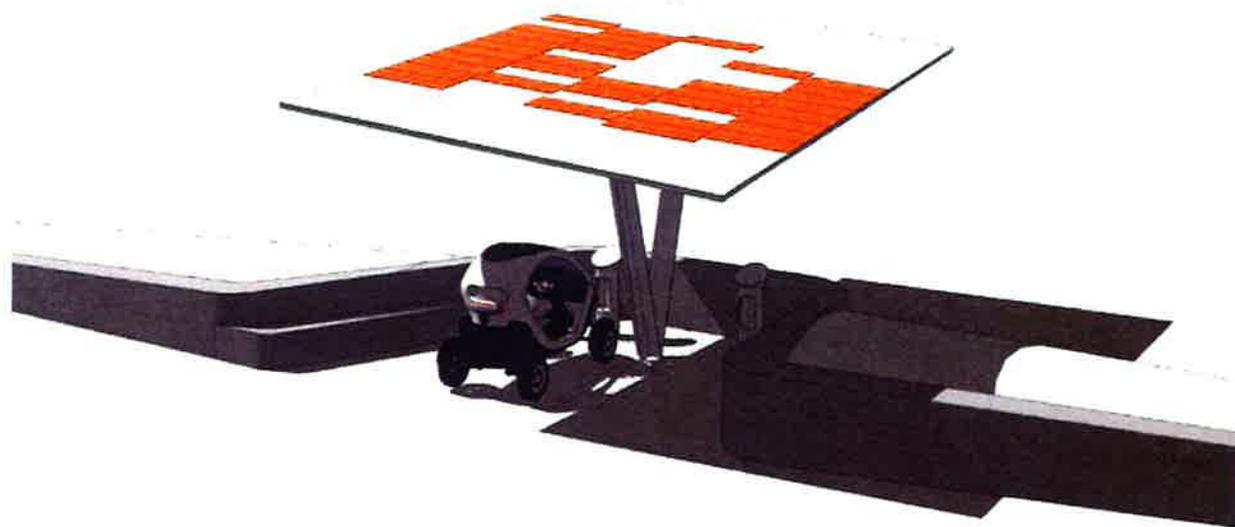




## EXECUTIVE SUMMARY: DESIGN FEATURES

CV Link will have innovative design features that enhance usability and will attract visitors from around the world.

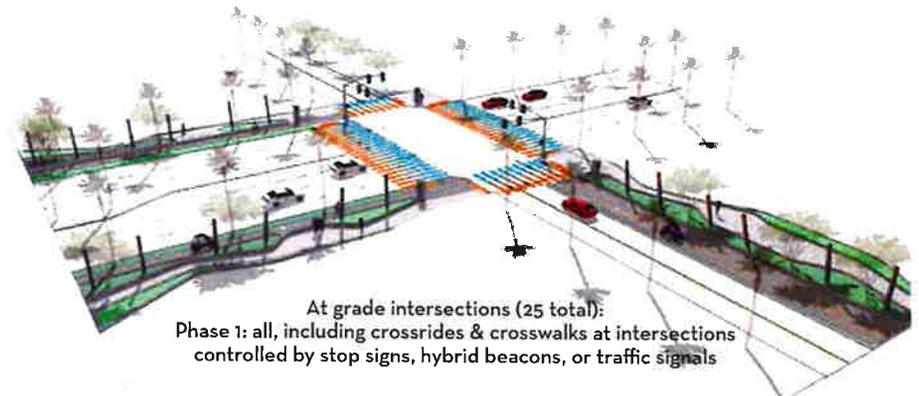
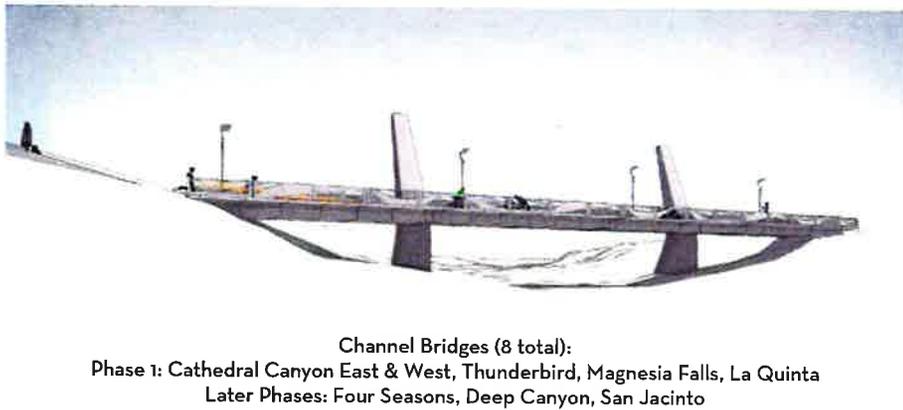
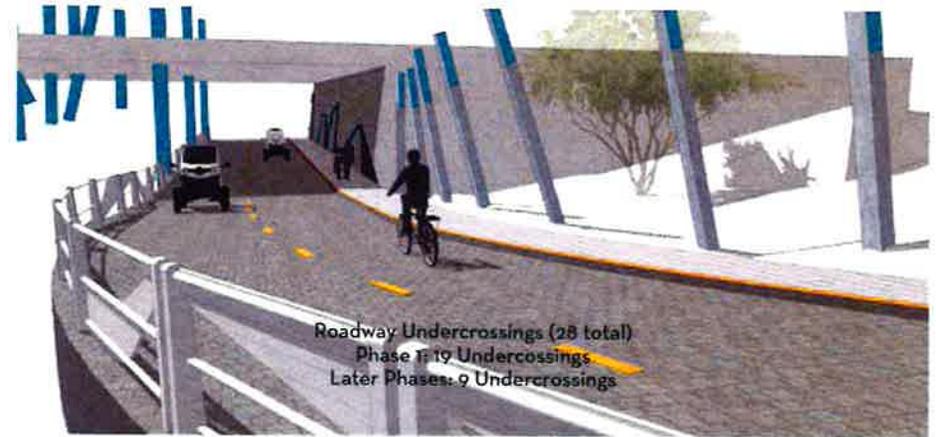
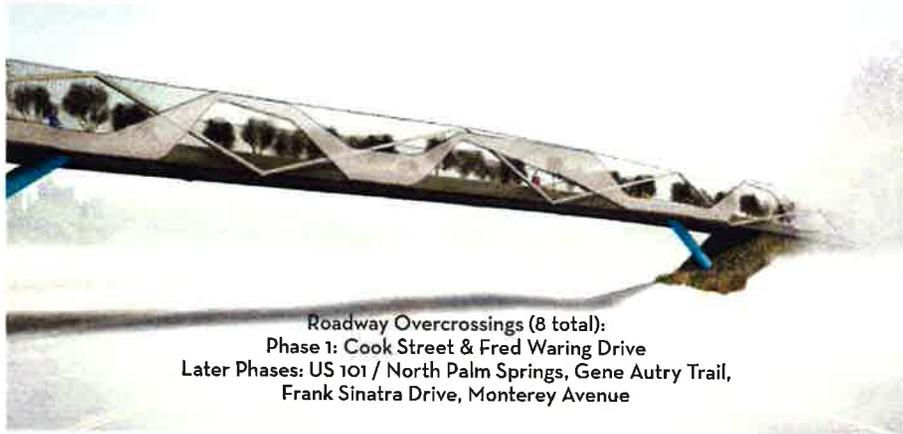
The elements will include unique wayfinding, colored crosswalks, distinctive groups of angled "light tubes", LED in-pavement lights, and shade structures (many of which will provide regularly-spaced electric bicycle and LSEV charging opportunities). Section 5 presents the design elements in more detail.



# EXECUTIVE SUMMARY: IMPLEMENTATION PLAN

## Proposed Initial Implementation During Phase 1

FIGURE 3: CROSSINGS



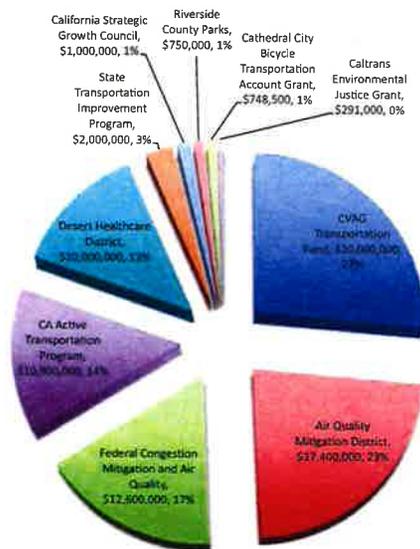
# EXECUTIVE SUMMARY: IMPLEMENTATION PLAN

## CV Link is coming soon.

The Implementation Plan (Section 7) presents a three-tier phasing plan for the core route between Palm Springs and Coachella.

**Phase 1** is anticipated to begin construction in 2017 and involves the majority of construction for the core route between Palm Springs and Coachella. It will involve the expenditure of the entire currently available budget (\$75,689,500) (Figure 4) and any additional funding that may be confirmed in the next two years of planning and design development. It may be divided into separate bid packages (Phase 1A, 1B, and so on) up to the available budget based on "readiness-to-proceed" factors such as right of way and agency permitting. These packages of work will be sequential and will likely overlap - in other words Phase 1B will start before Phase 1A is completed.

FIGURE 4: CONFIRMED CV LINK FUNDING



CVAG is actively pursuing additional funding to achieve substantial completion of the core route. Accordingly, a \$100 million set of route and design variations has been developed that:

- Minimizes private property impacts
- Maximizes commercial and educational destinations served
- Strikes a balance between cost and level of service
- Meets the design vision and user experience

Route and design variations have not been finalized and are subject to negotiations with stakeholders and public input during the environmental clearance process. Major route variations selected for this potential package are listed in Table 1 and described in more detail in Section 6.

A summary of the crossings and support elements to be included in the proposed initial implementation is presented in Figure 3.

TABLE 1: MAJOR ROUTE VARIATIONS INCLUDED IN PROPOSED INITIAL IMPLEMENTATION

City	Alternative (side of bank refers to Whitewater River Channel)
Cathedral City	• Right bank through Cathedral Canyon Golf Course
Rancho Mirage	• Left bank between Frank Sinatra Drive and Morningside Country Club • Bob Hope Drive, Highway 111 and Parkview Drive
Indian Wells	• Left bank through Indian Wells Golf Course
La Quinta	• Left bank between Miles Avenue & Washington Street • Right bank east of Washington Street



# EXECUTIVE SUMMARY: IMPLEMENTATION PLAN

**Phase 2** to be completed in the medium term would involve enhancement of the core route with additional paths and grade separations. Projected Phase 2 elements are listed below. The first five bullets have been identified for near-term action to find funding for preliminary planning and engineering:

- Extension to Desert Hot Springs
- Palm Desert Connector along Palm Valley Channel between Parkview Drive and Painters Path to connect to El Paseo, the Bump and Grind Trailhead, and Cahuilla Park.
- Indio Connector along Dillon Road, the La Quinta Storm Channel, Avenue 48, and Madison Avenue to the Polo Grounds
- Thermal Connector
- Completion of the route on left bank between Washington Street and Jefferson Street in La Quinta, including bridge expansion at Washington Street, to connect La Quinta High School
- Completion of the route on the right bank between Miles Avenue and Washington Street in Indian Wells, including possible bridge expansion at Miles Avenue, serving the future Miles Crossing development
- Casinos Loop Connector
- Completion of the core route if the needed \$100 million is not secured during the Phase 1 near term effort
- Additional access points
- Additional roadway overcrossings of Highway 111 in north Palm Springs, Frank Sinatra Drive, and Monterey Avenue at Parkview Drive
- Route improvements in Rancho Mirage between Bob Hope Drive and Monterey Avenue, such as separated pathways alongside roadways where feasible
- Further enhancements to access points including additional restrooms where warranted by spacing considerations

**Phase 3** to be completed in the longer term is projected include the following elements:

- Extension to Mecca, North Shore, and Salton Sea
- Overbridges at Gene Autry Trail and Indian Canyon Drive
- Two new bike/LSEV/pedestrian bridges across the Whitewater River channel in Indian Wells Golf Course and connecting to the Tennis Garden

At full buildout of all Phases, CV Link will be approximately 88 miles long, depending on which route variations are selected during the next two years of development.

**TABLE 2: CV LINK SUPPORT ELEMENTS IN PROPOSED INITIAL IMPLEMENTATION**

Shade Structures	68
Standard	26
Solar, WiFi	18
Solar, WiFi, 120/240 charging	24
Rest Areas (between access points)	8
Trash/recycling compactors - solar	30
Drinking Fountains - ADA accessible	44
Interpretive Signs	8
Benches	75
Access Points	26
Regional	8
Local	5
Commercial	3
Neighborhood	10
Restrooms	4
Lighting	
Light tubes (groups of 10)	20
Lighted bollards at junctions	200
LED-Mark solar path lights	Full length
Budget for:	
Art	\$0.8M
Landscaping / planting	\$7.6M



10 | CV/ LINK MASTER PLAN

# EXECUTIVE SUMMARY: EQUITY

## CV Link is a means of low cost transportation for people living in disadvantaged communities

Walking and cycling can be a more economically efficient mode of transportation than driving an automobile. According to AAA and US Census data, yearly operation and ownership of one motor vehicle accounts for up to 25 percent of the median household's income in the Coachella Valley [4].

By walking and cycling more, residents could save money on gas, car maintenance, and repairs. Residents may spend monies saved elsewhere in the local economy. One study found that households in automobile-dependent communities devote 50 percent more to transportation than households in communities with more accessible land use and more multi-modal transportation systems [5].

CV Link will be a regional facility that serves people who are economically and socially vulnerable as well as those who are not. Table 3 presents California EnviroScreen 2.0 population characteristics data for all U.S. Census tracts intersected by CV Link. The indicators included in the population characteristics data are:

- Children and elderly
- Low birth-weight births
- Asthma emergency department visits
- Educational attainment
- Linguistic isolation
- Poverty
- Unemployment

The higher the percentile (i.e. 10% is the highest) indicates the most economically and socially vulnerable portions of the population.

**TABLE 3: ENVIROSCREEN POPULATION CHARACTERISTICS DATA FOR CENSUS TRACTS INTERSECTED BY CV LINK CORE ROUTE**

Social Vulnerability Percentile	Population	Percent of Population	Number of Tracts	CV Link Miles	Percent of all CV Link Miles
Top 10 Percentile	7,856	6%	2	3.6	4%
Top 20 Percentile	21,619	17%	5	17.2	18%
Top 30 Percentile	42,644	34%	10	25.4	26%
Total of all Percentiles	125,384		34	97.3	

Note: The number of CV Link miles exceeds the actual miles because there may be two adjacent tracts for any given CV Link segment (where CV Link is the boundary between tracts).

This table shows that thousands of disadvantaged Coachella Valley residents live in areas intersected by CV Link. No one grouping of residents (at the Census tract level) is receiving a substantially larger proportion of CV Link miles than any other group. The limitations of this analysis are the size of the census areas in the available dataset and the presence or absence of safe connections within these areas. A key to ensuring that equitable benefits are realized for these vulnerable populations will be to improve the road and pathway connections along city streets to access CV Link. To help achieve equitable access, CVAG is pursuing the future extension to Desert Hot Springs (refer to Section 6.3) and several connectors (refer to Section 6.4) as priority projects. In the 2014/15 state Active Transportation Program funding round, the City of Desert Hot Springs and the City of Coachella received funds to advance plans for paths that will connect to CV Link.

During the development of this Plan, some community members suggested that CV Link is going to be a path for wealthy people who can afford golf carts and questioned the usefulness of a pathway designed for LSEVs in areas of social disadvantage. While used golf carts are available, the market for more practical (in terms of travel time and roadway access comparability to a car) neighborhood electric vehicles (NEVs) has not yet developed. It will take some time for the prices of NEVs to become attainable for lower income residents. When they do, the operating costs of these vehicles are lower due to few moving parts to maintain and energy source. In the interim, it is anticipated that electric bicycle and NEV sharing stations will provide an entry to using these modes for more people.

Another consideration is the equitable distribution of the investment. Over \$20M and 11.2 miles of CV Link (roughly 20% of the total core project) is proposed for the relatively lower income cities of Indio and Coachella, which account for roughly 20% of the valley's population. Please refer to the capital cost, cost per mile, and number of miles per city shown in Table 2 of Appendix 6.3 for a more complete breakdown. Given the relative lack of publicly accessible parks in the Eastern Coachella Valley, the investment in access points (Table 10 of Appendix 6.3) will also be reviewed during the right of way and engineering design phase to equitably balance the provision of amenities. A separate but related project is the Health Impact Assessment (HIA). HIA recommendations will be incorporated as feasible and appropriate into the next phase of planning and engineering development.



# EXECUTIVE SUMMARY: CAPITAL INVESTMENT

## CV Link is affordable compared to the alternatives.

The investment required for such a transformative asset is competitive when compared to widening roads, building freeway interchanges, or addressing obesity related health impacts resulting from car dominated environments. The proposed initial implementation package investment is given in Table 4. These values are subject to change depending on stakeholder feedback during design development and the environmental clearance process.

**TABLE 4: PROPOSED INITIAL IMPLEMENTATION COST ESTIMATE SUMMARY**

Component	Miles	Cost
Undercrossings and ramps	2.0	\$9,782,900
Bridge crossings of channels and roadways	0.3	\$9,038,500
Crossings of roadways at-grade	0.5	\$1,255,100
Existing routes with minor changes in Phase 1	2.7	\$7,800
Street segments to be upgraded	7.4	\$8,257,600
Pathway	35.2	\$55,239,000
Support elements		\$5,171,000
Landscaping / planting		\$7,578,000
Access Points		\$2,976,700
<b>Total</b>	<b>48.1</b>	<b>\$99,306,600</b>

In comparison to earlier proposals for CV Link, the route and design variations that underpin these figures address community concerns in the following areas.

### 1. It was necessary to re-route around some of the major country club golf courses within the Whitewater River Channel in Rancho Mirage and Palm Desert.

During public meetings it was clear that the residents of the gated golf course communities in Rancho Mirage and Palm Desert strongly preferred an alternative route that went around their developments. The Master Plan addresses these concerns by using existing on-street alignments for CV Link but this added street retrofits with increased cost.

### 2. Concrete instead of asphalt is proposed for paving CV Link.

The cost of maintenance was consistently raised as a concern in all of our public outreach meetings. Concrete is more costly up front but cheaper to maintain over the long run. Colored stripes of recycled landscape glass will aid users in navigation as well as heighten awareness at high use areas. Bicyclists will experience a smooth ride due to special expansion joint design and pavement specification. More information on the pavement material is provided in Appendix 8.9.

### 3. Additional shade structures were added to the project.

Community feedback indicated a need and desire to use CV Link year round. CV Link's regularly spaced shade structures include charging facilities and accommodate solar panels that will help offset lighting and other electricity costs. Other amenities will include drinking fountains and solar powered trash compactors to minimize litter and lower trash collection costs.

