



City Council Staff Report

Date: November 2, 2016 CONSENT CALENDAR

Subject: APPROVE AMENDMENTS TO COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG) REIMBURSEMENT AGREEMENTS FOR INCREASED FUNDING COMMITMENTS AND EXTENSION OF TIME TRIGGERS ASSOCIATED WITH VARIOUS PROJECTS

From: David H. Ready, City Manager

Initiated by: Engineering Services Department

SUMMARY

Approval of Amendments to Reimbursement Agreements between the City of Palm Springs and the Coachella Valley Association of Governments (CVAG) allows for a complete funding commitment from regional Measure "A" funds as well as provide for the time extensions necessary to facilitate completion of the projects.

RECOMMENDATION:

- 1) Approve Amendment No. 2 to Agreement No. 6174, a Reimbursement Agreement with the Coachella Valley Association of Governments, extending time triggers and increased funding commitments for the Vista Chino Low Water Crossing Bridge project at the Whitewater River, City Project No. 10-10, federal-aid Project No. NBIL (513);
- 2) Approve Amendment No. 2 to Agreement No. 5748, a Reimbursement Agreement with the Coachella Valley Association of Governments, extending the time triggers to facilitate the widening of the Ramon Road and Bridge over the Whitewater River Channel, City Project No. 08-25, federal-aid Project No. BHLS 5282 (040);
- 3) Approve Amendment No. 4 to Agreement No. 4394, a Reimbursement Agreement with the Coachella Valley Association of Governments, extending the time triggers to facilitate the replacement and widening of the Indian Canyon Drive over Union Pacific Railroad (UPRR), City Project No. 01-11, federal-aid Project No. BRLO 5282 (017); and
- 4) Authorize the City Manager to execute all necessary documents.

STAFF ANALYSIS:

The Engineering Services Department has pursued federal funding from the state of California Department of Transportation (“Caltrans”) through its Highway Bridge Program (HBP) to design and construct bridges within the City of Palm Springs that are also included in the adopted Coachella Valley Association of Governments (CVAG) Transportation Project Prioritization Study (“TPPS”). As a result, Caltrans will fund 88.53% of eligible costs and CVAG would fund up to 75% of the match as well as costs not covered by the HBP program in a Reimbursement Agreement between CVAG and the City of Palm Springs.

As these projects have progressed in the past several years through unique challenges and project development phases, schedules or milestones that CVAG established as “Time Triggers” in the Reimbursement Agreements, need to be updated. The complete funding commitment from CVAG was also requested for the Vista Chino, Low Water Crossing Bridge Project, City Project No. 10-10. CVAG had only committed up to the Project Approval and Environmental Document (PA&ED) phase of the project through Amendment No. 1 to Agreement No. 6174.

Staff requested that CVAG approve amendments to the various reimbursement agreements with the City, including funding the remaining local match of the federal grant for the Vista Chino Low Water Crossing Bridge Project, and time extensions for all projects. On September 26, 2016 the CVAG Executive Committee approved the Amendments to the CVAG Reimbursement Agreements for various projects as summarized in the tables below from CVAG’s staff reports included as Attachment 1.

Vista Chino Low Water Crossing Bridge project at the Whitewater River, City Project No. 10-10, federal-aid Project No. NBIL (513)

Funding/Schedule Summary (Amendment 2 to Agreement No. 6174)

Year	Phase	HBP Funding	Local Funding	Totals
2010/2011	Prelim. Engineering (PE)	\$8,578,557	\$1,111,443	\$9,690,000
2018/2019	Right of Way (RW)	\$4,169,763	\$540,237	\$4,710,000
2021/2022	Construction (CON)	\$71,355,180	\$9,244,820	\$80,600,000
	Totals	\$84,103,500	\$10,896,500	\$95,000,000

Ramon Road and Bridge over the Whitewater River Channel, City Project No. 08-25, federal-aid Project No. BHLS 5282 (040)

Funding/Schedule Summary (Amendment No. 2 to Agreement No. A5748)

Year	Phase	HBP Funding	Local Funding	Totals
2010/2011	Prelim. Engineering (PE)	\$2,453,000	\$915,000	\$3,368,000
2016/2017	Right of Way (RW)	\$1,030,000	\$1,736,000	\$2,766,000
2019/2020	Construction (CON)	\$21,753,000	\$8,111,000	\$29,864,000
	Totals	\$25,236,000	\$10,762,000	\$35,998,000

***Replace and widen Indian Canyon Drive at Union Pacific Railroad (UPRR), City
Project No. 01-11, federal-aid Project No. BRLO 5282 (017)***

Schedule Summary (Amendment No. 4 to Agreement No. A4394)

Design	Continuous until December 2017
Right of Way	June 2014 – December 2017
Construction	March 2018 – March 2020

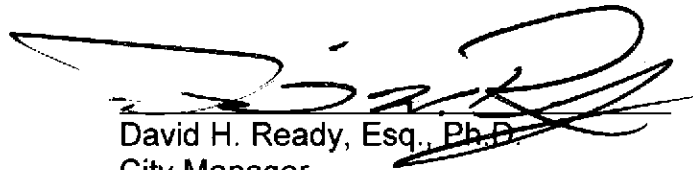
FISCAL IMPACT:

The federal Highway Bridge Program (HBP) grant pays 88.53% of all eligible costs, leaving the 11.47% match as well as all other non-HBP eligible costs to be funded locally. In accordance with CVAG policy, 75% of those remaining costs are to be funded with Regional Measure A funds leaving the remaining 25% to be funded with the City's Local Measure A funds and Cathedral City, where appropriate.

SUBMITTED



Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager/City Engineer



David H. Ready, Esq., Ph.D.
City Manager

Attachment:

1. CVAG Staff Reports

Attachment 1

ITEM 7F

**Coachella Valley Association of Governments
Executive Committee
September 26, 2016**



Staff Report

Subject: Amendment No. 2 for the Vista Chino Drive Bridge Project

Contact: Eric Cowle, Transportation Project Manager (ecowle@cvag.org)

Recommendation: Approve Amendment No. 2 to provide CVAG Regional Funds for the Vista Chino Drive Bridge Project at a not-to-exceed amount of \$8,172,375.

Transportation Committee: CONCURS (Meeting of August 29th)

Technical Advisory Committee: CONCURS (Meeting of September 12th)

Background: The City Palm Springs successfully acquired a Highway Bridge Program (HBP) grant to undertake the Preliminary Engineering Phase of a project to construct a bridge on Vista Chino Drive across the Whitewater Channel. The HBP grant funded 88.53% of the \$1,690,000 costs. In their September 2011 meeting, the Executive Committee agreed to provide Regional funding for this initial phase. Together with Amendment No. 1 in January of 2014, CVAG had previously obligated and authorized \$145,383 as its 75% share of the Preliminary Engineering costs not covered by the HBP grant.

