CV Link

Caltrans Active Transportation Grant Application

Submitted by:

Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

CVAG

May 21, 2014

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ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	CV Link

For Caltrans use only: ____TAP _____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name:	CV Link

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) Coachella Valley Association of Governments	2. PROJECT FUNDING ATP funds Requested $ 34,570,000.00 Matching Funds (If Applicable) $ 49,441,000.00 Other Project funds $ 15,348,000.00 TOTAL PROJECT COST $ 99,359,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Tom Kirk, Executive Director tkirk@cvag.org (760) 346-1127	
4. APPLICANT CONTACT (Address & zip code) 73-710 Fred Waring Dr. Suite 200 Palm Desert, CA 92260	5. PROJECT COUNTY(IES): Riverside
6. CALTRANS DISTRICT #- Click Drop down menu below District 8	7. Application # 1 of 1 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 08-6164R
12. ☐ Yes, the applicant has a STATE MA with Caltrans.

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name:	CV Link

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☒ Class I ☒ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☒ Crossing Improvement ☒ Multi-use facility

    Other: Low-Speed Electric Vehicle (< 25 mph) Class I and II Facility

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

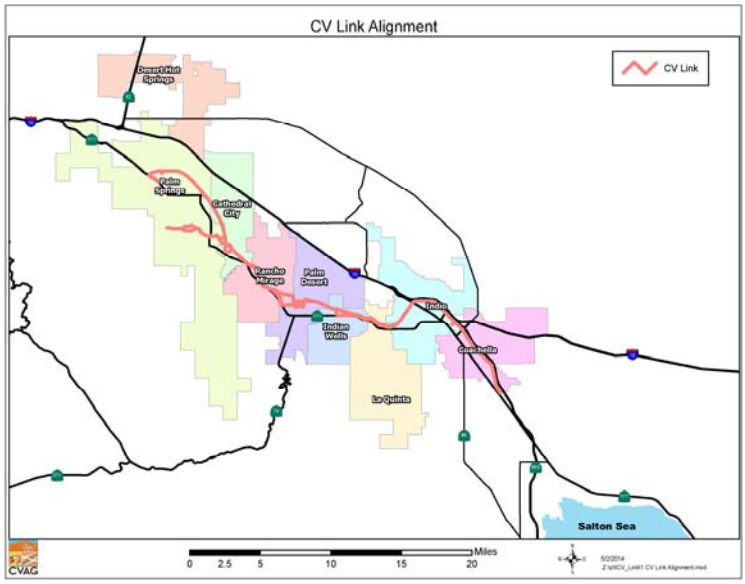
II. PROJECT INFORMATION

1. **Project Location** Coachella Valley, Central Riverside County between the cities of Palm Springs and Coachella (Attachment A - Maps)

2. **Project Coordinates** Latitude 33º 44'8" (Decimal degrees) Longitude 116º 22' 37" (Decimal degrees)

Because CV Link is a 50 mile, linear corridor, it is impossible to specifically state project coordinates. The coordinates identified above is for the CVAG office which is located at roughly the mid-point of CV Link. The entire corridor is from about N 33º51'37" latitude W 116º22'37" longitude to N 33º38'31" latitude to W 116º8'35" longitude.

3. **Project Description.** CV Link is a multi-modal transportation alternative to automobiles. CV Link will allow bicycles, pedestrians, and low-speed electric vehicles (LSEV with speeds of 25 mph of less) on a single corridor. The project will connect eight of the nine cities in the Coachella Valley and three Indian Tribal lands. CV Link is the largest, most ambitious, project of its kind in SCAG's Regional Transportation Plan and, we believe, the State and, likely, the Nation.

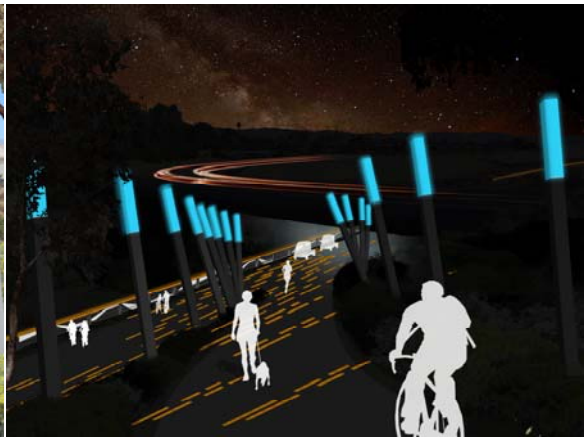


For most of the alignment, CV Link will be completely separated from the arterial, collector, and local street system and follow the right-bank (as one looks downstream) levee of the Whitewater River drainage channel. It is planned that road

crossings will be over the roadway travel lanes via a bridge or, where possible, under an existing bridge that crosses the channel. Generally, CV Link will be a Class I bike/pedestrian/LSEV facility.

There will be a few places where CV Link will need to use and cross the Coachella Valley's surface street system. To the extent possible, it will still be a Class I facility with distinctive design elements to easily define it as part of CV Link.

4. **Project Status** The project master planning, preliminary engineering, and environmental documentation started on Jan. 2, 2013 with a kick-off meeting between the CVAG staff and consulting team. Since that time, preliminary alignments, design guidelines, draft master plan, and preliminary right-of-way maps have been completed. The environmental documentation has begun for an Environmental Impact Report for CEQA and an Environmental Assessment for NEPA. Because of the required NEPA document (federal dollars have been committed to the project), a federal sponsor is required. CVAG has entered into a Project Charter with Caltrans, a federally designated NEPA lead, to fill that role.



III. SCREENING CRITERIA

1. **Demonstrated Needs of the Applicant**
   Describe the need for the project and/or funding

2. **Consistency with Regional Transportation Plan (100 words or less)**

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The purposes of the proposed project include the following:

1. Provide safe corridors for alternative and active modes of transportation

2. Reduce congestion on Highway 111

3. Improve air quality

4. Improve public health

The proposed project is needed to address transportation deficiencies and associated social problems caused by the Coachella Valley's current car-oriented transportation infrastructure. Pedestrian and bicycle travel (active transportation modes) are inhibited by the lack of available safe corridors, an indirect road system characterized by gated communities, and high arterial speed limits (between 45 and 60 miles an hour). In addition to addressing the transportation network deficiencies, the project would also help to address the following societal needs:

- Improve air quality and reduce energy consumption by enabling people to use less polluting options for transportation.
- Enable Coachella Valley compliance with the Global Warming Solutions Act (AB 32) of 2006; the Sustainable Communities and Climate Protection Act (SB 375) of 2008; and the Complete Streets Act (AB 1358) of 2008.
- Mitigate the obesity epidemic by providing the infrastructure for people, especially children, to walk and ride bicycles to travel to school and other destinations.
- Improve mobility for the elderly and disabled who utilize low-speed electric vehicles and mobility devices so they can travel outside their respective communities.
- Provide less expensive transportation options than automobiles, thereby improving the mobility of economically disadvantaged people.

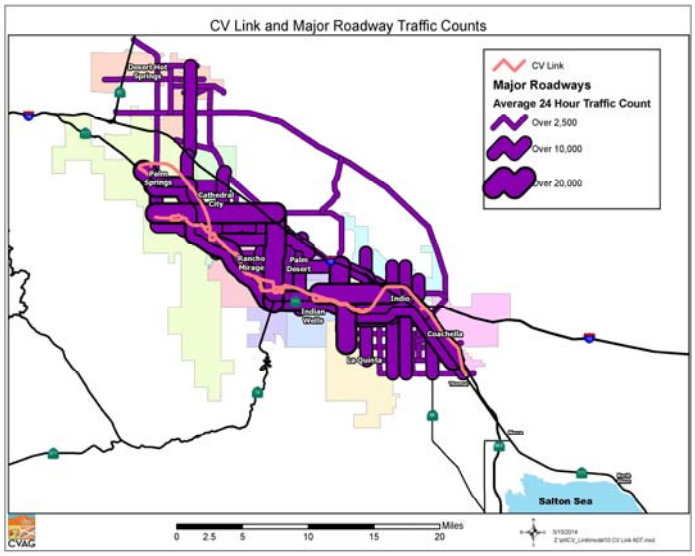
- Make the most of the geographic opportunity provided by the Whitewater River Channel to integrate neighborhoods, communities, destinations, and the natural environment throughout the Coachella Valley.

CVAG has been very successful in accumulating funds for construction of the project. However, because of the need to keep CV Link separate as much as possible from automobile and truck traffic, there is a need to build undercrossings or overcrossings at major streets. Those elements are expensive so there is need for additional funding. The current project cost estimate is $99,359,000 based on 10% plans. CVAG has secured $64,789,000 leaving a balance of $34,570,000, the amount being requested in this application.

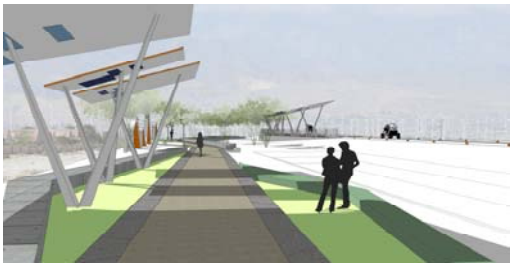
CV Link is a listed project in the Southern California Association of Government's Federal Transportation Improvement Plan (RIV 131005) and has been assigned a Federal Project Number of CML-6164(022). It is also the largest Active Transportation Project in SCAG's Regional Transportation Plan (RTP) and has been supported by SCAG, Caltrans, SQAQMD and RCTC (see Letters of Support attachment)

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS.

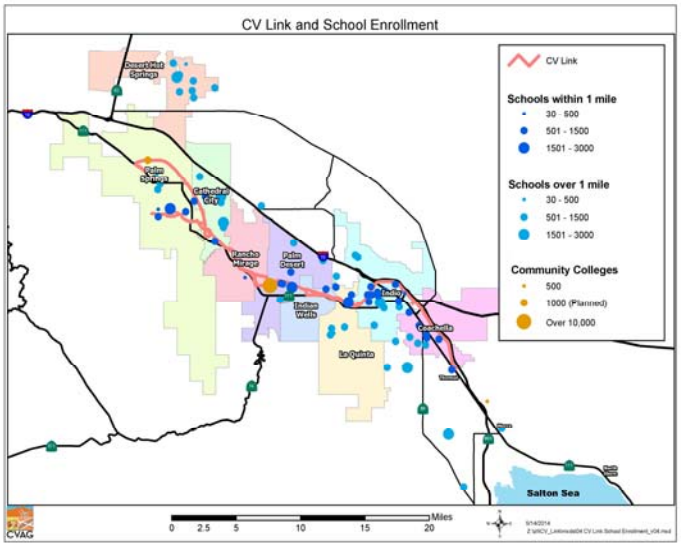


CV Link will roughly parallel the most heavily traveled arterial roadway in the Coachella Valley, Highway 111 (see Attachment A – Maps for 8½" x 11" versions of all maps in this

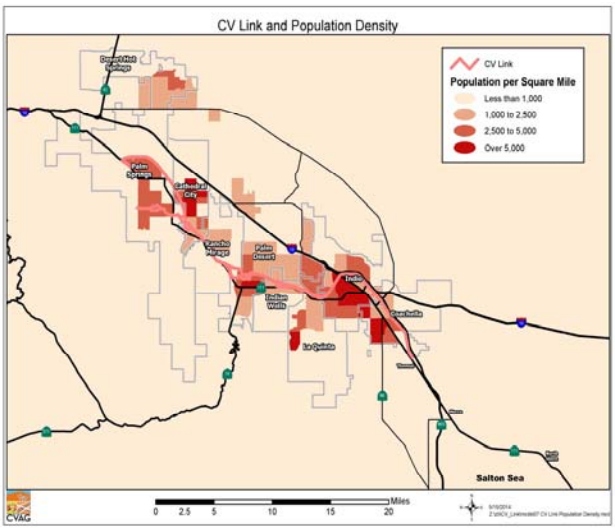


Narrative). By offering an alternative, safe route for bicyclists and pedestrians, there is an excellent opportunity to increase bike riding and walking. A 2012 Air Quality study prepared by Alta Planning + Design, estimated that there would be an increase of 327,000 pedestrian trips and 252,000 bicycle trips in 2017, rising to 2,541,800 and 874,700 trips, respectively, by 2035. This translates into a cumulative amount of pedestrian trips of 34,207,000 and 13,590,000 bicycle trips by 2035.

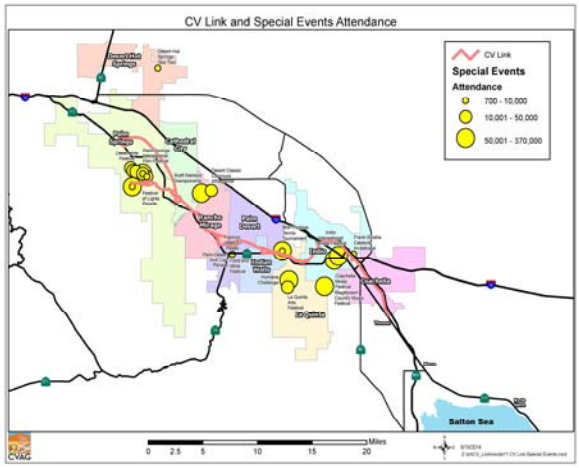
Currently residents and visitors have few options for walking and bicycling other than along high speed roadway as shown below. CV Link will provide a safer alternative route for non-motorized travel by creating grade separations of major roadways and dedicated highway motor vehicle traffic free routes.

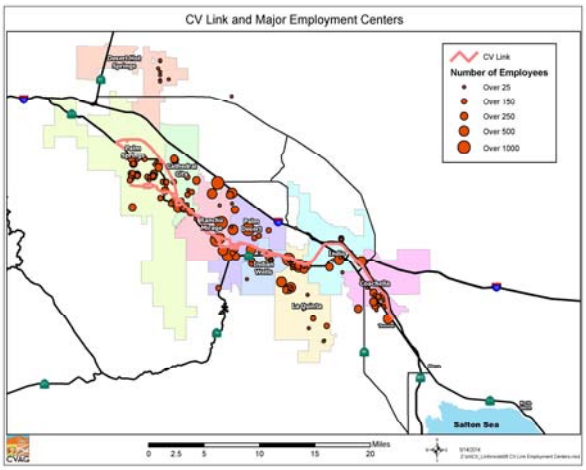


There are over 32 schools within 1 mile of CV Link. There are over 40,761 public school students within 1 mile of CV Link. This represents 54% of all public school students in the Coachella Valley. CV Link runs through and along 3 of the largest schools in the Coachella Valley, College of the Desert, Palm Desert High School and La Quinta High School. The 3 school districts in the Coachella Valley have all supported our efforts to secure funding for the project.

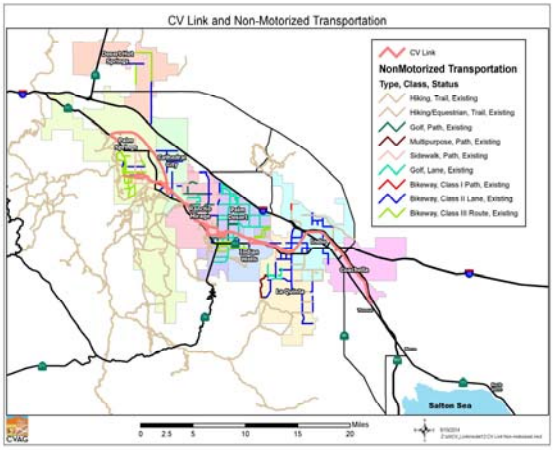


As the exhibits in A - Maps also demonstrate, CV Link parallels and connects the highest intensity land use corridor in the Coachella Valley where some of the Valley's largest employers, including major hotels like the Esmeralda and Hyatt, the Indian Wells Tennis Garden, home of the second most attended tennis tournament in the world, the aforementioned College of the Desert and Palm Desert Civic Center, major employers and travel destinations, the River commercial development and other major commercial and higher intensity residential developments.





The Coachella Valley is characterized by large, high speed arterials linking various areas. Bicycle and pedestrian routes are limited, especially between cities and activity focal points.

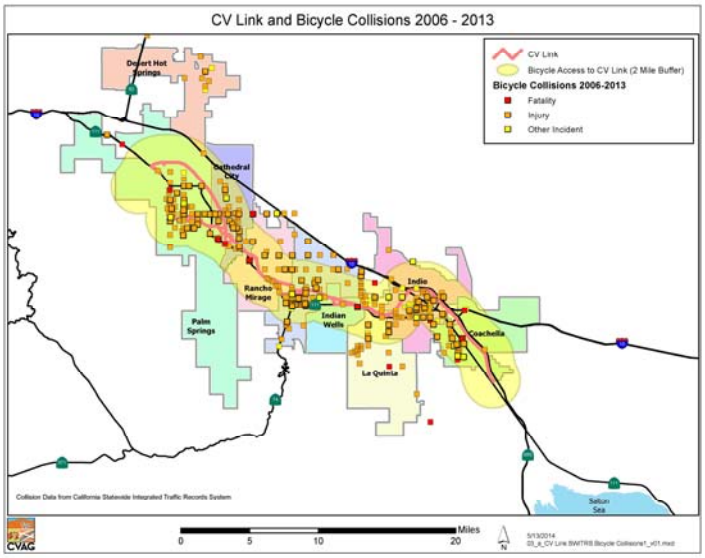


CV Link will offer, for most of its alignment, a Class I and grade separated facility that will protect users from that heavy traffic. This is especially important for those who cannot drive, such as the young, elderly, and infirm. Even in those areas where CV Link must use city streets, the design theme will carry through easily identifying a facility as part of

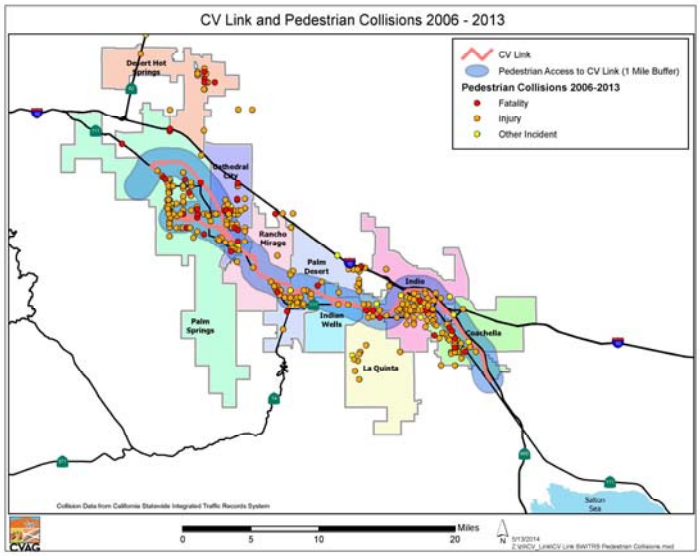
CV Link.

There are no other continuous active transportation paths that connect the cities of the Coachella Valley. CV Link would eliminate these gaps and inconsistencies.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS.



Between 2006 and 2013, 18 bicyclists and 58 pedestrian have been killed in the Coachella Valley. On top of that, 388 bicyclists and 453 pedestrians have been injured, many seriously. An Alta Planning + Design study prepared for CV Link in 2012 estimated that between 2017 and 2035, the project would save 11 lives, reduce severe injuries by 21, reduce other injuries by 53, and reduce property damage by 9 incidents. And that was only for only those walking and cycling accidents that would be expected to occur near CV Link along the heavily used Highway 111. If the rest of the Coachella Valley is taken into account, those reductions would be even greater. The fatality and injury savings would come from having CV Link separate from heavier and faster conventional vehicle traffic.

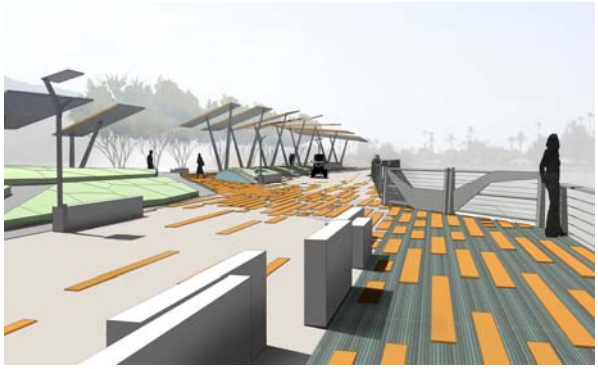


All information regarding accidents was taken from the 2006 to 2013 Statewide Integrated Traffic Records System (SWITRS) maintained by the California Highway Patrol.