### 4. Width of the CV Link was increased.

A consistent concern raised during public meetings was that there be sufficient room to safely accommodate all uses including pedestrian, bicycles, and low speed electric vehicles. All parts of CV Link have been slightly widened to alleviate those concerns.

### 5. The number of bridges has been increased to improve public safety.

Getting users safely across major roads and stormwater channels is imperative in a project that is almost 50 miles in length. An additional bridge was added at Cook Street when it was determined there was not a safe way to have users

cross without it. The community voiced concerns about older and physically impaired users being able to utilize CV Link. Five channel bridges were added to the original plan to eliminate some of the large inclines and declines resulting in a smoother and more even pathway making the project more accessible to a larger number of users. These bridges also reduce flooding incidents and thus long-term maintenance costs.

### 6. Lighting was added to CV Link.

In all of the community meetings the public told us that they wanted to have access to the project at night particularly in the warmer months. Members of many communities also told us that they did not want lights shining into their windows. The proposed low maintenance and energy efficient lighting will provide for personal security and navigation while minimizing light spillover into homes and the night sky.



# EXECUTIVE SUMMARY: OPERATIONS AND MAINTENANCE

## CV Link will be sustainably maintained and operated

The Operations and Management (O&M) Plan (Section 8) provides outlines for the following recommended plans:

- Financial Plan
- Marketing Plan
- Safety and Security Plan
- Risk Management Plan
- Asset Management Plan

Each plan is linked to the others to ensure that CV Link is maintained to a high and consistent standard meeting the expectations of visitors and the needs of the community.

## OPERATIONS AND MAINTENANCE WILL NOT REQUIRE LOCAL FUNDING

As CV Link is a regional transportation asset, CVAG is recommended to be the O&M lead agency. This could be under the existing CVAG Joint Powers Agreement (JPA) to minimize costs or a new JPA could be established in parallel utilizing CVAG staff. A new JPA would offer the opportunity to customize the membership to represent CV Link (i.e., the flood districts could be included).

The O&M Plan recommends routine maintenance types and frequencies to be performed by contract CV Link Rangers. Pavement and structures rehabilitation on an as-needed condition basis have also been estimated and it is recommended that annual reserve contributions be made towards these future costs. Energy costs are expected to be minimal as CV Link will include solar power generation on the shade structure roofs.

The estimated O&M costs are given in Table 5. The cost modeling approach assumes that the sweeping, website and web application maintenance, bridge inspections, and condition-based remedial maintenance will be performed by contractors. Existing CVAG staff may perform some of the management, coordination and administrative tasks, but a budget has been allocated for these functions to be outsourced.

TABLE 5: OPERATIONS AND MAINTENANCE COST ESTIMATE

ACTIVITY	ANNUAL COST
<b>MAINTENANCE</b>	
Sand and debris removal, sweeping	\$51,900
Concrete repair	\$268,700
Signs and pavement markings	\$56,400
Fences, bollards and gates	\$21,000
Clearing of drainage channels and culverts	\$15,000
Bridge structures (cyclic and periodic)	\$55,500
Restrooms	\$20,000
Site furnishings	\$30,000
NEV leases	\$36,000
Graffiti removal	\$30,000
Lighting maintenance	\$30,000
Landscaping	\$250,400
<b>SUBTOTAL MAINTENANCE</b>	<b>\$864,900</b>
<b>OPERATIONS</b>	
Utilities (electric and water)	\$28,900
Events, promotions and website maintenance	\$47,500
Management and administration, dispatch (2 full time equivalent staff)	\$122,500
Rangers (10 full time equivalent staff)	\$553,100
<b>SUBTOTAL OPERATIONS</b>	<b>\$752,000</b>
<b>TOTAL MAINTENANCE AND OPERATIONS</b>	<b>\$1,616,900</b>
<b>TOTAL PER MILE</b>	<b>\$33,600</b>

A funding plan for operations and maintenance is in development. The principal potential funding sources include:

- Existing Riverside County Transportation Sales Tax (CVAG Transportation Program)
- AQMD Mobile Source Air Pollution Reduction (MSRC)
- Cap and Trade Auction Proceeds (the Greenhouse Gas Reduction Fund)
- Transient Occupancy Tax
- Utility Corridor Leasing Fees
- Corporate or foundation support

# EXECUTIVE SUMMARY: PUBLIC INPUT TO DATE

## CV Link reflects your hopes, desires, and input

Four major public workshops attracting over 100 attendees each have been held across the Valley in Palm Springs, Rancho Mirage, Indio, and Coachella.

Over 100 meetings have been held throughout the valley with stakeholder groups including elected representatives, city and agency staff, school districts, enforcement agencies, community groups, hospitality and tourism associations, community leaders and city, Riverside County and State of California elected officials and tribal leaders.

Representatives of the project have staffed a booth at events such as:

- Tamale Festival, Indio
- Humana Healthy Fun Fair, La Quinta
- Tour De Palm Springs
- Senior Health Fair, Indio
- Relay for Life, Cathedral City
- 7th Annual Picnic Community Expo, Palm Springs
- Salsa and 5K Festival, Coachella
- Mayors Race, Palm Springs
- Wellness Festival, Palm Springs
- Race to Be Ready, Rancho Mirage
- CSUSB Environmental and Sustainability Expo, Palm Desert

Having a presence at special events has also been a significant part of the outreach particularly in environmental justice communities. Many attendees have expressed support for the project by signing up for the database so that they can receive updates as the project moves forward. A non-profit group, Friends of CV Link, has organized to support the project.

A website has been developed with access in both English and Spanish (CoachellaValleyLink.com) which allows interactive communication between the public and the CV Link team. CV Link has been the main topic of 19 print media articles since January 2012, and the team is in regular contact with the media. Collateral materials have been developed in both English and Spanish and an outreach video is in production.

## Community input and responses

Key themes raised by the community, with a reference to where these are addressed in this Plan, are listed as follows in no particular order:

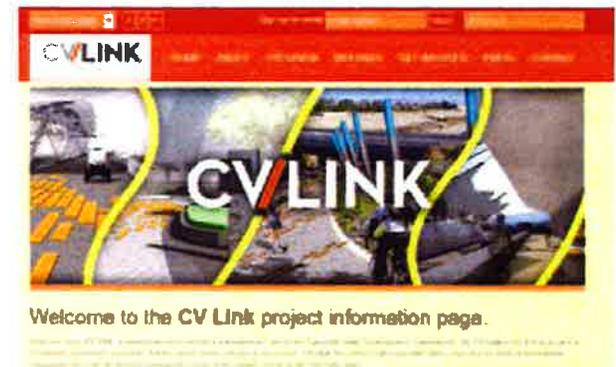
- **Privacy concerns for residents who live immediately adjacent to the proposed route:** site specific measures will include planting such as small trees, cacti, and foliage interwoven in fencing, and benching the path partway down the slope. Section 5.15 Design Toolkit presents privacy screening and path design options; Section 6 Route includes privacy issue mitigation through route alternatives and variations.
- **Usage will be lower than predicted due to heat and wind:** although conditions during certain time periods on some summer days will reduce usage, there will be time periods of most days which are suitable for the average user. Refer to Section 3.2 Environmental Conditions for more information.
- **Equitable distribution of investment and benefits:** an analysis of benefits shows that CV Link serves each socio-economic group and that 61% of the route traverses low-income census tracts. Refer to Section 1.3 Benefits and Appendix 6.3 Cost Tables for more information.
- **Safe access to CV Link:** improvements to city facilities will be identified and prioritized through the CVAG Active Transportation Plan update, the CVAG NEV Plan, and other planning and policy initiatives currently underway. Refer to Section 1.1 Vision, Section 1.3 Benefits, and Section 6.4 Community Connectors for more information.
- **Conflicts may arise between user groups:** refer to Section 4.4 Providing for Shared Use
- **Bicycle ride quality will be poor if concrete is used:** a life cycle cost analysis indicates that concrete is the most economical material for the bicycle/LSEV path. Special pavement joints will provide a smooth ride in comparison to standard concrete sidewalks. Refer to Section 5.12 Materials and Appendix 8.9 Path Surface Materials for information on the development of the pavement specification.
- **Maintenance will be costly and/or insufficient:** a unified approach to maintenance will be sought to maintain a high standard and funding sources have been identified to avoid additional burdens on residents. Refer to Section 8 Operations and Maintenance for more information.

## PROVIDING YOUR INPUT

Over the next two years, public input will be sought through the environmental planning and engineering design processes.

## CONTACT

Transportation Program Manager  
Coachella Valley Association of Governments  
760.346.1127 or [www.cvag.org](http://www.cvag.org)



[www.coachellavalleylink.com](http://www.coachellavalleylink.com)



[www.facebook.com/coachellavalleylink](https://www.facebook.com/coachellavalleylink); [twitter.com/CV\\_Link](https://twitter.com/CV_Link)

File

Subject: Use of Voter Approved Measure "A" Special Tax Revenue Fund to Pay for CV Link's Operation and Maintenance Costs

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## I. GENERAL BACKGROUND

### A. CVAG Neighborhood Electric Vehicle Network

Pursuant to the Streets & Highways Code, a "neighborhood electric vehicle" or "NEV" means a "low-speed vehicle" as defined in the Vehicle Code.<sup>1</sup> The Vehicle Code defines a "low-speed vehicle" as a vehicle that: (1) has four wheels; (2) can attain a speed, in one mile, of more than 20 miles per hour and not more than 25 miles per hour, on a paved level surface; and (3) has a gross vehicle weight rating of less than 3,000 pounds.<sup>2</sup> (In some cases, a neighborhood electric vehicle may include golf carts.) The Street & Highways Code requires operators of NEVs to possess a valid California driver's license and carry proof of insurance as required of drivers of standard motor vehicles.<sup>3</sup>

In 2011, the California State Legislature adopted legislation to authorize Riverside County or any city in Riverside County to establish a NEV transportation plan.<sup>4</sup> The area covered in a NEV transportation plan adopted by Riverside County may include any streets and roads under the jurisdiction of Riverside County, or in the case of a city-adopted NEV transportation plan, any streets and roads under the jurisdiction of the respective city.<sup>5</sup> A NEV transportation plan may also include privately owned land of any owner that consents to its inclusion in the plan.<sup>6</sup>

A NEV transportation plan may only be adopted by ordinance or resolution by Riverside County Board of Supervisors or any city (via its city council) in Riverside County for the plan areas (streets and roads) within their respective jurisdictions. However, two or more jurisdictions may jointly adopt a NEV transportation plan for all or a portion of the territory under their respective jurisdictions.<sup>7</sup> All NEV transportation plans in Riverside County are subject to prior review and comment by the Riverside County Transportation Commission ("RCTC") and any agency having traffic law enforcement responsibilities in a jurisdiction included in the plan area (i.e., Riverside County Sheriff's Department or local police department).<sup>8</sup> If the proposed NEV transportation plan includes the use of a state highway, or any crossing of the highway, it will require the approval of the California Department of Transportation ("Caltrans").<sup>9</sup>

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<sup>1</sup> Streets & Highways Code § 1962

<sup>2</sup> Vehicle Code § 385.5

<sup>3</sup> Streets & Highways Code § 1962.5(b)

<sup>4</sup> Streets & Highways Code § 1962 et seq.

<sup>5</sup> Streets & Highways Code § 1962.1

<sup>6</sup> Streets & Highways Code § 1962.1

<sup>7</sup> Streets & Highways Code § 1962.2 (a)

<sup>8</sup> Streets & Highways Code § 1962.2 (b)

<sup>9</sup> Streets & Highways Code § 1962.2 (c)

A NEV transportation plan must include, at the very least, the following elements: (a) route selection, which includes a finding that the route will accommodate NEVs without an adverse impact upon traffic safety and consider, among other things, the travel needs of commuters and other users; (b) transportation interfacing, which shall include, but not be limited to, coordination with other modes of transportation so that a NEV driver may employ multiple modes of transportation in reaching a destination in the plan area; (c) provision for NEV-related facilities, including, but not limited to, special access points, special NEV turnouts, and NEV crossings; (d) provisions for parking facilities at destination locations, including, but not limited to, community commercial centers, golf courses, public areas, and parks; (e) provisions for special paving, road markings, signage, and striping for NEV travel lanes, road crossings, parking, and circulation, as appropriate; and (f) provisions for NEV electrical charging stations.<sup>10</sup>

The NEV routes in a NEV transportation plan must be classified as follows: (1) Class I NEV routes which provide for a completely separate right-of-way for the use of NEVs; (2) Class II NEV routes which provide for a separate striped lane adjacent to roadways with speed limits of 55 miles per hour or less; and (3) Class III NEV routes which provide for shared use by NEVs with conventional vehicle traffic on streets with speed limits of 35 miles per hour or less.<sup>11</sup>

\* In September 2014, CVAG prepared a report titled "Neighborhood Vehicle Electric Vehicle (NEV) Plan," ("2014 NEV Plan") which embraces a NEV Network Concept consisting of 210 miles of various NEV paths, lanes and routes (which include Class I, Class II and Class III classifications) throughout the multiple jurisdictions that comprise the membership of CVAG.<sup>12</sup> (Incidentally, the 2014 NEV Plan acknowledges that there are only 440 NEVs in the Coachella Valley and noted that the fleet of NEVs has not grown over the past decade.)<sup>13</sup> The 2014 NEV Plan proposes the development of numerous Class I NEV paths as off-street facilities where standard passenger cars will be prohibited; Class II NEV lanes that will be shared travel lanes with bicycles, NEV's and golf carts adjacent to the right or left-most vehicle lane; and Class III NEV routes that will be shared lanes on low speed streets.<sup>14</sup>

The CVAG NEV Plan was developed in conjunction with planning and designing the CV Link project, which is a proposed 50 mile long multi-use path that will connect eight (8) Coachella Valley cities: Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio and Coachella.<sup>15</sup> Notwithstanding the fact that CV Link does not include the City of Desert Hot Springs and (according to the 2014 NEV Plan) NEVs and NEV infrastructure are not specific to CV Link<sup>16</sup>, it is anticipated that CV Link will become the backbone for the proposed NEV Network throughout the Coachella Valley. (In another section of the 2014 NEV Plan, CV Link is touted as "[a]n example of a Class I NEV Path . . . ." and "a major non-motorized corridor eventually running from Desert Hot Springs and Palm Springs all the way to the Salton Sea."<sup>17</sup>)

<sup>10</sup> Streets & Highways Code § 1962.3 (a)-(f)

<sup>11</sup> Streets & Highways Code § 1962.3(g)

<sup>12</sup> 2014 NEV Plan, 3.2 Network Concept, Pg. 28

<sup>13</sup> 2014 NEV Plan, 2.2.1 Draft CVAG PEV Readiness Plan , Pg. 6

<sup>14</sup> 2014 NEV Plan, 2.4.2 Integration with Existing Bike Networks, Pg. 19

<sup>15</sup> CVAG Transportation Committee Staff Report dated April 6, 2015 (Contact: Tom Kirk, Executive Director)

<sup>16</sup> 2014 NEV Plan, 2.2.4 Local Support and Opposition to NEVS, Pg. 7

<sup>17</sup> 2014 NEV Plan, 3.1.1 Facility Hierarchy, Pg. 25

\* 160 miles of which is to be paid for by the cities, not CV Link funds.

It is apparent that CV Link, as currently planned, cannot stand on its own as a bona-fide NEV Transportation Plan, since it is not designed in a manner that best serves the functional travel needs of the plan area, without the cooperation, consent and approval of each CVAG member jurisdiction.<sup>18</sup> There are numerous constraints with respect to street connectivity between CV Link and places of employment, community commercial centers, golf courses, educational facilities, medical facilities, public areas, parks and recreation facilities, etc. As acknowledged in the 2014 NEV Plan, street connectivity varies throughout each city in the Coachella Valley as a result of a unique mix of land uses including golf courses, limited access gated communities, drainage channels, major roads and highways, larger block sizes, and areas with lower residential densities which will require coordinating NEV development efforts to ensure that plans and development strategies are consistent throughout the region in order to overcome the numerous connectivity constraints.<sup>19</sup> All of this comes at an undisclosed cost to each local jurisdiction covered by the 2014 NEV Plan, with respect to those areas of the plan (approximately 160 miles of streets and roads) that are not part of CV Link and which fall under the responsibility of the various jurisdictions (cities), with respect to planning, designing, engineering, constructing and maintaining.

Within the approximately 160 miles of streets and roads that lie beyond the proposed alignment of CV Link (but which are included in the 2014 NEV Plan) individual jurisdictions (cities) are expected to cover the costs related to right-of-way acquisition and installing the proposed Class I, Class II and Class III NEV paths, lanes and routes that are planned to hook up to CV Link. To accommodate the numerous NEV facilities, the 2014 NEV Plan recommends and advises the individual jurisdictions (cities) to consider widening existing off-street golf cart paths along 45 mph roadways or relocating certain golf cart paths to lower speed streets.<sup>20</sup> Cities are also advised to consider widening existing paths and/or installing necessary traffic devices where widening is not feasible.<sup>21</sup> In other cases, cities are expected to narrow existing travel lanes to accommodate shared Class II NEV lanes or an NEV path.<sup>22</sup> Other actions cities are expected to take include reconfiguring travel lanes; narrowing travel lanes, removing parking lanes, widening shoulders and adjusting speed limits.<sup>23</sup>

In addition, there is the undisclosed amount of NEV facility maintenance costs that each individual jurisdiction (city) is expected to cover for the approximately 160 miles of street and roads that lie beyond the proposed alignment of CV Link, but which again are not included in the 2014 NEV Plan. The maintenance recommended in the 2014 NEV Plan includes, but is not limited to, conducting seasonal inspections; sweeping and blowing pavement; sealing pavement, repairing potholes, inspecting culverts and drainage grates, replacing pavement markings, replacing and maintaining signage, planting and trimming shoulder weeds, trees and brambles at least twice a year (middle of growing season and early Fall); planting and trimming trees and shrubs for the first three years; and responding to major damage caused by unexpected washouts, fallen trees and flooding.<sup>24</sup>

<sup>18</sup> Streets & Highways Code § 1962

<sup>19</sup> 2014 NEV Plan, 2.4.1 Connectivity and Circulation, Pg. 18

<sup>20</sup> 2014 NEV Plan, 3.1.5 Existing Golf Cart and NEV Routes, pg. 27

<sup>21</sup> 2014 NEV Plan, 2.2.4, pg. 7 - Local Support and Opposition to NEVS

<sup>22</sup> 2014 NEV Plan, 2.4.1, pg. 18 – Areas with Poor Exiting Network Connectivity

<sup>23</sup> 2014 NEV Plan, 4.6.1 Implementation Strategies, Pgs. 60 -61

<sup>24</sup> 2014 NEV Plan, 4.7 Facility Maintenance, 4.71 Considerations, Pg. 61

Since none of the planning, designing, engineering, environmental review, construction and operation and maintenance costs and related rights-of-way acquisition associated with the approximately 160 miles of streets and roads that lie beyond the proposed alignment of the approximately 50 miles of CV Link have been addressed by CVAG, it is recommended that the City of Rancho Mirage refrain from taking any immediate action to approve a NEV Transportation Plan for the City of Rancho Mirage for any streets and roads under its jurisdiction and control, including any segments of its streets and roads that are proposed to be included as any part of the proposed CV Link alignment – until the cost question is answered to the satisfaction of the Rancho Mirage City Council. In addition, it would be premature to approve any NEV Transportation Plan prior to the City Council reviewing, considering and determining whether any of the City's General Plan elements or policies and zoning codes need to be updated or amended, which would require considerable amount of public input and environmental analyses.