As indicated in the attached letter, the City of Palm Springs is now requesting CVAG Regional funds to cover the remaining phases of the project through construction.

Revised Funding Schedule Summary

Year	Phase	HBP Funding	Local Funding	Totals
2010/2011	Prelim. Engin. (PE)	\$ 8,578,557	\$ 1,111,443	\$ 9,690,000
2018/2019	Right of Way (RW)	\$ 4,169,763	\$ 540,237	\$ 4,710,000
2021/2022	Construction (CON)	\$71,355,180	\$ 9,244,820	\$80,600,000
	Totals	\$84,103,500	\$10,896,500	\$95,000,000

The City of Palm Springs was ultimately successful in obtaining federal HBP funding for all phases of the Vista Chino Drive Bridge Project. HBP funding covers 88.53% of the overall costs, leaving CVAG's 75% share of the total remaining unfunded costs at \$8,172,375.

CVAG has previously approved similar requests for the construction of highly leveraged bridge projects in the cities of Cathedral City, La Quinta and Rancho Mirage. The Vista Chino Drive Bridge over the Whitewater Channel is an approved project in CVAG's Transportation Project Prioritization Study (TPPS) ranked at 51st with 10 Points, with the highest ranked projects earning 15 Points. Receipt of the federal HBP funds provides a substantial incentive to include CVAG Regional Funds in order to proceed through the Construction Phase of the project.

Pursuant to CVAG's Cash Flow Preservation Policy, a Time Trigger was established in the Original Reimbursement Agreement, providing that construction begin within four years of the date of the Agreement, by September 26, 2015.

The revised funding schedule summary provided indicates project phasing through construction. Staff proposes approval of Time Triggers that correspond to the new schedule; September 26, 2020 for the completion of Right-of-Way acquisition, and September 26, 2021 to begin Construction. If the project does not meet these Triggers, the City of Palm Springs will be required to again submit the project for consideration to receive CVAG regional fund support.

Fiscal Analysis: Regional Transportation Funds are available to cover CVAG's share of \$8,172,375 within the identified schedule.

Amendment No. 2 includes language to Provide Funds to Supplement Federal Grant Funds for the Vista Chino Drive Bridge Project and to authorize that CVAG may decline, or delay, to provide regional funds for the project should it be determined that such action is necessary to maintain a minimum cash flow balance of regional funds. This language has been previously approved by the Executive Committee.

Contract Finalization: Minor changes/revisions may be made for clarification purposes by CVAG's Executive Director and Legal Counsel prior to execution.

Attachments:

City of Palm Springs Letter
Amendment No. 2



City of Palm Springs

Engineering Services Department

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

August 8, 2016

Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Re: Request for Amendment No. 2 to the Reimbursement Agreement (A6174) to extend the Time Triggers and to establish funding commitments with CVAG for all Phases for the Vista Chino Bridge Project

Dear Mr. Woods:

The City of Palm Springs requests an Amendment to update the "Time Triggers" and funding commitments to the current AGENCY REIMBURSEMENT AGREEMENT BY AND BETWEEN CVAG AND THE CITY OF PALM SPRINGS. Coordinating environmental and preliminary approvals among the many jurisdictions that included the Agua Caliente Band of Cahuilla Indians (Tribe), Coachella Valley Water District (CVWD), and Riverside County Flood Control as well as processing document reviews and approvals through the Caltrans Local Assistance office has exceeded the Time Triggers established in the agreement. The City is requesting that the Time Triggers be extended and funding commitment, 75% of the Local Funding match from CVAG, to coincide with the Funding Schedule Summary in the table that follows:

Funding Schedule Summary

Year	Phase	HBP Funding	Local Funding	Totals
2010/2011	Prelim. Engineering (PE)	\$8,578,557	\$1,111,443	\$9,690,000
2018/2019	Right of Way (RW)	\$4,169,763	\$540,237	\$4,710,000
2021/2022	Construction (CON)	\$71,355,180	\$9,244,820	\$80,600,000
	Totals	\$84,103,500	\$10,886,500	\$95,000,000

For many years, the City of Palm Springs solicited Caltrans Highway Bridge Program (HBP) for funding a new bridge for the Low Water Crossing at Vista Chino. In 2011, \$1,000,000 was programmed for initial start-up of the project which is part of the Preliminary Engineering phase of the project. Caltrans Local Assistance defines the

Mr. Dennis Woods
August 8, 2016
Page 2

Preliminary Engineering phase to include the initial studies or planning phase, the environmental document or project approval phase, and the Final Design or Plans Specifications & Estimates phase.

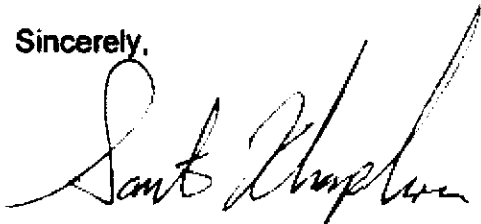
The original agreement between CVAG and the City of Palm Springs only included the project costs in the preliminary engineering phase of \$1,000,000 for the initial start-up of the project. Eighty-eight point fifty-three percent (88.53%) is funded by FHWA, whereas 11.47% is funded by the Local Share. Of the 11.47% (\$114,700), CVAG's Regional Share of the Project costs was not to exceed \$86,025 being 75% of the Local Share of anticipated costs not paid from the HBP.

The City had refined its estimate of the Preliminary Engineering phase which included all the work up to the Environmental Document and Project Approval phase for a total cost of \$1,690,000. This increase of \$690,000 increases CVAG's share to \$59,358 (75% of the Local Share). The amended total of CVAG's share of \$145,383 was committed to the City in Amendment No. 1 of the Reimbursement Agreement. The City is requesting in the Amendment a full commitment of 75% of the Local Funding match as required by Caltrans.

Through a lengthy environmental process and coordination with multiple agencies, CEQA was adopted via Negative Mitigated Declaration by the Palm Springs City Council on January 13, 2016 and, subsequently, NEPA was approved on January 26, 2016. Following NEPA approval, the City also submitted a request for authorization of funding for final design in March 2016. Following up recently with Caltrans, there appears to be an issue with FHWA approving Low Water Crossing projects causing a statewide delay.

If you have any questions or need additional information please contact me at (760) 323-8253 ext. 8744 or via e-mail at Savat.Khamphou@PalmSpringsCA.gov.