3. PUBLIC PARTICIPATION and PLANNING

Prior to advocacy of CV Link by CVAG, the project began as a priority for a non-profit based in the Eastern Coachella Valley called Coachella Valley Trails Alliance. The CV Trails Alliance advocated for several major trails in the Coachella Valley which led to a study of the biggest and most connected to population centers in the Coachella Valley; it was called the Whitewater River Trail. From that grass roots start, CVAG itself became interested and invested in the project to address transportation, air quality, public health and other priorities. CVAG administers all of the regional Measure A sales tax revenue for the Coachella Valley as a part of its decades long, multi-billion dollar, transportation program. Recent and ongoing CVAG funded projects include six major interchanges along Interstate 10 and widening of SR-111 through the heart of the Coachella Valley. However, capacity constraints along SR-111 have driven CVAG to look for alternative travel methods connecting the Coachella Valley along its northwest—southeast axis.

CV Link became a bigger and bolder heir to the vision of the more modest Whitewater River recreational trail. In order to make the project more accessible to the disabled and many others, the project was expanded to capture low speed electric vehicles, including wheelchairs and neighborhood electric vehicles.



Once CVAG “adopted” and expanded the purpose and need of the project, CVAG staff and consultants, in partnership with non-profits and advocates, has implemented an extensive outreach program in the community with a special focus on Environmental Justice communities, thanks to a Planning grant from Caltrans for public outreach.

CVAG staff have conducted extensive meetings and made over forty presentations for key stakeholders across the region including Chambers of Commerce, volunteer organizations, pedestrian and bicycle advocacy groups, real estate trade groups, developers, homeowner associations, school district boards and staff, hospitality and tourism associations, community leaders and City, County and State elected officials and tribal leaders, among many others.

Since starting the design process, CV Link project team, along with CVAG staff, has conducted four public workshops across the Valley in Palm Springs, Rancho Mirage, Indio and Coachella. These workshops were well advertised with attendance over 100 people each and all received prominent coverage in the local newspapers (see “Game Changer” headline under the Letters of Support attachment). A database has been developed of attendees at all of the outreach events for future communication and/or outreach.

A partial list of the events and meetings attended follows. Project specific meetings with city staff and/or elected representatives or agency staff are typically not listed in this table.

Date	Events	Location
1/24/13	Palm Springs Bicycle Roundtable	Palm Springs
2/10/13	Unitarian Universalist Church of the Desert	Rancho Mirage
3/16/13	Rancho Las Palmas Community Meeting	Palm Desert
3/19/13	Desert Trails Coalition	Palm Desert
3/26/13	Associated Planners	Palm Springs
3/26/13	Caltrans - Jefferson Interchange	Indio
3/27/13	County Trails Committee	Other
3/28/13	Realtors Group Meeting	Palm Springs
4/14/13	International Trails Symposium	Other
4/18/13	Monterey Community Meeting	Monterey Country Club
4/18/13	Cathedral City HOA Presidents Council	Cat City
6/4/13	Community Workshop # 1	Palm Springs
7/1/13	Escena Community Meeting	Palm Springs
7/1/13	College of the Desert Board of Directors	Palm Desert

Date	Events	Location
7/17/13	Palm Springs Board of Relators	Palm Springs
7/25/13	Community Workshop #2	Indio
8/7/13	Palm Springs Bicycle Roundtable	Palm Springs
10/4/13	Southern California Energy Summit	Palm Springs
10/8/13	Indian Wells Community Meeting	Indian Wells
10/15/13	Cathedral Canyon Country Club Representatives Meeting	Palm Springs
10/15/13	Tahquitz Golf Course Representatives Meeting	Palm Springs
10/15/13	Community Workshop #3	Rancho Mirage
10/16/13	Desert Princess Community Meeting	Palm Springs
10/18/13	Leadership Coachella Valley	Palm Desert
10/26/13	Mesquite Country Club Community Meeting	Palm Springs
11/20/13	Desert Sands Unified School District (DSUSD) Meeting	La Quinta
11/21/13	Palm Springs Villlage Fest	Palm Springs
11/22/14	Palm Springs Unified School District Meeting	Palm Springs
11/22/14	Coachella Valley Unified School District Meeting	Thermal
12/3/13	NOP Meeting	Palm Desert
12/5/13	Community Workshop #4	Coachella
12/7/13	Tamale Festival	Indio
12/10/13	Indian Wells Country Club Representatives Meeting	Indian Wells
1/2/14	Rancho Las Palmas Country Club Representatives Meeting	Rancho Mirage
1/11/14	Humana Healthy Fun Fair	La Quinta
1/11/14	City of Palm Springs Mayor's Race & Wellness Festival	Palm Springs
1/11/14	CV Disability Sports Festival	Palm Desert
1/21/14	Four Seasons Community Meeting	Palm Springs
2/6/14	Palm Desert International Sports Festival	Palm Desert
2/7/14	Tour de Palm Springs	Palm Springs
2/11/14	Indio Senior Health Fair	Indio
2/15/14	Palm Springs Modernism Week	Palm Springs
2/15/14	Color in Motion 5k	Indio
3/15/14	Cathedral City Relay for Life	Cathedral City
3/29/14	7th Annual Picnic Community Expo	Palm Springs
3/30/14	Race to be Ready	Rancho Mirage
4/5/14	Day of the Young Child	Coachella
5/3/14	Salsa & 5k Festival	Coachella
5/9/14	CSUSB PD Environmental & Sustainability Expo	Palm Desert
5/10/14	City of Palm Springs Bike Festival	Palm Springs

In addition, a website has been developed, with access in both English and Spanish (www.CoachellaValleyLink.com), which allows interactive communication between the public and the CV Link team. Collateral materials have been developed in both English and Spanish and an outreach video, which will be assembled as a public service announcement, is currently in production. We are in continual communication with the local press and have received

significant positive coverage on the project. In addition, the project is very active on social media with posts 3-4 times per week. On Facebook the project has 950 likes to date.

Having a presence at special events has also been a significant part of the outreach particularly in the Environmental Justice Community. We have developed a trade show display, branded tablecloth and branded giveaways for use at events. Representatives of the project have staffed a booth at such events as the annual Tamale Festival, Humana Healthy Fun Fair, Tour De Palm Springs, Indio Senior Health Fair, Relay for Life Cathedral City, 7th Annual Picnic Community Expo, Salsa and 5K Festival and City of Palm Springs Mayor's Race and Wellness Festival among many others. At these events there has been significant interaction with attendees who have expressed great support for the project by signing up for our database so that they can receive updates on the project as it moves forward.

A non-profit organization, Friends of CV Link, has also formed. They are very active in attending events and making presentations as well. They have an active Facebook page with 614 likes and very active posting of news about the project and active transportation information.

The outreach has led to a significant amount of community support for the project. Dozens of organizations, individuals, and agencies have indicated their support for the project. The organizations represent business and real estate groups, the tourist industry, regional governments like SCAG, environmental and active transportation groups such as Move LA and the Sierra Club, hospitals and public health organizations such as the American Lung Association in California, recreation interests, and many, many more. See Attachment J – Support Letters for a list of those who have signaled their support for the project and/or for grant funding for the project.

4. COST EFFECTIVENESS

CVAG administers a $2 billion plus transportation program. Historically the transportation program has focused exclusively on conventional automobile-dominant mobility. Relatively recently, CVAG's program incorporated funding class 2 bicycle lanes when constructed in conjunction with highway and roadway capacity enhancements. CV Link represents a huge leap forward in advocating for major active transportation in the region. It is the largest, most ambitious, project of its kind in the State, and as far as we can tell, the nation. There are modest "alternatives" to CV Link, such as constructing Class 2 bicycle lanes along Highway 111. However, there are major land use constraints and safety considerations which make such an alternative impractical and probably infeasible. There are no other available rights of way that connect the urban centers of the Coachella Valley to one another. Many of the same attributes that initially made the project the preferred project for bicycling and trail advocates makes the project appealing and central to CVAG's transportation program and the region's public health plans.

The completion of the project will serve to facilitate a safer, more attractive, and economically thriving corridor that will accommodate the needs of residents and visitors throughout the region. The proposed improvements will decrease collisions, increase health benefits, reduce green house gas emissions, increase employment (both short and long term), and provide transportation choices, especially for low-income persons, school age children, and the elderly. In addition to the safety, air quality, health and transportation benefits, it is expected that private investment and reinvestment will be facilitated by accelerating the implementation of the project improvements (see the full analysis in the Attachment D – Updated Benefit/Cost Analysis).

Benefits by Selection Criteria	Total Discounted Benefits (3%)	Total Discounted Benefits (7%)
Economic Competiveness	$1,055,718,646	$716,968,658
Quality of Life	$139,853,646	$86,882,630
Environmental Sustainability	$13,855,555	$8,557,815
Safety	$125,497,934	$79,692,787
Total Discounted Value	**1,334,925,781**	**$892,101,890**

Caltrans "Local Roadway Safety Manual for California Local Road Owners" describes the methodology for undertaking cost benefit analysis of various safety countermeasures, including pedestrian and bicycle improvements. The manual notes that Caltrans funded measures typically have benefit (b/C) cost ratios of over 5.0. With a b/c ratio of 8.9 or 11.6, depending on the discount rate, CV Link's B/C is well above the average of funded roadway segment countermeasure projects.

Total Gross Benefits:	$1,918,426,971
Total Cost:	$130,678,137
Net Benefits:	$1,787,748,834
Net Present Value 7%:	$892,101,890
Net Present Value 3%:	$1,334,925,780
Benefit/Cost Ratio 7%:	8.9
Benefit/Cost Ratio 3%:	11.6

5. IMPROVED PUBLIC HEALTH

Obesity is directly caused by two factors: poor nutrition and lack of physical activity. Being physically active is critically important to addressing obesity. It is one of the cornerstones

along with diet that play such a key role in controlling weight. It lowers one's risk of premature death and decreases the risk for chronic health conditions. Unfortunately, as noted in the County's Community Health Profile 2008, when compared to California, adults in Riverside County engage in less physical activity and a great proportion are sedentary.

The Centers for Disease Control and Prevention (CDC) ranks obesity, after smoking, as the second leading cause of preventable death in the United States. According to the Journal of the American Medical Association: 2007 (data from the National Institute of Diabetes and Digestive and Kidney Diseases (NIDDK)), obesity is associated with more than 200,000 deaths each year.

In Eastern Riverside County, 58.5% or 285,487 adults are either overweight or obese. In addition, 7.5% (or 39,073) residents have been told by a doctor, nurse, or health professional that they have obesity as a medical condition. Residents in the lowest income category are the most likely to receive an obesity diagnosis *(HARC Eastern Riverside County Health Monitor Executive Report, 2010).*

For children, obesity in the Coachella Valley is significant. Specifically, nearly one-third (29.5%) or 25,746 of children between ages 2 to 17 are obese. Another 12.1% of children are overweight. Overweight and obese children make up 41.6% of the child population in Eastern Riverside County.

Children in Coachella Valley public schools fare worse than the county as a whole, according to the 2011 Riverside County Community Indicators Report:

- 35% of the students tested for the Fitness Gram were considered to have unhealthy body weight, compared to 31% countywide.
- 57% of Coachella Valley students met the aerobic capacity standard in 2010 compared to 64% countywide;

Diabetes:

In Eastern Riverside County, more than 1 in 12 residents report being told by a health professional that they have been diagnosed with diabetes. Countywide, diabetes is ranked seventh for cause of death according to the County's Community Health Agency Community Health 2008 Profile and is greatest among American Indians in Riverside County and

nationally. In Eastern Riverside County, there are six Tribes. Diabetes mortality rates for American Indians (64.1 per 100,000 population) in Riverside County is 3.5 times that of whites (18.2 per 100,000 population).

In the United States, heart disease and stroke are the two leading causes of death.

Heart Disease:

Latino Campaign is a public health initiative led by the California Department of Health Services and administered by the Public Health Institute. The Riverside County Network for a Healthy California has partnered with the initiative.

1. Among California Latinos, heart disease, cancer, stroke, and diabetes account for nearly 60% of all deaths;
2. More than 40% of California Latino men and women are overweight while 29% are obese;
3. 18% of California Latinos have been diagnosed with hypertension.

CV Link as a "Healthway"

The lack of public parks in the Coachella Valley ranks as one of 20 major concerns expressed by residents in the 2010 HARC survey. Parks provide traditional areas of recreation. CV Link will provide a broader contemporary view of the "park" concept as a valuable contributor to policy objectives such as job opportunities, public health, community building, and tourism. It will offer an opportunity for people to be physically active on a daily basis.

While the Coachella Valley communities are geographically linked together through regional arterials, transportation is primarily through the automobile. A valley-wide bus transit system exists but does not provide full coverage to residents particularly in underserved areas making the Coachella Valley more auto dependent.

Think of CV Link as a 50 mile long “Healthway” winding its way parallel to the Whitewater River and also along Highway 111. Users can access CV LInk from various points along the way; can walk, run and/or bike or use LSEV to make their way from one point to another.

The following specifically relate to physical activity:

- Increase opportunities for extracurricular physical activity – ensure existing recreational facilities are open to the public;
- Improve access to outdoor recreational facilities – may increase physical activity among children and adolescents;
- Enhance infrastructure supporting bicycling – there is a strong association between bicycling infrastructure and frequency of bicycling for both recreational and commuting purposes;
- Enhance infrastructure supporting walking – local governments can play a key role in shaping community infrastructure to support walking by retrofitting existing areas to better serve pedestrians.

By virtue of its existence, CV Link will benefit communities in the Coachella Valley by serving as an environmentally friendly facility near Highway 111. It will provide a 50 mile long outdoor recreation opportunity for walking, running, and bicycling.

Why is this so important? The major reason is to address the public health of our Coachella Valley communities and to provide opportunities that will improve health and quality of life for our residents.

Noting our strong involvement with community health, local governments like CVAG can play a strong role with regards to development of policies and incentives that affect the presence and absence of parks, sidewalks, bike lanes, and mixed use development which can make a difference in creating an active environment that will benefit all people living in the communities. This is a goal of CV Link.

The Desert Healthcare District has recognized the value of building CV Link by awarding $10 million to the project, the largest such commitment of a health care district in such infrastructure in California's history.

In addition to the exercise and lifestyle improvements, CV Link project will help improve air quality with related improvements to diseases caused by air pollution.

6. **BENEFIT TO DISADVANTAGED COMMUNITIES**

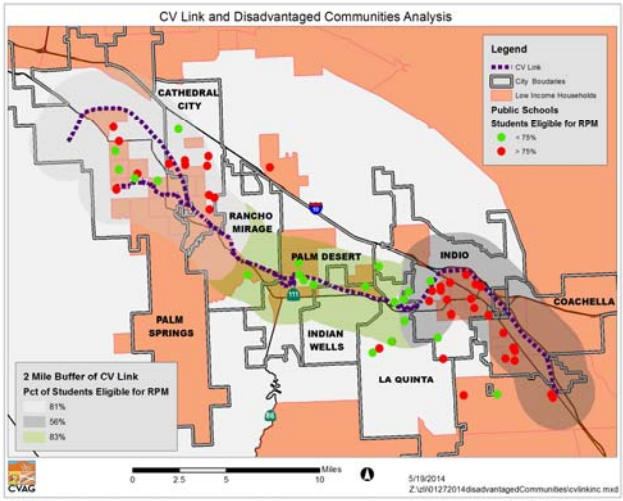
A. I. Is the project located in a disadvantaged community? Yes

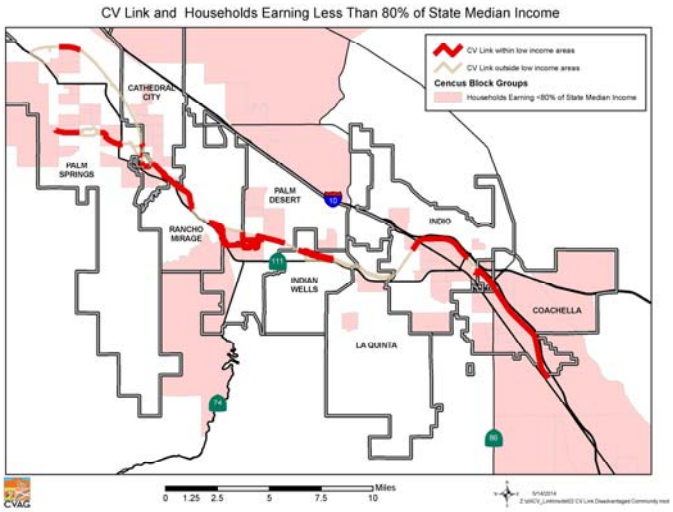
II. Does the project significantly benefit a disadvantaged community? Yes

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: Yes (See Below)
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: No
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 75.3 %

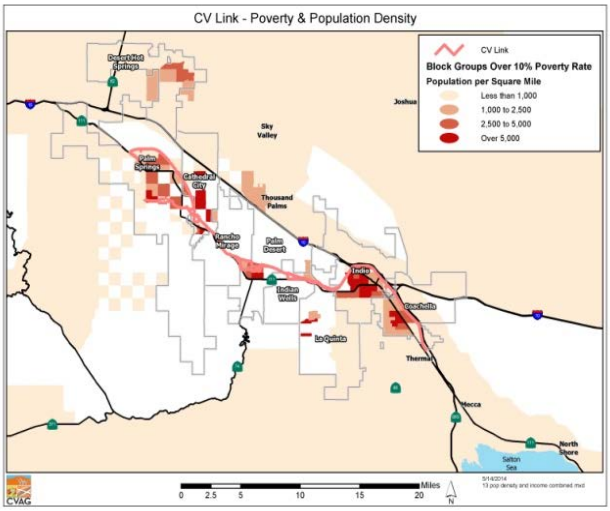
CV Link is eligible toward the Disadvantaged Communities funding requirement for two of the three criteria. There is a common perception that the Palm Springs area is home to the rich and famous. A little known fact is that even the city of Palm Springs, according to the 2012 Census American Community Survey, has a much lower Median Household Income, $45,404, than the State Median Household Income, $55,751. In Appendix A - Maps are the full size maps shown here which depict areas where households below 80% of the median household income are located and schools where at least 75% of



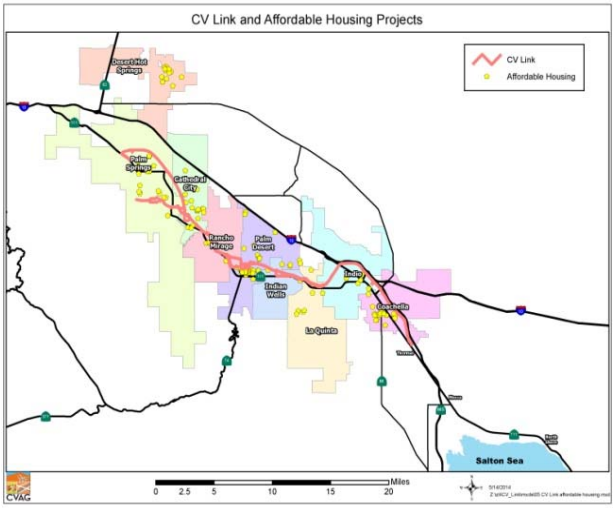


the school age children are eligible for the National School Lunch Program. Given that CV Link is a long facility that bisects rich, moderate and poor communities, the clearest indicator of the overall project's eligibility for the Disadvantaged Communities funding is related to the public school students criteria.

The map includes all schools within two miles of CV Link. Within that boundary, over 75% of all school age children are eligible for the lunch program.



With regard to households below the 80% of median income, 61% of the total 50-mile alignment falls within those demographic areas. Therefore 61% of the entire 50-mile project, or about $61 million, will be spent within the low income neighborhoods as defined. According to 2010 Census data, there are about 60,000 such people in the Coachella Valley, with 35,000 or about 58% living within 2 miles of CV Link. Additionally, as can be seen on the Poverty and Population Density exhibit, the HIGHEST DENSITY concentration of impoverished households are within walking and biking distance of CV Link. As can be seen on the maps, CV Link connects the heart of the Coachella Valley. Many schools, employment hubs, low income housing, also



depicted here, and population centers are within easy walking and bicycling distance. As such, CV Link becomes a viable alternative transportation mode for persons of limited means and for school age children to safely travel to school.