**B. Use of Measure A Funds to pay for CV Link**

Despite the open-ended (unanswered) question as to who will pay the undisclosed costs associated with acquiring all necessary NEV related rights-of-way and planning, designing,

**ITEM 7B**

**Coachella Valley Association of Governments  
Executive Committee  
June 1, 2015**



**Staff Report**

**Subject: CV Link Operations and Maintenance Cost Estimate**

**Contact:** LeGrand Velez, Transportation Program Manager ([lvelez@cvag.org](mailto:lvelez@cvag.org))

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**Recommendations: Discussion.**

**Transportation Committee:** May 4, 2015 – Discussion and suggestion to eliminate rangers.

**Technical Advisory Committee:** May 11, 2015 – Discussion

**Public Safety Committee:** May 11, 2015 – Discussion

**Energy and Environmental Resources Committee:** May 14, 2015 – Discussion

**Transportation Technical Advisory Sub-Committee:** May 18, 2015 – Discussion

**Technical Planning Sub-Committee:** May 19, 2015 – Discussion

**Background:** CV Link is an approximately 50-mile, multi-use path, the core of which connects eight Coachella Valley cities. To date, CVAG has assembled more than \$75 million to fund the design and construction of CV Link, including the largest award in the state – \$10.9 million – from the first cycle of California’s Active Transportation Program. CV Link is believed to be the largest project of its kind in the nation.

At the April 6, 2015 Transportation Committee meeting, an agenda item to Establish and Fund [a] CV Link Operations and Maintenance Fund was continued based on a request from officials in Rancho Mirage and the chair. CVAG practice is to have such items drafted by staff, considered by CVAG committee(s), and, if approved by CVAG’s Executive Committee, distributed to the cities and county, and at times, Tribes, for their consideration. Complex items such as this would typically involve many meetings with various CVAG committees and subcommittees over many months.

At the April 13 meeting of the CVAG Technical Advisory Committee (TAC), members inquired about the status of the O&M funding proposal and a suggestion was made to set up a subcommittee of TAC/City Managers at the next TAC meeting to consider options for funding and distributing CV Link O&M expenses. At the April 27 meeting of the CVAG Executive Committee, Rancho Mirage Mayor Dana Hobart distributed information about the City’s concerns regarding CV Link.

At the May 4, 2015 meeting of the Transportation Committee, a one-and-a-half hour presentation was given regarding the operations and maintenance (O&M) cost estimate provided in the CV Link Draft Master Plan. The Transportation Committee O&M PowerPoint presentation is available for review on the CVAG website at: [http://www.cvag.org/library/pdf\\_files/trans/CV%20Link%20Docs/CVL%20O-M%20Presentation%20TC%205-4-15.pdf](http://www.cvag.org/library/pdf_files/trans/CV%20Link%20Docs/CVL%20O-M%20Presentation%20TC%205-4-15.pdf). (An abbreviated version of this presentation has been given to five additional CVAG committees. The presentation was a team effort by CVAG staff, John Lieswyn (Alta Planning + Design assistant project manager), Scott Bangle (superintendent of the Riverside County Park District); Patricia Lock-Dawson (principal consultant for the Santa Ana River Trail); and Edie Hylton (community services director and deputy city manager for the City of La Quinta). Alta is the premier bicycle infrastructure planning firm in the United States, having worked on hundreds of projects. Mr. Bangle oversees a countywide trail network that stretches more than 150 miles, including portions of the Santa Ana River Trail (SART). Ms. Lock-Dawson is the lead for the entire SART, which spans Orange, Riverside, and San Bernardino Counties and 17 cities. Ms. Hylton previously worked on the Platt River Trail in Colorado and now oversees the very popular Bear Creek Trail. Mr. Lieswyn demonstrated the research and documentation that was conducted to prepare the cost estimate. All trail management presenters concurred that the CV Link O&M cost estimate is well researched and prudent.

While there seems to be a consensus to address operations and maintenance (O&M) early on in the process, we are still at least two-and-a-half years away from having a CV Link section complete and ready to be operated or maintained. There are a number of questions that have come up about O&M. Rather than tackle them all at once, the discussion on this item at the May 4 Transportation Committee meeting focused on the first series of questions:

- How much will O&M cost?
- How much will the cost change over time?
- How reliable are the estimates and are there like projects that we can learn from?
- Are the levels of service assumed "just right", too low or too high?

While road and similar infrastructure projects generally have high capital costs and relatively low operations and maintenance (O&M) costs, there will be ongoing expenses to keep CV Link a high-quality transportation route that continues to boost economic development and improve public health. Similar trails, e.g. Santa Ana River trail (SART), often do not have a dedicated O&M funding source nor is there a regularly scheduled system to resurface and repair the trail. Maintenance is left to local governments to address on an as-needed basis. CVAG staff does not believe that should happen with a project of CV Link's significance.

The project is expected to break ground in 2017, and we hope to complete construction of the core in 2020. Maintenance costs are initially expected to be very low for the brand new facility, and will increase over time as the pathway is used and ages. Deferred maintenance costs are built into the budget estimate. Concrete is the likely material for the primary path, which will require less maintenance than asphalt. O&M services will not be needed until 2018.

The breakdown of the CV Link O&M cost estimate is presented on page 156 of the March 2015 Draft CV Link Master Plan, which can be viewed on the CVAG website at: [http://www.cvag.org/library/pdf\\_files/trans/CV%20Link%20Docs/CV\\_Link\\_Master\\_Vol\\_1.pdf](http://www.cvag.org/library/pdf_files/trans/CV%20Link%20Docs/CV_Link_Master_Vol_1.pdf). The CV Link Master Plan initially estimated the annual cost of CV Link operations and maintenance upon full build-out of the core corridor to be \$1,616,900. This estimate was based on the highest levels of service and factor in an exhaustive list of scenarios, so actual O&M costs are likely to be lower than projected, as explained in the following section of this staff report.

## LEVELS OF SERVICE

The O&M budget could be adjusted by revisiting the level of service proposed. At the May 4 Transportation Committee meeting, the topic of rangers was discussed extensively. It was suggested that these positions could be filled by volunteers rather than paid, contracted staff, especially considering the large pool of retired volunteers in the Coachella Valley and the public support for the project that's been evidenced by the Friends of CV Link group. Of the three examples, only the American River Trail has comparable paid staff and, as noted below, that park system is not a relevant model for CV Link. If the 10 rangers were removed from the CV Link O&M cost estimate, and two managerial positions were replaced with a half-time CVAG employee who is already in the CVAG budget, the annual O&M budget drops to \$992,523. This alternate staffing proposal will be reviewed by the CVAG Public Safety Committee and others. If supported, it also will be reflected in the Final Master Plan that will be considered at future CVAG Committee meetings.

## O&M COST ESTIMATE COMPARISONS

For comparison purposes, cost estimates for bike path O&M from two other planning documents are provided. CV Link O&M is then calculated using the cost formulas from the example documents.

### Whitewater River, American Canal, Dillon Road Regional Trails Corridor Study

The Regional Trails Corridor Study (2009) projected O&M costs for a bicycle and pedestrian trail along the Whitewater Channel as follows: maintenance costs = \$20,255/linear mile/year.

Using the formula from the Trails Corridor Study, CV Link O&M expenses would be \$1,012,750 a year.

It is notable that the O&M costs that were public information six years ago for the trail and the latest cost estimates are almost identical even after low-speed vehicles were factored into the equation. This amount also is consistent with the Draft Plan O&M cost estimate presented to the Executive Committee on June 30, 2014.

### Santa Ana River Trail Master Plan

The Santa Ana River Trail (SART) Master Plan (2011) calculates annual maintenance to cost between \$0.05 and \$0.08 per square foot. Using an average cost of \$0.065 per square foot, CV Link annual O&M costs using the SART formula would be: 105 (acres) x 43,560 (sq. ft.) x \$0.065 = \$297,297. In addition, the Santa Ana River Trail Master Plan calculates deferred maintenance at \$18,000 per mile for paved trails in flood areas and \$12,000 per mile for paved trail in non-flood areas. Using an average of \$15,000 per mile for deferred maintenance cost, CV Link would require \$750,000 annually.

CV Link O&M costs using the SART formula would be \$1,047,297 a year.

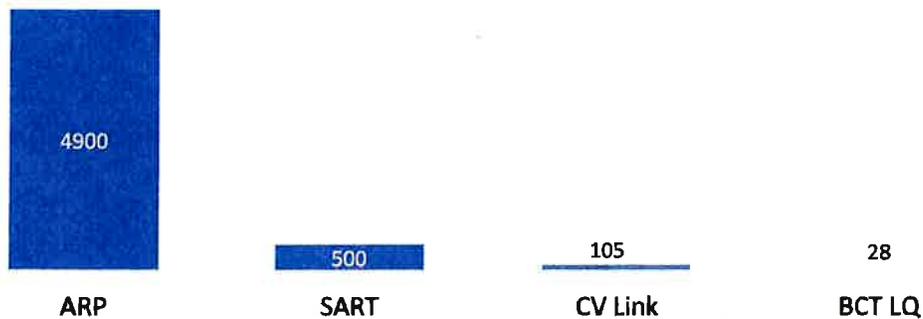
The O&M estimates above are derived from planning document formulas for projecting costs. Actual O&M costs for the Riverside County section of the SART are significantly less. The County of Riverside (RivCo Parks) portion of the SART does not receive any support from the county general fund, has no dedicated funding source and has no deferred maintenance budget. Different segments of the SART are managed by different entities, including RivCo Parks, the Jurupa Community Services District and the City of Riverside.

American River Parkway

It has been suggested that the American River Parkway in Sacramento, a 4,900-acre park system, ought to be considered as an example of how high operations and maintenance costs could be for what has been mischaracterized as “30 foot wide” CV Link. CV Link is actually a 14-foot wide small road with a 6-foot wide pedestrian path – covering all of 100 acres in size, despite its length. It is really more of a small roadway than it is a parkway. The American River Parkway has 82 miles of trail (including 26 miles of equestrian trail), over 600 acres of developed parks, six boat ramps, a nature center, and historic elements. It is nothing like the CV Link, which is a total of 97 acres of path and 8 acres of landscaping for the core project.

The following chart compare the acreage of the American River Parkway (ARP), the Santa Ana River Trail (SART), Bear Creek Trail, and CV Link.

**TRAIL/PARKWAY TOTAL ACREAGE**



Note: The SART acreage is an estimate based on partial data.

**O&M COST PROJECTION MISINFORMATION**

*There was*

There is no CVAG “approach” to use transient occupancy tax (TOT) to fund operations and maintenance. Considering the boost that CV Link will have on tourism, there was a proposal to use a formula based on TOT growth to help cover long-term costs. However, that staff proposal was tabled at the request of the City of Rancho Mirage and others. To date, no formal discussion has occurred – let alone a vote – on the proposed staff report. It has never been formally presented to a CVAG committee or subcommittee. Until such time that the funding proposals and options are presented through the CVAG Committee structure, characterizing a funding option as a CVAG approach is not accurate and likely counterproductive. (Refer to Attachment 1 – Letter from Palm Desert Councilwoman Jan Harnik)

Independent consultants selected by CVAG member agency representatives, staff managing similar projects and other experts disagree with the Mayor Hobart’s assertion at the last CVAG Executive Committee meeting that, with CV Link, “We’re talking about operations and maintenance char...charges, over the course of decades, come up hundreds of millions of dollars.” In subsequent references, he’s said it will create \$200 million dollars of liability.

Roads and bike paths tend to have high capital costs and low operating costs compared to other public services such as schools, hospitals and social services. Claims that there will be “hundreds of millions of dollars” of liabilities to the cities are without basis. A significant portion of the operations and maintenance budget is for preventive upkeep. Frankly, this is something that is programmed for every roadway or bridge project. In fact, the operations and maintenance budget continues to be revised – and lowered – as CVAG committees continue to conduct a thoughtful review of it and our community members offer input.

Additionally, Rancho Mirage officials have repeatedly said that the city would be subject to an annual payment of \$313,607 in the ninth year to pay for a share of CV Link operations and maintenance costs, with a total exposure of \$1,461,685 (over those nine years) from the city’s Transient Occupancy Tax (TOT) income to the CV Link. These numbers are incorrect and CVAG staff has repeatedly explained why they are incorrect.

While the TOT funding formula remains a yet-to-be-considered proposal, it’s worth noting that the staff report actually states Rancho Mirage’s proportional contribution as \$111,322 in year 9. Another column in the same staff report showed what 8 percent of the total TOT would generate – \$251,871 – but that the actual amount going to the fund is \$111,322. This dollar amount was based on the budget cap that is described in the same staff report.

The amount that CVAG staff projected in year 9 is about 65 percent less than one of the amounts that Mayor Hobart has repeatedly quoted. City leaders have further questioned the basis of CVAG’s research, even though CVAG got the information from the Greater Palm Springs Convention and Visitors Bureau. Consider this: If CVAG committees had approved the staff-proposed formula, it would have meant Rancho Mirage was paying for 9.5 percent of the operations budget in year 9. That’s roughly the same percentage that the city would be based on mileage, as Rancho Mirage would be home to 4.7 miles of the 48.1 miles of CV Link core, or about 9.8 percent of the pathway.

These projected costs will be updated as CVAG committees continue to review the information and discuss preferences. . Just recently, members of the CVAG Transportation Committee recommended eliminating contract rangers from the proposed budget, relying instead on the Coachella Valley’s robust volunteer community to be stewards of CV Link. This would mirror what is already done along many trail systems. The approach also takes into consideration how close CV Link is to homes and businesses, meaning volunteering along sections of CV Link is much easier and convenient than volunteering along a mountainous or rural trail. If that concept is ultimately approved, the eliminated ranger positions would save nearly \$600,000– and Rancho Mirage would be paying \$42,000 in year 9.

## **O&M FUNDING SOURCES**

A lot of clamor has been made about how much each jurisdiction will be required to contribute to O&M expenses over time. As early as August 2014, CVAG addressed the long-term costs associated with CV Link’s operations and maintenance. (Refer to Attachment 2 – Section 7.8: Operational Funding, from the August 2014 Draft CV Link Master Plan.) The latest CV Link Master Plan states on page 153 that “construction and operations of the CV Link will not require local funding.” This is a phrase that has been repeated many times. Note that the same document outlined 22 different ideas to cover the costs, including several local ones, as was noted in the Desert Sun article from May 16, 2015, (<http://www.desertsun.com/story/news/2015/05/16/cv-link-funding-ranch-mirage/27408467/>), and there is no “requirement” for local funding. Staff’s intent has always been to rely on regional, state, federal, and private sources of funding. If there is to be local funding, it would be voluntary and at the discretion of each local jurisdiction.

That said, given the relatively low cost of maintaining concrete paths – the City of La Quinta pays \$30,000 a year out of a \$4 million plus community services budget to maintain Bear Creek Trail – it very well may be that no local funds are needed for O&M. But before any potential contributions could be finalized, CVAG members should first determine what level of service is appropriate for CV Link and decide whether items such as preventative maintenance need to be planned this far in advance.

In the case of CV Link, it is generally agreed that it will be an amenity for locals and tourists. An economic analysis predicted that having the nation's largest, and we hope best, project of its kind will keep visitors here longer and may even stimulate new tourism. The third party economist, managed by the Coachella Valley Economic Partnership, assumed that even a small bump in our \$5.8 billion tourism industry would mean an increase in tax revenues from visitors, including Transient Occupancy Taxes and sales taxes. But any suggestions to use that new tax revenue to support CV Link was never discussed by CVAG committees.

**Attachments:**

1. Letter from Jan Harnik, Palm Desert City Council, to Scott White, Executive Director of the Greater Palms Springs Convention and Visitors Bureau, regarding CV Link misinformation.
2. Draft CV Link Master Plan, August 2014, Section 7.8: Operational Funding



May 28, 2015

Scott White, President and CEO  
Palm Springs Desert Resorts  
70-100 Highway 111  
Rancho Mirage, CA 92270

Dear Mr. White:

Thank you for suggesting your consultant, Convention Sports and Leisure, could be a resource providing technical assistance and policy insight for CV Link. CVAG Executive Director Tom Kirk has been in contact with the firm's representative to discuss the idea. Convention Sports and Leisure is poised to integrate CV Link as part of the work they are doing to develop the perception and popularity of this destination for the Greater Palm Springs Convention and Visitors Bureau.

CVAG appreciates the support of the Convention and Visitors Bureau as we have sought – and have been awarded – tens of millions of dollars to build CV Link. While projects like CV Link require a major up-front capital investment, the operations costs are remarkably low. Still, as you know, CVAG has been busy preparing estimates, analyzing future operational needs and considering various funding options and programs. Unfortunately, there has been plenty of misinformation distributed and perpetuated, some of which The Desert Sun cleared up in its May 17 article.

Given CVB's support and partnership of the project, I think it is important to clarify a few points:

1. While it has been claimed that operations and maintenance costs will result in "hundreds of millions of dollars" of liabilities to the cities, it is without basis and just not true. A significant portion of the operations and maintenance budget is for preventive upkeep. Frankly, this is something that is programmed for every roadway or bridge project. The initial information regarding operation and maintenance is clear ... it isn't anywhere close to hundreds of millions of dollars, even over many lifetimes. In fact, the operations and maintenance budget continues to be revised – and lowered – as CVAG committees continue to conduct a thoughtful review of it and our community members offer input.
2. It has been repeated many times that the American River Parkway in Sacramento, a 4,900-acre park system, ought to be considered as an example of how high operations and maintenance costs could be for a "30 foot wide" CV Link. CV Link is a 14-foot wide small road with a 6-foot wide pedestrian path – covering all of 100 acres in size, despite its 48 mile length. It is really more of a road than it is a park.

3. There is no CVAG "approach" to use transient occupancy tax (TOT) to fund operations and maintenance. Considering the boost that CV Link will have on tourism, there was a proposal to use a formula based on TOT growth to help cover long-term costs. However, that staff proposal was tabled at the request of the City of Rancho Mirage and others and has NEVER been discussed nor debated publicly by CVAG elected officials.

Please pass along this information; it is critical that the information is shared and the facts are clear as this important project moves forward. I encourage you to attend our next Executive Committee meeting, this Monday, June 1 at 4:30 p.m. It has been requested that CVAG consider a number of motions related to "slowing progress" on CV Link. I, for one, want to continue on with our progress and build an amenity that will improve the appeal of our world-class tourist destination while achieving other transportation, energy and public health objectives.