Sincerely,



Savat Khamphou, P.E.
Senior Civil Engineer

Attachments:

1. HBP Backup List
2. Copy of Reimbursement Agreement up to Amendment No. 1

c: Marcus Fuller, Assistant City Manager / City Engineer
Chron File

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSSTIP for current funding commitments. This listing includes projects that should be individually listed in the FTIP/FSSTIP. (Line item projects only)

District: 08 County: Riverside
 Responsible Agency: Palm Springs

14/15 15/16 16/17 17/18 18/19 19/20 Beyond Total

BRIDGE NO. 004.0052. Vista Chino over Whitewater River. Replace 4 lane low water crossing with new 4 lane bridge. High Cost project agreement required.

Fed Proj: BR-NBILL(513)

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,690,000				10,210,000				11,900,000
RW					2,500,000				2,500,000
CON								80,600,000	80,600,000
Total	1,690,000				12,710,000			80,600,000	95,000,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed S	1,496,157				11,252,163			71,355,180	84,103,500
Local Match	193,843				1,457,837			9,244,820	10,896,500
LSSRP Bond									
Local AC									
Total	1,690,000				12,710,000			80,600,000	95,000,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed S	1,496,157				9,038,913				10,535,070
Local Match	193,843				1,171,087				1,364,930
LSSRP Bond									
Local AC									
Total	1,690,000				10,210,000				11,900,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
3721	HBP	PE				-9,038,913	9,038,913				
	Local Match					-1,171,087	1,171,087				
Fed. Reimb. Rate: 88.53% 10/29/2015 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 16/17 to 17/18. NEPA not yet clear.											
3721	HBP	PE			-5,754,450	9,038,913					-3,284,463
	Local Match				-745,550	1,171,087					-425,537
Fed. Reimb. Rate: 88.53% 4/1/2014 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 15/16 to 16/17. NEPA not yet clear. Connected funding line as well.											
3721	HBP	PE			5,754,450						-7,967,700
	Local Match				745,550						-1,032,300
Fed. Reimb. Rate: 88.53% 9/11/2012 Albert Vergel de Dios: Reschedule \$6,500,000 from Beyond to 15/16 and \$2,500,000 from Beyond to 16/17. As requested in September 2012 survey.											
											Total
											-2,500,000

**AMENDMENT NUMBER TWO
TO THE REIMBURSEMENT AGREEMENT
BY AND BETWEEN THE CITY OF PALM SPRINGS AND CVAG
VISTA CHINO DRIVE BRIDGE PROJECT**

THIS AMENDMENT NUMBER TWO, effective this 26th day of September, 2016, by and between the City of Palm Springs (lead Agency) and the Coachella Valley Association of Governments, a California joint powers agency, (CVAG), and is made with reference to the following background and circumstances:

In September, 2011, the Executive Committee agreed to provide funding assistance to complete the Preliminary Engineering Phase of the Vista Chino Drive Bridge Project over the Whitewater River Channel. At the time, the staff report identified the opportunity to take advantage of highly leveraged federal Highway Bridge Development (HBP) funding. The HBP grant provided 88.53% of the project costs for the Preliminary Engineering Phase.

The City of Palm Springs is now requesting a commitment from CVAG to provide funding for additional phases of the Vista Chino Drive Bridge Project, including construction.

This Amendment Number Two shall:

- 1) Establish that the Highway Bridge Program proceeds acquired by the City of Palm Springs will fund the Major Portion of Costs for the Vista Chino Drive Bridge Project, and;**
- 2) Provide CVAG Regional Funds for 75% of the Unfunded Local Portion of Qualified Project Costs, as described, and;**
- 3) Provide that any “Additional Qualified Funds” which the City of Palm Springs should acquire for this Project be First Applied “Off the Top” to reduce remaining Total Project Costs, and;**
- 4) Extending the “Time Triggers” for Right-of-Way and Construction to coincide with the revised schedule, as described, and;**
- 5) Provide for the inclusion of a twenty-foot wide bicycle and pedestrian underpass, and;**
- 6) Provide that CVAG does not agree to advance the Proposed Schedule for the Construction Phase of the Project, and may delay funds for the proposed construction Phase of the Project should CVAG’s Cash Flow require such an action at that time, and;**
- 7) Authorize the Executive Director, in consultation with CVAG General Counsel, to resolve any Minor Inconsistencies in approving this Amendment Number Two.**

All other provisions in the existing Reimbursement Agreement for the Vista Chino Drive Bridge Project, as well as Amendment Number One thereto, shall remain in full force and effect.

(Funding Schedule Summary on following page)

Revised Funding Schedule Summary

Year	Phase	HBP Funding	Local Funding	Totals
2010/2011	Prelim. Engin. (PE)	\$ 8,578,557	\$ 1,111,443	\$ 9,690,000
2018/2019	Right of Way (RW)	\$ 4,169,763	\$ 540,237	\$ 4,710,000
2021/2022	Construction (CON)	\$71,355,180	\$ 9,244,820	\$80,600,000
	Totals	\$84,103,500	\$10,896,500	\$95,000,000

Time Trigger for Completion of Right-of-Way September 26, 2020

Time Trigger for Beginning Construction September 26, 2021

(Signatures on following page)

COACHELLA VALLEY ASSOCIATION of GOVERNMENTS

The parties hereto have caused this Amendment Number Two to be executed by their duly authorized representatives on the above-referenced date.

ATTEST:

AGENCY:

CITY OF PALM SPRINGS

By: _____
City Manager

By: _____
Mayor

CVAG

By: _____
Tom Kirk
Executive Director

By: _____
Dana Reed
CVAG Chair

ITEM 6F

**Coachella Valley Association of Governments
Executive Committee
September 26, 2016**



Staff Report

Subject: Amendment No. 2 to the Agreement with the City of Palm Springs and the City of Cathedral City to Widen the Ramon Road Bridge over the Whitewater River Channel

Contact: Eric Cowle, Transportation Program Manager (ecowle@cvag.org)

Recommendation: Approve Amendment No. 2 to the Agreement with the City of Palm Springs and the City of Cathedral City to Widen the Ramon Road Bridge over the Whitewater River Channel to Extend the Time Trigger to June 30, 2020.

Transportation Committee: CONCURS (Meeting of August 29th)

Technical Advisory Committee: CONCURS (Meeting of September 12th)

Background: At their meeting in June 2008 the Executive Committee agreed to provide funding assistance to complete a Project Study Report for a project to widen the Ramon Road Bridge over the Whitewater River Channel. Subsequently, in their meeting in January 2010, at the request of the City of Palm Springs, the Executive Committee agreed to provide funding assistance for all remaining phases of work, through construction, with Amendment No. 1.

The total cost of the project, which remains unchanged, is \$35,998,000. The project is partially funded with a federal Highway Bridge Program (HBP) grant. The HBP grant provided just over 70% of the total project costs leaving a remaining local cost of \$10,762,000. CVAG's 75% of the local share remains unchanged at \$8,071,500.