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Yes
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: Virginia Clark, CCC, Virginia.clark@ccc.ca.gov, 916-341-3147, April 18, 2014; Cynthia Vitale, calocalcorps@gmai.com, 916-558-1516, April 18, 2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Yes
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: Virginia Clark, CCC, Virginia.clark@ccc.ca.gov, 916-341-3147, April 18, 2014

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? TBD

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

Landscaping, irrigation

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Landscaping, irrigation

7. **APPLICANT'S PERFORMANCE ON PAST GRANTS**

CVAG has not had failures in ATP-type or any other grants. CVAG has extensive experience with grants from local, state, and federal sources. Currently, just for CV Link project, we are administering grants from Caltrans, Riverside County, Southern California Air Quality Management District, Desert Healthcare District, and the California Department of

Conservation. We have also recently administered grants from the California Energy Commission for a Plug-in Electric Vehicle Readiness Plan. CVAG is a forty year old organization with an $80 million/year budget and a long history of “clean” audits and single act audits.

The Coachella Valley has been an area of nonattainment for PM10 (Particulate Matter – 10 micrometers or less. To help combat this problem, CVAG has administered a grant for regional street sweeping. The intent is to sweep up fine particulate off of the streets, especially after wind storms, so that it is not ground up further by car and truck travel. The program has helped bring the Coachella Valley into attainment for PM10.

CVAG has also administered the following grants through our Environmental Resources department:

1. A grant with California Department of Resources Recycling and Recovery (CalRecycle) for a Waster Tire Amnesty Program (annual/ongoing grant since 2006)
2. A grant from Southern California Edison through the California Public Utilities Commission for an Energy Efficiency Strategic Plan (2011/2014 - $4.9 million and 2014 $160,300 for the City of Palm Desert)
3. A grant from Southern California Edison for a Desert Cities Energy Partnership ($4.9 million over three years).
4. Colmac grant for regional street sweeping program ($150,000 per year)
5. AQMD Mobile Source Air Pollution Reduction Review Committee for regional street sweeping program ($250,000 per year)
6. Two year FTA (SAFETEA LU) grant for Job Access and Reverse Commute (JARC) Program for the homeless at Roy’s Desert Resource Center ($194,000 over two years)

Project name:	CV Link

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/20/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**	
08		CML6164022	1019			

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
RIV	N/A	N/A	N/A	Coachella Valley Association of Governments	
				MPO	**Element**
				SCAG	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Tom Kirk	760-346-1127	tkirk@cvag.org

Project Title

CV Link

Location, Project Limits, Description, Scope of Work ☐ See page 2

In Eastern Riverside County for CVAG: Construct in phases a new 50-mile bicycle, pedestrian and low speed electric vehicle path from City of Desert Hot Springs to the Salton Sea roughly along Whitewater River. PH1 will construct link from Palm Springs to Coachella. Future phases will construct link from Desert Hot Springs to Palm Springs and Coachella to Salton Sea.

☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	CVAG
PS&E	CVAG
Right of Way	CVAG
Construction	CVAG

Purpose and Need ☐ See page 2

The purposes of the proposed project include,1) Provide safe corridors for alternative modes of transportation; 22 Reduce congestion on Highway 111; 3) Improve air quality; and 4) Improve public health.
The proposed project is needed to address transportation deficiencies and associated social problems caused by the Coachella Valley's current car-oriented transportation infrastructure. Pedestrian and bicycle travel (active transportation modes) are inhibited by the lack of available safe corridors, an indirect road system characterized by gated communities, and high arterial speed limits (between 45 and 60 miles an hour).

Project Benefits ☐ See page 2

Improved safety, reduced congestion, improved air quality, improved public health. The project will also provide safe routes to schools, employment centers, population centers, and event centers; and help revive the economy of the Coachella Valley by providing short and long term jobs, increase tourism and related spending, and increase property values along the CV Link alignment.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			01/02/13
Circulate Draft Environmental Document	**Document Type**	EIR/FONSI	10/16/15
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			01/05/16
Begin Design (PS&E) Phase			11/03/14
End Design Phase (Ready to List for Advertisement Milestone)			03/15/16
Begin Right of Way Phase			06/01/15
End Right of Way Phase (Right of Way Certification Milestone)			04/01/16
Begin Construction Phase (Contract Award Milestone)			09/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/18
Begin Closeout Phase			01/05/19
End Closeout Phase (Closeout Report)			03/15/19

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV	N/A		CML6164022	1019	

Project Title: CV Link

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	1,230	4,381	3,400					9,011	
PS&E		2,900						2,900	
R/W SUP (CT)									
CON SUP (CT)		1,500	500					2,000	
R/W		750	3,900					4,650	
CON			10,500	25,000	21,810	14,000	9,488	80,798	
TOTAL	1,230	9,531	18,300	25,000	21,810	14,000	9,488	99,359	

Fund No. 1:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		3,600	3,400					7,000	ATP Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)		1,500	500					2,000	
R/W			3,900					3,900	
CON									
TOTAL		5,100	7,800					12,900	

Fund No. 2:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	210	81						291	Caltrans
PS&E									Grant through Caltrans for Public Outreach into Environmental Justice communities
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	210	81						291	

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	250	500						750	Riverside County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	250	500						750	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV	N/A		CML6164022	1019	

Project Title: CV Link

Fund No. 4:

Program Code

Proposed Funding ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			2,000	10,252	4,500	648		17,400
TOTAL			2,000	10,252	4,500	648		17,400

Funding Agency

So. Cal. Air Quality Mgt. Dist

Fund No. 5:

Program Code

Proposed Funding ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON				748				748
TOTAL				748				748

Funding Agency

State BTA

Fund No. 6:

Program Code

Proposed Funding ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			1,000	1,000				2,000
TOTAL			1,000	1,000				2,000

Funding Agency

STIP

Fund No. 7:

Program Code

Proposed Funding ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			3,000	3,000	1,000	3,000		10,000
TOTAL			3,000	3,000	1,000	3,000		10,000

Funding Agency

Desert Health Care District

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV	N/A		CML6164022	1019	

Project Title: CV Link

Fund No. 8:

Program Code

Proposed Funding ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E		500						500
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			2,500	3,500	4,500	1,600		12,100
TOTAL		500	2,500	3,500	4,500	1,600		12,600

Funding Agency

CMAQ

Fund No. 9:

Program Code

Proposed Funding ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E		2,370						2,370
R/W SUP (CT)								
CON SUP (CT)								
R/W		750						750
CON			2,000	3,000	4,128	1,752	6,000	16,880
TOTAL		3,120	2,000	3,000	4,128	1,752	6,000	20,000

Funding Agency

CVAG Measure "A"

Fund No. 10:

Program Code

Proposed Funding ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)	770	200						970
PS&E		30						30
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL	770	230						1,000

Funding Agency

State Strategic Growth Council

Fund No. 11:

Program Code

Proposed Funding ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON				3,500	7,682	7,000	3,488	21,670
TOTAL				3,500	7,682	7,000	3,488	21,670

Funding Agency

ATP Funding Future Years

Project name:	CV Link

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)		**Amount**
PE Phase (includes PA&ED and PS&E)	$	0
Right-of-Way Phase	$	2,000,000
Construction Phase-Infrastructure	$	25,570,000
Construction Phase-Non-infrastructure	$	7,000,000
Total for ALL Phases	**$**	34,570,000

All Non-ATP fund types on this project* (to the nearest $1000)		**Amount**
State CEC. Riverside County and Caltrans Grants - match	$	2,041,000
So. Cal. Air Quality Management District - match	$	17,400,000
CVAG & Desert Healthcare District - match	$	30,000,000
CMAO - no match	$	12,600,000
Cathedral City Funds from BTA - no match	$	748,000
STIP - no match	$	2,000,000

*Must indicate which funds are matching

Total Project Cost	$	99,359,000
Project is Fully Funded	No	

ATP Work Specific Funding Breakdown (to the nearest $1000)		**Amount**
Request for funding a Plan	$	
Request for Safe Routes to Schools Infrastructure work	$	
Request for Safe Routes to Schools Non-Infrastructure work	$	
Request for other Non-Infrastructure work (non-SRTS)	$	
Request for Recreational Trails work	$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P	08/01/2014	03/01/2016
PS&E	11/03/2015	05/01/2016
Right-of-Way	10/01/2015	05/01/2016
Construction	09/01/2016	10/01/2016

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:	CV Link

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
		NA

Project name: CV Link

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/19/14
Name: Tom Kirk Phone: 760-346-1127
Title: Executive Director e-mail: tkirk@cvag.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/19/14
Name: Mark Johnson Phone: 760-398-2651
Title: CVWD Director of Engineering e-mail: mjohnson@cvwd.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: e-mail: _____

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: See attached letter
Name: Manuel C. Jabson III Phone: 909-383-4226
Title: Chief, Traffic Operations Region A e-mail: manuel_jabson@dot.ca.gov

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Page 31

Project name: CV Link

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☒ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☒ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☒ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☐ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DISTRICT DIRECTOR
464 WEST FOURTH STREET, MS 1201
SAN BERNARDINO, CA 92401-1400
MAIN (909) 383-4561
DIRECT (909) 383-4055
FAX (909) 383-6239
TTY 711
www.dot.ca.gov/dist8

Serious drought.
Help save water!

May 19, 2014

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

Dear Mr. Kirk,

The Active Transportation Program application requires a letter of support and signature from Caltrans if a project impacts a state highway. The CV Link does cross Highway 111, a state facility, in north Palm Springs, therefore a letter of support for the project is needed.

Caltrans has been an enthusiastic supporter of the CV Link project and is partnering with CVAG on the NEPA document. As such, I am happy to sign this letter of support to accompany CVAG's Active Transportation Program grant application.

Over the next few months, Caltrans District 8 will be working with CVAG to prepare the NEPA document. We have already held a number of meetings and will continue to do so as the project progresses. We look forward to the day when residents and visitors of the Coachella Valley can use CV Link as a safe and efficient route to various destinations.

Again, I wish to express my support of this important project for the Coachella Valley.

Sincerely,

BASEM E. MUALLEM, P.E.
District 8 Director

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
DIVISION OF TRAFFIC OPERATIONS
464 WEST FOURTH STREET, MS–716
SAN BERNARDINO, CA 92401–1400
PHONE (909) 383-4226
FAX (909) 383-6445
TTY 711
www.dot.ca.gov/dist8

Serious drought.
Help save water!

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MAY 08 2014
CVAG / CVCC
PALM DESERT, CA

May 7, 2014

Michael Shoberg
Transportation Program Manager
Coachella Valley Association of Governments
73-710 Fred Waring Dr., Ste 200
Palm Desert, CA 92260

Dear Mr. Shoberg:

This letter is in response to your request for a supporting document from Caltrans District 8 Traffic Operations (Traffic Operations) in association with Coachella Valley Association of Governments (CVAG) application for Active Transportation Program (ATP) funding, Cycle 1. Based on CVAG's application, the project known as CV Link is a multi-modal transportation project that will provide an alternative to automobile located in Coachella Valley, Central Riverside County between the cities of Palm Spring and Coachella. The CV Link is a Class 1 facility project that proposes to connect eight of the nine cities in the Coachella Valley. The Palm Springs Visitors Center is one end of the 50-mile CV Link and may affect State Route 111 (SR-111).

The ATP application indicated "*if the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached*".

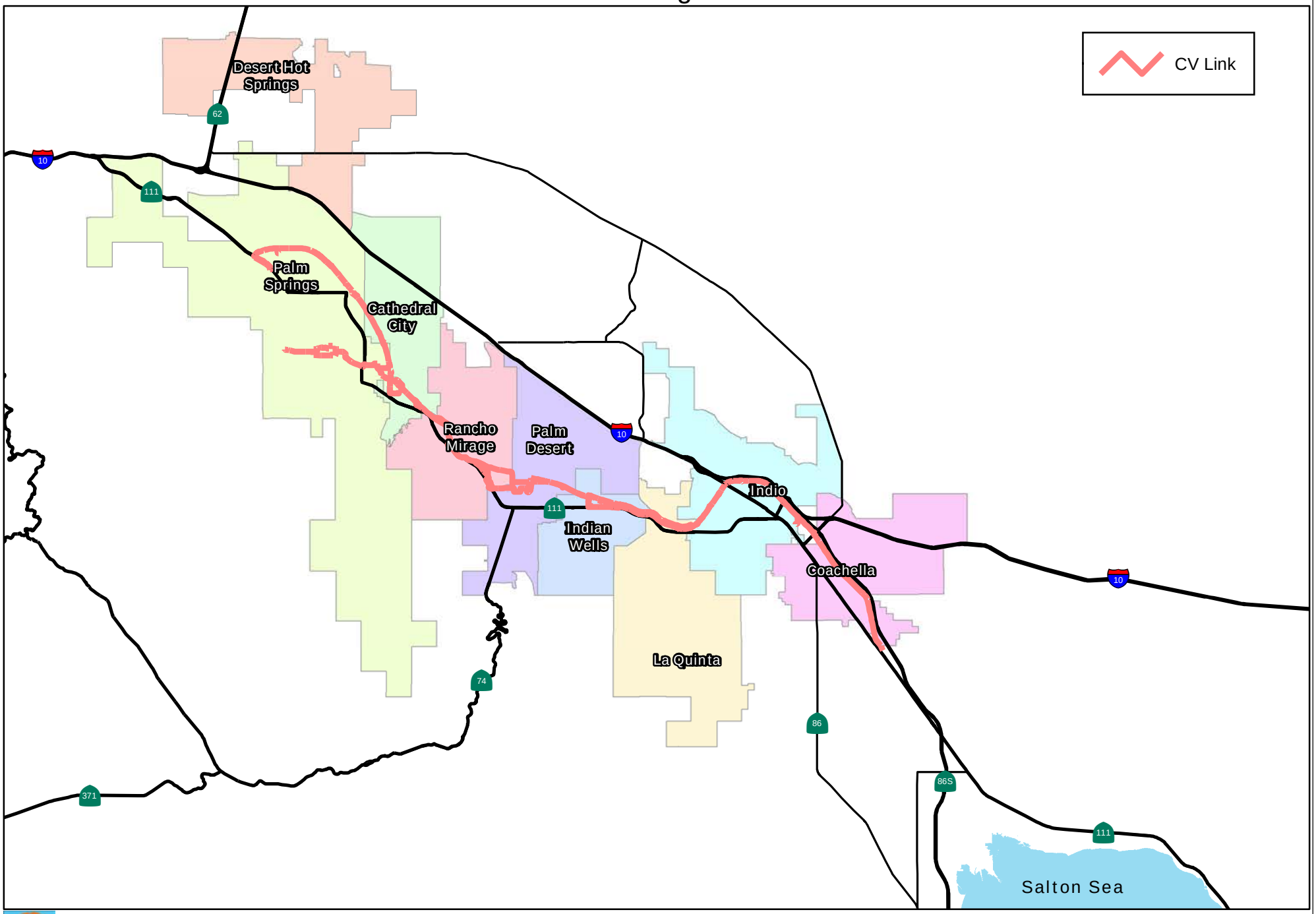
Due to the limited information on the project, and how the project affects the safety or operation of the freeway or state highway, Traffic Operations at this time generally recognizes and supports Coachella Valley's goal to address its transportation issues and current car-oriented transportation infrastructure. Traffic Operation is willing to re-visit the issue of providing a more definite support on the project once the needed and vital information relating to traffic operation safety and improvement on SR-111 is available for a more detailed review.

If you have any questions, please contact me at 909-383-4226, or Hieu Trinh of my staff at (909) 806-3908.

Sincerely,

MANUEL C. JABSON III
Chief, Traffic Operations Region A

CV Link Alignment



CVAG

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N W E S

5/2/2014

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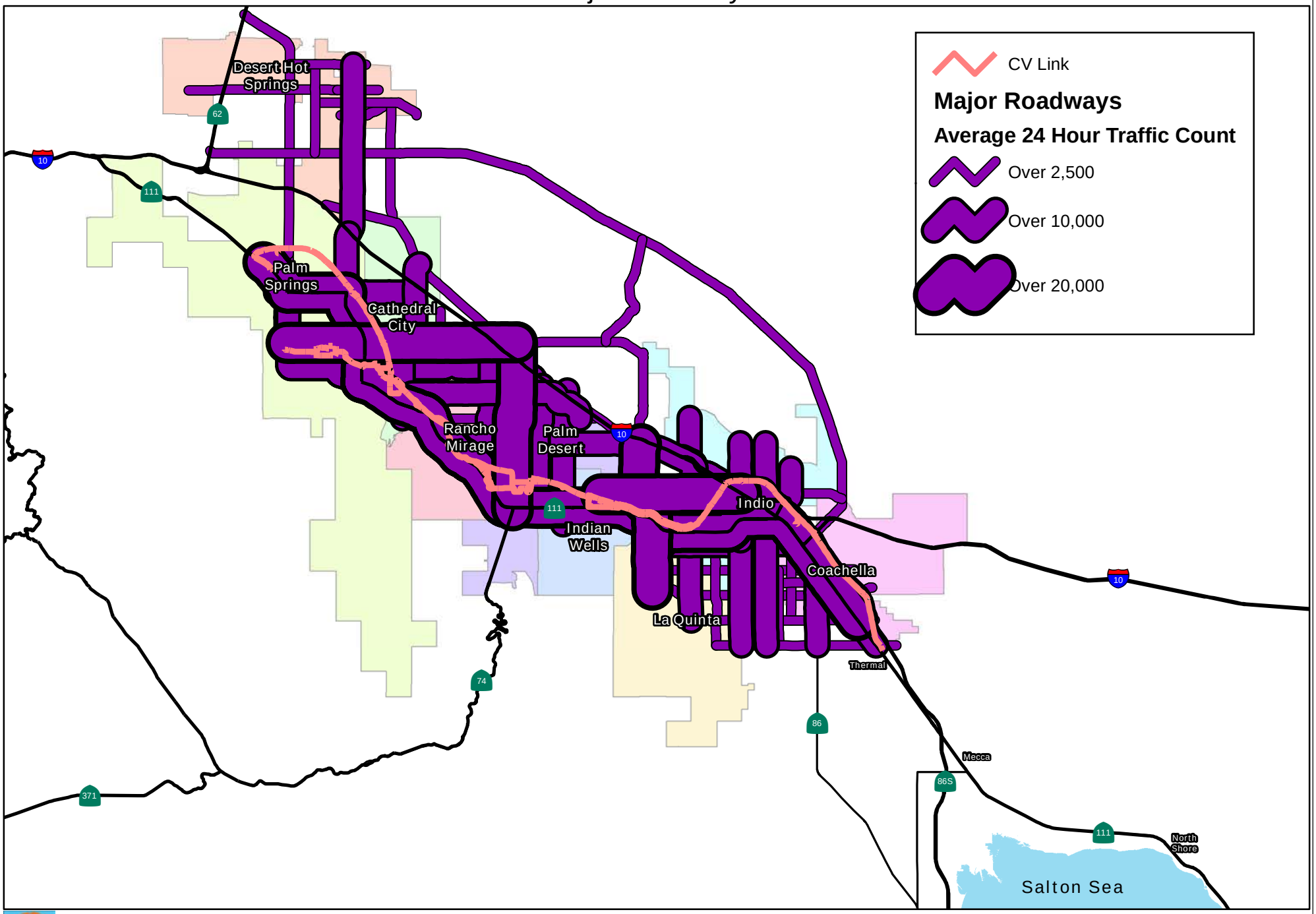
CV Link and Major Roadway Traffic Counts