Sincerely,



Councilmember Jan Harnik, City of Palm Desert  
CVAG Chair

cc: Tim Ellis, General Manager, Palm Mountain Resort and Spa  
Tom Kirk, CVAG Executive Director



# SEVEN: OPERATIONS AND MAINTENANCE

## 7.8 Operational Funding

### INTRODUCTION

Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. Only a small proportion of that funding is used in planning and implementation of non-motorized transportation infrastructure and policy development. Even though appropriate funds are limited, they are available, but desirable projects sometimes go unfunded because communities may be unaware of a fund's existence, or may apply for the wrong type of grants. Also, there typically is strong competition between municipalities for available funding.

Whenever federal funds are used for transportation projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented transportation program and facility in the United States has had more than one funding source, and it often requires substantial coordination to obtain the full funding needed.

To support agency efforts to fund capital and on-going maintenance costs of CV Link, a summary by source type has been provided with details regarding eligibility, use, and requirements associated with funding sources. The following funding sources exclude grants that are applicable to capital development only.

### FEDERAL, STATE, AND REGIONAL SOURCES

#### Measure A (Regional)

The Riverside County Transportation Commission (RCTC) reviews, programs and approves funding from the following programs:

- Federal Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- State Transportation Improvement Program (STIP)
- Riverside County's Measure A Transportation Sales Tax

More information is available on the RCTC website: [www.rctc.org/funding](http://www.rctc.org/funding)

Measure A is Riverside County's voter approved 1/2-cent sales tax dedicated to transportation. The Coachella Valley typically receives about one-quarter of the revenues from Measure A (with the balance going to Western County and Palo Verde Valley). The 2009 Measure A Transportation Improvement Program (TIP) specified that Coachella Valley's share is to be spent on highways and regional arterials (50%), local streets (35%) and public transit (15%). CV Link should be designated as a regional arterial transportation route.

Currently, Extended Measure A (post 2008) funds are eligible to pay for on-going maintenance costs of interchange landscaping improvements, street maintenance, and bridge renewals throughout the Coachella Valley. Measure A sales tax revenues could fund over 40% of the overall CV Link operations and maintenance budget.

#### Regional Arterial Program (Coachella Valley)

CVAG's Regional Arterial Program Policy and Procedures Manual (last updated January 2014) provides member agencies with guidelines for development of the regional arterial system. The program is funded through Measure A and the Coachella Valley Transportation Uniform Mitigation Fee (TUMF), a fee paid by developers to mitigate new transportation demands. Projects are prioritized in the Transportation Project Prioritization Study (TPPS, last updated 2010 and due to be revised in 2015).

Currently the program is focused on capital projects for capacity expansion, but as the transportation network is built out the emphasis may begin to shift towards management and operations.

#### Rivers, Trails, and Conservation Assistance Program (Federal)

CV Link is not a trail – but it does parallel a river channel for a substantial distance. The Rivers, Trails and Conservation Assistance Program is the community assistance arm of the National Park Service. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation and identifying other sources of funding for conversation and outdoor recreation projects. Funding could be used to support education programs.

#### Community Transportation Grants (Federal)

Community Transportation Grants administered through the Center for Disease Control support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation programs that promote healthy lifestyles are a good fit for this program, particularly if the benefits of such improvements accrue to population groups experiencing the greatest burden of chronic disease.

#### Safe Routes to School (Federal and State)

Caltrans administers two types of Safe Routes to School Programs. The federal program (SRTS) and the state-legislated program (SR2S) share a goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. The state SR2S program is primarily a construction program, and eligible projects require a 10% local match. In addition, SR2S funds can be used to target children in grades K-12, rather than just elementary and middle school students. Eligible projects may include engineering improvement, education and encouragement efforts, and enforcement efforts. These funds could supplement the operational funding objectives where CV Link is proximate to schools. Parent or SRTS coordinator led Biking to School Buses using CV Link would be one way to address the concern that some schools and school districts have expressed in relation to students loitering on CV Link.

### Active Transportation Program (State)

The Active Transportation Program provides funds to develop and maintain non-motorized transportation facilities. Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility is an eligible expenditure.

### MSRC Clean Transportation Funding (Regional)

The Mobile Source Air Pollution Reduction Review Committee (MSRC) provides funding opportunities to cities and counties in the South Coast Air Quality Management District titled "Clean Transportation Funding" to co-fund clean air projects using Motor Vehicle Registration Fee Subvention Funds. The MSRC's sole mission is to fund projects to reduce air emissions from motor vehicles within the South Coast Air District in Southern California. The MSRC Program matches local funds through an online submittal process. As noted by the MSRC Program, proposals most likely to be funded are those that offer significant measurable vehicle emission reductions, are cost-effective and have considerable, verified co-funding. CVAG is currently a recipient of MSRC grant funds to help offset the regional PM10 street sweeping program. This funding may also be applicable to CV Link sweeping.

### Transient Tax (Local)

Palm Springs is currently using a portion of transient (hotel and motel) taxes to pay for trail development and maintenance but notes that a permanent funding source is needed. Work is underway with the tourism industry to explore the possibility of growing TOT revenues and using some of that growth to fund O&M.

### NEV Registration Fee (Local)

A local registration fee added to the state fee<sup>4</sup> could be assessed to help fund operations. The feasibility of this would need to be determined through discussions with the Department of Motor Vehicles.

### New Construction (Local)

Future road widening and construction projects are one means of providing on street CV Link facilities. To ensure that roadway construction projects provide CV Link facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

### Parking Meter Revenue (Local)

On-going maintenance can be funded through parking meter revenues. The ordinance that governs the use of the revenues would specify eligible uses. Cities have the option to pass ordinances that specify facilities as eligible expenditures. This would require cooperation between the cities to determine a proportional and consistent revenue stream among the municipalities.

## PRIVATE SOURCES

### Foundations

Private funding sources can be acquired by applying through the advocacy groups such as the Bikes Belong Coalition. Most of the private funding comes from foundations wanting to enhance and improve non-motorized transportation facilities and advocacy. Grant applications will typically be through advocacy groups such as Friends of CV Link. Health foundations could provide significant funding for CV Link related programs that promote healthy living.

### LSEV / NEV / Bicycle Share

A fee levied on low speed electric and bicycle rental and sharing program users could help finance maintenance and operational activities.

### Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to reduce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$90,000 and \$275,000.

### Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented.

<sup>4</sup> [http://dmv.ca.gov/pubs/brochures/last\\_facts/fvr37.htm](http://dmv.ca.gov/pubs/brochures/last_facts/fvr37.htm)

# SEVEN: OPERATIONS AND MAINTENANCE

## Business Marketing Rights or CV Link-Based Businesses

Interested businesses could be solicited via an RFP issued by CVAG or the CV Link management. The vendor (e.g. NEV rental, food service) would have the rights to market their product on CV Link in return for paying a fee. Going further, CVAG could invest now in some of the under utilized land adjacent to the pathway and then lease that land back to interested businesses.

## RECOGNITION OF SPONSORS

The following principles form the basis of CV Link's recognition of sponsors:

1. CVAG appreciates all sponsorships that enable it to further its mission.
2. In recognition of a sponsor's contribution, preference will be given to providing a form of recognition that is not displayed within CV Link right of way.
3. Recognition of a sponsorship shall not suggest in any way the endorsement of the sponsor's goods or services by CVAG, member cities or agencies, or any proprietary interest of the sponsor in CV Link.
4. Any physical form of on-site recognition shall not interfere with visitor use or routine community center/park operations.
5. The form of any on-site recognition shall be of an appropriate size and color and shall not detract from the surroundings or any interpretive message.

6. All sponsorship agreements will be for defined period of time having regard to the value of the sponsorship and the life of the asset being sponsored.
7. Naming of events and/or facilities within CV Link right of way in recognition of a sponsor is permitted providing such names are subordinate to the name of the facility.
8. Where naming/renaming as a sponsorship benefit is to be offered in recognition of a sponsorship, the local neighborhood association will be notified of the proposal.

## Utility Franchise Fees

CV Link may provide opportunities for additional utility operator revenues, system expansion or maintenance efficiencies. A portion of any of these benefits could be assessed for maintenance. Work is underway to identify opportunities for the development a fiber optic high speed, high capacity data link along the Whitewater River Channel. Such a link would enhance the economic efficiency of data-intensive users such as radiologists, R&D businesses, and media companies.

## OTHER FUNDING SOURCES

These sources could supplement more reliable funding streams to provide for non-essential activities.

### Membership Dues

Annual membership dues can contribute to on-going maintenance. The Friends of the Katy Trail in Dallas, Texas is a non-profit organization that fundraises for maintenance and capital expansion. Membership dues start at \$50 and help fund utilities, maintenance and safety programs. If implemented for CV Link, members who donate can have their name engraved on a bench or plaque at an access point.

### Fundraising Events

Foot-races and walks, such as half-marathons and 5K runs and walks are opportunities to raise money for CV Link operations through registration fees and donations. Races are also an opportunity to establish a tradition focused around the corridor, which can attract visitors from outside the area.

### User Fees

Charging facilities placed at roughly one-mile intervals along the length of CV Link are important to minimize range anxiety fears for LSEV and electric bicycle users. While current golf cart, LSEV and e-bike charging typically takes four hours or more to obtain a full charge, future technologies could see this time drop substantially. A business case for assessing fees for charging will depend on factors such as charge time and infrastructure costs. At some point, a charging fee may be a minor revenue stream.

Hourly, daily, or seasonal access fees to gain entry to the facility have precedent (e.g., the Raccoon River Valley Trail in Des Moines, Iowa) but are not recommended given the regional significance of CV Link and the likelihood of other funding sources that would have no potential impact on demand.

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### Crowdfunding

Crowdfunding is an internet-based funding mechanism that allows individuals or organizations to create a fundraising campaign to achieve a goal. Visitors can access the fundraising site, read the story behind the campaign, and pledge a donation. Because of its online presence, crowdfunding is easily shared on social networks. The benefit of crowdfunding is that it allows anyone with web access to participate in the fundraising event, including pathway users and citizens who are not usually civically engaged.

### Donations

Public donations could be raised through sales of bumper stickers such as "Keep Tahoe Blue" or plaques / inscriptions on the pathway amenities. Local community groups, companies, organizations, and institutions can "adopt" a section of CV Link. Adopters commit private funds and/or volunteer hours in exchange for recognition, such as a sign or plaque that reads: "Adopted by [company name]."

### SUMMARY OF O&M FUNDING SOURCES

Table 25 lists the funding program sources that could be sought for various O&M activities.

### VOLUNTEERS AND IN-KIND SERVICES

#### Friends of CV Link

Friends of CV Link<sup>5</sup> is a non-profit advocacy group that works to help build and maintain CV Link. This group can promote events and spearhead "Adopt a CV Link" fundraising to support on-going maintenance. The following activities are a sample of what such groups can achieve.

<sup>5</sup> www.friendsofcvlink.org

### Volunteer CV Link Ranger / Ambassador Program

Participants in the volunteer CV Link Ranger or Ambassador Program would work with management to assist with operational activities as needed. The volunteers would be trained as necessary to cover duties such as:

- Inform users of behavioral rules verbally or through distributing written rules
- Observe and report maintenance needs, physical hazards on CV Link, or potentially hazardous behavior by users
- Provide wayfinding assistance
- Lead rides, runs, and EV events

Annual workdays could bring together a large number of community volunteers to help artists prepare surfaces for new murals, planting days, or other improvement activities. The annual workday could conclude at noon with a "thank you" luncheon provided for participants.

### CV Link Education Day(s)

The CV Link includes natural and cultural resources. The CV Link management could partner with an educational or research institution to locate and map these resources or perform other educational undertakings. At least annual or ideally weekly (during the peak winter months) education day(s) would provide lessons on open space subjects. These events could include a short, guided walks, interpretive talks, and a safety and courtesy workshop. The goal would be to instill a sense of stewardship in users of all ages. At the same time, participants could help with maintenance.

### Correctional Facility Work Programs

Inmates are used in Riverside County for low cost roadway maintenance. Minor offenders that are required to provide a set number of hours of community service could also be assigned duties such as litter pick up.

**TABLE 25. SUMMARY OF O&M FUNDING SOURCES**

Funding Source	Agency	Remarks
<b>Measure A</b>	CVAG	A portion of the existing 1% sales tax.
RTCA Program	National Park Service	CV Link educational programs and events are eligible.
Community Transportation Grants	Center for Disease Control	Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if the benefits of such improvements accrue to population groups experiencing the greatest burden of chronic disease.
Active Transportation Program (ATP)	FHWA, Administered through CTC	Includes Safe Routes to School programs if the school is within 2 miles of the facility; these may provide programs like Biking School Buses that follow CV Link
MSRC Clean Transportation Funding	South Coast Air Quality Management District (SCAQMD)	Proposals most likely to be funded are those that offer significant measurable vehicle emission reductions, are cost-effective and have considerable, verified co-funding.
<b>Transient Tax</b>	Local	In recognition of the increased visitation potential of CV Link, a portion of existing or additional tax on accommodation could support operations.
NEV Registration Fee	Local	The Department of Motor Vehicles would need to approve a fee levied to support operations.
New Construction	Local	To ensure that roadway construction projects provide CV Link facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system.
<b>Parking Meter Revenue</b>	Local	Cities have the option to pass ordinances that specify CV Link maintenances as eligible expenditures.
Private Donation	Varies	Private donations may include foundations, user fees, crowdfunding and donations.

**ITEM 7C**

**Coachella Valley Association of Governments  
Executive Committee  
June 1, 2015**



**Staff Report**

**Subject: Additional CV Link Rancho Mirage Alignment Alternatives**

**Contact: LeGrand Velez, Transportation Program Manager ([lvelez@cvag.org](mailto:lvelez@cvag.org))**

---

**Recommendation: Affirm the addition of three new alternatives for the CV Link in Rancho Mirage in order to address City Council resolutions.**

**Background:** Routing the project through Rancho Mirage is complex and challenging due to several golf courses being located in the Whitewater River/Coachella Valley Stormwater Channel. (Most of the rest of the routing is more straightforward, with the path following the southern, or right bank, of the Whitewater Channel.) Due to these complexities, CVAG staff and the CV Link consultant team invested more time and effort researching, analyzing, and conducting outreach for Rancho Mirage alignment alternatives than for any other segment of the project. Over the last two years, the CV Link team researched and analyzed 13 alignment alternatives through Rancho Mirage (refer to Map 1) , and worked closely with the City and other stakeholders to arrive at the alternatives presented in the August 2014 Draft CV Link Master Plan (refer to Map 2). The Draft Master Plan was distributed to city officials throughout the Coachella Valley and was made available to the public for comment for many months.

The Rancho Mirage outreach efforts include, but are not limited to:

- Site meeting with representatives of the Rancho Las Palmas Homeowners Association and the Rancho Las Palmas Golf Course (June 11, 2013)
- Meeting with Rancho Las Palmas Shopping Center developer (June 11, 2013)
- CV Link Public Workshop at Rancho Mirage Public Library (October 15, 2013)
- Rancho Mirage City Council Study Session (December 5, 2013)
- Neighborhood Electric Vehicle (NEV) Plan Meeting with City Staff (May 12, 2014)
- Meeting with Rancho Mirage CV Link Subcommittee (February 4, 2015)
- Meeting with Rancho Mirage CV Link Subcommittee (March 30, 2015)
- Rancho Mirage CV Link Alignment Alternative Public Workshop (April 6, 2015)

CVAG staff met with a City of Rancho Mirage CV Link Subcommittee, comprised of Mayor Dana Hobart and Councilman Richard Kite, and staff on February 4, 2015. The subcommittee requested that CVAG: 1) hold a public workshop specifically about alignment options through Rancho Mirage; 2) drop the Rancho Las Palmas Golf Course alignment alternative from consideration; 3) drop the neighborhood streets alignment from consideration; and 4) remove a proposed community connector along Desert Cove Drive. CVAG staff studied these proposals and agreed to incorporate the alignment revisions requested by the City in the Final CV Link Master Plan. Map 3 shows this alignment. The public workshop was held on April 6<sup>th</sup>. CVAG staff met again with the Rancho Mirage subcommittee on March 30, 2015, to prepare for the

workshop. The CVAG team's expectation has been, and is, to continue to work with the City to refine the routes and meet with nearby residents to address their concerns.

Since publication of the final draft of the CV Link Master Plan in late March, the Rancho Mirage City Council has passed two resolutions that severely restrict CV Link alignment options in their jurisdiction, without giving CVAG an opportunity to develop solutions. These resolutions are included as attachments to this staff report. On April 16th the City Council passed a resolution opposing the CV Link alignments adjacent to the library and along the Butler/Abrams Trail. On May 7<sup>th</sup>, the Rancho Mirage City Council passed a resolution prohibiting the CV Link from using any portion of Highway 111 and Bob Hope Drive within its city limits. This resolution was proposed and passed without any consultation with CVAG regarding viable alignment alternatives. The result of the two resolutions passed without CVAG consultation is to gut the CV Link within Rancho Mirage. Map 4 shows what is left of the Rancho Mirage CV Link alignment following the Council actions.

Rancho Mirage has not proposed any alternate alignments to CVAG. The CVAG Executive Director's email to the City Manager requesting a meeting to work on viable alignments did not receive a response. However, the Desert Sun published the following in an article on May 17, 2015:

"Rather, Hobart proposes that the path follow Da Vall Drive out of Cathedral City and cut easterly along the fringes of Rancho Mirage, toward the train tracks that run adjacent to the highway. From there, it would head back into Palm Desert."

At the April 16, 2015, Rancho Mirage City Council Meeting, Dana Hobart stated the following:

"Our preference would be that they go around Rancho Mirage, find another route. If we're not in it, Ok, we're not in it. We'll pay a fee so that our people can use it from time to time, if it came to that."

A CV Link alignment based on the information above, that avoids Rancho Mirage entirely, is presented in Map 5. Going "around" Rancho Mirage with a route that is otherwise along the Whitewater River and Highway 111 through most of the core alignment would be similar to taking a train from Palm Springs to Los Angeles and routing through San Diego because an Ontario or Riverside in the middle of the route opposed the train. CVAG does not consider this proposal to be a viable alternative.

In order to move forward with finalizing the CV Link Master Plan, CVAG proposes adding three alternatives intended to address the issues identified in the City Council resolutions. These additional alternatives, listed below, would be studied in the environmental review and compliance process along with all other alignments proposed in the March 2015 Master Plan, and a "no-build alternative". The environmental process would ultimately lead to the selection of the preferred alignments.

The proposed new alternatives are the following:

1. No CV Link in Rancho Mirage.
2. An on-street alignment using Date Palm Drive, Gerald Ford Drive, and Monterey Avenue, in order to avoid using Highway 111 as the route for CV Link.