The City of Palm Springs is the Lead Agency for this project. With Amendment No. 1, The City of Cathedral City became an additional party to the Agreement along with the City of Palm Springs. The City of Palm Springs has a separate agreement with the City of Cathedral City concerning the cost share for the remaining 25% local share of this project.

Pursuant to CVAG's Cash Flow Preservation Policy, a Time Trigger was established in Amendment No. 1, providing that right-of-way acquisition be completed and construction begin within one year of the proposed schedule at the time of the Amendment. For right-of-way acquisition, that Time Trigger date was June 30, 2016. The project recently commenced the right-of-way phase on June 9, 2016.

As indicated by the attached letter, the City of Palm Springs is now requesting Amendment No. 2 to the Agreement to Widen the Ramon Road Bridge over the Whitewater River Channel to extend the project Time Trigger to June 30, 2020 to reflect the revised project schedule.

Revised Funding Schedule Summary

Year	Phase	HBP Funding	Local Funding	Totals
2010/2011	Prelim. Engineering	\$ 2,453,000	\$ 915,000	\$ 3,368,000
2016/2017	Right-of-Way	\$ 1,030,000	\$ 1,736,000	\$ 2,766,000
2019/2020	Construction	\$21,753,000	\$ 8,111,000	\$29,864,000
	Totals	\$25,236,000	\$10,762,000	\$35,998,000

Fiscal Analysis: The City of Palm Springs has only requested an extension of the Time Trigger and has proposed no changes in the total project cost of \$35,998,000 with CVAG's 75% local share remaining unchanged at \$8,071,500. There is no change in the fiscal impact.

Contract Finalization: Minor changes/revisions for clarification purposes may be made prior to execution by CVAG's Executive Director and/ or Legal Counsel.

Attachments:

City of Palm Springs Letter
Addendum Number Two



City of Palm Springs

Engineering Services Department

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

August 8, 2016

Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Re: Request for Amendment No. 2 to the Reimbursement Agreement (A5748) to update Schedule and extend the Time Triggers for the Project to Widen the Ramon Road Bridge over the Whitewater River Channel

Dear Mr. Woods:

The City of Palm Springs requests an Amendment to update the schedule and extend the Time Triggers to the current AGREEMENT BY AND BETWEEN CVAG AND THE CITY OF PALM SPRINGS. Typical processing times with Caltrans in the environmental review and local assistance office exceeded the time triggers established by CVAG, but the project is on schedule according to the funding commitment dates established by Caltrans. The project has recently commenced into the Right of Way phase, approved by Caltrans latest Amendment Modification (AMOD) E-76 issued on June 9, 2016. An update to the Funding Schedule Summary is provided in the table below:

Funding Schedule Summary

Year	Phase	HBP Funding	Local Funding	Totals
2010/2011	Prelim. Engineering (PE)	\$2,453,000	\$915,000	\$3,368,000
2016/2017	Right of Way (RW)	\$1,030,000	\$1,736,000	\$2,766,000
2019/2020	Construction (CON)	\$21,753,000	\$8,111,000	\$29,864,000
	Totals	\$25,236,000	\$10,762,000	\$35,998,000

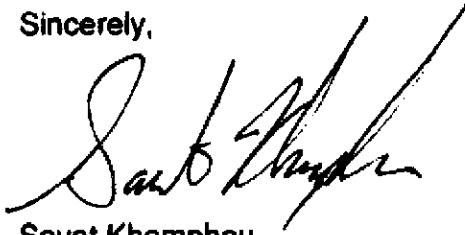
In June 2008, the Executive Committee agreed to provide funding assistance to complete a Project Study Report for a project to widen the Ramon Road Bridge over the Whitewater River Channel. The intention in completing a Project Study Report was to allow the City of Palm Springs to qualify the bridge for Highway Bridge Program (HBP) funding. Caltrans has programmed HBP funds for the Ramon Road Bridge Widening project and through Amendment No. 1 between the City of Palm Springs, City of

Mr. Dennis Woods
August 8, 2016
Page 2

Cathedral City, and CVAG it was agreed that CVAG would provide for 75% of the unfunded local portion of qualified project costs. The City respectfully requests an Amendment to provide an extension to the time triggers reflective of the schedule provided to provide minimal disruption to the project.

If you have any questions or need additional information please contact me at (760) 323-8253 ext. 8744 or via e-mail at Savat.Khamphou@PalmSpringsCA.gov.

Sincerely,



Savat Khamphou
Senior Civil Engineer

Attachments:

1. AMOD E-76
2. HBP Backup List
3. Copy of Funding Agreement up to Amendment No. 1

c: Marcus Fuller, Assistant City Manager / City Engineer
Chron File

DEPARTMENT OF TRANSPORTATION
 DIVISION OF PLANNING AND LOCAL ASSISTANCE
 464 W. 4TH STREET, 6th Floor MS-760
 SAN BERNARDINO, CA 92401-1400
 PHONE (909) 383-4030
 FAX (909) 383-5930
 TTY 711
 www.dot.ca.gov/dslr



*With your power
 Be energy efficient*

June 9, 2016

Marcus L. Fuller
 City Engineer
 City of Palm Springs
 3200 E. Tahquitz Canyon Way
 Palm Springs, CA 92262

08-RIV-0-PSP
 BHLS-5282(040)
 Widen Ramon Road from San Luis Rey Drive
 to Landau Boulevard and
 Rehabilitate, widen bridge and approaches
 over Whitewater River
 Br. no. 56C-0287

Dear Mr. Fuller,

We have reviewed and processed your obligation submittal for the above-referenced project through Caltrans Headquarters and the Federal Highway Administration (FHWA). You are hereby authorized to begin the Right of Way Acquisition and Support phase of your project. Enclosed is a copy of the authorizing document (E-76) for your records.

If you plan to utilize private/outside consultant services, please be reminded of the Consultant Selection and Audit Process as outlined in Chapter 10 of our Local Assistance Procedures Manual (LAPM).

If you have any questions, please contact me or my staff, Alberto Vergel de Dios at (909) 806-3944.