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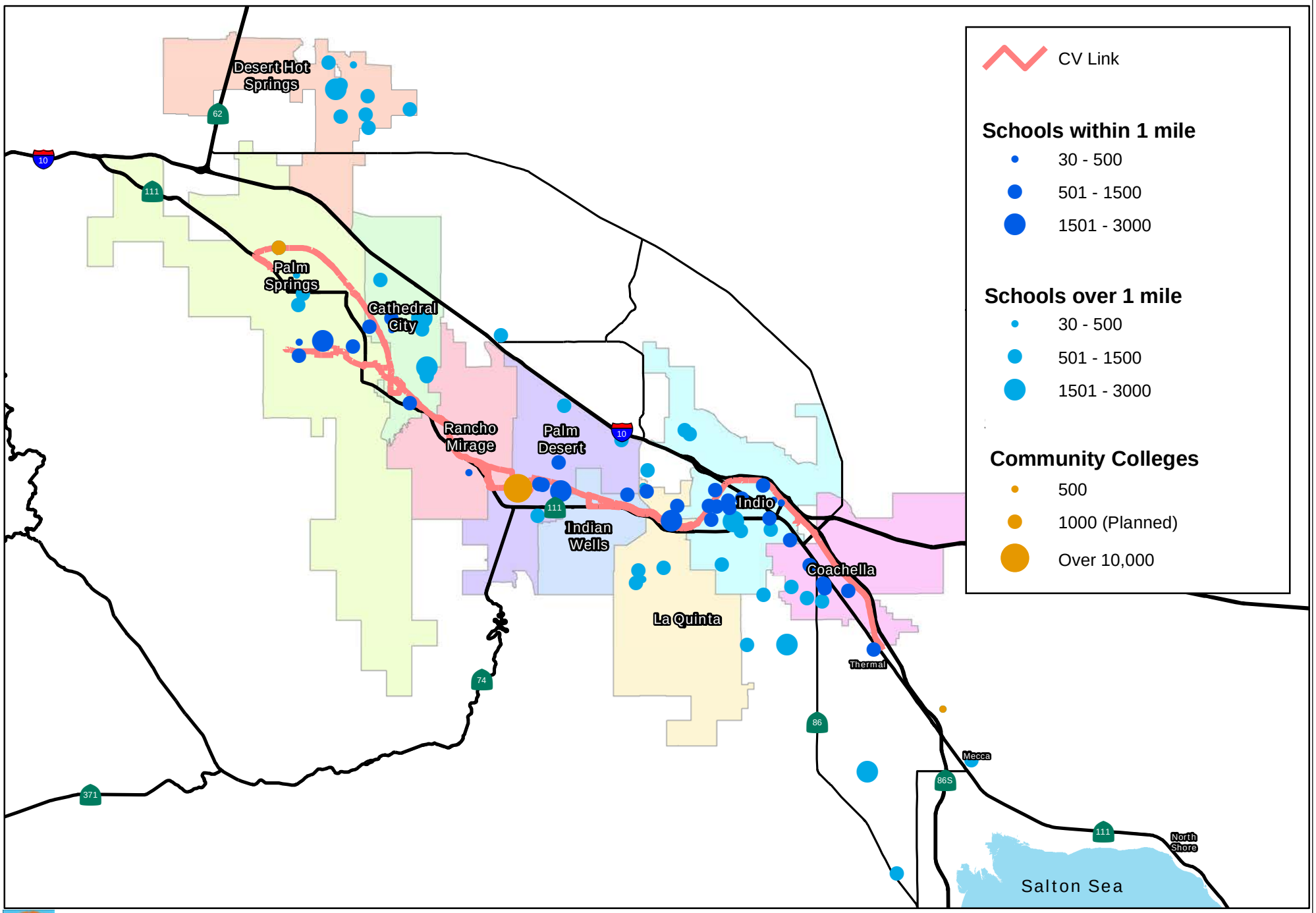
CV Link and School Enrollment



CVAG

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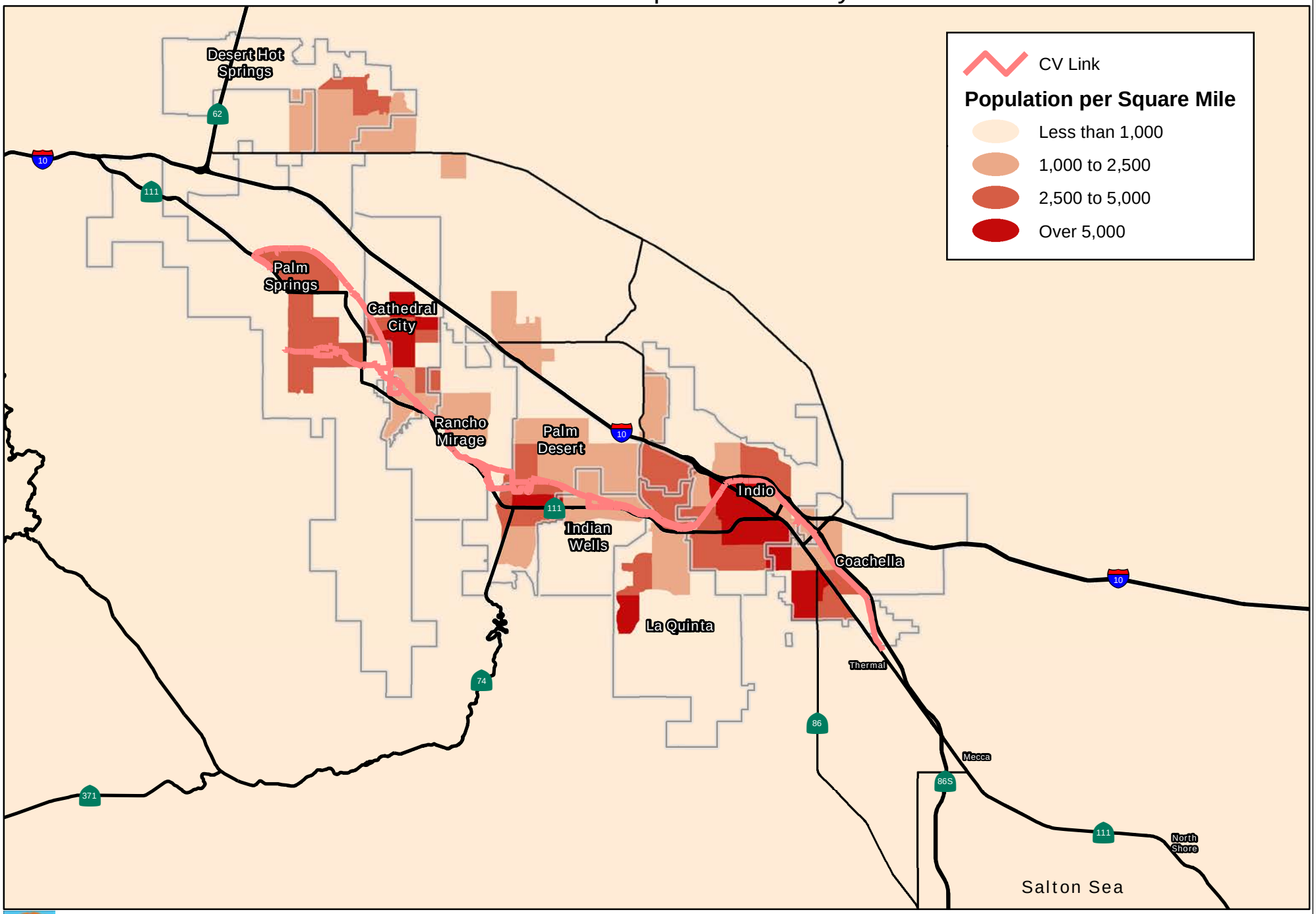
CV Link and Population Density



CVAG

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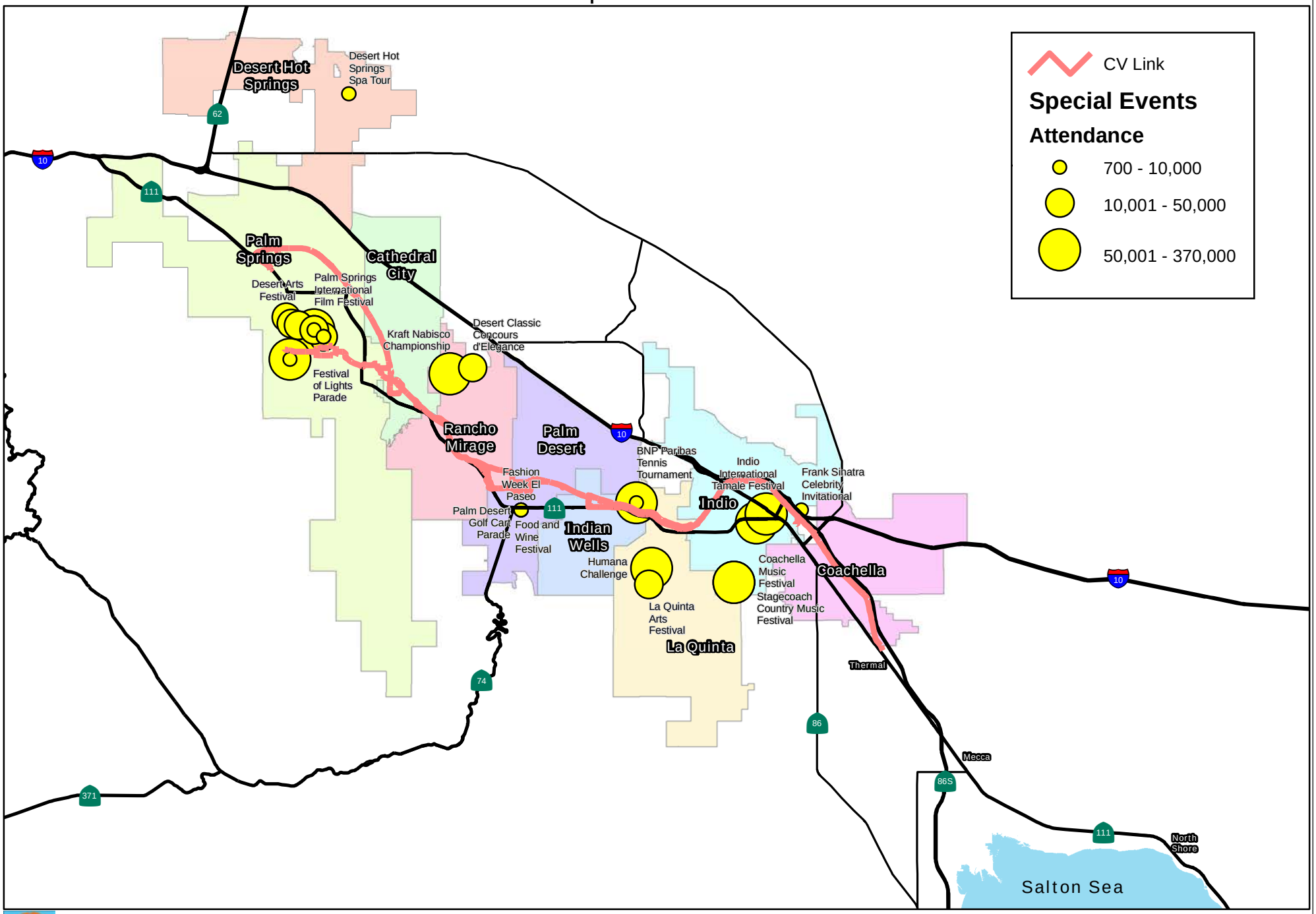
CV Link and Special Events Attendance



CVAG

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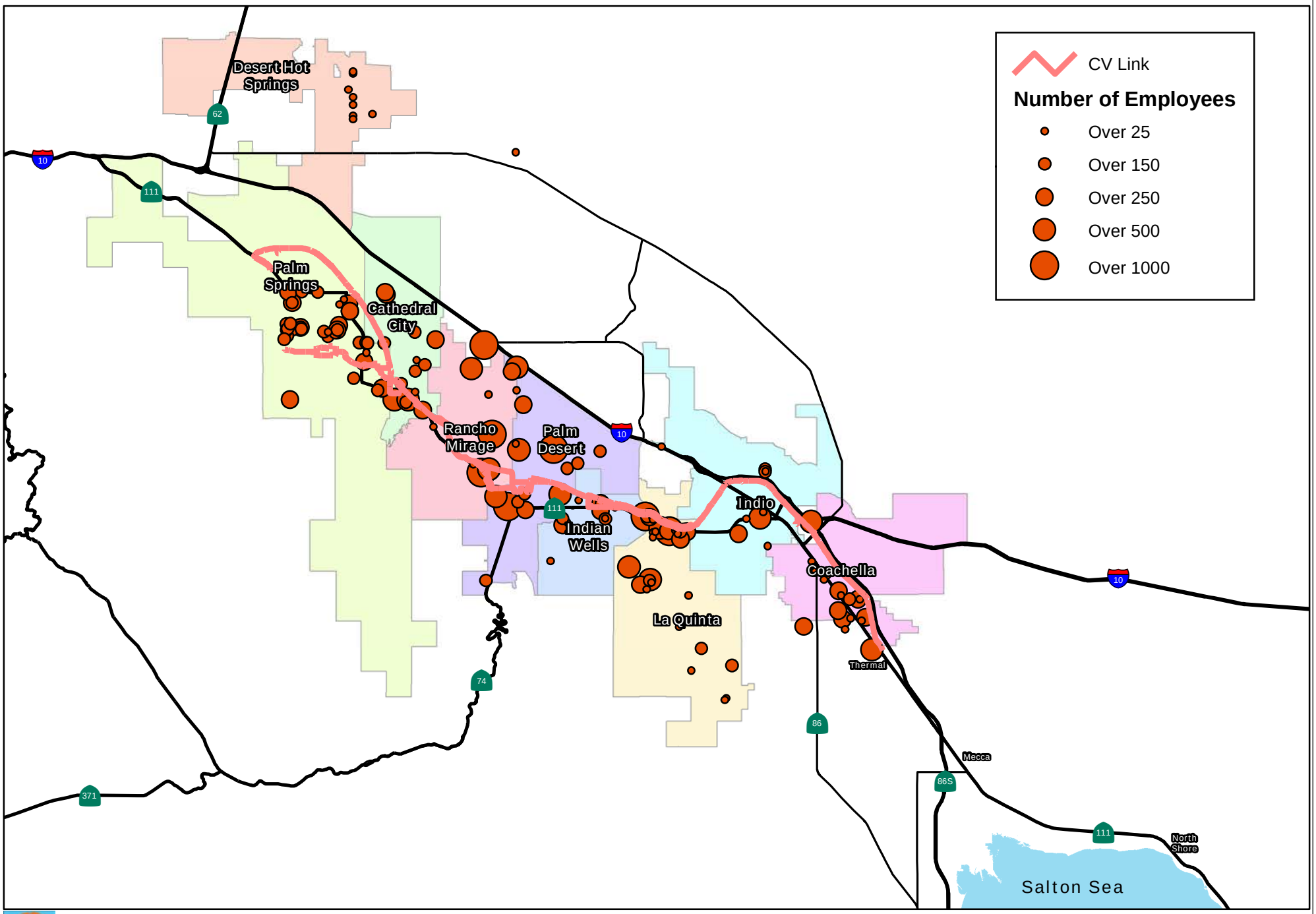
CV Link and Major Employment Centers



CVAG

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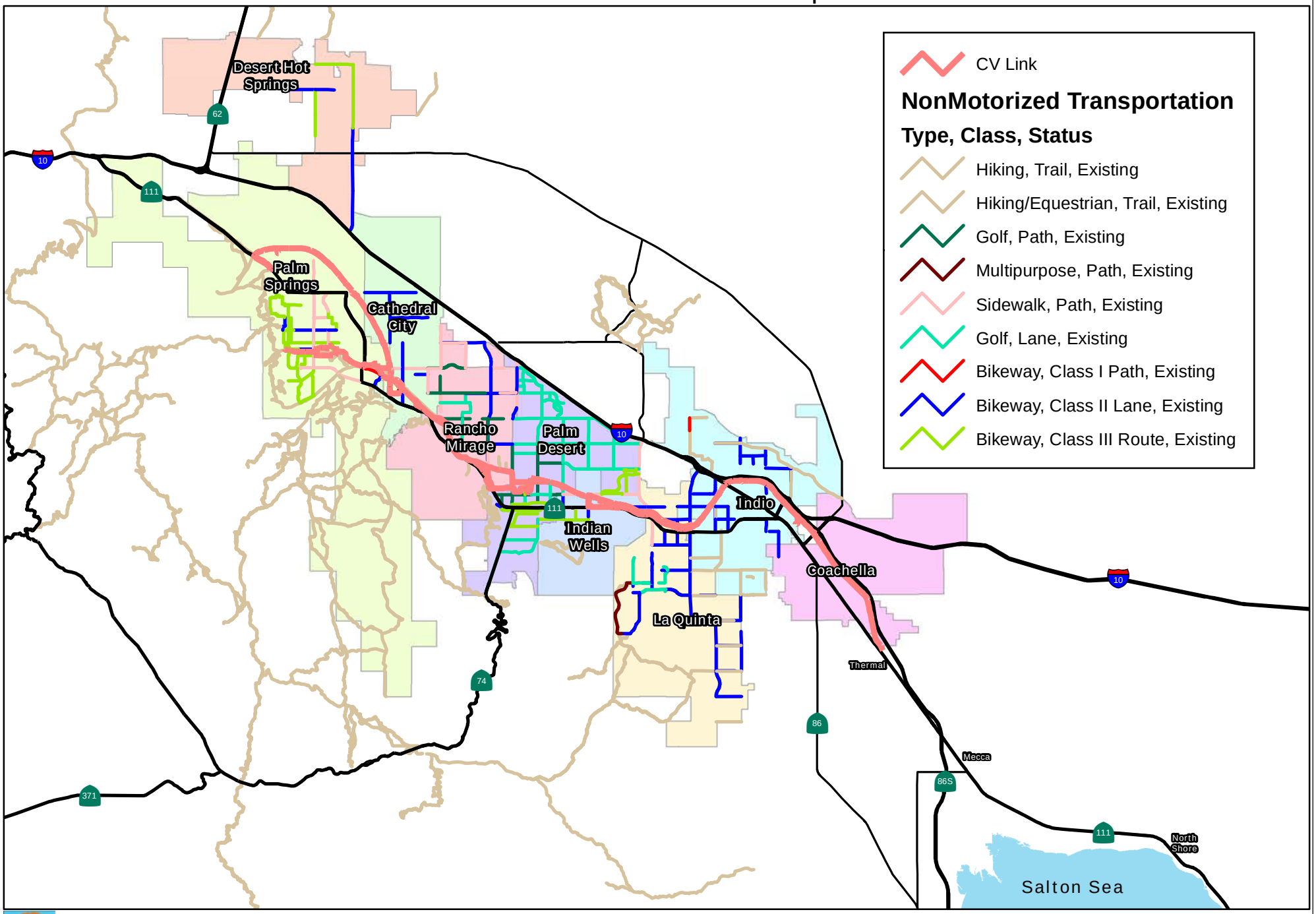
CV Link and Non-Motorized Transportation



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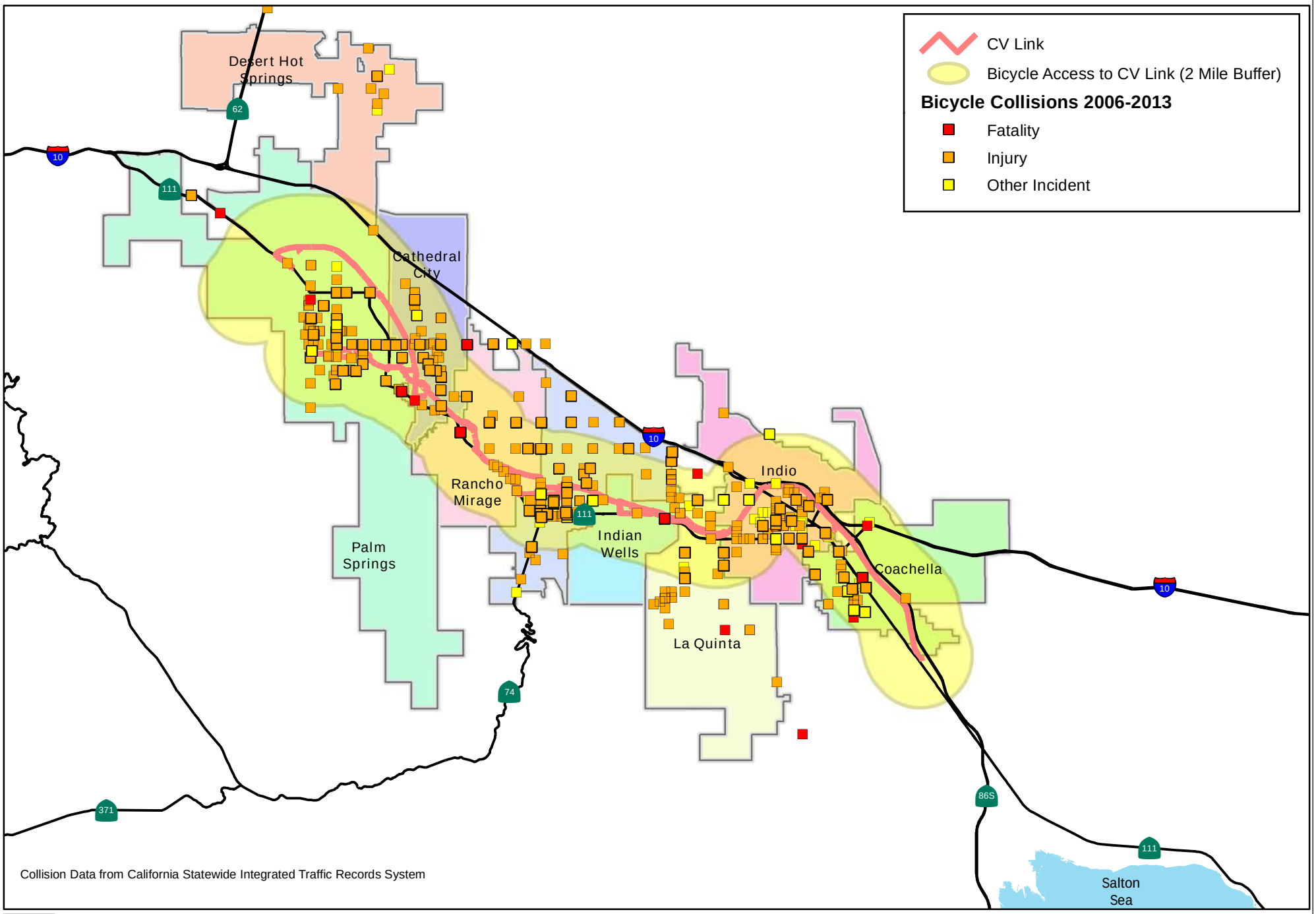
CV Link and Bicycle Collisions 2006 - 2013