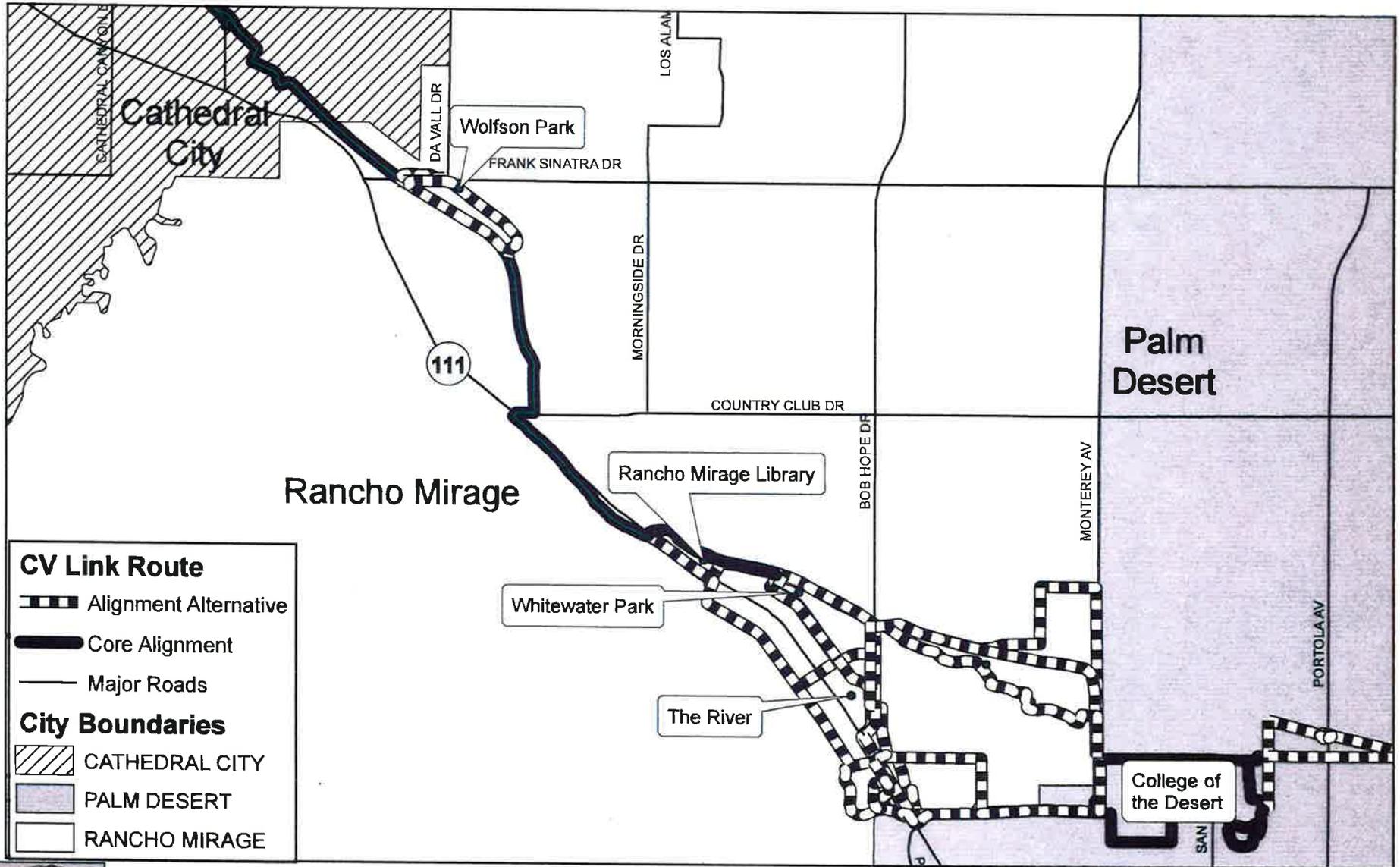
3. **Changing the nature of CV Link in the Butler/Abrams Trail segment so that low-speed electric vehicles are not permitted in this section. This would preserve the current condition of the Butler/Abrams Trail, which nearby residents have expressed to be a priority for them.**

**CVAG recommends that all other Ranch Mirage CV Link alignments identified in the March 2015 Master Plan be carried forward through the environmental (PA&ED) phase of the project. The environmental document(s) will lead to the selection of a preferred alignment based on broad environmental considerations as defined under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Although the City Council has passed resolutions restricting CV Link from using certain public streets, these on-street alignments would still be analyzed and researched. The Council could reconsider, or not, their actions after a full environmental analysis is undertaken and the public has had an opportunity to weigh in on the process.**

**Attachments: Map 1: All Alternatives Considered in Rancho Mirage June 2012 – June 2014  
Map 2: Alternatives from August 2014 Master Plan  
Map 3: Alternatives from March 2015 Master Plan in Response to Rancho Mirage Comments  
Map 4: Remaining Alternatives if the Rancho Mirage CV Link Resolutions of April 16 and May 7 2015 were Implemented  
Map 5: Alternative Proposed by Mayor Hobart, Desert Sun Article May 17, 2015  
Rancho Mirage City Council CV Link Resolution April 16, 2015  
Rancho Mirage City Council CV Link Resolution May 7, 2015**

# Map 1: All Alternatives Considered in Rancho Mirage

June 2012 – June 2014

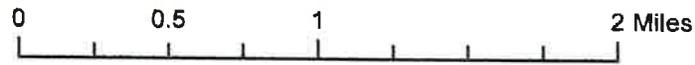


**CV Link Route**

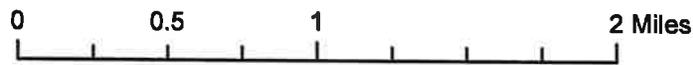
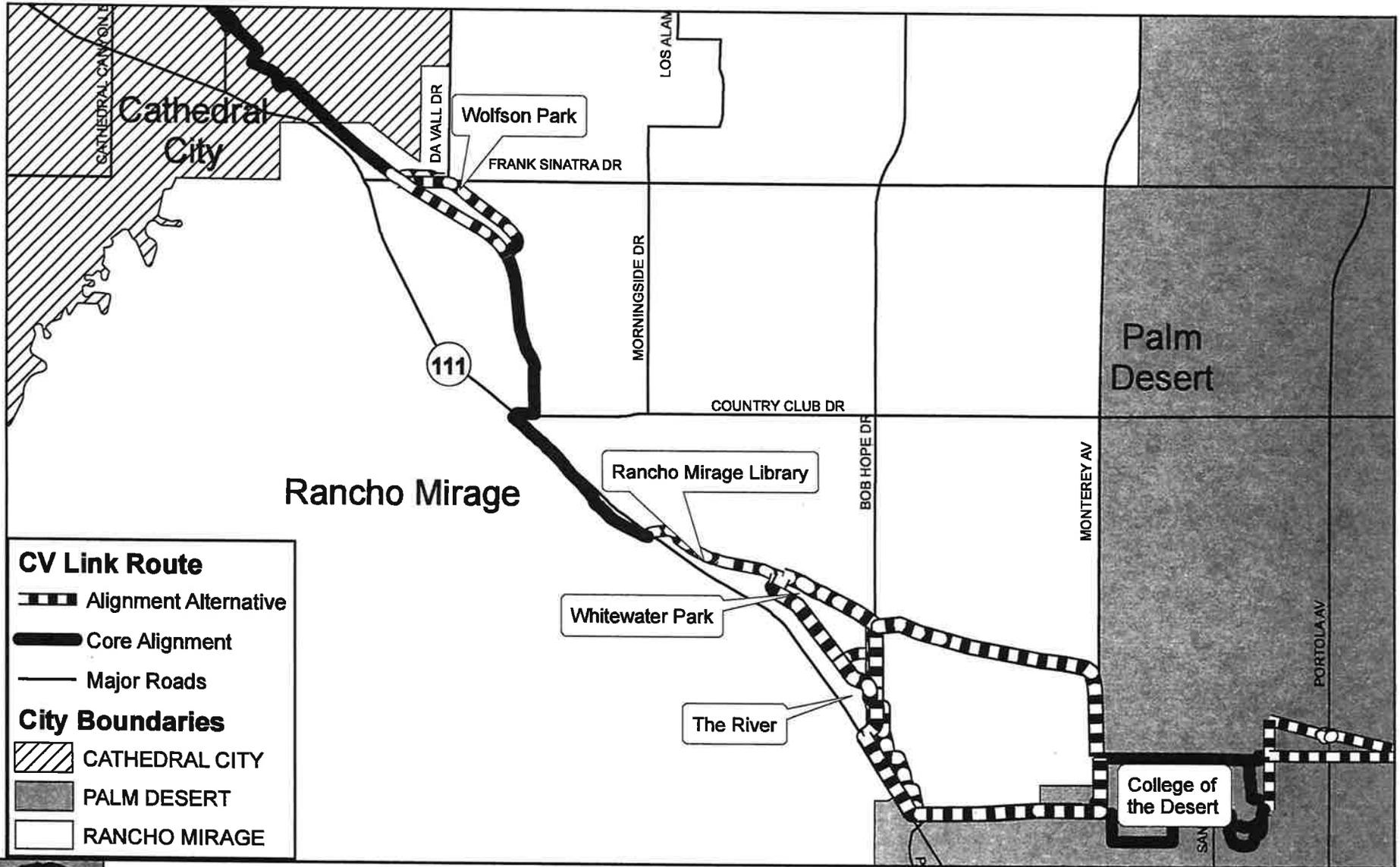
- Alignment Alternative
- Core Alignment
- Major Roads

**City Boundaries**

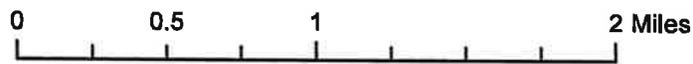
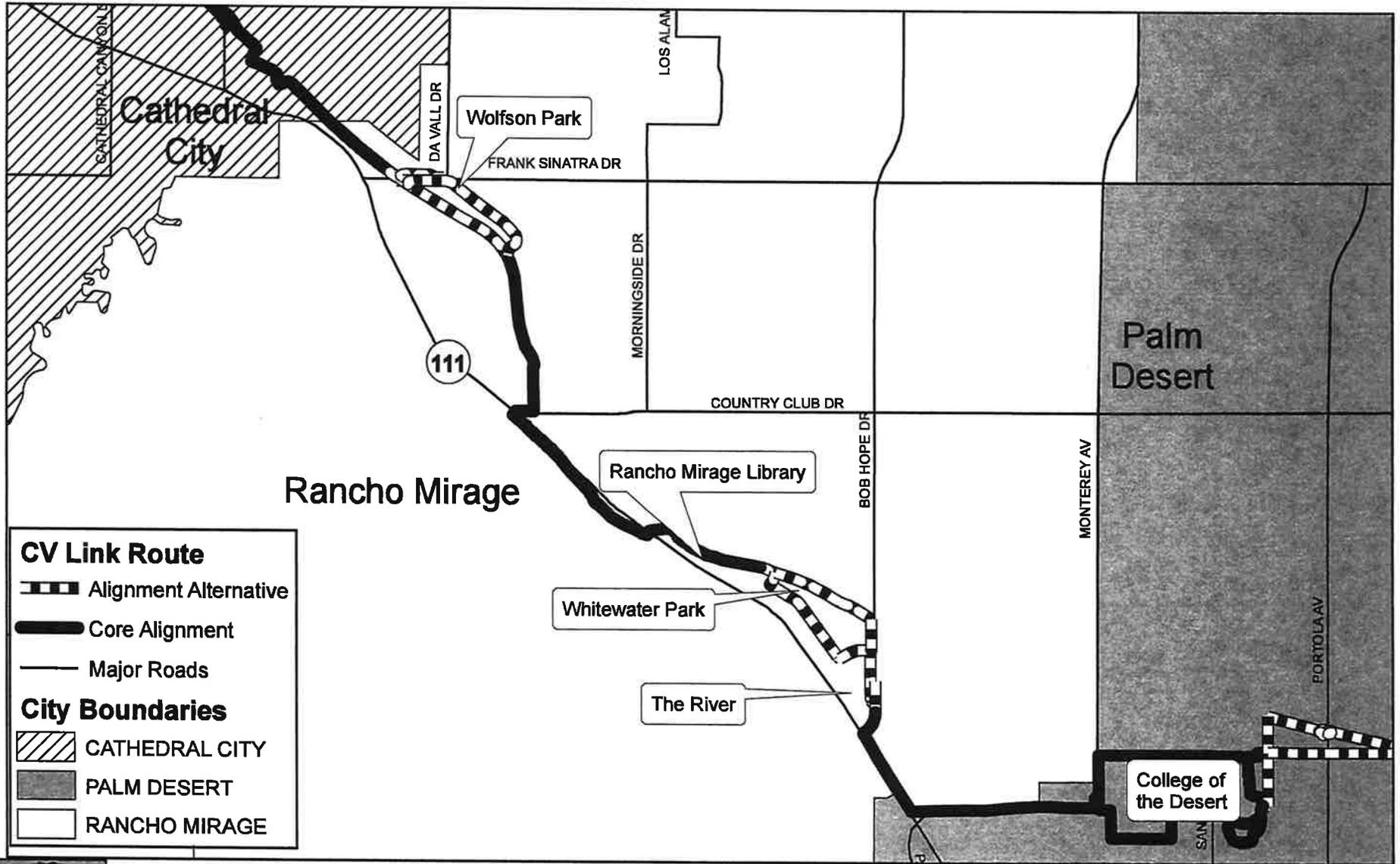
- CATHEDRAL CITY
- PALM DESERT
- RANCHO MIRAGE



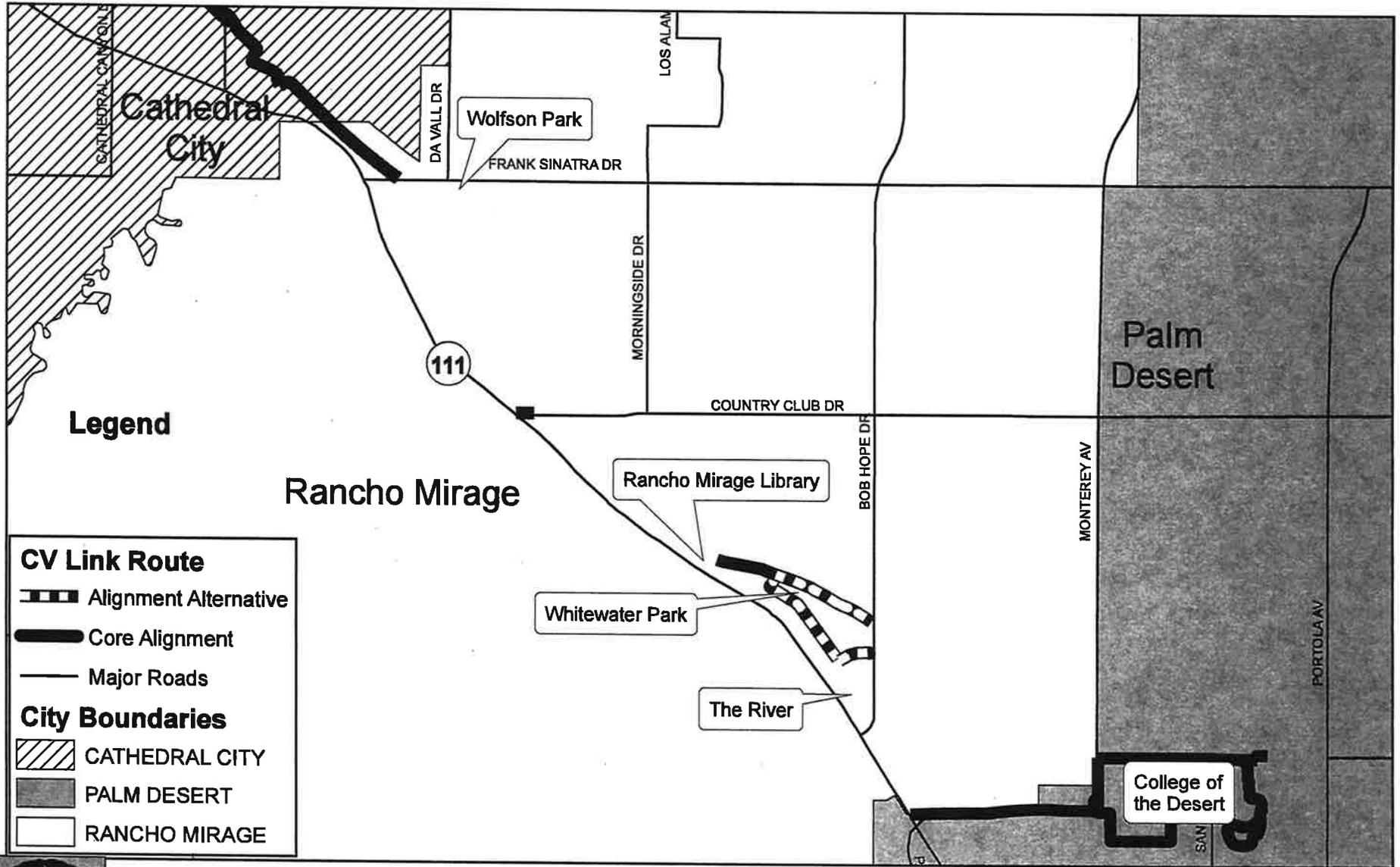
# Map 2 - Alternatives from August 2014 Master Plan