Sincerely,

Sean Yeung, P.E.
 District Local Assistance Engineer

Attachment: E-76

c: Grace Alvarez, RCTC
 Savat Khamphou, Palm Springs
 George Farago, Palm Springs

CALIFORNIA DEPARTMENT OF TRANSPORTATION

AMENDMENT MODIFICATION SUMMARY - (E-76)

FEDERAL AID PROGRAM

DLA LOCATOR: 08-RIV-0-PSP
 PREFIX: BHL5
 PROJECT NO: 5282(040)
 SEQ NO: 3
 STATE PROJ NO: 0800020453L-N
 AGENCY: PALM SPRINGS

PROJECT LOCATION:
 RAMON ROAD FROM SAN LUIS REY DRIVE TO LANDAU BOULEVARD, SR. NO. 56C-0287
 TYPE OF WORK:
 REHABILITATE AND WIDEN BRIDGE AND APPROACHES
 FED RR NO'S:
 PUC CODES:
 PROJ OVERSIGHT ASSUMED LOCAL ADMIN

PREV AUTH / AGREE DATES:
 PE: 2011-06-01 00:00:00
 RAW:
 CON:
 SPR:
 MDS:
 OTH:

TIP DATA
 MPO: SCAG
 FSTIP YR: 1514
 STIP REF: 209-4000-3905
 DISASTER NO:
 BRIDGE NO: 56 0287 56C0287

ENV STATUS / DT: DELEG TO STATE SEC 6005 06/09/2014
 RW STATUS / DT:
 INV RTE:
 BEG MP:
 END MP:

LINE NO	IMPV TYPE	FUNCS SYS	URBAN/AREA	URB/RURAL	DEMO ID
10	15				
11	15				
20	16				
21	16				

FUNDING SUMMARY

PHASE	PREV. OBLIGATION	THIS REQUEST	SUBTOTAL	FEDERAL COST	AC COST
PE	\$0.00	\$0.00	\$0.00	\$7,453,166.00	\$0.00
RAW	\$1,030,489.00	\$0.00	\$1,030,489.00	\$0.00	\$0.00
CON	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
OTH	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL	\$1,030,489.00	\$0.00	\$1,030,489.00	\$7,453,166.00	\$0.00

STATE REMARKS

05/17/2011 This is a request for PE funds. at:
 05/17/2011 SEQ 1 for PAED only

PAED	FED PIC	FED FUNDS(LI)CE	LOCAL
\$1,850,000	\$1,356,300	\$1,200,732	\$49,268

05/23/2011 Seq 1 - authorized \$1,200,732 of LI CE funds for PE (Environmental Process) * the widening is from exist 4 to proposed 6 lanes. P - federally participating. N-P - federally non-participating. The federal participating project limits are from 200' west of the west bridge abutment to Landau Blvd. The non-participating project limits on the west side are from San Luis Rey Dr to 200' west of the west bridge abutment. The non-participating project limits on the east side is from Landau Blvd to 680' east. The City shall not bill for non-participating PE work. The City has indicated that it will complete the PE (Env Process) Phase by June 2015, so it will obtain NEPA environmental clearance/approval by this date. Note that NEPA Clearance/Approval has to cover the entire project limits, including the non-participating project limits. The non-participating work is 100% locally funded. The City is responsible for segregating the participating and non-participating PE costs accurately.

Note that PE (final design/PS&E) Phase is NOT authorized. Additionally, subsequent to NEPA Clearance and at the time of requesting authorization for PE (final design/PS&E) the City will need to ensure that this phase is programmed in the current FSTIP/PTIP.

Supplemental documentation provided to FHWA as part of this E-76 via agency F1 dated 4/7/11 and the FTIP/FSTIP Sheet (RV110124). Note that the FTIP Sheet shows a PTC of \$35,998,900 for the entire project, and the Federally non-participating portion. Exhibit 6A shows a HBP Participating Construction Cost of \$22,168,000.

The City needs to explain to the DLAE why this project is double-programmed in the FTIP/FSTIP - see FTIP id RIV090406. HO DLA assumes the programming under RIV090406 to be incorrect. AS SEQ 2. This is a request for Preliminary Engineering funding in P53E using Highway Bridge Replacement and Rehabilitation (HBR) funds. National Environmental Policy Act (NEPA) was cleared on 06/09/2014. The Project ID RV110124 in SCAG's 2015 FTIP amendment no. 4 was approved on 04/08/2015. PE unobligated funds are programmed in 15/16 FFY and EPSFD to 14/15 FFY. Use appropriation code M001 with maximum reimbursement rate of 88.53%.

SEQ 2. Agreement End Date on June 30, 2021 based on Finance letter dated 05/06/2015

SEQ 2. Agreement End Date on June 30, 2021 based on Finance letter dated 05/06/2015

Sequence #2 is a request for additional preliminary engineering funding for plans, specifications, and estimates (P53E) to rehabilitate and widen from four to six lanes the Ramon Road bridge and approaches over the Whitewater River from San Luis Rey Drive to Landau Boulevard using National Highway Performance Program (NHPP) funds programmed for FY 15-16 in Amendment #4 approved on 4/08/15 to SCAG's 2015 FTIP and EPSFD to FY 14-15 on 5/18/15. Funding for preliminary engineering for project approval and environmental document (PA&ED) was previously obligated. Federal funding is now capped at an increased \$2,453,169 for preliminary engineering with a maximum reimbursement rate of 88.53%. Reimburse with M0E1 NHPP funds at 88.53% on a pro rata reimbursement basis up to the additional federal amount shown for preliminary engineering for P53E. Br. No. 58C-0287.

SEQ 3. This is a request for Right of Way Acquisition and Administration funding using Highway Bridge Program (HBP) funds and is programmed for 15/16 FFY in SCAG's 2015 FTIP amendment no. 14 approved on 11/20/2015. Utilities prior rights are being evaluated for future consideration of HBP funding. NEPA decision was determined on 05/24/2014 and was re-validated/revalidated on 01/21/2016. Maximum reimbursement rate is at 88.53%. Br. no. 56C/0287

Right of Way Cost Breakdown:

Acquisition

PARCELS	TYPE AND/OR ACTIVITY	ACRES	ESTIMATED COST
677-420-012	Temporary Construction Easement	0.02	\$ 1,344
677-420-016	Temporary Construction Easement	1.68	\$ 86,262
677-420-021	Temporary Construction Easement (TCE)	0.10	\$ 8,637
677-420-023	Permanent Easement, TCE, Slope Easement	1.59	\$ 233,589
677-420-024	Permanent Easement, TCE	0.29	\$ 11,004
677-420-040	TCE, Slope Easement	0.28	\$ 21,455
680-170-014	Permanent Easement, TCE, Slope Easement	0.32	\$ 17,737
680-170-051	Permanent Easement, TCE, Slope Easement	0.19	\$ 125,084
680-170-053	Permanent Easement, TCE, Slope Easement	4.32	\$ 302,756
677-420-023	Billboard Relocation N/S of Ramon Rd E/O Whitewater River	N/A	\$ 154,384

SUBTOTAL = \$ 964,351

Right of Way Administrative cost (support) amounts to \$ 199,639

05/26/2016 Sequence #3 is a request for right of way funding for a support and acquisition to rehabilitate and widen from four to six lanes the Ramon Road bridge and approaches over the Whitewater River from San Luis Rey Drive to Landau Boulevard using National Highway Performance Program (NHPP) funds programmed for FY 15-16 in Amendment #14 approved on 11/20/15 to SCAG's 2015 FTIP. Funding for preliminary engineering was previously obligated. The original NEPA decision approved on 6/09/14 was re-validated on 1/21/16. Federal funding under this sequence is limited to \$1,030,489 for right of way activities with a maximum reimbursement rate of 88.53%. Reimburse with additional M0E1 NHPP funds at 88.53% on a pro rata reimbursement basis up to the federal amounts shown for right of way activities. Br. No. 56C-0287.