CVAG

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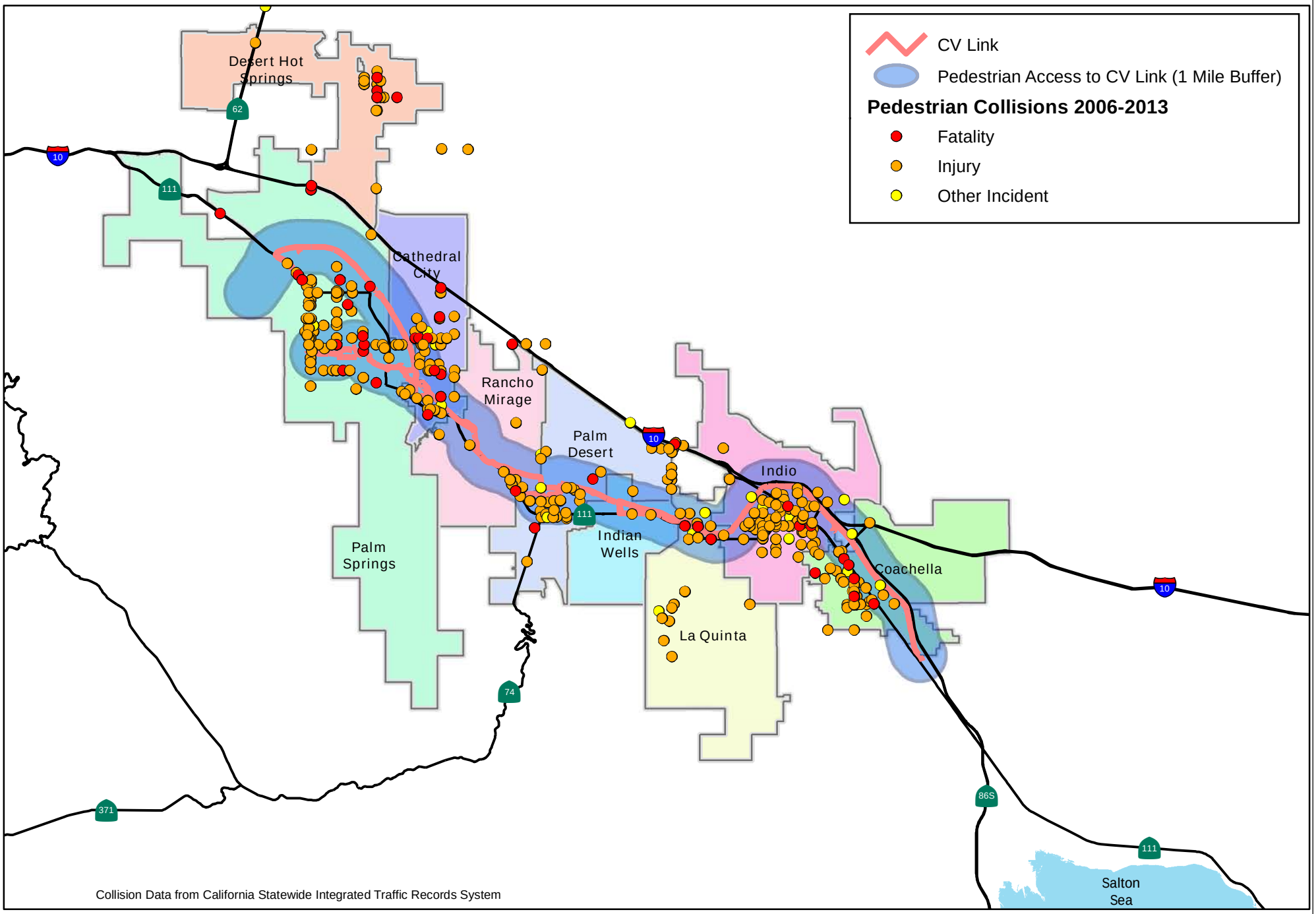
CV Link and Pedestrian Collisions 2006 - 2013



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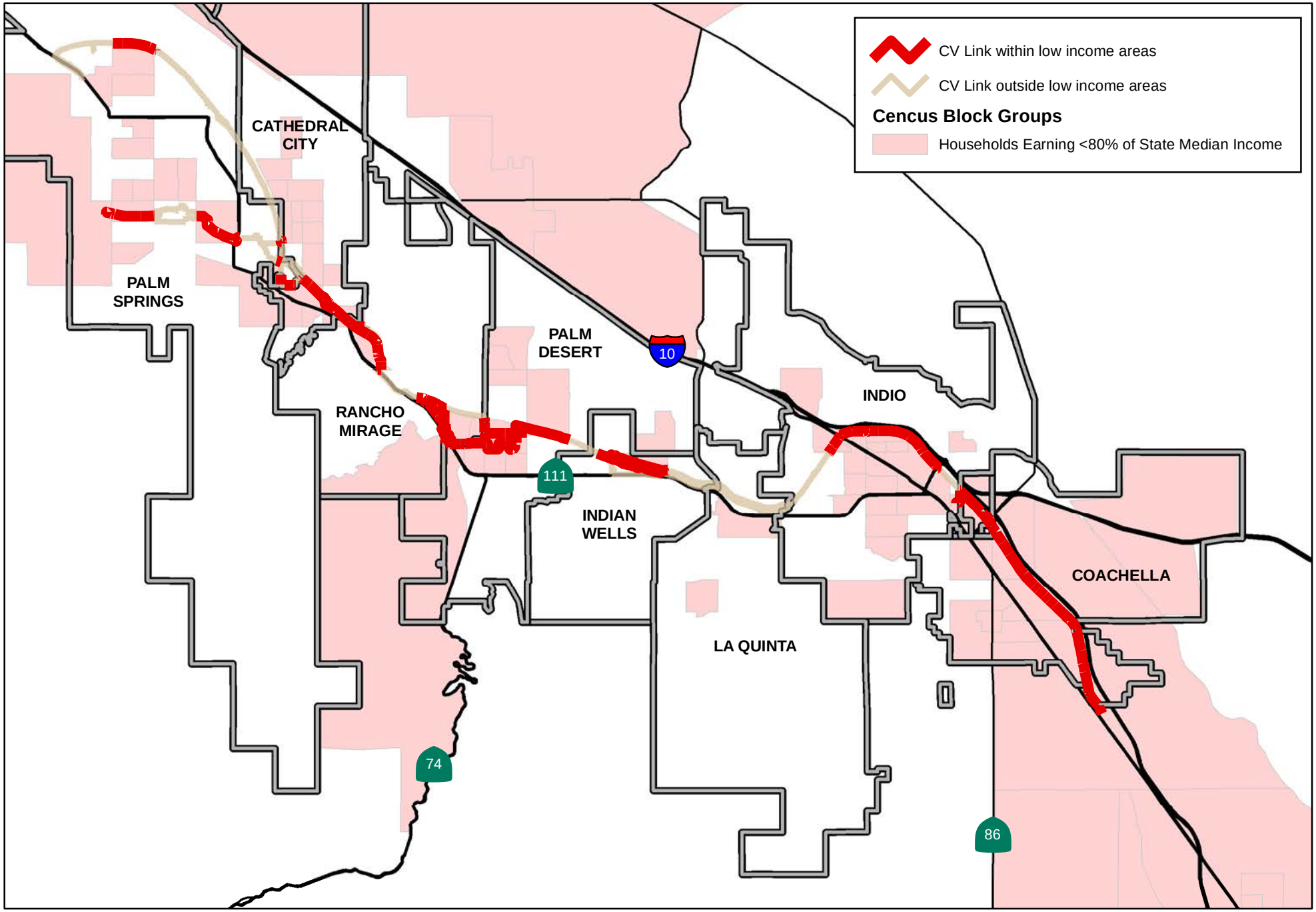
CV Link and Households Earning Less Than 80% of State Median Income



CVAG

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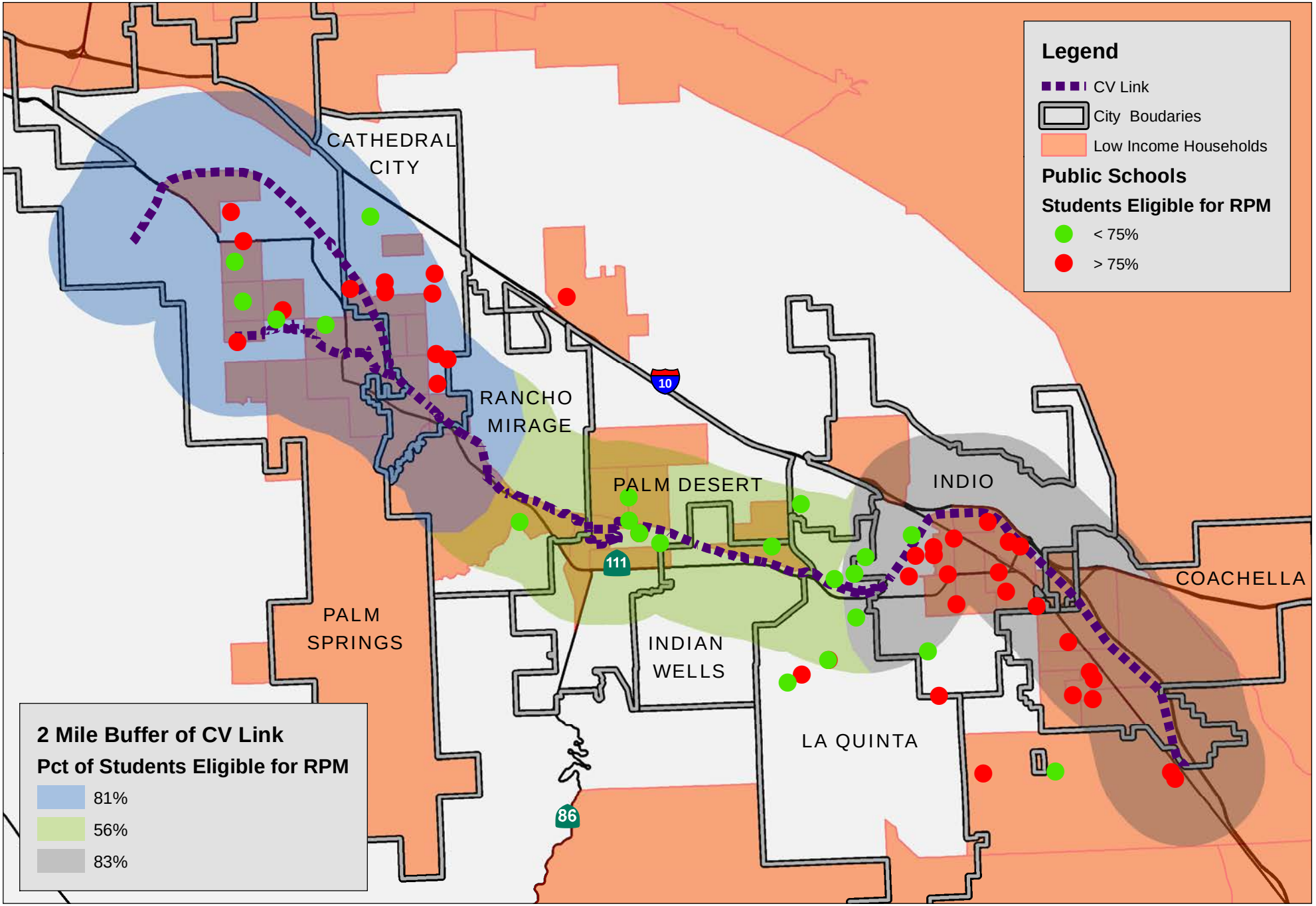
CV Link and Disadvantaged Communities Analysis



CVAG

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5/19/2014

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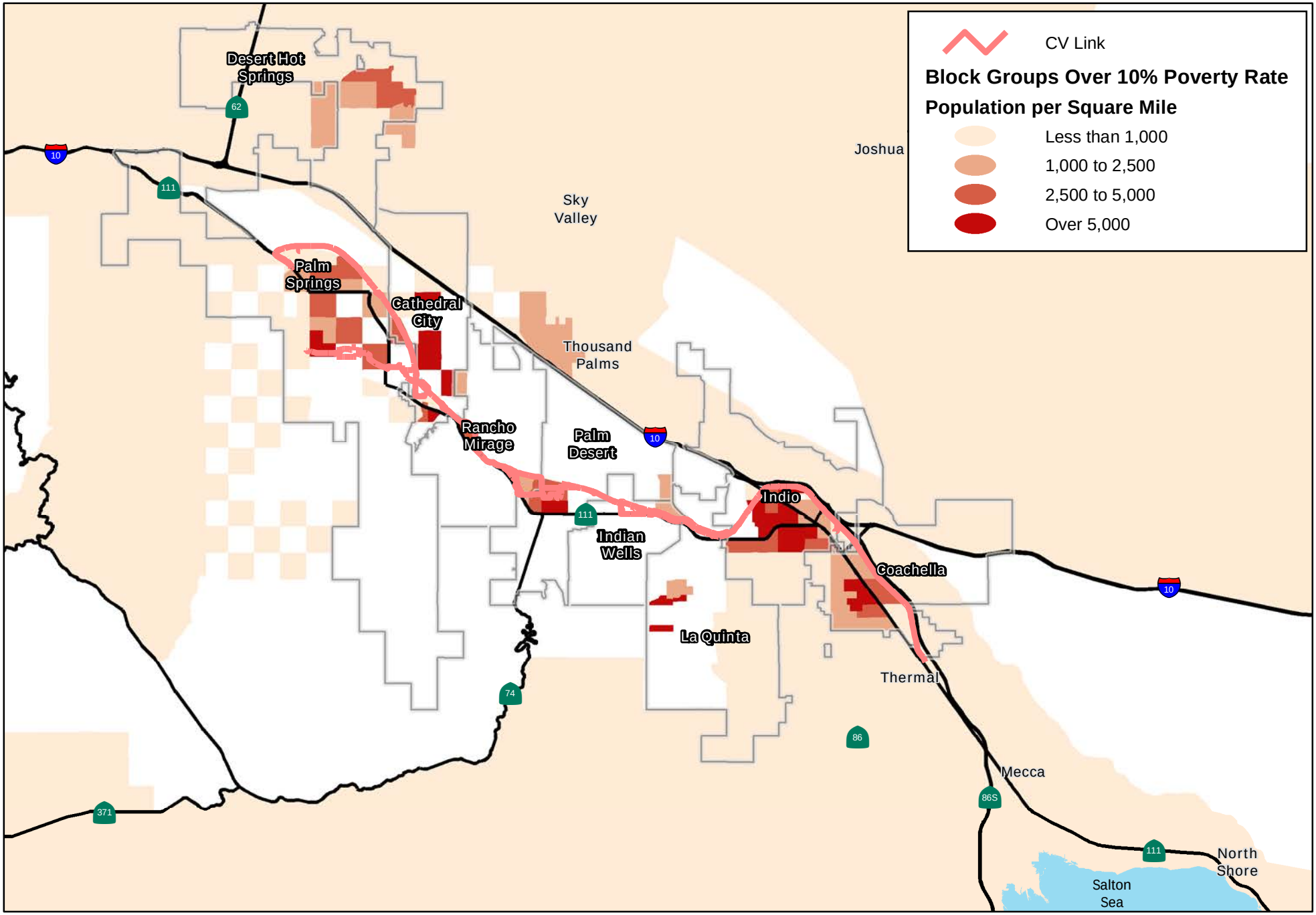
CV Link - Poverty & Population Density



CVAG

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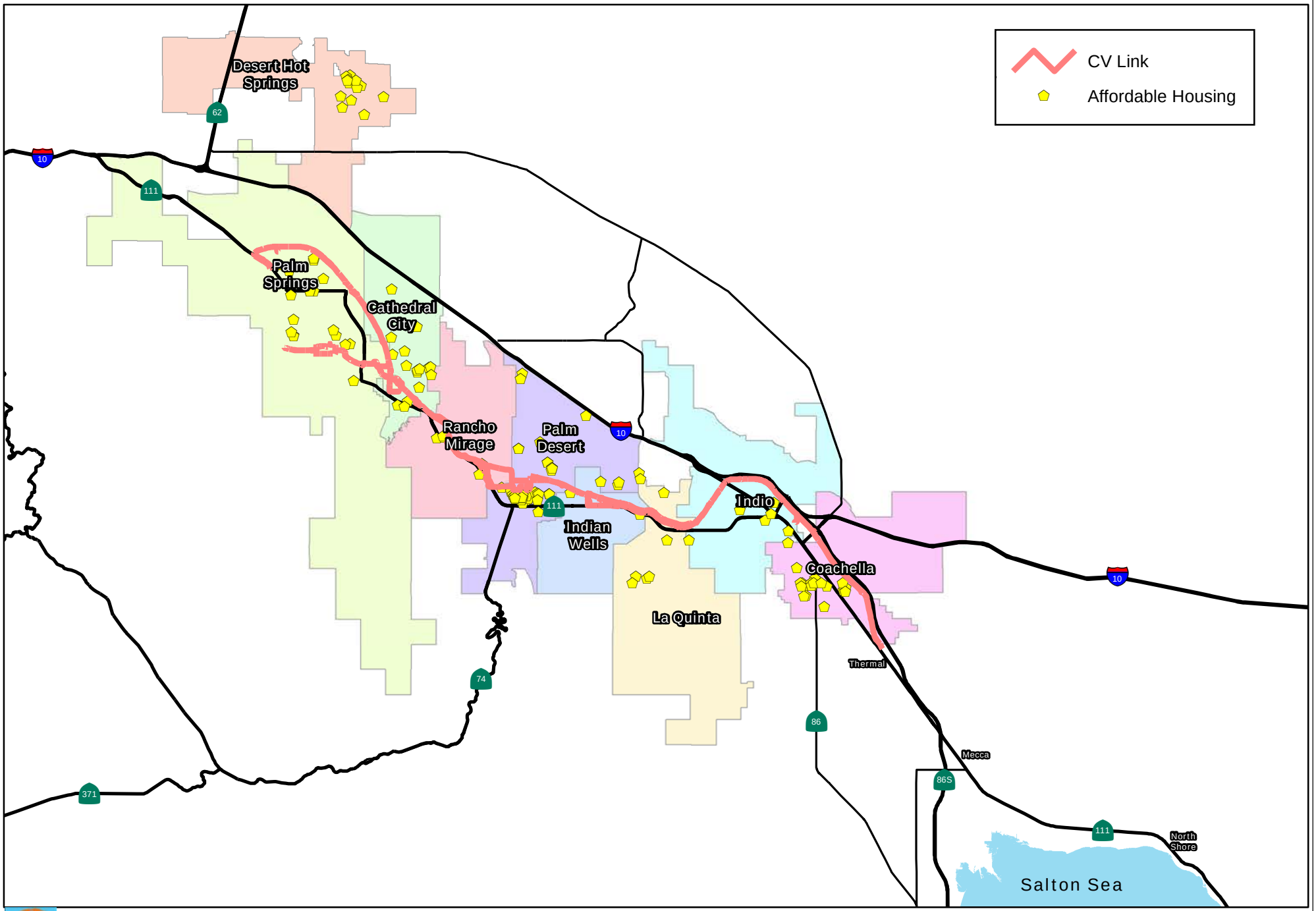
N

5/14/2014
13 pop density and income combined.mxd

CV Link and Affordable Housing Projects



CVAG

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Air Quality Benefits Estimate

CVAG

Alta Planning + Design
1410 Third St.
San Rafael, CA 94901

May 10, 2012

Executive Summary

The proposed CV Link (Parkway) will provide the Coachella Valley with an outstanding opportunity to significantly improve air quality and reduce greenhouse gas emissions (GHG). The multi-use facility will not only be used to make an estimated 48 million pedestrian and bicycle trips and 30 million Neighborhood Electric Vehicle trips(NEVs) from the opening of the first phase through the study period ending in 2035, but will also serve as an economic and recreational amenity for residents and visitors alike moving into the future. In fact, as an infrastructure project with an anticipated 75 year life span, the Parkway will continue to accrue emission reduction benefits long after other technological solutions have become obsolete.