**Map 3: Alternatives from March 2015 Master Plan in Response to Rancho Mirage Comments**



# Map 4: Remaining Alternative of the Rancho Mirage CV Link Resolutions of April 16 and May 7, 2015 were Implemented

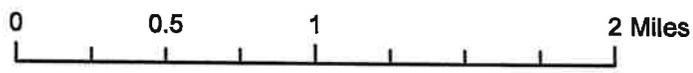


**CV Link Route**

- Alignment Alternative
- Core Alignment
- Major Roads

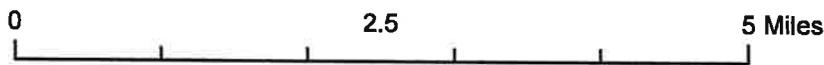
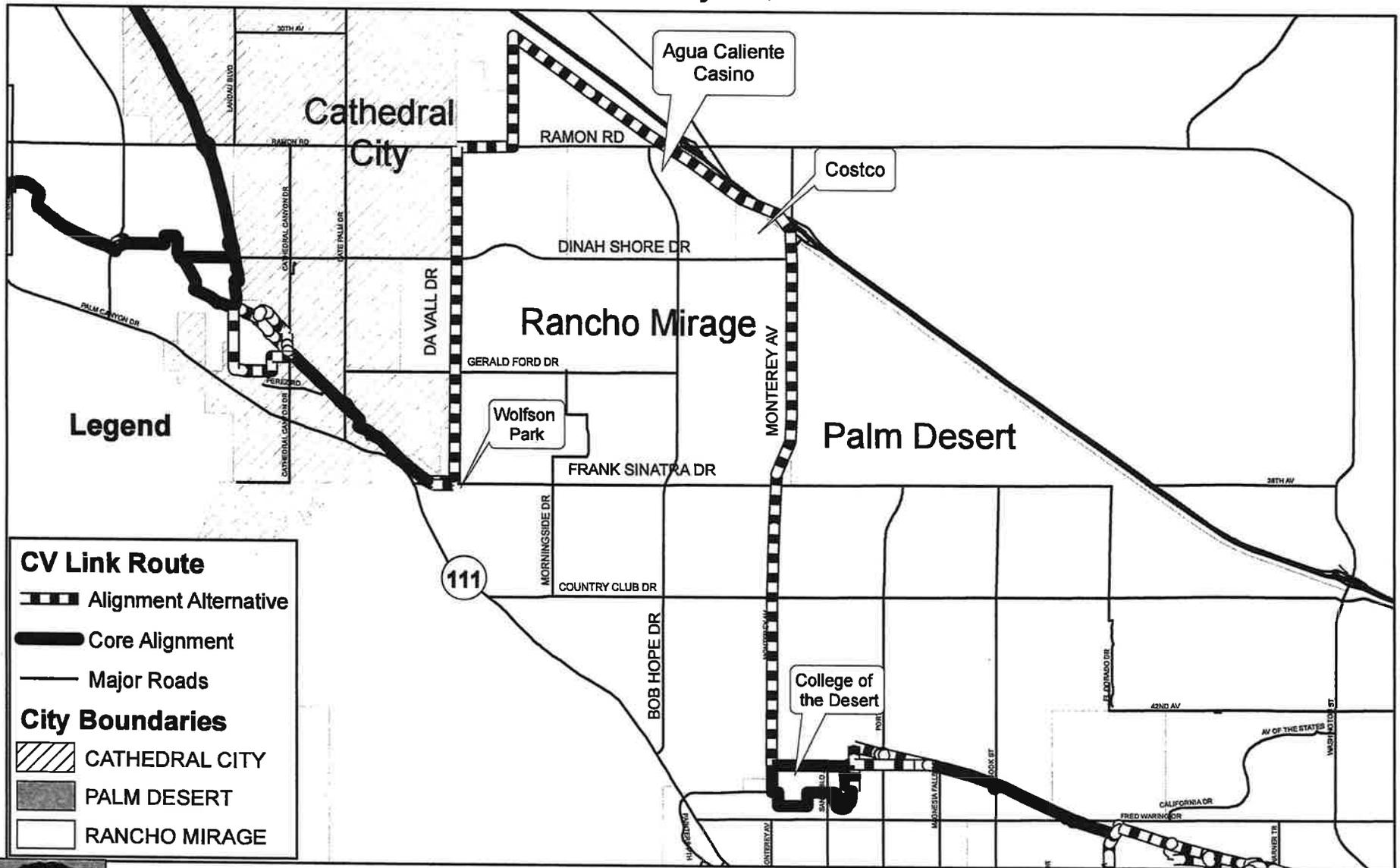
**City Boundaries**

- CATHEDRAL CITY
- PALM DESERT
- RANCHO MIRAGE



# Map 5: Alternative Proposed by Mayor Hobart

Desert Sun Article May 17, 2015



CITY OF RANCHO MIRAGE



STAFF REPORT

TO: Honorable Mayor G. Dana Hobart  
City Council Members

DATE: April 16, 2015

FROM: Bruce B. Harry, Jr., Director of Public Works

4-

SUBJECT: CV Link Route Alignment

SPECIFIC REQUEST OR RECOMMENDATION:

The City Council opposes the two proposed CV Link routes identified in the staff report.

JUSTIFICATION OR INFORMATION:

Information

The proposed CV Link project will transect nine cities in the Coachella Valley. The facility will be designed to accommodate bicycles, pedestrians and low speed electric vehicles. The facility is comprised of eleven (11) route segments spanning from Desert Hot Springs on the west to Coachella on the east. There are two route segments proposed within Rancho Mirage city limits, the first starting in the Whitewater Wash at the Rancho Mirage west city limit and continuing along the wash to Country Club Drive (reference attachment 1); and the second starting at Country Club Drive/Highway 111 intersection and continuing on and off Highway 111 to Park View Drive and then turning east to Monterey Avenue (reference attachment 2).

There are two portions of the proposed CV Link route within Rancho Mirage that are of concern to the city. They are as follows:

- 1. The proposed route link between Frank Sinatra Drive/Country Club Drive (reference attachment 1) is proposed to overlay the Butler-Abrams Trail. This concerns staff and many of the residents in the area since the Butler-Abrams Trail promotes a unique, quiet, tranquil, and rural neighborhood experience for the residents. The transformations that will be required to accommodate the CV Link will be incompatible and inconsistent

City Council Action:

Approved as Requested: \_\_\_\_\_  
Approved as Amended: \_\_\_\_\_  
Denied: \_\_\_\_\_  
Other: \_\_\_\_\_

Referred to: \_\_\_\_\_  
For: \_\_\_\_\_  
Cont. to Agenda of: \_\_\_\_\_  
Hearing Set: \_\_\_\_\_

AGENDA ITEM #

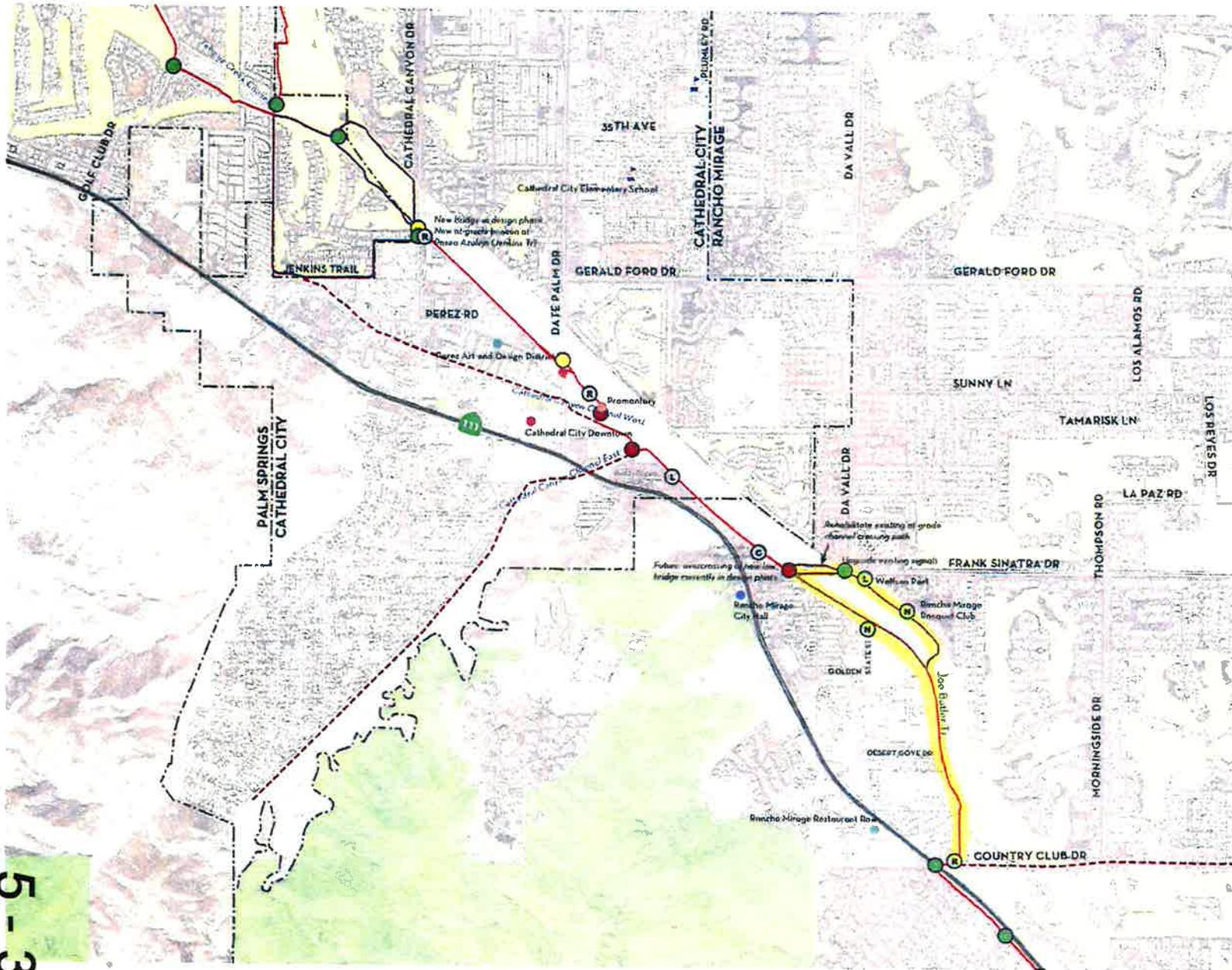
**JUSTIFICATION OR INFORMATION CONTINUED:**

with this long established experience. In addition, property values and quality of life for numerous estate properties will likely be impacted by the CV link facility as proposed.

2. The route link between Paxton Drive and the back of the Rancho Mirage Public Library (reference attachment 2) is proposed to cross Highway 111 at Paxton Drive and proceed across or adjacent to the undeveloped 3 acre Library parcel to the Whitewater Wash before proceeding east along the wash behind the Library to Bob Hope Drive. Staff is concerned about the Highway 111 traffic impacts that will result from three (3) at grade crossings being proposed by the CV Link route through Rancho Mirage. Two of the three crossing may have no other alternatives, but the Paxton Drive crossing has an alternative, and staff recommends that the proposed route along the south side of Highway 111 continue on the south side to the Magnesia Falls Flood Control Channel near Mirage Road and proceed underneath the Highway 111 bridged and connect back to the proposed CV Link route along the Whitewater Wash, thereby eliminating the at grade crossing at Paxton Drive. In addition, this alignment will pose difficult and unacceptable constraints on the city's use of the 3 acre property, which likely will be inconsistent and incompatible with the intended use of the property. As well, the CV Link will pass within feet of the city's planned Observatory that is completely funded and currently in design. It holds considerable potential to negatively impact the Observatory.

**Staff Recommendations:**

1. Oppose the proposed CV Link route alignment over the Butler-Abrams Trail.
2. Oppose the proposed CV Link route alignment at the Highway 111/Paxton Drive at grade crossing and support the realignment of the route on the south side of Highway 111 with an underpass crossing at the Magnesia Falls Flood Control Channel.



### Segment 3 - Cathedral City

#### Legend

- CV Link Route**
- Alignment Determined
  - Alignment with Alternatives
  - - - Connectors

- Destinations**
- Commercial
  - Public Amenities
  - Development Opportunity
  - Natural Features
  - Schools

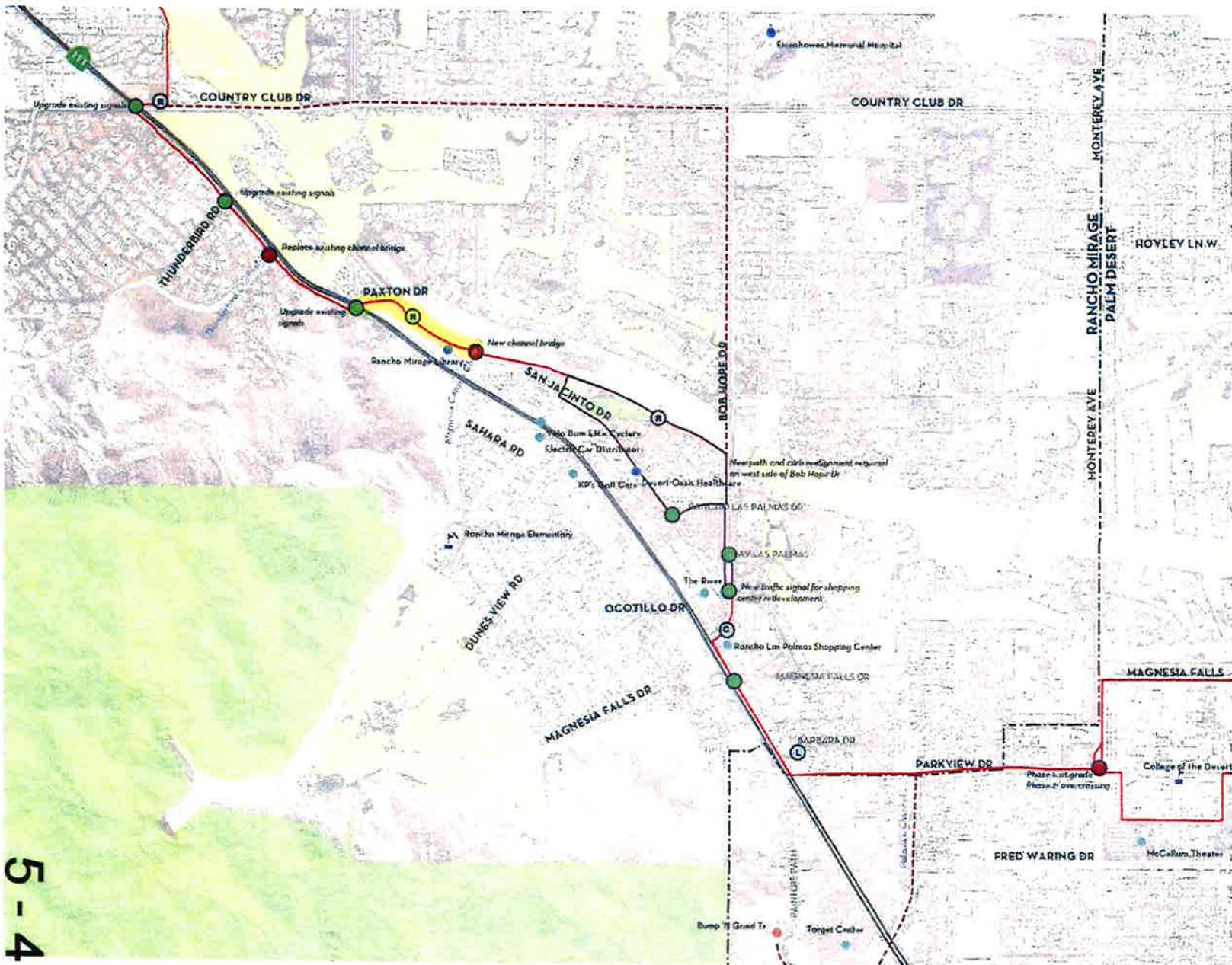
- Access Points**
- Ⓜ Regional
  - Ⓛ Local
  - ⓐ Commercial
  - Ⓝ Neighborhood

- Crossings**
- At-Grade Crossing
  - Undercrossing
  - Overcrossing/Bridge

- Parks
- Golf Courses
- - - City Boundary



Data obtained from C.M.G. & Riverside County Map created February 11, 2015



### Segment 4 - Rancho Mirage

#### Legend

- CV Link Route**
- Alignment Determined
  - Alignment with Alternatives
  - - - Connectors

- Destinations**
- Commercial
  - Public Amenities / Health Care
  - Development Opportunity
  - Natural Features
  - Schools

- Access Points**
- R Regional
  - L Local
  - C Commercial
  - N Neighborhood

- Crossings**
- At-Grade Crossing
  - Undercrossing
  - Overcrossing/Bridge

- Parks
- Golf Courses
- - - City Boundary



Data obtained from CAG & Riverside County Map created February 11, 2015



**STAFF REPORT**

**DATE:** May 7, 2015

**TO:** City Council  
**FROM:** Randal K. Bynder, City Manager *[Signature]*  
**SUBJECT:** CV Link

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**SPECIFIC REQUEST OR RECOMMENDATION:**

That the City Council prohibit the route of the CV Link to extend over any portion of Highway 111 or Bob Hope Drive, within the City of Rancho Mirage.

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**JUSTIFICATION OR INFORMATION:**

The City of Rancho Mirage has been working with the Coachella Valley Association of Governments (CVAG) for about two years to see if a mutually compatible route could be found for the CV Link to pass through the city.

In recent months attention has been directed to consideration of possibly acceptable portions of Highway 111 and/or Bob Hope Drive.

Currently CVAG is considering entering Rancho Mirage at the junction of the Whitewater Wash and Frank Sinatra Drive. CVAG was considering continuing the CV Link east along the Butler-Abrams Trail to Country Club, and from there, along Highway 111 easterly (with some zigs and zags off of Highway 111) to Bob Hope Drive, and south to again connect with Highway 111.

At your last meeting the City Council voted to deny the CV Link permission to traverse the Butler-Abrams trail because of the harm that would occur to local residents and the tranquility of the rural and rustic nature of that dirt trail, which is also one of the few horse trails remaining in the city. This should come as no surprise to CVAG as in the CV Link Draft Master Plan Appendices of August 2014, at p. 28, they recognize that this "trail could be adversely impacted by the project and will most likely need to be preserved."

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**City Council Action:**

Approved as Requested: \_\_\_\_\_  
Approved as Amended: \_\_\_\_\_  
Denied: \_\_\_\_\_  
Other: \_\_\_\_\_

Referred to: \_\_\_\_\_  
For: \_\_\_\_\_  
Cont. to Agenda of: \_\_\_\_\_  
Hearing Set: \_\_\_\_\_

**JUSTIFICATION OR INFORMATION CONTINUED:**

On balance, it appears that there is no reasonable likelihood that harmony could exist between the users of a CV Link on Highway 111 from the intersection of Frank Sinatra easterly. There are many residential entrances and business entities located along this route.

Residents along this proposed route have made their voices heard before the City Council and elsewhere and they are adamantly opposed to crossing over the CV Link every time they enter or exit to their homes. Further, the danger of such repeated mixing of automobiles and users of the CV Link, travelling both easterly and westerly, would pose an unreasonable risk of harm to all concerned and compromise the safety and capacity of the Coachella Valley's major thoroughfare. Also compromised is the inter-city and intra city efforts to synchronize traffic signals across the valley's primary arterial highway - toward which CVAG has expended considerable sums.

The same threats to public safety exist in relation to the businesses along Highway 111 and Bob Hope Drive. People intending to visit such business may conclude that the delays and hazards posed to those who have to negotiate an entrance and exit strategy across a pathway with bicycles, pedestrians, NEVs (neighborhood electric vehicles), golf carts, handicapped persons, children running, etc., would motivate many to find other businesses to patronize. The loss of business to local stores and vendors, and The River, cannot be determined with certainty, but would quite likely become a negative burden. The safety factor related to vehicles crossing the CV Link to enter or exit those businesses cannot be gainsaid.

CVAG has suggested that the CV Link could cross Highway 111 at Paxton Road, and travel easterly across city property at the west end of the Rancho Mirage Public Library, where it would then connect with the Whitewater wash and go east from there. This route would negatively affect the lighting in the area of where the city is preparing to build an Observatory and possible Planetarium, not to mention the noise and disruption of serenity for library users. There is one additional aspect of this proposed route.

It has been the City's continuing policy to work with CVAG in their search for an acceptable route through the city in a non-disruptive manner. Most of the 50-mile intended route is along the Whitewater wash, creating very few intractable problems in determining the route for the proposed CV Link. Unfortunately, the ease of finding an

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**JUSTIFICATION OR INFORMATION CONTINUED:**

appropriate route through Rancho Mirage has been difficult because so much of the Whitewater Wash has, for decades, been transposed into golf courses. We will, if this Recommendation is adopted, continue to work with CVAG to see if some acceptable route can be found.