FEDERAL REMARKS

AUTHORIZATION

AUTHORIZATION TO PROCEED WITH REQUEST ROW FOR ACQUIS. AND SUPPORT DOCUMENT TYPE AMOD

PREPARED IN FADS BY: VERGEL DE DIOS, ALBERTO
 SUBMITTED IN FADS BY: LOUIE, PATRICK
 PROCESSED IN FADS BY: LOUIE, PATRICK
 APPROVED IN FADS BY: FOGLE, JERILYN
 APPROVED IN FMIS BY: MARY CUNNINGHAM

ON 2016-04-26 806-3944
 ON 2016-05-26 653-7349
 ON 2016-05-26 FOR CALTRANS
 ON 2016-05-31 FOR FHWA
 ON 2016-06-09 13:23:05.0

SIGNATURE HISTORY FOR PROJECT NUMBER 5282(040) AS OF 06/13/2016

MOD #	SIGNED BY	SIGNED ON
2	JERILYNN FOGLE ZYLKIA MARTIN-YAMBO MARY CUNNINGHAM	08/03/2016 08/07/2016 09/09/2018
1	JERILYNN FOGLE ZYLKIA MARTIN-YAMBO MARY CUNNINGHAM	05/27/2015 06/01/2015 06/01/2015
0	JERILYNN FOGLE GARY J. SWEETEN RODNEY WHITFIELD	05/25/2011 05/26/2011 06/01/2011

FHWA FMIS 3.0 SIGNATURE HISTORY

CALTRANS SIGNATURE HISTORY

DOCUMENT TYPE	SIGNED BY	SIGNED ON
AMEND/00	LOUIE, PATRICK	05/26/2016

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSSTIP for current funding commitments. This listing includes projects that should be individually listed in the FTIP/FSSTIP. (Line item projects only)

District: 08 County: Riverside
 Responsible Agency: Palm Springs

14/15 15/16 16/17 17/18 18/19 19/20 Beyond Total

BRIDGE NO. 56C0287, RAMON ROAD OVER WHITEWATER RIVER, 0.8 MI. E/O GENE AUTRY TR. Widen 4 lane bridge to 6 lane bridge. seismic retrofit as necessary, scour countermeasures as necessary. High Cost Project agreement required.

Fed Proj: BHL-S-5282(040)

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,356,300	1,414,700							2,771,000
R/W			1,164,000						1,164,000
CON								24,571,000	24,571,000
Total	1,356,300	1,414,700	1,164,000					24,571,000	28,506,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,200,732	1,252,434	1,030,489					21,752,706	25,236,362
Local Match	155,568	162,266	133,511					2,818,294	3,269,638
LSSRP Bond									
Local AC									
Total	1,356,300	1,414,700	1,164,000					24,571,000	28,506,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,200,732	1,252,434						24,571,000	26,024,166
Local Match	155,568	162,266							317,834
LSSRP Bond									
Local AC									
Total	1,356,300	1,414,700						24,571,000	26,342,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
3539	HBP	PE		1,252,434	-1,252,434						
	Local Match			162,266	-162,266						
Fed. Reimb. Rate: 88.53% 5/1/2015 Linda Newton: Not ready to ad within 6 months. PE funds moved from FFY 15/16 to 14/15. Phase being advanced to authorize.											
3538	HBP	PE		-1,252,434	1,252,434						
	Local Match			-162,266	162,266						
Fed. Reimb. Rate: 88.53% 10/24/2014 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH).											
3539	HBP	PE		1,252,434		-1,252,434					
	Local Match			162,266		-162,266					
Fed. Reimb. Rate: 88.53% 10/13/2014 Wesley Zinke: Revised PE funding as requested in September 2014 Survey.											

**AMENDMENT NUMBER TWO
TO THE REIMBURSEMENT AGREEMENT
BY AND BETWEEN THE CITY OF PALM SPRINGS, CITY OF CATHEDRAL CITY AND CVAG
PROJECT TO WIDEN THE RAMON ROAD BRIDGE OVER THE WHITEWATER RIVER
CHANNEL**

THIS AMENDMENT NUMBER TWO, effective this 26th day of September, 2016, by and between the City of Palm Springs (lead Agency), the City of Cathedral City (Agency) and the Coachella Valley Association of Governments, a California joint powers agency, (CVAG), and is made with reference to the following background and circumstances. All other provisions in the existing Reimbursement Agreement for the Project to Widen the Ramon Road Bridge over the Whitewater River, as well as Amendment Number One thereto, shall remain in full force and effect.

This Amendment Number Two shall provide an increase of 2 years added to the Time Trigger Period established in Amendment Number One, such that construction must begin on the Project to Widen the Ramon Road Bridge over the Whitewater River before the NEW TIME TRIGGER DATE OF June 30, 2020.

This Amendment Number Two shall provide that the CVAG Regional Share of the Project costs will remain unchanged at \$8,071,500.

Revised Funding Schedule Summary

Year	Phase	HBP Funding	Local Funding	Totals
2010/2011	Prelim. Engineering	\$ 2,453,000	\$ 915,000	\$ 3,368,000
2016/2017	Right of Way	\$ 1,030,000	\$ 1,736,000	\$ 2,766,000
2019/2020	Construction	\$21,753,000	\$ 8,111,000	\$29,864,000
	Totals	\$25,236,000	\$10,762,000	\$35,998,000

CVAG Previously Obligated and Authorized: 75% (\$10,762,000) = \$8,071,500

(Signatures on following page)

COACHELLA VALLEY ASSOCIATION of GOVERNMENTS

The parties hereto have caused this Amendment Number Two to be executed by their duly authorized representatives on the above-referenced date.

ATTEST:

AGENCY:

CITY OF PALM SPRINGS

By: _____
City Manager

By: _____
Mayor

CITY OF CATHEDRAL CITY

By: _____
City Manager

By: _____
Mayor

CVAG

By: _____
Tom Kirk
Executive Director

By: _____
Dana Reed
CVAG Chair

ITEM 6G

**Coachella Valley Association of Governments
Executive Committee
September 26, 2016**



Staff Report

Subject: Amendment No. 4 to the Reimbursement Agreement with the City of Palm Springs for the Project to Improve Indian Canyon Drive from Garnet Road to, and Including, the UPRR Railroad Crossing

Contact: Eric Cowle, Transportation Program Manager (ecowle@cvag.org)

Recommendation: Approve Amendment No. 4 to the Reimbursement Agreement with the City of Palm Springs for the Project to Improve North Indian Canyon Drive from Garnet Road to, and including, the Union Pacific Railroad Crossing (UPRR), to Extend the Time Trigger Three Years to September 26, 2018.