The Parkway will serve as a regional and national example of innovative and effective solutions to enhancing mobility, improving air quality and reducing GHG. The Parkway will save an estimated 117.5 million pounds of carbon dioxide and 1.2 million pounds of criteria air pollutants, including oxides of nitrogen, carbon monoxide, and particulate matter by 2035, through the elimination of 43.5 million vehicle trips and 144.5 million vehicle miles traveled. In the planning horizon year 2035 alone, the Parkway is estimated to reduce 12.1 million vehicle miles traveled due to the petroleum displacement caused by the substitution of walking, bicycling, and NEVs for personal vehicle trips.

As part of the Regional Transportation Plan, and a viable alternative to SR-111, the Parkway is a meaningful part of the broad plan to emphasize zero-emission transportation technologies, transit, and active transportation. With a long history of leadership in improving air quality, CVAG is excited about CV Link and its associated air quality benefits. In a region where most vehicle trips are short, offering alternatives to gasoline powered cars/trucks through the construction of CV Link is a key strategy to achieve state and local air quality objectives. This report provides detailed estimates of the air quality benefits that will result from future use of proposed CV Link.

Transportation Benefits

CV Link is envisioned as a backbone for walking, bicycling, and NEV travel in the Coachella Valley. Consistent with Objective B from the Coachella Valley Non-Motorized Plan, 2010 Update, the Trail will be a long distance cycling corridor that provides an alternative to SR-111 for Valley-wide connectivity, accommodating a range of users for commuting and other trip purposes. Furthermore, as a Class 1 NEV route, the facility will recognize and accommodate other key activities such as golf cart and Neighborhood Electric Vehicle (NEV) use.

A 45.7-mile multi-modal urban trail that will span the Coachella Valley from Palm Springs to the City of Coachella, it connects eight incorporated cities.[1] The travel benefits of the trail are in part a function of its deep integration into a community rich with suitable destinations and a fine transit and road

[1] The Parkway is expected to eventually extend to Desert Hot Springs, the Salton Sea, Mecca and North Shore.

network infrastructure. The land use and transportation context of the Parkway position it well for a variety of trip purposes and distances.

While the Parkway will be the largest of its type in the country when completed, it will not be the first. NEV networks and multi-use facilities exist in places such as Lincoln, CA, Peach Tree City, GA, and The Villages, FL. It is, however, the first true regional NEV facility that parallels a major transportation corridor such as SR 111, and connects the hearts of several communities in the region. As such, it will attract a large percentage of the shorter trips people currently make—and change the transportation patterns in the Valley.

The Parkway will provide a safe corridor for pedestrians, bicyclists, and NEV users that is not currently available in our region. This multi-modal Parkway will result in significant increases to walking, bicycle ridership, and NEV/golf cart use. The air quality and GHG benefits of the Parkway will begin to accrue as the phases of the parkway are completed over a ten year period, and continue long after the construction is complete.

Air Quality Impacts

The solicitation for proposals from the AQMD demands that funded projects demonstrate emission reductions. Parkway/pathway construction to reduce congestion and promote walking, bicycling and/or near-zero or zero emission vehicles is one of several types of projects that qualify for application, based on their potential to lead to emission reductions. The project will promote walking, bicycling and NEV use, both through the parkway itself and through the conveniently located charging stations.

In a region where most vehicle trips are short, offering alternatives to gasoline powered cars/trucks is a key strategy to achieve state and local air quality objectives. For example, PM_{10}, fine particulates, is a major air pollutant in the Coachella Valley resulting in part from on-road vehicles grinding local sandy soils to finer particles. One strategy to reduce PM_{10} production is to reduce trips taken by personal automobiles. Increasing non-motorized transportation and use of cleaner NEVs reduces VMT and improves our air.

The proposed CV Link will also contribute to GHG reduction by providing alternatives to driving personal automobiles, and consequently reducing emissions from mobile on-road sources. This multi-modal Parkway will result in increased pedestrian traffic, bicycle ridership, and NEV/golf cart use, compared to the status quo.

Policy Support

Emissions from mobile on-road sources are one of the most significant contributors to GHG in the Coachella Valley. The Parkway is one of the strategies proposed to meet not only the regional

Climate Action Plan, but also the goals of local and regional plans, including the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) (Draft RTP/SCS available); Coachella Valley State Implementation Plan for Air Quality (CVSIP); Coachella Valley Economic Blueprint; Coachella Valley Natural Community Conservation Plan (NCCP); California Transportation Plan (CTP); and CVAG Non-motorized Transportation Plan Update (NMTP, 2010).

CVAG has worked diligently with SCAG to analyze and help develop its SB 375 Framework and Guidelines for our sub-region, to ensure that our Plan doesn't conflict with other regional plans. SCAG's Draft 2012-2035 RTP/SCS contains a regional commitment for broad deployment of zero/near-zero emission transportation technologies, emphasizing transit and active transportation. As such, CVAG's Parkway project supports SCAG's Active Transportation component of the draft RTP/SCS and will be used by the SCAG Region to attain its goals (see SCAG support letter). SCAG staff is working on including the Parkway in its final RTP. CVAG has a state of the art program for PM_{10} control as part of its CVSIP. Reductions in vehicle miles traveled called for in the CVSIP to benefit air quality will also result in GHG emissions reduction.

Technical Analysis

The technical analysis conducted by Alta Planning + Design, a national firm specializing in non-motorized transportation modeling, conclusively shows how the Parkway meets the AQMD's regional air quality goals along with the goals of State and Federal Clean Air Plans.

This report provides a detailed analysis of these benefits along with documentation of all assumptions.

The impact of the Parkway on the following is assessed on an annual and cumulative basis:

- Reduced vehicle trips due to walking, bicycling, and NEV Use
- Reduced vehicle miles traveled due to walking, bicycling, and NEV Use
- Air Quality improvements through measureable reductions in carbon monoxide, NOx, particulate matter (PM_{10} and $PM_{2.5}$), and other indicators

Alta uses the Seamless Travel Demand Model and projections of NEV trip making to empirically estimate the number of essential car trips that will be replaced by personal pedestrian, bicycle, and NEV trip making in the area on the trail. NEV trip making rates are based on their potential to replace short automobile trips, as described in this report. Average trip length and trip purpose values, derived from the 2009 National Household Travel Survey, and Non-Motorized Transportation Pilot Project are utilized to calculate the resulting reduction in vehicle miles traveled and the associated emissions reductions in the immediate area of the trail. Separate estimations are conducted for walking, bicycling and NEV use of the trail for essential trips.

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Air Quality Benefits Report

Introduction

An empirically derived estimate of the number of essential trips on the proposed CV Link is used to calculate the emission reductions attributable to fewer vehicle miles traveled in the immediate area of the trail. Separate estimations are conducted for walking, bicycling, and NEV use.

Proposed CV LinkBackground

CV Link (also referred to as Whitewater Trail) is envisioned as a backbone for walking, bicycling, and NEV travel in the Coachella Valley. Consistent with Objective B of the Coachella Valley Non-Motorized Plan, 2010 Update, the Parkway will be a long distance cycling corridor that provides an alternative to SR-111 for Valley wide connectivity, accommodating a range of users for commuting and other trip purposes. Furthermore, as a Class 1 NEV route, the facility will recognize and accommodate other key activities such as golf cart and Neighborhood Electric Vehicle (NEV) use.

A 45.7 mile multi-modal urban trail that will span the Coachella Valley from Palm Springs to the City of Coachella, it connects eight incorporated cities.[2] The travel benefits of the trail are in part a function of its deep integration into a community rich with suitable destinations and a fine transit and road network infrastructure. Figure 1 and 2 below show the land use and transportation context of CV Link, including crossing locations.

The solicitation for proposals from the AQMD demands that funded projects demonstrate emission reductions. Parkway/pathway construction to reduce congestion & promote walking, bicycling and/or near-zero or zero emission vehicles is one of several types of projects that qualify for application, based on their potential to lead to emission reductions. The project will promote walking, bicycling and NEV use, both through the parkway itself and through the conveniently located charging stations. The resulting vehicle miles traveled reduction and petroleum displacement will have notable emission reduction benefits.

[2] The Parkway is expected to eventually extend to Desert Hot Springs, the Salton Sea, Mecca and North Shore.

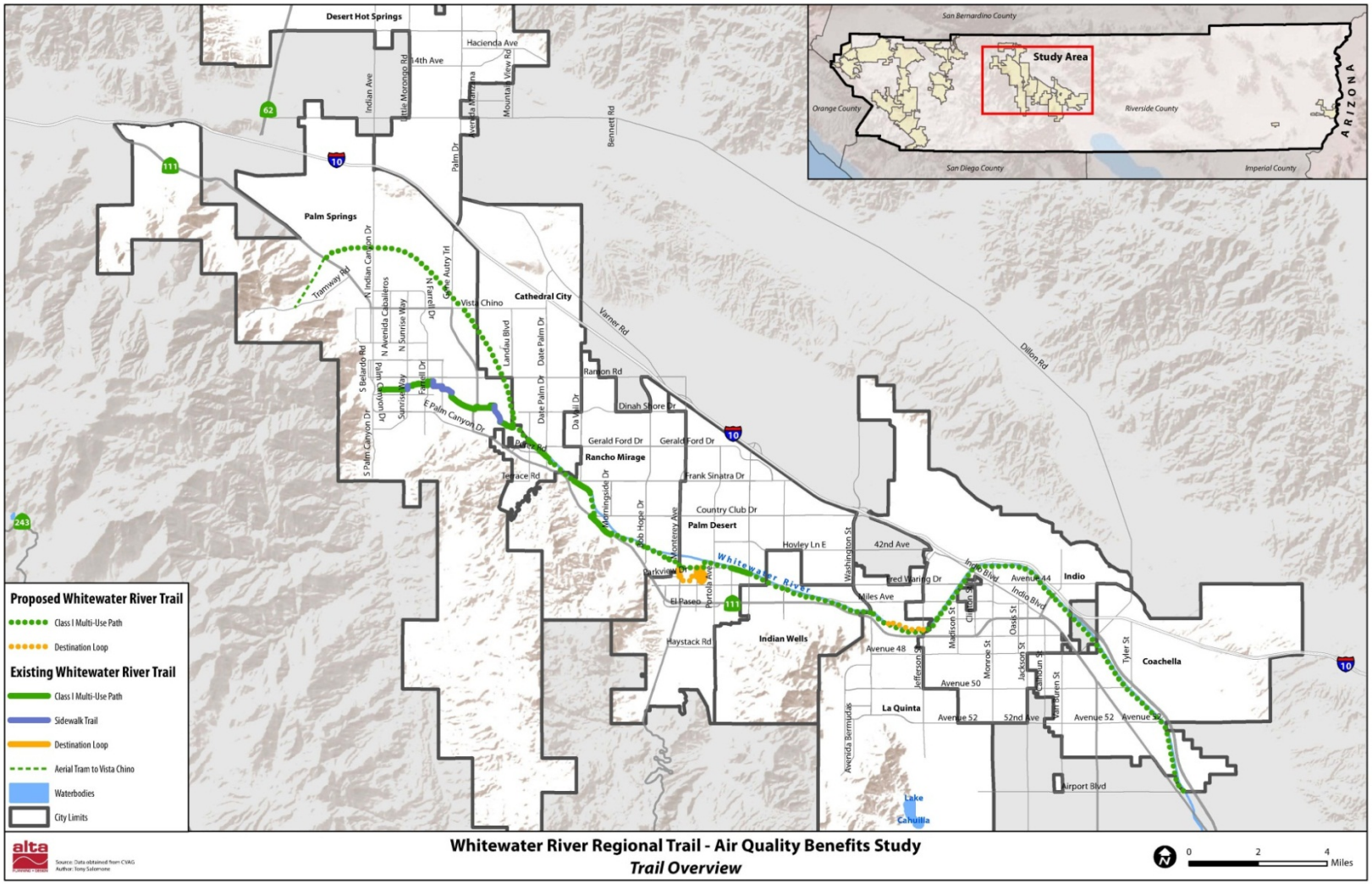

Figure 1. Trail Overview

CV LINK
CONNECTING THE COACHELLA VALLEY

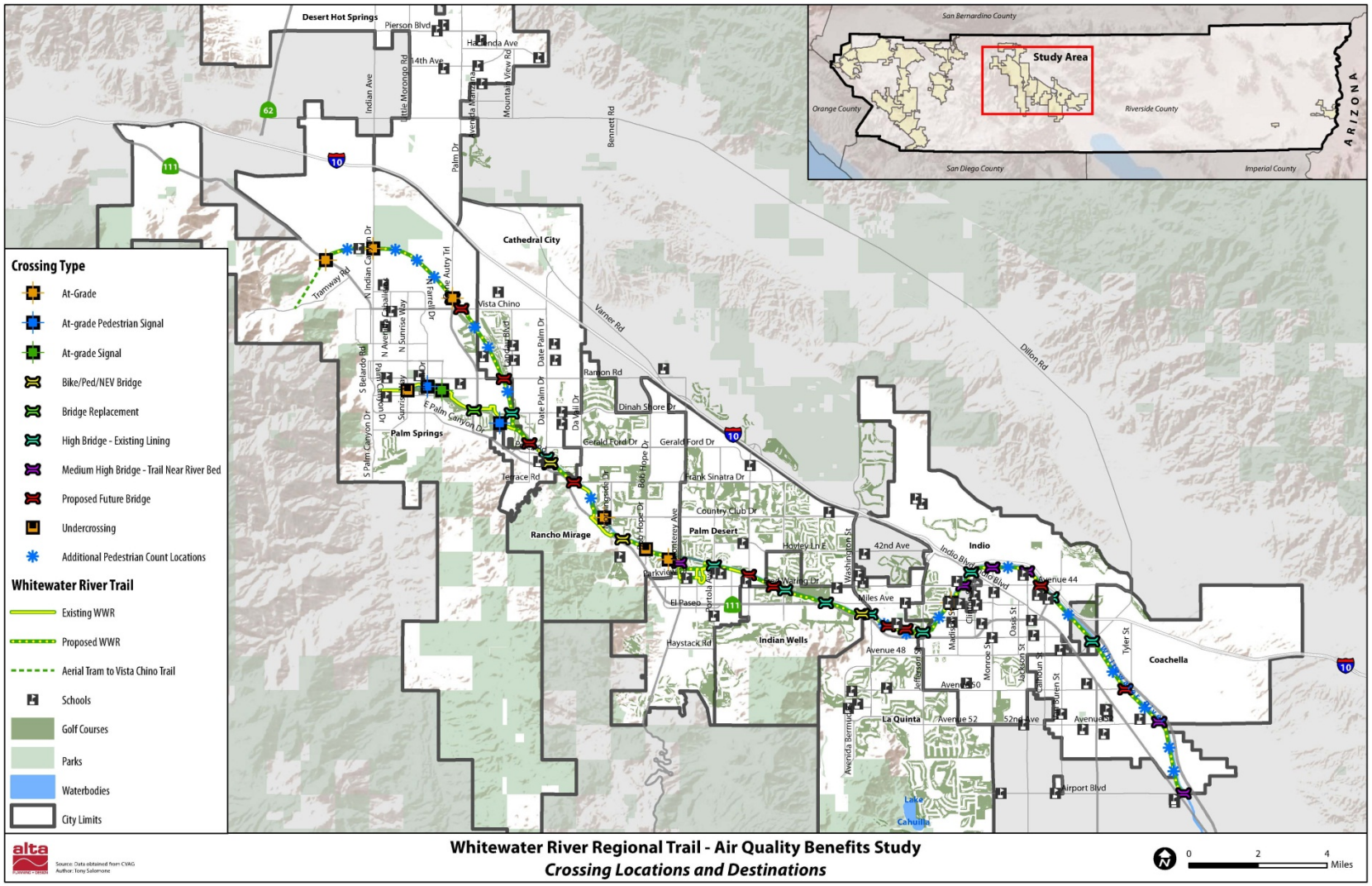

Figure 2. Crossing Locations and Destinations

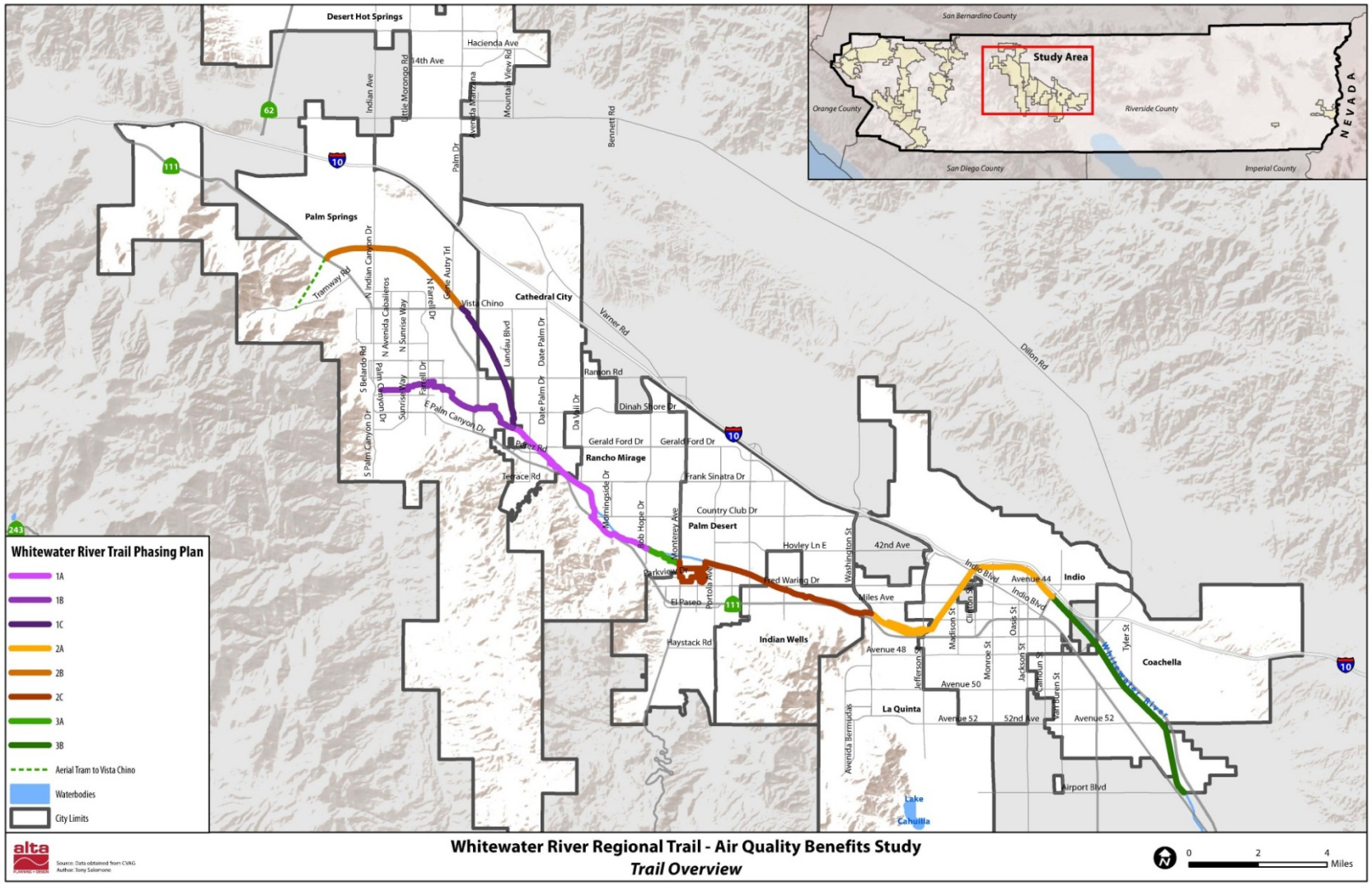

Figure 3. Parkway Phases

CV LINK
CONNECTING THE COACHELLA VALLEY

Statement of Work - Emissions Reductions Resulting from Replacement of Vehicle Trips with Walking, Bicycling and Neighborhood Electric Vehicle (NEV) Trips

The Statement of Work (Attachment A) provides a qualitative and quantitative discussion of the methodologies and assumptions used to estimate the air quality benefits of the proposed CV Link. Separate methodologies are used to estimate bicycle and pedestrian versus Neighborhood Electric Vehicle (NEV) activity based on differences in available data and modeling tools. The results of the analysis are provided in the Overview section of the Attachment, followed by separate discussions of the bicycle /pedestrian and NEV methodologies. The results of the analyses are also summarized in the following section.