**From:** Tom Kirk tkirk@cvag.org  
**Subject:** CV Link O&M Information Request  
**Date:** June 26, 2015 at 5:12 PM  
**To:** Alex Gann agann@rceo.org, Charles Mc Clendon cmclendon@cathedralcity.gov, Dan Martinez danmartinez@indio.org, David Garcia dgarcia@coachella.org, David Ready David.Ready@palmsprings-ca.gov, Frank Luckino fluckino@cityofblythe.ca.gov, Frank Spevacek fspevacek@la-quinta.org, Jay Orr jorr@rceo.org, John Wohlmuth jwohlmuth@ci.palm-desert.ca.us, Martin Magana mmagana@cityofdhs.org, Paul Slama pslama@cabazonindians-nsn.gov, Randy Bynder randyb@ranchomirageca.gov, Tom Davis tdavis@aguacaliente.net, wmckinney@indianwells.com  
**Cc:** Adam Sanchez asanchez@cityofdhs.org, Chris Mills Chris.Mills@palmsprings-ca.gov, Chuck Washington c.washington@rcbos.org, G. Dana Hobart - City of Rancho Mirage gdanahobart@aol.com, Jan Harnik jharnik@dc.rr.com, Jan Harnik jharnik@cityofpalmdesert.org, Jeff Grubbe jgrubbe@aguacaliente.net, John J. Benoit jjbenoit@rcbos.org, Joseph De Coninck jdeconinck@cityofblythe.ca.gov, Linda Evans LINDA.EVANS@tenethealth.com, Lupe Ramos Watson gramoswatson@indio.org, Marion Ashley mashley@rcbos.org, Stan Henry shenry@cathedralcity.gov, Steve Pougnet stephenpougnet@gmail.com, Steven Hernandez shernandez@coachella.org, Ty Peabody tpeabody@indianwells.com

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**To:** CVAG TAC/City Managers  
**Cc:** CVAG Executive Committee Members  
**From:** Tom Kirk  
**Re:** CV Link O&M Information Request

On June 17, CVAG staff sent a letter to you in response to a motion unanimously passed by the Executive Committee on June 1 to “direct CVAG staff to distribute the information on the CV Link operations and maintenance budget currently prepared to every individual city so that they can have their finance directors, law enforcement and public works staff review the information and come back with any estimates at a joint meeting of all those working people to come up with what could be a high and a low budget for all of CV Link. And then bring that information forward to a meeting of all that want to participate.”

As you know, like you do, we take our direction from majority at committee meetings and implement approved motions and policies. Starting on June 20, I have received emails with explicit direction from City of Rancho Mirage representatives on how the City believes CVAG staff should implement the motion. I understand some of the city’s correspondence to me has now been shared with elected officials across the Coachella Valley. I believe the direction was clear in the meeting and I’m confident our staff is addressing all of the requests outlined in Mayor Henry’s motion. But –at the risk of making you relive part of one of CVAG’s longest meetings yet – I welcome you to review Mayor Henry’s motion and discussion at the 2:47:20 minute mark of the June 1 Executive Committee meeting, which you can find here: <http://www.cvag.org/audio.htm> .

Additionally, it has come to my attention that there was a typo in my June 17 letter, which references the May 4 Transportation Committee meeting. It should have stated that “it was suggested [by] the committee members that the ranger positions could be filled by volunteers rather than paid (contracted) staff.” You can refer to the same link above and find the discussion of the rangers during the May 4 Transportation Committee meeting, starting at the 52:45 minute mark. This change reduced the estimated O&M costs to under \$1 million, a

figure that CVAG staff has pointed out in discussions since May 4.

We want this outreach to be successful and foster a greater understanding and refinement of the O&M budget. We've asked cities to respond by July 1. Once we receive the requested feedback from each of you and your staff, we'll set a date for the initial O&M meeting that was outlined in the motion.

Please contact me or our staff if we can be helpful in anyway in responding to our request.

Thanks, Tom



**Tom Kirk**  
Executive Director  
Coachella Valley Association of Governments  
760-346-1127



## **CV Link O&M Budget Estimate Review Report July 28, 2015**

### **Introduction**

On June 1, 2015, the CVAG Executive Committee directed staff to “distribute the information on the CV Link operations and maintenance (O&M) budget currently prepared to every individual city so that they can have their finance directors, law enforcement and public works staff review the information and come back with any estimates at a joint meeting of all of those working people to come up with what could be a high and a low budget for all of CV Link; and then bring that information forward to a meeting of all that want to participate.” On June 17, CVAG staff sent a packet of information to the city managers of the nine Coachella Valley municipalities and to representatives of the Aqua Caliente Band of Cahuilla Indians and the Riverside County Parks Department. The O&M packet included the latest CVAG Active Transportation Plan existing facilities maps for each city, the Draft CV Link Master Plan Operations and Maintenance Costs Section, CV Link O&M cost estimate development supporting data, and the revised O&M budget estimate that incorporated Transportation Committee recommendations. Responses were received from four cities and the county and additional information was obtained from a fifth city through public records.

The Executive Committee has encouraged finance directors, law enforcement and public work staff to review this information during a CV Link O&M budget workshop. That meeting will be held at 1 p.m. on Friday, Aug. 21 at Palm Desert Community Center, 43-900 San Pablo Avenue.

### **Assessment of CV Link O&M Estimate Methodology**

Table A below compiles the responses to the distribution of the CV Link O&M estimate methodology and projected costs. The general consensus was that the methodology used by CVAG and the consulting team is reasonable and the budget numbers are sound. Two aspects of the O&M budget were questioned: 1) Estimate for restroom maintenance may be low (Cathedral City and Rancho Mirage); and 2) Using volunteers for routine maintenance is challenging and may divert volunteer resources from the cities (Indio), though La Quinta concurred that “ranger duties” could be managed by volunteers.

### **Summary of Local O&M Cost Examples**

Cathedral City has no dedicated budgets for trail or bike lane maintenance. Bike lanes are swept and restriped as part of the street maintenance program. Police respond to calls on any of the paths or lanes just as they respond to calls anywhere else in the city, there is no separate cost.

Riverside County has a trails budget of roughly \$73,000 for FY 15/16 that covers the SART, trails within regional parks, and some open-space trails.

Indio estimates annual O&M costs of \$33,600 for 36 miles of bike and golf cart lanes. Bike and golf cart lanes are swept with the rest of the road.

The La Quinta Bear Creek Trail (2.6 miles) has an annual O&M budget of ~ \$90,000, most of which goes for maintaining the landscaping.

### **Conclusions**

The consensus is that the CV Link O&M estimate methodology is reasonable. The projected annual O&M budget of approximately \$1 million is sound, and is more encompassing than most of the examples CVAG has reviewed. A more detailed review of the feedback is provided in Table A.

### **Next Steps**

This report is being distributed to all nine cities, the county, and the Agua Caliente Band of Cahuilla Indians. A workshop will be held Friday, Aug. 21 at the Palm Desert Community Center, 43-900 San Pablo Avenue. It will start at 1 p.m. The Executive Committee has suggested city managers should choose which representatives to send – with no limit – and encouraged finance directors, law enforcement and public work staff to participate.

Based on the Executive Committee's direction, a second meeting will be scheduled after the workshop to get feedback from all City Council members on the workshop findings and the O&M budget.

Please send your RSVP information to Joanna Stueckle by 5 p.m. Monday, Aug. 17 by calling (760) 346-1127 or sending an email to [jstueckle@cvag.org](mailto:jstueckle@cvag.org)



**Table A: Responses Received**

<b>Jurisdiction</b>	<b>Existing Facilities Map Feedback</b>	<b>Info on Local O&amp;M Costs</b>	<b>Feedback on CV Link O&amp;M Estimate</b>	<b>Source / Date</b>
<b>Indian Wells</b>	Detailed feedback and exhibit provided	No data available	No Comment	Bondie Baker 7/1/15
<b>Cathedral City</b>	No Comment	"We have no identified operations and maintenance or public safety costs for any of our trails, lanes or paths. On-street lanes are restriped whenever the rest of the street is and are swept along with the rest of the street, there are no separate costs. Police respond to calls on any of the paths or lanes just as they respond to calls anywhere else in the city, there is no separate cost. We have no specific maintenance costs associated with the existing dirt pathways and no separate budgets for any of it."	"I reviewed the methodology CVAG staff used to estimate CV Link O & M costs as did our Finance/Facilities director. I find the methodology used to be consistent with what I would do to estimate maintenance costs. O & M costs for a project like this will always have to be an estimate at least until the design phase is completed. The only comment I received from other reviewers was that the restroom maintenance estimate (\$20,000) may be a little low based on our costs to maintain restrooms in parks. We have no restrooms associated with trails."	Charles McClendon 7/1/15
<b>Riverside County Parks</b>	N/A	The County Parks District has a trails budget of ~ \$73,000 for FY 15/16. "This budget covers the Santa Ana River Trail (SART), some Open-Space trail work, and trails within individual Regional Parks."	No Comment	Keith Herron 7/7/15
<b>Indio</b>	Detailed corrections provided	"Citywide, Street Maintenance spends \$24,000 a year on striping 190,000 linear feet of solid and dashed 6" white paint along with	"The City reviewed the estimated striping, signage, sweeping, and maintenance and takes no	Eric Weck 6/29/15 and 7/8/15

Jurisdiction	Existing Facilities Map Feedback	Info on Local O&M Costs	Feedback on CV Link O&M Estimate	Source / Date
		<p>120 legends. Sign replacement is estimated at \$800 per month for labor and materials and this covers two signs that are typically damaged or vandalized a month. There is no special sweeping of the bike lanes as they are done with the rest of the road. Total estimated operations and maintenance is \$33,600 for 36 miles of bike and golf cart lanes.”</p>	<p>exceptions as they appear reasonable costs.”</p> <p>“Use of volunteers to handle ongoing maintenance tasks has been difficult to make happen for our City, as volunteers are not consistent in their schedules. Additionally, any volunteers the City is able to obtain may be siphoned off from the City of Indio to work on CV Link.”</p>	
<b>La Quinta</b>	No Comment	<p>Bear Creek Trail: 2.6 miles; ~ \$90,000 annual O&amp;M costs; most of which is for landscaping services. (Data previously submitted to CVAG)</p>	<p>“Tim Jonasson the City Engineer and Public Works Director and I both reviewed the Operations and Maintenance estimates prepared by the Alta Planning Group and want to communicate the budget for this project is more than adequate. We agree with the committee members that ranger positions could be filled by volunteers rather than paid staff and to utilize the staff at CVAG for contract oversight. As you know staff in La Quinta have experience with this type of extensive regional trail systems and we are satisfied with the budget as developed.”</p>	<p>Edie Hylton 7/15/15</p>

Jurisdiction	Existing Facilities Map Feedback	Info on Local O&M Costs	Feedback on CV Link O&M Estimate	Source / Date
Rancho Mirage	No Data Received	The 2015/16 Rancho Mirage (RM) City Budget, adopted on 6/8/2015, identifies \$28,000 (account # 7630) for "contract services for the annual maintenance of the city's multi-use trail system." RM Public Works Director, Bruce Harry (since retired), made the following relevant comments to LeGrand Velez in a telephone conversation on 6/29/15. 1) Restroom maintenance costs appear low; 2) RM assigns the maintenance responsibilities for on-street and sidewalk bike and golf cart trails to the adjacent land owners or homeowners associations.	No Data Received	Rancho Mirage City Records

**ITEM 7C**

**Coachella Valley Association of Governments  
Transportation Committee  
April 6, 2015**



**Staff Report**

**Subject: Establish and Fund CV Link Operations and Maintenance Fund**

**Contact:** Tom Kirk, Executive Director ([tkirk@cvag.org](mailto:tkirk@cvag.org))

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**Recommendation: Approve an Agreement to Establish and Fund CV Link Operations and Maintenance Fund.**

**Background:** CV Link is an approximately 50 mile long multi use path that connects 8 Coachella Valley cities. During the February CVAG Transportation Committee, Technical Advisory Committee and Executive Committee meetings, action was taken that would enable additional “spurs” that would increase access throughout the Coachella Valley to CV Link. To date, CVAG has assembled approximately \$75 million to fund design and construction of CV Link, including the largest award in the State of California of Active Transportation funds in September, 2014: \$10.9M. The project is believed to be the largest project of its kind in the nation.

While road and similar infrastructure projects generally have high capital costs and relatively low operations and maintenance (O&M) costs, there will be ongoing costs to keep CV Link as a high quality transportation, economic development, and public health piece of community infrastructure. Similar trails, e.g. Santa Ana River trail, often do not have a dedicated O&M funding source nor is there a regularly scheduled system to resurface and repair the trail. Maintenance is left to local governments to address on an as needed basis. That shouldn't happen with a project of CV Link's significance.

**USE OF CVAG REGIONAL MEASURE A FUNDS FOR O&M OF CV LINK**

While O&M costs may not be large in comparison to other governmental programs and services, on a 50+ mile facility, they do add up. The projected cost of operating and maintaining CV Link is approximately \$1.6M per year when the 50 mile facility is fully constructed (see the CV Link Master Plan, [http://www.cvag.org/library/pdf\\_files/trans/CV%20Link%20Docs/CV\\_Link\\_Master\\_Vol\\_1.pdf](http://www.cvag.org/library/pdf_files/trans/CV%20Link%20Docs/CV_Link_Master_Vol_1.pdf), for details). A significant portion of the annual O&M expenses are related to preventative maintenance and typical road/bridge rehabilitation that would be undertaken on any major roadway. In fact, as can be seen in the table excerpted from the Master Plan, below, about \$600,000 of the \$1.6M O&M budget falls into this category. Consequently, such expenses are eligible for other sources of funding utilized by CVAG, including Measure A funding and AB 2766 funding.

**CV LINK OPERATIONS AND MAINTENANCE BUDGET**

<b>ACTIVITY</b>	<b>ANNUAL COST</b>	<b>POTENTIALLY ELIGIBLE FOR MEASURE A OR AB 2766 FUNDING</b>	<b>OTHER SOURCE OF FUNDING</b>
<b>MAINTENANCE</b>			
Sand and debris removal, sweeping	\$51,900	\$51,900	
Concrete repair	\$268,700	\$268,700	
Signs and pavement markings	\$56,400	\$56,400	
Fences, bollards and gates	\$21,000	\$21,000	
Clearing of drainage channels and culverts	\$15,000	\$15,000	
Bridge structures (cyclic and periodic)	\$55,500	\$55,500	
Restrooms	\$20,000	\$20,000	
Site furnishings	\$30,000	\$30,000	
NEV leases	\$36,000		\$36,000
Graffiti removal	\$30,000	\$30,000	
Lighting maintenance	\$30,000	\$30,000	
Landscaping	\$250,400		\$250,400
<b>SUBTOTAL MAINTENANCE</b>	<b>\$864,900</b>	<b>\$578,500</b>	<b>\$286,400</b>
<b>OPERATIONS</b>			
Utilities (electric and water)	\$28,900		\$28,900
Events, promotions and website maintenance	\$47,500		\$47,500
Management and administration, dispatch (2 FTE)	\$122,500	\$43,828	\$78,672
Rangers (10 FTE)	\$553,100		\$553,100
<b>SUBTOTAL OPERATIONS</b>	<b>\$752,000</b>	<b>\$43,828</b>	<b>\$708,172</b>
<b>TOTAL MAINTENANCE AND OPERATIONS</b>	<b>\$1,616,900</b>	<b>\$622,328</b>	<b>\$994,572</b>
<b>TOTAL PER MILE</b>	<b>\$33,600</b>	<b>\$12,932</b>	<b>\$20,668</b>

Once approved by a majority of the local government signatories, a Measure A requirement, to the attached agreement, CVAG would be permitted to use its Measure A revenues for preventative maintenance of CV Link, a regional arterial. CVAG also runs a regional street sweeping program. To the degree street sweeping is necessary on CV Link, modifications can be made to the regional street sweeping program and the "AB2766" funding agreements that support the program. AB2766 is a fund derived from motor vehicle registration fees designed to improve air quality. Street sweeping is one of the more significant "control measures" to address particulate matter (PM10), or very fine dust, in the Coachella Valley. Additionally, AB 2766 can fund other programs that reduce emissions and that source of funding can be explored further for applicability to fund some of the elements of CV Link, such as charging stations or low emission neighborhood vehicles.

**USE OF GROWTH IN TRANSIENT OCCUPANCY TAXES TO SUPPORT CV LINK O&M**

Therefore, with approval of the attached MOU by a majority of the Cities/County in the Coachella Valley, Regional Measure A funding, and to a small degree, AB2766 funding, could be used to support

between 30% and 40% of projected costs, close to \$1M in expected costs still need to be addressed. The CV Link Master Plan, ([http://www.cvag.org/library/pdf\\_files/trans/CV%20Link%20Docs/CV\\_Link\\_Master\\_Vol\\_1.pdf](http://www.cvag.org/library/pdf_files/trans/CV%20Link%20Docs/CV_Link_Master_Vol_1.pdf)), identifies a number of potential sources of O&M funding: from grants from state and federal government to sponsorships to vehicle registration fees or even existing transportation sales tax measures. There are benefits and challenges with each of these funding sources. Of course, grant funding sources can come and go and are generally not good sources for on-going expenses. Sponsorships are a possibility and the project may be very marketable once constructed. Still sponsorships may be best for funding specific events or special places or public art rather than paying for ongoing O&M. One funding source stands out for its relationship to perhaps the sector of the economy that could benefit most from the project: tourism.

Along with agriculture, tourism is one of the two biggest sectors of the Coachella Valley economy. In June, 2012 Dr. John Husing's economic analysis of CV Link, he projected a \$487M direct economic benefit, and a \$300M indirect benefit from tourism through 2035 from the project. (For reference, refer to: [http://www.cvag.org/library/pdf\\_files/admin/Parkway1e11%20SummaryRevised.pdf](http://www.cvag.org/library/pdf_files/admin/Parkway1e11%20SummaryRevised.pdf))

Dr. Husing based his economic analysis on the average historical hotel occupancy rate of 57.1% in the Coachella Valley and the empirical data from other communities that have heavily invested in bicycling infrastructure and concluded the vacancy rate could bump up initially about 0.75% and increase to 1.50% within a few years. Given the size and scope of the tourist economy, even such a conservative estimate means many more tourism related dollars flow in and around our economy and, consequently, more Transient Occupancy Taxes (TOT) collected by local jurisdictions.