Transportation Committee: CONCURS (Meeting of August 29th)

Technical Advisory Committee: CONCURS (Meeting of September 12th)

Background: In June 2001, the Executive Committee authorized the amount of \$1,546,875 for the design engineering and preparation of the environmental document for the project to improve Indian Canyon Drive from Garnet Road (South of I-10) to, and including, the UPRR Railroad Crossing Bridge. As was the policy at the time, the Executive Committee agreed to pay 50% of qualified project costs.

In April 2003 the Executive Committee authorized Amendment No. 1 in the amount of \$28,300 to cover additional costs for the design consultant, and in February 2007 the Executive Committee authorized Amendment No. 2 in the amount of \$50,100 for additional design work.

In September of 2011 the Executive Committee approved Amendment No. 3 which increased the Regional Funding Share of qualified project costs from 50% to 75%. The Executive Committee then authorized an additional \$3,750,000 in Amendment No. 3, representing CVAG's 75% local share of the remaining costs through construction, bringing CVAG's total share of obligated and authorized project costs to \$5,375,275. The total cost of the project, which remains unchanged, is \$24,593,750. The project is partially funded with a federal Highway Bridge Program (HBP) grant. The HBP grant provided just over 70% of the total project costs leaving a remaining local cost of \$7,167,033. CVAG's 75% of the local share remains unchanged at \$5,375,275.

Pursuant to CVAG's Cash Flow Preservation Policy, a Time Trigger was established in Amendment No. 3, providing that construction begin within four years of the proposed schedule at the time of the Amendment. For construction, that Time Trigger date was June 30, 2015. The project is currently in the right-of-way phase.

As indicated by the attached letter, the City of Palm Springs is now requesting Amendment No. 4 to the Agreement to extend the project Time Trigger to September 26, 2018 to reflect the revised project schedule.

The City has indicated that Southern California Gas Company has a major facility that requires a complicated right-of-way swap between the City and a private land owner, and that the relocation of Southern California Edison major overhead transmission lines have resulted in two years of delay.

The project has a long history of challenges since its inception in 2001. The project is located in an area with several environmentally sensitive species, and had undergone a lengthy environmental process. After the environmental studies were complete and approved, UPRR introduced a policy to raise the height requirement of bridges going over railroads. This completely changed the scope of the project, causing the environmental document to be revalidated.

The revised schedule is as follows:

Design:	Continuous until December of 2017 (end Right-of-Way acquisition)
Right-of-Way:	June 2014 – December 2017
Construction:	March 2018 – March 2020

Fiscal Analysis: The City of Palm Springs has only requested an extension of the Time Trigger and has proposed no changes in the total project cost of \$24,593,750 with CVAG's 75% local share remaining unchanged at \$5,375,275. There is no change in the fiscal impact.

Contract Finalization: Minor changes/revisions may be made for clarification purposes by CVAG Executive Director and Legal Counsel prior to execution.

Attachments:

City of Palm Springs Letter
Amendment No. 4



City of Palm Springs

Engineering Services Department

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

August 8, 2016

Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Re: Request for Amendment No. 4 to the Reimbursement Agreement (A4394) to extend the Time Triggers for the Project to Improve Indian Canyon Drive from Garnet Avenue to, and Including, the UPRR Railroad Crossing

Dear Mr. Woods:

The City of Palm Springs requests an Amendment to extend the "Time Triggers" to the current AGREEMENT BY AND BETWEEN CVAG AND THE CITY OF PALM SPRINGS. The project is currently in the Right of Way phase. Coordination and negotiations with multiple and various property owners that include several private owners (some owning shared parcels), utility companies, Bureau of Land Management, and Union Pacific Railroad add complexities as well as additional time on the schedule.

Southern California Gas Company has a major facility that requires a complicated right of way swap between the City and a private land owner; Granite Construction Company has an entrance to its quarry that requires a unique design due to the location of the driveway being elevated nearly 10 feet and addressing blow sand concerns; Southern California Edison (SCE) has major overhead transmission/distribution lines as well as having prior rights within required roadway easements necessary to construct the project. Recent restructuring/re-organization and wavering commitments on the part of SCE in regards to schedule, design and cost of their overhead facilities has delayed the project schedule for nearly two years. The City has just received a copy of a draft utility agreement from SCE at the beginning of this month. A Railroad Agreement with Union Pacific Railroad (UPRR) is typically lengthy and a draft is yet to surface from UPRR. Coordination with Caltrans on funding authorization for utility right of way and construction costs still remains.

The project has a long history of its challenges, since the inception of the project in 2001. The project is located in an area with several environmentally sensitive species

Mr. Dennis Woods
August 8, 2016
Page 2

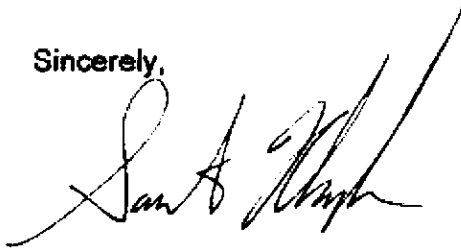
and had undergone a lengthy environmental process. After the environmental studies were complete and approved, UPRR introduced a policy to raise the height requirement of the bridge going over railroads. This completely changed the scope of the project causing the environmental document to be revalidated. Because of the length of delay, the City had to work with FHWA to justify itself being in the PE phase for over 10 years.

Through thick and thin of it all, CVAG has been an unwavering partner through these continuing challenges by providing its share of funding commitments and time extensions in Amendments 1-3, while even increasing its regional share from 50% to 75% of the project costs. As such, the City of Palm Springs respectfully requests an Amendment for an extension to the Time Triggers reflective of the schedule provided below:

Design	Continuous until December 2017 (end of Right of Way)
Right of Way	June 2014 – December 2017
Construction	March 2018 – March 2020

If you have any questions or need additional information please contact me at (760) 323-8253 ext. 8744 or via e-mail at Savat.Khamphou@PalmSpringsCA.gov.