Description of Vehicle Miles Traveled and Air Quality Benefits Resulting from Replacement of Vehicle Trips with Walking, Bicycling and NEV use of CV Link

The proposed CV Link will provide residents and visitors in the Coachella Valley with alternatives to driving their automobiles for essential and commute trips. The Parkway will offer a safe corridor for pedestrians, bicyclists and NEV users that is not currently available in our region. Therefore, this multi-modal Parkway will facilitate a reduction of mobile on road emissions through the replacement of personal vehicle trips with walking, bicycling, and NEV use.

CV Link will provide the Coachella Valley with an outstanding opportunity for petroleum displacement that will significantly improve air quality and reduce greenhouse gas emissions (GHG). The facility will not only be used to make an estimated 48 million pedestrians and bicycle trips and 30 million NEV trips from the opening of the first phase of the trail through the study period ending in 2035, but will also serve as an economic and recreational amenity for residents and visitors alike. In fact, as an infrastructure project with an anticipated 75 year life span, the Parkway will continue to accrue emission reduction benefits long after other technological solutions have become obsolete.

The Parkway will serve as a regional and national example of innovative and effective solutions to enhancing mobility, improving air quality and reducing GHG. The Parkway will save an estimated 117.5 million pounds of carbon dioxide and 1.2 million pounds of criteria air pollutants, including oxides of nitrogen, carbon monoxide, and particulate matter through the planning horizon year 2035, due to the elimination of 43.5 million vehicle trips and 144.5 million vehicle miles traveled. In the planning year 2035 alone, the Parkway is estimated to reduce 12.1 million vehicle miles traveled.

Alta uses the Seamless Travel Demand Model and projections of NEV trip making to empirically estimate the number of car trips that will be replaced by personal pedestrian, bicycle, and NEV trip making in the area on the trail. Essential or utilitarian trips that are predicted to be made by walking or bicycling are considered to replace vehicle trips. NEV trip making replacement rates are based on their potential to replace short automobile trips, as described in this report. Based on the 2009 National Household Travel Survey, average one way trip lengths of 2.6 miles for bicycling, 0.7 miles for walking, and 2.5 miles for golf carts are used to estimate the reduction in

vehicle miles traveled. The associated emissions reductions in the immediate area of the trail are based on California Air Resources Board (CARB) and Environmental Protection Agency (EPA) emission reductions factors. Separate estimations are conducted for walking, bicycling and NEV use of the trail for essential trips. Detailed information about the relative contributions of walking, bicycling and NEV use are provided in the following tables.

Vehicle Miles Traveled Saved by Construction Phase

Trips per year per mode are described below in sample years, representative of the second year after a new phase comes on line. New pedestrian, bicycle and NEV activity is associated with activity on the new trail segments. In other words: 2017 reflects activity associated with the projects constructed in Project Years 4&5 (Tahquitz Creek to Bob Hope Drive, Tahquitz Creek Trail Connector Retrofit, Vista Chino to Tahquitz Creek); 2020 reflects activity associated with the projects constructed in Project Years 6 & 7 (Aerial Tram to Vista Clinic and Monterey Ave to Washington Street); and 2021 reflects activity associated with the projects constructed in Project Years 8 & 9 (Bob Hope Drive to Monterey Ave. and Golf Center Parkway to Avenue 56).

Table 1 shows a snapshot of annual savings, while Table 2 shows the cumulative benefits over the planning horizon ending in 2035. A relatively conservative estimate of the trip making and VMT reduction shows that the annual trip making on the trail will be approximately 4.4 million, with an estimated reduction in VMT of 12.1 million miles. The estimated impacts for the 2012-2035 study period is 43.5 million trips resulting in a VMT reduction of 144.5 million miles.

Table 1: Annual Vehicle Miles Reduced by Construction Phase
Due to Increased Pedestrian, Bicycle and NEV Activity for Non-Discretionary Trips

	Construction			
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
Pedestrian Trips				
Annual Pedestrian Trips	327,810	1,202,995	1,655,853	2,541,862
Reduced Motor Vehicle Trips	157,349	601,498	861,044	1,372,605
Reduced Motor Vehicle Miles	220,289	842,097	1,205,461	1,921,647
Bicycle Trips				
Annual Bicycle Trips	252,783	566,041	723,655	874,759
Reduced Motor Vehicle Trips	96,057	237,737	332,881	437,380
Reduced Motor Vehicle Miles	499,498	1,236,235	1,730,983	2,274,374
NEV Trips				
Annual NEV Trips	122,690	550,993	1,181,542	2,772,163
Reduced Motor Vehicle Trips	116,555	523,443	1,122,465	2,633,555
Reduced Motor Vehicle Miles	349,666	1,570,329	3,367,396	7,900,664
Total Reduced Motor Vehicle Miles	**1,069,453**	**3,648,660**	**6,303,840**	**12,096,685**

Table 2: Cumulative Vehicle Miles Reduced
Due to Increased Pedestrian, Bicycle and NEV Activity Through 2035 for Non-Discretionary Trips

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
Pedestrian Trips				
Accumulated Pedestrian Trips	327,810	2,678,910	4,823,046	34,207,050
Reduced Motor Vehicle Trips	157,349	1,327,982	2,424,887	8,452,193
Reduced Motor Vehicle Miles	220,289	1,859,174	3,394,842	25,284,602
Bicycle Trips				
Accumulated Bicycle Trips	252,783	1,432,942	2,400,215	13,589,114
Reduced Motor Vehicle Trips	96,057	584,141	1,012,105	6,403,931
Reduced Motor Vehicle Miles	499,498	3,037,533	5,262,946	33,300,444
NEV Trips				
Accumulated NEV Trips	122,690	1,178,944	2,478,346	30,154,282
Reduced Motor Vehicle Trips	116,555	1,119,997	2,354,428	28,646,568
Reduced Motor Vehicle Miles	349,666	3,359,992	7,063,285	85,939,704
Total Reduced Motor Vehicle Miles	**1,069,453**	**8,256,699**	**15,721,074**	**144,524,750**

Air Quality Benefits by Construction Phase

The Parkway air quality benefits estimate assumes a baseline of January, 2012, for the purposes of using census and other locally available data that are relatively current today. The horizon year of 2035 is chosen due to its selection as a future modeling year for local travel forecasting and air pollution modeling. Benefits will continue past this year. Table 3 shows the emissions factors used to convert the VMT savings to air quality benefits. The emission factors were selected based on their suitability for the region during the planning horizon for this project. The CARB factors for Particulate Matter for light-duty automobiles were used in order to account for the running exhaust, tire and brake wear, entrained road dust, and trip end factor emissions components

Table 3. Emission Factors

Emission Factor	Pounds/mile	Source
Hydrocarbons	0.00300	EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.
Particulate Matter PM10	0.00049	California Air Resources Board. Emission Factor Tables. 2010.
Particulate Matter PM2.5	0.00011	California Air Resources Board. Emission Factor Tables. 2009. This number specifically for use by the South Coast Air Quality Management District.
Nitrous Oxides	0.00042	California Air Resources Board. Emission Factor Tables. 2010.
Carbon Monoxide	0.00451	California Air Resources Board. Emission Factor Tables. 2010.
Carbon Dioxide	0.81351	From EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.

Table 4 shows a snapshot of the resulting annual savings, while Table 5 shows the accumulation of benefits over the planning horizon ending in 2035. Most importantly for the Coachella Valley, by 2035, the annual reduction of criteria air pollutants, including oxides of nitrogen, carbon monoxide and particulate matter will be 78,000 pounds. The annual carbon dioxide reduction is 7.5 million pounds. Impact for the 2017 – 2035 study period is a 1.2 million pound reduction in criteria air pollutants and 117.5 million pounds of carbon dioxide.

Table 4: Annual Air Quality Benefits Due to Increased Pedestrian, Bicycling, and NEV Activity

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
AIR QUALITY BENEFITS - Pedestrians				
Reduced Hydrocarbons (pounds)	661	1,594	3,071	4,691
Reduced Particulate Matter PM10 (pounds)	108	260	501	765
Reduced Particulate Matter PM2.5 (pounds)	25	60	115	176
Nitrous Oxides (pounds)	92	221	427	651
Carbon Monoxide (pounds)	993	2,394	4,613	7,046
Carbon Dioxide (pounds)	179,207	432,130	832,854	1,271,967
AIR QUALITY BENEFITS - Bicycles				
Reduced Hydrocarbons (pounds)	1,498	2,604	4,451	6,008
Reduced Particulate Matter PM10 (pounds)	244	425	726	980
Reduced Particulate Matter PM2.5 (pounds)	56	98	167	225
Nitrous Oxides (pounds)	208	362	618	834
Carbon Monoxide (pounds)	2,251	3,911	6,686	9,025
Carbon Dioxide (pounds)	406,347	706,018	1,206,931	1,629,199
AIR QUALITY BENEFITS - NEV				
Reduced Hydrocarbons (pounds)	1,049	10,080	7,407	16,902
Reduced Particulate Matter PM10 (pounds)	171	1,644	1,208	2,757
Reduced Particulate Matter PM2.5 (pounds)	39	378	278	633
Nitrous Oxides (pounds)	146	1,400	1,029	2,348
Carbon Monoxide (pounds)	1,576	15,141	11,125	25,388
Carbon Dioxide (pounds)	284,457	2,733,387	2,008,444	4,583,340
AIR QUALITY BENEFITS - TOTAL				
Reduced Hydrocarbons (pounds)	3,208	14,277	14,929	27,601
Reduced Particulate Matter PM10 (pounds)	523	2,329	2,436	4,503
Reduced Particulate Matter PM2.5 (pounds)	120	535	560	1,034
Nitrous Oxides (pounds)	446	1,983	2,073	3,834
Carbon Monoxide (pounds)	4,819	21,445	22,424	41,459
Carbon Dioxide (pounds)	870,011	3,871,535	4,048,229	7,484,506

Table 5: Cumulative Air Quality Benefits
Due to Increased Pedestrian, Bicycle, and NEV Activity through 2035

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
AIR QUALITY BENEFITS - Pedestrians				
Reduced Hydrocarbons (pounds)	661	5,578	10,185	75,854
Reduced Particulate Matter PM10 (pounds)	108	910	1,662	12,375
Reduced Particulate Matter PM2.5 (pounds)	25	209	382	2,843
Nitrous Oxides (pounds)	92	775	1,415	10,535
Carbon Monoxide (pounds)	993	8,378	15,298	113,939
Carbon Dioxide (pounds)	179,207	1,512,457	2,761,738	20,569,277
AIR QUALITY BENEFITS - Bicycles				
Reduced Hydrocarbons (pounds)	1,498	9,113	15,789	99,901
Reduced Particulate Matter PM10 (pounds)	244	1,487	2,576	16,298
Reduced Particulate Matter PM2.5 (pounds)	56	342	592	3,744
Nitrous Oxides (pounds)	208	1,266	2,193	13,875
Carbon Monoxide (pounds)	2,251	13,688	23,716	150,060
Carbon Dioxide (pounds)	406,347	2,471,063	4,281,459	27,090,244
AIR QUALITY BENEFITS - NEVs				
Reduced Hydrocarbons (pounds)	1,049	10,080	21,190	257,819
Reduced Particulate Matter PM10 (pounds)	171	1,644	3,457	42,061
Reduced Particulate Matter PM2.5 (pounds)	39	378	794	9,663
Nitrous Oxides (pounds)	146	1,400	2,943	35,809
Carbon Monoxide (pounds)	1,576	15,141	31,829	387,266
Carbon Dioxide (pounds)	284,457	2,733,387	5,746,053	69,912,809
AIR QUALITY BENEFITS - TOTAL				
Reduced Hydrocarbons (pounds)	3,208	24,770	47,163	433,574
Reduced Particulate Matter PM10 (pounds)	523	4,041	7,694	70,734
Reduced Particulate Matter PM2.5 (pounds)	120	928	1,768	16,250
Nitrous Oxides (pounds)	446	3,440	6,551	60,220
Carbon Monoxide (pounds)	4,819	37,207	70,843	651,264
Carbon Dioxide (pounds)	870,011	6,716,907	12,789,251	117,572,330

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Attachment A: Statement of Work- Emissions Reductions Resulting from Replacement of Vehicle Trips with Walking, Bicycling, and Neighborhood Electric Vehicle (NEV) Trips

This Statement of Work provides a qualitative and quantitative discussion of the methodologies and assumptions used to show the air quality benefits of the proposed CV Link. Separate methodologies are used to estimate pedestrian and bicycle versus Neighborhood Electric Vehicle (NEV) activity based on differences in available data and modeling tools. The results of the analysis are summarized first in the Overview, followed by separate discussions of the pedestrian /bicycle and NEV methodologies.

Overview

The total Vehicle Miles Traveled (VMT) and Air Quality Benefits of the CV Link are documented below in Tables 1 through 5.

Table 1: Annual Vehicle Miles Reduced by Construction Phase
Due to Increased Pedestrian, Bicycle, and NEV Activity

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
Pedestrian Trips				
Annual Pedestrian Trips	327,810	1,202,995	1,655,853	2,541,862
Reduced Motor Vehicle Trips	157,349	601,498	861,044	1,372,605
Reduced Motor Vehicle Miles	220,289	842,097	1,205,461	1,921,647
Bicycle Trips				
Annual Bicycle Trips	252,783	566,041	723,655	874,759
Reduced Motor Vehicle Trips	96,057	237,737	332,881	437,380
Reduced Motor Vehicle Miles	499,498	1,236,235	1,730,983	2,274,374
NEV Trips				
Annual NEV Trips	122,690	550,993	1,181,542	2,772,163
Reduced Motor Vehicle Trips	116,555	523,443	1,122,465	2,633,555
Reduced Motor Vehicle Miles	349,666	1,570,329	3,367,396	7,900,664
Total Reduced Motor Vehicle Miles	**1,069,453**	**3,648,660**	**6,303,840**	**12,096,685**

Table 2: Cumulative Vehicle Miles Reduced
Due to Increased Pedestrian, Bicycle, and NEV Activity Through 2035

	Construction			
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
Pedestrian Trips				
Accumulated Pedestrian Trips	327,810	2,678,910	4,823,046	34,207,050
Reduced Motor Vehicle Trips	157,349	1,327,982	2,424,887	8,452,193
Reduced Motor Vehicle Miles	220,289	1,859,174	3,394,842	25,284,602
Bicycle Trips				
Accumulated Bicycle Trips	252,783	1,432,942	2,400,215	13,589,114
Reduced Motor Vehicle Trips	96,057	584,141	1,012,105	6,403,931
Reduced Motor Vehicle Miles	499,498	3,037,533	5,262,946	33,300,444
NEV Trips				
Accumulated NEV Trips	122,690	1,178,944	2,478,346	30,154,282
Reduced Motor Vehicle Trips	116,555	1,119,997	2,354,428	28,646,568
Reduced Motor Vehicle Miles	349,666	3,359,992	7,063,285	85,939,704
Total Reduced Motor Vehicle Miles	**1,069,453**	**8,256,699**	**15,721,074**	**144,524,750**

Table 3 shows the emissions factors used to convert the VMT savings to air quality benefits. The emission factors were selected based on their suitability for the region during the planning horizon for this project. The CARB factors for Particulate Matter for light-duty automobiles were used in order to account for the running exhaust, tire and brake wear, entrained road dust, and trip end factor emissions components.

Table 3. Emission Factors

Emission Factor	Pounds/mile	Source
Hydrocarbons	0.00300	EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.
Particulate Matter PM10	0.00049	California Air Resources Board. Emission Factor Tables. 2010.
Particulate Matter PM2.5	0.00011	California Air Resources Board. Emission Factor Tables. 2009. This number specifically for use by the South Coast Air Quality Management District.
Nitrous Oxides	0.00042	California Air Resources Board. Emission Factor Tables. 2010.
Carbon Monoxide	0.00451	California Air Resources Board. Emission Factor Tables. 2010.
Carbon Dioxide	0.81351	From EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.

Table 4 shows a snapshot of the resulting annual savings, while Table 5 shows the accumulation of benefits over the planning horizon ending in 2035.

Table 4: Annual Air Quality Benefits Due to Increased Pedestrian, Bicycle, and NEV Activity

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
AIR QUALITY BENEFITS - Pedestrians				
Reduced Hydrocarbons (pounds)	661	1,594	3,071	4,691
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Reduced Particulate Matter PM2.5 (pounds)	25	60	115	176
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Carbon Monoxide (pounds)	993	2,394	4,613	7,046
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Carbon Monoxide (pounds)	4,819	37,207	70,843	651,264
Carbon Dioxide (pounds)	870,011	6,716,907	12,789,251	117,572,330

Pedestrian and Bicycle Methodology Background

The air quality benefits of proposed CV Link were calculated using the Seamless Travel Demand Model (Seamless).

Seamless was designed to:

- Evaluate existing pedestrian and bicycle data sources and collection methods
- Conduct comprehensive counts and surveys of pedestrians and bicyclists in a consistent manner using the National Bicycle & Pedestrian Documentation Project (NBPD) as a template
- Conduct counts and surveys using San Diego County (with extensive historical count information) as a model community
- Analyze how pedestrian and bicycle activity levels relate to facility quality and factors such as land use and demographics
- Identify factors that are highly correlated with increased walking and bicycling,
- Provide methods for quantifying usage and demand that will enhance research on benefits and exposure
- Evaluate how the transit-linkage (pedestrian and bicycle connections to transit) can be improved [3]

The Seamless Project outcomes that are most relevant to the CV Link (Parkway) Air Quality Benefits Estimation Project are the identification of factors correlated with walking and bicycling plus the development of a method for quantifying usage and demand.

The Seamless Bicycle and Pedestrian Demand Model was used to develop estimates of weekday peak hour (7am – 9am) cycling and walking activity at locations along the Parkway. These values were extrapolated to estimate the number of annual bicycle and pedestrian trips along the Parkway. Seamless is a regression model that integrates a variety of spatial data with geographic information systems (GIS) processing tools. Seamless uses data that reflects where people, live, work and utilize multi-use path networks as bicyclists and pedestrians.

[3] Jones, Ryan, Donlon, Ledbetter, Ragland, and Arnold (2010), Seamless Travel: Measuring Bicycle and Pedestrian Activity in San Diego County and its Relationships to Land Use, Transportation, Safety, and Facility Type. (UC Berkeley Traffic Safety Center, Institute of Transportation Studies, Caltrans Task Order 6117).

Seamless Model Development

The Seamless Travel Model was developed by Alta Planning + Design for Caltrans in response to similar needs around the state of California for quantitative demand estimates of potential non-motorized activity. The Seamless Model is a predictive formula used to estimate pedestrian and bicycle activity based on over two years of count and survey data from multipurpose pathways in various San Diego County geographic settings.

The Seamless Model was created and tested using pedestrian and bicycle count data and available GIS data. Separate pedestrian demand and bicycle demand models were created, reflecting the unique characteristics of trip-making of each mode.

Over thirty independent variables likely to affect walking and bicycling were screened for correlation with the dependent variables of pedestrian and bicycle counts, respectively. Independent variables that reliably predicted pedestrian and bicycle activity (at a <0.10 confidence level) include population density, employment density, and presence of a multipurpose path.

The analysis used in the development of the Seamless models included:

- Correlation and skewness testing of independent variables to reduce multicollinearity
- Comparison of built environment and socio-economic factors at low and high pedestrian activity locations
- Development of pedestrian attractor and generator models
- Ordinary Least Squares regression analysis using both stepwise and enter methodologies
- Residual analysis, including development of refinement variables

The Seamless Model is the only non-motorized predictive model based on multiple years of pedestrian and bicycle count data, surveys, and analysis of factors that influence biking and walking. Historic bicycle and pedestrian counts, land use, demographic and other GIS data were included in the tests. Its robust data sources and vigorous statistical analysis make Seamless the most relevant and useful predictive model to date and thus it is increasingly being adapted and applied to forecasting in a wide range of communities.