Attached to this staff report is a draft "Agreement to Establish and Fund CV Link Operations and Maintenance Fund". The concept, much like CV Link itself, is a novel one and as far as we can tell, has never been implemented before. The concept builds on the redevelopment concept: making public investment in good streets, flood control structures and the like in older, dilapidated downtowns and other urban areas drives up property values which, in turn drives up property tax receipts. Under redevelopment, a portion of those new property tax receipts were pledged to pay off the debt incurred with the initial investment in the streets, flood control structures, etc. While such a concept has never been utilized with Transient Occupancy Tax, there are few areas in the State of California where the tourist industry is such a dominant part of the economy and tax structure and there are few areas in the state that have had the political will to implement cutting edge programs like our TUMF transportation program and multiple species program. And here the logic is much the same as with redevelopment; build CV Link and tourists will come and will, hopefully, stay longer, hotel occupancy rates inch up and resultant tax revenues will also increase. One major difference is the TOT would not be used to pay off debt or the capital cost, which is being largely secured from sources outside the Coachella Valley; rather it would be used to pay for ongoing O&M costs.

## HOW WOULD A TOT GROWTH INCREMENT PROGRAM WORK?

So, how would this work? Under the proposed MOU, 2016 is the base year. Beginning in 2017, 8% of the increase in TOT would be directed to the CV Link O&M Fund. The MOU is written to encourage full participation valley wide. While some jurisdictions have a much greater share of rooms and TOT, e.g. Palm Springs with nearly 40% of TOT collected Valley wide and Palm Desert with nearly 20% of TOT collected, funding from those communities and from the CV Link O&M fund would only be used to maintain the sections of CV Link within jurisdictions that are parties to the MOU (see provision #7). Additionally, it is proposed that only signatories to the MOU would benefit from the use of Regional Measure A dollars. Of course, it is in everybody's interest to maintain CV Link at an extremely high level and consistently from end to end and less expensive to do so than resorting to each community maintaining sections on their own. How much could be generated?

In 2012/2013, approximately \$50 million was collected by Valley cities in TOT. If total TOT receipts increased about 5% per year then total receipts would increase by 25% over 5 years, or \$12.5M. And, if 8% of this new growth were directed to the fund, \$1M would be generated in year 5. Since the project will not be complete for a few years and the periodic concrete and structure maintenance will not be needed for years after construction, the approach would not need to generate the \$1.6M immediately.

To develop this concept, CVAG staff discussed alternative approaches with many city managers and tourism officials. Other concepts were considered, such as the use of the tourism Business Improvement District (BID), but there may be some legal and practical limitations for using BID revenues for this purpose. As the cities know, there are few "strings" associated with how TOT is used in a community. Generally, city managers reacted favorably to the concept, certainly more open to this than having each city maintain sections of CV Link, but a few noted one potential flaw. If a new hotel or resort were constructed in a community, would it be fair or appropriate for 8%, or any percentage, of the TOT from a new facility is directed to the CV Link O&M fund? It would seem not. So condition 3B was added to the MOU to address "New TOT hotels/resorts". For new hotels and resorts, not including new vacation rentals that might start up, the "base year" would start five years after the hotel was operational. From then on, the growth would be charted and 8% of the new growth in TOT would be subject to the same provisions as other facilities.

**ANALYSIS**

If we were to use the past 3 years of TOT growth rates as a guide, even a 8% share of growth would generate the needed funds within a couple of years and, assuming more modest growth rates of 5%, within 5 years.

Under the approach, it is likely that any one city's ultimate contributions will be approximately based on the size of its hospitality industry. Of course, it is still related to the growth in that industry too. Since Palm Springs has the largest hospitality industry, the analysis below uses that city as an example. If each city's O&M costs were based on the actual mileage of CV Link in their city, Palm Springs would pay for 33% of the CV Link O&M cost (15.8 of 48.1 miles).

For your information, CV Link Mileage per city is presented below:

CV Link Mileage		
City	Miles	
Cathedral City	3.0	6%
Coachella	5.5	11%
Indian Wells	3.6	7%
Indio	5.7	12%
La Quinta	2.6	5%
Palm Desert	5.3	11%
Palm Springs	15.8	33%
Rancho Mirage	4.7	10%
Unincorporated	2.0	4%
<b>Grand Total</b>	<b>48.1</b>	

Under the approach outlined above, where CVAG pays for PREVENTATIVE MAINTENANCE through Measure A (and, potentially, some AB2766) and the cities pay into the fund based on 8% of the incremental growth in TOT up to the budget cap (e.g. \$1M, adjusted for inflation over time), Palm Springs will likely be responsible for substantially less than 33% of the O&M costs under the assumptions included in the following spreadsheet. Under the 2016 as the base year scenario, Palm Springs ends up paying about 24% of the O&M. It would seem that it was likely that most cities contributions would be less than they would be if the costs were allocated simply city by city by the mileage of CV Link within that jurisdiction and the contributions would be generally related to an industry that stands to benefit from the construction and high quality operation of the project. See the attached spreadsheet<sup>1</sup>.

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<sup>1</sup> The assumptions used in the analysis: the operations and maintenance budgets increase by 2% every year for inflation, TOT increases by, on average, 5% in future years, and the CV O&M Fund receives 8% of the growth in TOT.

Greater Palm Springs CVB

## TOT Taxes Collected By City January 1, 2017 - December 31, 2025

### ASSUMPTIONS

Base Year: 2016  
 % of Incremental Growth to CV Link Operational Fund: 8% (but never a negative #)  
 Projected Growth in TOT: 5%  
 Operations Budget: \$ 996,000 (fund caps at this amount, plus Inflation) by 2016  
 Operations Budget Inflation: 2%

	ESTIMATED		ESTIMATED			ESTIMATED				ESTIMATED			
	CY 2016	CY 2017	Total TOT	Incremental Growth	Calculated To Fund	Total TOT	Incremental Growth	Calculated To Fund	Actual To Fund	Total TOT	Incremental Growth	Calculated To Fund	Actual To Fund
Cathedral City	1,338,427	1,405,348	1,338,427	66,921	5,354	1,475,615	137,188	10,975	10,975	1,549,396	210,969	16,878	16,878
Desert Hot Springs	1,474,305	1,548,020	1,474,305	73,715	5,897	1,625,421	151,116	12,089	12,089	1,706,692	232,387	18,591	18,591
Indian Wells	7,191,659	7,551,242	7,191,659	359,583	28,767	7,928,804	737,145	58,972	58,972	8,325,244	1,133,585	90,687	90,687
Indio	3,120,855	3,276,898	3,120,855	156,043	12,483	3,440,743	319,888	25,591	25,591	3,612,780	491,925	39,354	39,354
La Quinta	6,779,458	7,118,431	6,779,458	338,973	27,118	7,474,353	694,895	55,592	55,592	7,848,071	1,068,613	85,489	85,489
Palm Desert	10,949,715	11,497,201	10,949,715	547,486	43,799	12,072,061	1,122,346	89,788	89,788	12,675,664	1,725,949	138,076	138,076
Palm Springs	23,297,682	24,462,566	23,297,682	1,164,884	93,191	25,685,694	2,388,012	191,041	191,041	26,969,979	3,672,297	293,784	293,784
Rancho Mirage	5,710,544	5,996,071	5,710,544	285,527	22,842	6,295,875	585,331	46,826	46,826	6,610,669	900,125	72,010	72,010
<b>Totals</b>	<b>\$59,862,645</b>	<b>\$62,855,777</b>	<b>\$59,862,645</b>	<b>\$2,993,132</b>	<b>\$239,451</b>	<b>\$65,998,566</b>	<b>\$6,135,921</b>	<b>\$490,874</b>	<b>\$490,874</b>	<b>\$69,298,495</b>	<b>\$9,435,850</b>	<b>\$754,868</b>	<b>\$754,868</b>

Operation Budget: 996,000 1,015,920 1,036,238  
 Operation AND Maintenance Budget: 622,328 634,775 647,470

	ESTIMATED				ESTIMATED				ESTIMATED			
	CY 2020	Incremental Growth	Calculated To Fund	Actual To Fund	Total TOT	Incremental Growth	Calculated To Fund	Actual To Fund	Total TOT	Incremental Growth	Calculated To Fund	Actual To Fund
Cathedral City	1,626,866	288,439	23,075	23,075	1,708,209	369,782	29,583	24,104	1,793,619	455,192	86,415	24,587
Desert Hot Springs	1,792,027	317,722	29,418	25,418	1,881,628	407,323	32,586	26,552	1,975,709	501,404	40,112	27,083
Indian Wells	8,741,506	1,549,847	123,988	123,988	9,178,581	1,986,922	158,954	129,519	9,637,510	2,445,851	195,668	132,109
Indio	3,793,419	672,564	53,805	53,805	3,983,090	862,235	68,979	56,205	4,182,245	1,061,390	84,911	57,330
La Quinta	8,240,475	1,461,017	116,881	116,881	8,652,499	1,879,041	149,843	122,095	9,085,124	2,305,666	184,453	124,537
Palm Desert	13,309,447	2,359,732	188,779	188,779	13,974,919	3,025,204	242,016	197,200	14,673,665	3,723,950	297,916	201,144
Palm Springs	28,318,478	5,020,796	401,664	401,664	29,734,402	6,436,720	514,938	419,582	31,221,122	7,923,440	633,875	427,974
Rancho Mirage	6,941,202	1,230,658	98,453	98,453	7,288,262	1,577,718	126,217	102,845	7,652,675	1,942,131	155,370	104,902
<b>Totals</b>	<b>\$72,763,420</b>	<b>\$12,900,775</b>	<b>\$1,032,062</b>	<b>\$1,032,062</b>	<b>\$76,401,590</b>	<b>\$16,538,945</b>	<b>\$1,323,116</b>	<b>\$1,078,102</b>	<b>\$80,221,669</b>	<b>\$20,359,024</b>	<b>\$1,628,722</b>	<b>\$1,099,644</b>

Operation Budget: 1,056,963 1,078,102 1,099,664  
 Operation AND Maintenance Budget: 660,419 673,628 687,100

	ESTIMATED				ESTIMATED				ESTIMATED			
	CY 2023	Incremental Growth	Calculated To Fund	Actual To Fund	Total TOT	Incremental Growth	Calculated To Fund	Actual To Fund	Total TOT	Incremental Growth	Calculated To Fund	Actual To Fund
Cathedral City	1,883,300	544,873	43,590	25,078	1,977,465	639,038	51,123	25,580	2,076,338	737,911	59,038	26,091
Desert Hot Springs	2,074,494	600,189	48,015	27,624	2,178,219	703,914	56,313	28,177	2,287,130	812,825	65,026	28,740
Indian Wells	10,119,386	2,927,727	234,218	134,751	10,625,355	3,433,696	274,696	137,446	11,156,623	3,964,964	317,197	140,195
Indio	4,391,357	1,270,502	101,640	58,476	4,610,925	1,490,070	119,206	59,646	4,841,471	1,720,616	137,649	60,839
La Quinta	9,539,380	2,759,922	220,794	127,028	10,016,349	3,236,891	258,951	129,569	10,517,166	3,737,708	289,017	132,160
Palm Desert	15,407,348	4,457,633	356,611	205,167	16,177,715	5,228,000	418,240	209,270	16,986,601	6,036,886	482,951	213,456
Palm Springs	32,782,178	9,484,496	758,760	436,533	34,421,287	11,123,605	889,888	445,264	36,142,351	12,844,669	1,027,574	454,169
Rancho Mirage	8,035,309	2,324,765	185,981	107,000	8,437,074	2,726,530	218,122	109,140	8,858,928	3,148,384	251,871	111,322
<b>Totals</b>	<b>\$84,232,752</b>	<b>\$24,370,107</b>	<b>\$1,949,409</b>	<b>\$1,121,658</b>	<b>\$88,444,389</b>	<b>\$28,581,744</b>	<b>\$2,286,540</b>	<b>\$1,144,091</b>	<b>\$92,866,608</b>	<b>\$33,003,963</b>	<b>\$2,640,317</b>	<b>\$1,166,973</b>

Operation Budget: 1,121,658 1,144,091 1,166,973  
 Operation AND Maintenance Budget: 700,842 714,859 729,156

**Agreement to Establish and Fund CV Link Operations and  
Maintenance Fund  
Draft 3/24/2015**

This Agreement is made by and between the Coachella Valley Association of Governments ("CVAG") and those of the following jurisdictions that become signatories to this Agreement: City of Cathedral City, City of Coachella, City of Desert Hot Springs, City of Indian Wells, City of Indio, City of La Quinta, City of Palm Desert, City of Palm Springs, City of Rancho Mirage (collectively, the "Cities,") and the County of Riverside (the "County").

Whereas, CV Link is a multiple use regional arterial that allows low speed electric vehicles, bicycles, and pedestrians to travel efficiently and safely throughout the Coachella Valley; and,

Whereas, CV Link generally follows the Whitewater River / Coachella Valley Stormwater channel through the cities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio and Coachella; and,

Whereas, additional connections to CV Link, including one to the City of Desert Hot Springs, will provide even more residents and visitors access to the project; and,

Whereas, CV Link provides an alternative northwest-southeast route through the urbanized core of the Coachella Valley and generally parallels Highway 111; and,

Whereas, CV Link will relieve traffic congestion and improve air quality by allowing motor vehicle drivers to shift to non-polluting modes of transportation; and,

Whereas, CVAG develops a Transportation Project Prioritization Study and funds regionally significant transportation projects through a voter approved sales tax increase known as "Measure A," and other sources; and,

Whereas, Measure A permits CVAG to use regional Measure A sales tax revenues to fund preventative maintenance of regionally significant arterials; and,

Whereas, one of the Coachella Valley's most pressing health challenges is the increase in obesity related diseases and CV Link offers an accessible opportunity for residents and visitors to exercise on a high quality, all-weather path/trail; and,

Whereas, over 40,000 students attend schools within one mile of CV Link, making CV Link a safe, convenient opportunity for some of those students to make their way to and from school; and,

Whereas, the Coachella Valley Economic Partnership, the Convention and Visitors Bureau, the American Lung Association, and dozens of other organizations have offered letters of support for the project; and,

Whereas, CVAG's member jurisdictions have approved an "Implementation Agreement Authorizing CVAG to Manage and Administer the Regional Transportation Program" (the "Implementation Agreement"); and,

Whereas, CVAG has assembled over \$70 million of commitments for the cost to design, engineer and construct CV Link; and,

Whereas, a regular operations and maintenance program will keep CV Link a first class amenity in the region; and,

Whereas, an economic impact assessment of CV Link was undertaken showing CV Link to generate nearly \$1.5 billion of benefits through 2035 to the regional economy, over half of which is attributed to tourism, special events and their secondary impacts.

Now, therefore, the parties hereby agree as follows:

### **THE O&M FUND**

1. CVAG will create a CV Link Operations and Maintenance Fund ("CV Link O&M Fund").
2. Each Participating Jurisdiction agrees to provide funding for the O&M Fund that is equal to 8% of that portion of its annual TOT revenue that is in excess of the Base Amount ("O&M Contribution"). The Base Amount is the sum of:
  - (a) The total TOT revenue collected in the Participating Jurisdiction during calendar year 2016, plus
  - (b) Any increases in the annual TOT revenue attributable to a New Hotel, as defined below, during the first five calendar years in which the New Hotel is in operation; plus
  - (c) Any increases in annual TOT revenue attributable to a rate increase in the TOT adopted by the Participating Jurisdiction.
3. The first O&M Contribution shall be due on May 1, 2018 for TOT revenues collected during calendar year 2017. Thereafter, the O&M Contribution shall be due on May 1st of each subsequent year for TOT revenues collected during the previous year.
4. Once the CV Link O&M Fund is fully funded to the level of the O&M estimate and/or budget approved by the CVAG Executive Committee, no further O&M Contribution shall be required and all amounts collected above that estimate and/or budget shall be returned, in accordance with contribution proportions, to the Participating Jurisdictions.

5. The CV Link O&M Fund can be used to pay for CV Link operations, maintenance, repair, replacement, cleaning, trash pickup, utilities, security, enhancements, or any other purpose related to CV Link, or listed in an approved O&M plan, and/or directly approved by the CVAG Executive Committee.
6. With approval by a majority of its member jurisdictions, CVAG may transfer Regional Measure A funds to the CV Link O&M Fund for uses consistent with an approved O&M plan and consistent with the intent of Measure A to support preventative maintenance on regional arterials. Eligible funds from other sources may also be deposited in the O&M Fund.
7. Funds from the CV Link O&M Fund shall only be used to support the above O&M purposes on those portions of CV Link that are located within the Participating Jurisdictions.
8. CVAG shall adopt policies and procedures for the collection and administration of the O&M Fund by formal resolution(s) of its Executive Committee. Thereafter, each Participating Jurisdiction shall remit its O&M Contribution in compliance with the provisions of all such resolutions adopted by CVAG.

## **DEFINITIONS**

1. "Participating Jurisdiction(s)" shall mean those Cities and the County that become signatories to this Agreement.
2. "Hotel" has the same meaning as that set out in the Participating Jurisdiction's ordinance that provides for the collection of TOT.
3. "TOT" refers to the Transient Occupancy Tax collected by a Participating Jurisdiction, as defined in that jurisdiction's municipal code.
4. A "New Hotel" is any Hotel that commences operations after January 1, 2014; but shall not include any new Short-Term Vacation Rentals, as defined below. "Commences operation" shall refer to the first time that any Hotel use has been made at or on a particular parcel, such that a change in ownership, name, renovation, or similar changes to a Hotel that was in operation prior to January 1, 2014, shall not constitute a New Hotel for purposes of this Agreement.
5. "Short Term Vacation Rentals" refers to privately owned residential dwellings, such as, but not limited to, single-family detached or multiple-family attached units, apartment houses, condominium, cooperative apartments, duplexes, or any portion of such dwellings, that are rented for occupancy for dwelling, lodging, or sleeping purposes for any period of time less than twenty-seven consecutive days, counting portions of calendar days as full days, in exchange for any form of monetary or non-monetary consideration such as, but not limited to, trade, fee, swap or any other in lieu of cash payment.

**GENERAL PROVISIONS**

- 1. This Agreement shall terminate with the Implementation Agreement in 2038, unless the Implementation Agreement is extended. In the event that the termination date of the Implementation Agreement is extended, then the term of this Agreement shall be deemed extended to the same new termination date.
- 2. This Agreement may be executed in one or more counterparts and when a counterpart shall have been signed by each party hereto, each shall be deemed an original, but all of which constitute one and the same instrument.
- 3. This Agreement shall be effective as to each Participating Jurisdiction on the date of execution by the respective Participating Jurisdiction, such that any of the Cities/County listed above in the first paragraph may be added as a party to this Agreement at any time.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representatives:

**ATTEST:**

**CITY OF CATHEDRAL CITY**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**CITY OF COACHELLA**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**CITY OF DESERT HOT SPRINGS**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**CITY OF INDIAN WELLS**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**CITY OF INDIO**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**CITY OF LA QUINTA**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**CITY OF PALM DESERT**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**CITY OF PALM SPRINGS**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**CITY OF RANCHO MIRAGE**

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Mayor

**ATTEST:**

**COUNTY OF RIVERSIDE**

By: \_\_\_\_\_  
Clerk of the Board

By: \_\_\_\_\_  
Chair

**ATTEST:**

**CVAG**

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

By: \_\_\_\_\_  
Jan Harnik  
Chair