Sincerely,



Savat Khamphou
Senior Civil Engineer

Attachments:

1. AMOD E-76
2. HBP Backup List
3. Copy of Funding Agreement up to Amendment No. 3

c: Marcus Fuller, Assistant City Manager / City Engineer
Chron File

DEPARTMENT OF TRANSPORTATION
DIVISION OF PLANNING AND LOCAL ASSISTANCE
464 W. 4TH STREET, 6TH Floor, MS-760
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4030
FAX (909) 383-5936
TTY 711
www.dot.ca.gov/dist8/



*Flex your power!
Be energy efficient!*

April 23, 2014

David Barakian, P.E.
Director of Public Works/ City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way,
Palm Springs, CA 92263

08-RIV-0-PSp
BRLO-5282(017)
Indian Avenue over
U.P.R. and AMTRAK
Replace 2 lanes to 6 lanes
Br. no. 56C-0025

Dear Mr. Barakian:

We have reviewed and processed your obligation submittal for the above-referenced project through Caltrans Headquarters and the Federal Highway Administration (FHWA). You are hereby authorized to begin the Right of Way Acquisition and Support phase of your project. Enclosed is a copy of the authorizing document (E-76) for your records.

If you plan to utilize private/outside consultant services, please be reminded of the Consultant Selection and Audit Process as outlined in Chapter 10 of our Local Assistance Procedures Manual (LAPM).

If you have any questions, please contact me or my staff, Alberto Vergel de Dios at (909) 806-3944.

Sincerely,

A handwritten signature in black ink, appearing to read "S-Yeung", written over a faint, larger signature.

Sean Yeung, P.E.
District Local Assistance Engineer (Acting)

Attachment:
E-76

c: Grace Alvarez, RCTC
Savat Khamphou, City of Palm Springs

with new H1C0 on/off-system HBP funds at 80% up the increased federal amount shown for preliminary engineering. Br. No. 56C-0025. PL

TOTAL COSTS PARTIC. COSTS FED. FUNDS FED. FUNDS LOCAL FUNDS (Q110) (H1C0)

Pres. Engr. \$ 337,500 \$ 190,000 \$ 80,000 \$ 87,500
 This request is a re-submittal of Sequence #2 which errored out because of an incorrect program code in the related projects screen. There were no other changes. PL

04/14/2011 This is a request for additional funds

	Total Cost	Part Fund	Fed. Fund	Local Fund
PE	\$137,500	\$137,500	\$110,000	\$ 27,500
07/21/2011				
02/16/2012				
Total	\$703,000	\$703,000	\$622,366	\$ 80,634

This request is for Right of Way for the City of Palm Springs Highway Bridge Program project. The work comprises in the purchase of fifteen (15) right of way parcels for the widening of the Indian Canyon Bridge over UPRR. This project is funded entirely with the Highway Bridge Program (HBP) funds at a maximum reimbursement ratio of 88.53% up to \$268,248. This is a funding request for RW

Parcel	Acquisition Type and/or Activity	#Acres	Est. Cost
669-000-002	Partial Take	0.624	\$2,500
669-000-002	TCE	0.482	\$2,500
669-100-001	Partial Take	0.052	\$11,800
669-100-001	TCE	0.463	\$37,600
669-100-001	Utility Easement	0.955	\$140,000
669-100-001	Slope Easement	0.378	\$81,500
669-100-008	Utility Easement	0.177	\$0
669-063-003	Utility Easement	0.361	\$60,000
669-093-003	Slope Easement	0.327	\$53,500
669-070-003	TCE	0.661	\$30,000
669-070-003	Slope Easement	0.219	\$36,000
669-070-004	TCE	0.148	\$8,700
669-070-004	Slope Easement	0.001	\$2,500
669-080-020	TCE	0.036	\$20,500
669-080-020	Slope Easement	0.080	\$3,600
669-093-010	Slope Easement	0.010	\$2,000
669-093-010	TCE	0.891	\$30,000

03/05/2012 03/05/12 issue of revalidation to return project this week 03/19/12

08/15/2012 attach NEPA CE revalidation in Proj Docs

08/21/2012 This request project, needs thorough understanding and review.

inconsistent, if land hbg database, need bridge database adjustment... is there utilities cost involved (refer to bridge group)?

R/W Needs split acquisition and r/w support, revise e-76 and finance letter.

NEPA reveal 6/28/12 comments per revisit the estimate 10/17/2011 pls let RW district take a look?

Sequence #4 is a request for right of way funding for support and acquisition costs to widen the Indian Canyon Drive overhead to six lanes from 1,800 feet south to 1,000 feet north of the Union Pacific Railroad (UPRR) tracks as part of a greater overall widening of Indian Canyon Drive using National Highway Performance Program (NHPP) funds programmed in SCAGs 2013 FTIP approved on 12/14/12.

SEC 4. This request is for Right of Way acquisition and support using HBP funds at 88.53% maximum federal reimbursement ratio. \$16,000 is also de-obligated from PE. Project is to replace existing bridge from two (2) to six (6) lanes. A total of eighteen (18) parcels are to be acquired.

Total Cost	Part Cost	Fed. Fund	Local Fund
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CALTRANS SIGNATURE HISTORY
DOCUMENT TYPE SIGNED BY SIGNED ON
AMENDMOD KE, RICHARD 04/10/2014

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing includes projects that should be individually listed in the FTIP/FSTIP. (Line item projects only)

District: 08 County: Riverside

Responsible Agency: Palm Springs Prior: 14/15 15/16 16/17 17/18 18/19 19/20 Beyond Total

BRIDGE NO. 56C0025, INDIAN CANYON DRIVE, OVER UP RR & AMTRAK, 0.6 MI S OF I-10. Replace 2 lane bridge with new 6 lane bridge. Change:

Fed Proj: RRLD-5282(017)

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	475,000								475,000
RW	703,000		750,000						1,453,000
CON								17,754,000	17,754,000
Total	1,178,000		750,000					17,754,000	19,682,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,002,366		663,975					15,717,616	17,383,957
Local Match	175,634		85,025					2,036,384	2,298,043
LSSRP Bond									
Local AC									
Total	1,178,000		750,000					17,754,000	19,682,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	380,000								380,000
Local Match	95,000								95,000
LSSRP Bond									
Local AC									
Total	475,000								475,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
1517	HBP	PE	110,000								110,000
	Local Match		27,500								27,500
	Total:										137,500

Fed. Reimb. Rate: 80.00% 2/3/2011 Linda Newton: Adds PE in at correct reimbursement rate.

1517	HBP	PE	-121,729								-121,729
	Local Match		-15,771								-15,771
	Total:										-137,500

Fed. Reimb. Rate: 86.53% 2/3/2011 Linda Newton: Backs out PE at incorrect reimbursement rate.

1517	HBP	PE	121,729								121,729
	Local Match		15,771								15,771
	Total:										137,500

Fed. Reimb. Rate: 88.53% 9/21/2010 Eric Tang: Additional funds is added to reflect the funding change on the Est. B-D from the local agency. \$137,500.00 is added for fiscal year 2010/2011.