Morning existing and future peak pedestrian activity is calculated using the following model.

$$EXP\ (P_{AM}) = 1.555 + (0.723 * \ln(ED)) + (0.526 * \ln(PD)) - (1.090 * \ln(R))$$

Where:

P_{AM} = Morning peak pedestrian activity
ED = Employment density within a half mile
PD = Population density within a quarter mile
R = Presence of commercial land uses within a half mile

Morning existing and future peak bicycle activity is calculated using the following model.

$$EXP\ (B_{AM}) = -4.279 + (0.718 * \ln(C)) + (0.438 * \ln(ED))$$

Where:

B_{AM} = Morning peak bicycle activity
C = Length of Class I Bicycle Path within a quarter mile
ED = Employment density within quarter mile

The key data sources used for the Seamless Model in Coachella Valley include:

- Population and employment density derived from the 2010 US Census, Riverside County
- The location of existing and future Class I multipurpose pathways that accommodate both pedestrians and bicyclists
- Land use data from the Southern California Association of Governments (SCAG)

Methodology for Estimating Pedestrian and Bicycle CV Link Activity

The model formulas were applied to local Coachella Valley population and employment density data to predict trail use near crossing locations on CV Link. Seamless creates separate estimates of pedestrian and bicycle activity that are then combined to show total predicted activity.

The following metrics are required to run the Seamless model:

- Total population by place of residence (current and/or projected)
- Total employment by place of employment (current and/or projected)
- Land use designations (current and/or projected)
- Existing and proposed multiuse (Class 1) trails
- Count locations

Figures 1 and 2 illustrate relevant population and employment densities proximal to the Parkway.

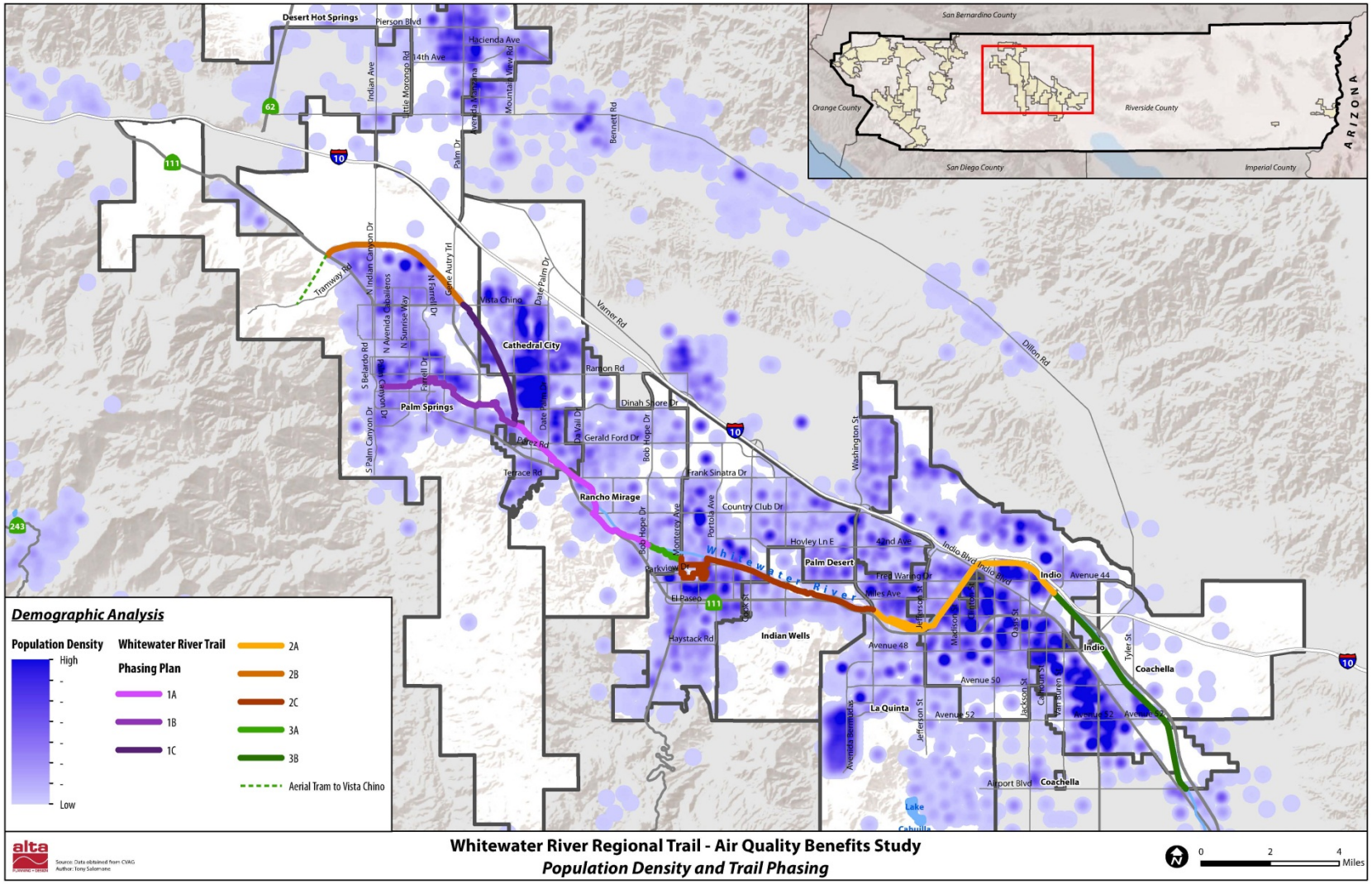

Figure 1: Population Density within Study Area

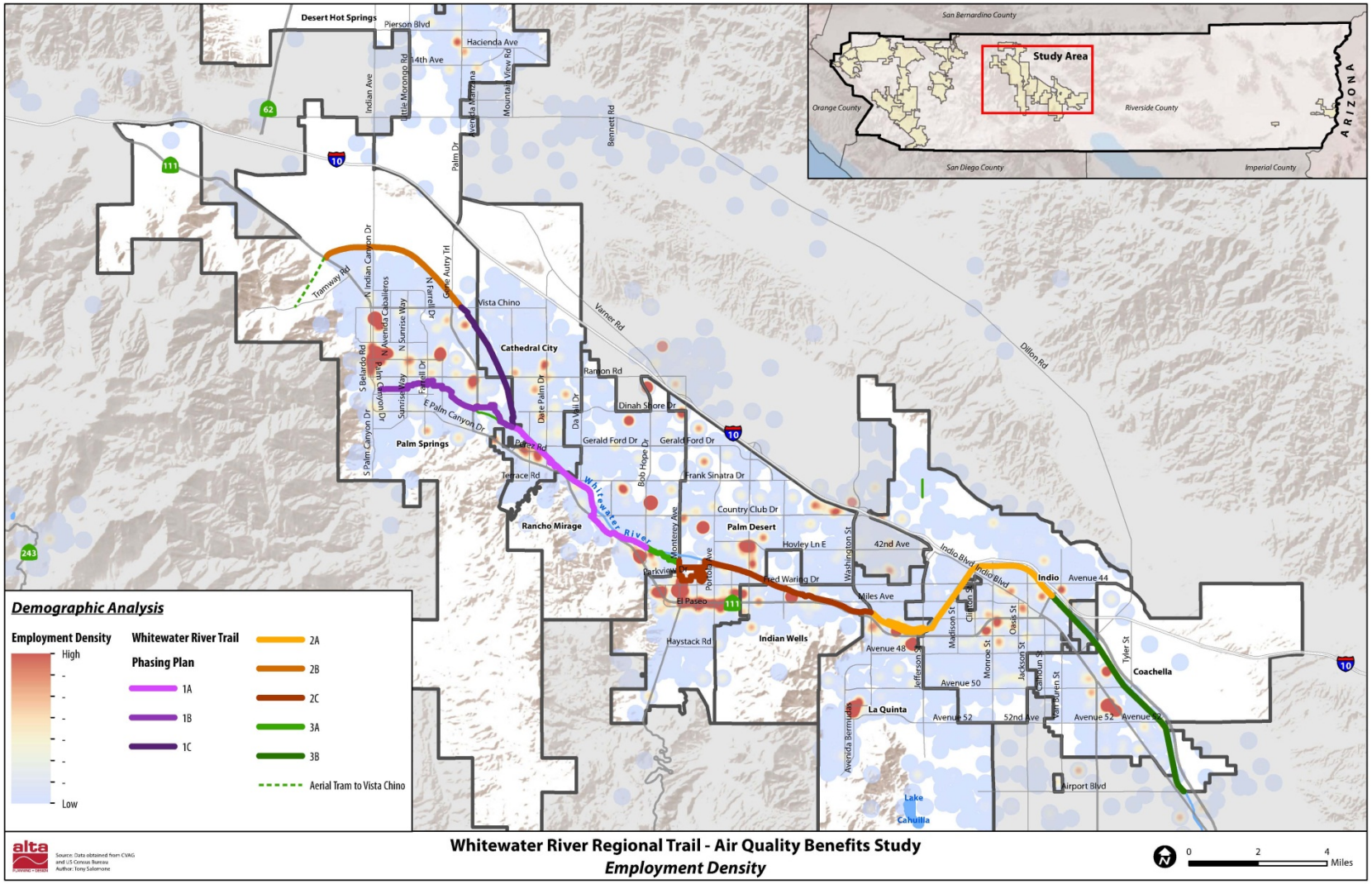

Figure 2: Employment Density within Study Area

CVLINK
CONNECTING THE COACHELLA VALLEY

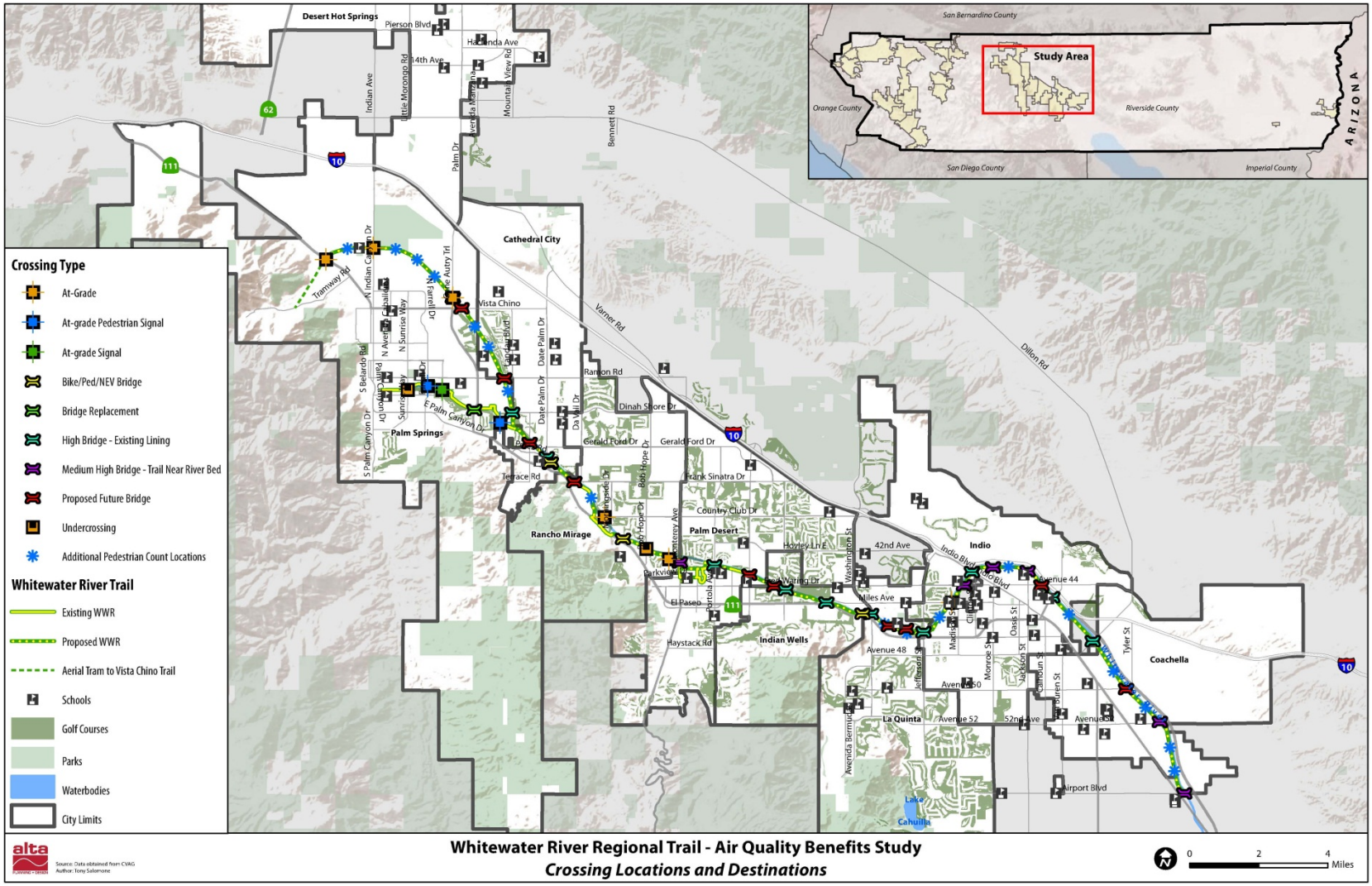

Figure 3: Parkway Crossing Locations and Destinations

Seamless Travel Demand – Pedestrian Activity on CV Link

This portion of the model considers population density, employment density and includes a binary value for the presence of commercial/manufacturing land uses. Population and employment density is calculated per quarter and half mile radii (respectively) around count locations by dividing total population and employment by the acreage of their respective buffers. Half mile buffers are assigned a value of "1" if there are commercial/manufacturing land uses present.

The buffers are used to create a geometric intersection of demographic values. As the buffers do not intersect census blocks along exact block boundaries, it was necessary to apportion demographic values to the buffers. For instance, if 25% of a census block falls within a buffer, then 25% of the values are assigned to that buffer. The resulting summary statistics are then used to estimate pedestrian activity.

The baseline pedestrian demand analysis was conducted using 2010 employment, population and land use data. This analysis provided a look at current estimated usage. The future analyses included 2010 land use data (because 2035 land use data are unavailable), as well as 2035 employment and population data.

Seamless Travel Demand – Bicycle Activity on CV Link

As Seamless predicts demand at points along a trail, the crossing locations identified by CVAG (see Figure 3) were used as the geographic basis for demand for both bicycle and pedestrian models and augmented with additional points when necessary. Bicycle activity is estimated by calculating employment density and the total length of multi-use trails within a quarter mile radius of count locations. Quarter mile buffers are drawn around each count location and are used to create a geometric intersection of census blocks containing total employment values. As the buffers do not intersect census blocks along exact block boundaries, it was necessary to apportion total employment to the intersecting buffers. For instance, if 25% of a census block fell within a buffer, then 25% of the total employment values were assigned to that buffer. Employment density is determined by dividing total employees per census block within the buffer by the acreage of the buffer. Length of multi-use trails was assessed in a similar way. By intersecting the trails with the buffers, the total length of all multi-use trails within a quarter mile radius can be summed and assigned to each crossing location. The bike model and pedestrian models are then applied separately.

A baseline bicycle demand analysis was conducted using 2010 employment data, existing Parkway and Tahquitz Trail segments and other existing multi-use trails adjacent to the Parkway. This analysis provided a look at current estimated usage.[4] An additional analysis included the same 2010 employment data and existing trail network and integrated the proposed Parkway segments. This

[4] As most current population and employment data are available for 2010, the 2012 trail estimates are based on this model year, and adjusted for growth.

analysis provided a look at how many more users could be expected if the proposed segments are incorporated into the rest of the existing network.

To better plan for future trail usage, CVAG's projected employment data for 2035 was incorporated into the bicycle model. The same methodology of integrating existing and proposed multi-use trails with 2035 employment projections was utilized to provide a look at future trail usage.

Below is a summary of the scenarios that were used to extrapolate expected bicycling activity along the Parkway:

1) Existing CV Link and other existing multi-use trail facilities with 2010 employment density
2) Existing CV Link and other existing multi-use trail facilities with 2035 projected employment density
3) Existing CV Link, proposed CV Link and other existing multi-use trail facilities with 2010 employment density
4) Existing CV Link, proposed CV Link and other existing multi-use trail facilities with 2035 projected employment density

ESRI's Model Builder was utilized is used to automate the processes described above. Sample work flows are shown below.

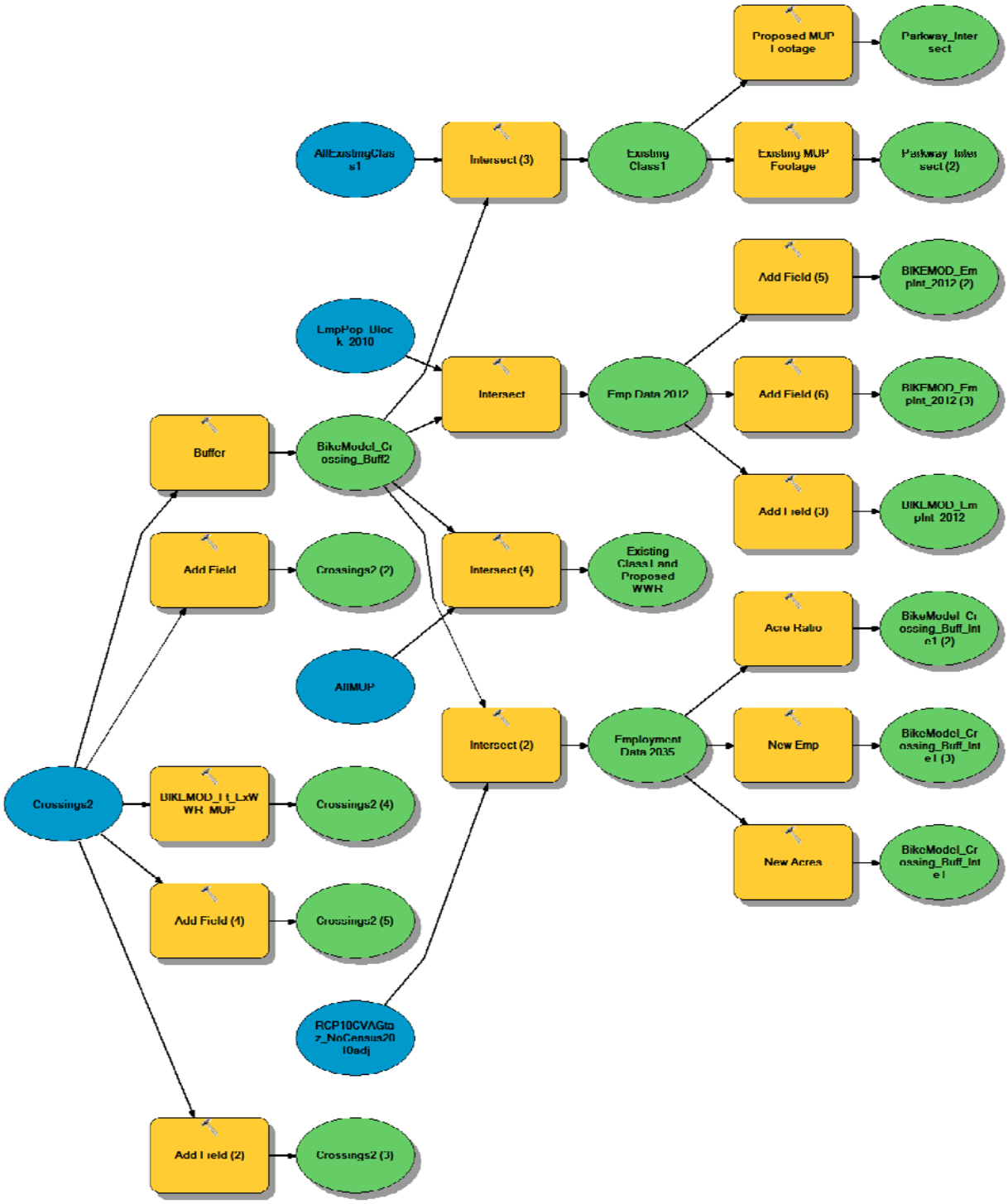

Figure 4: Bike Demand Model: Automation of capturing trail segments, 2010 and 2035 employment data within ¼ mile of crossing locations

Figure 5: Pedestrian Demand Model: Automation of capturing 2010 and 2035 population and employment data within ¼ mile and ½ mile of crossing locations

Estimating Bicycle and Pedestrian Trip Making from Parkway Activity

When comparing levels of use among regional trail systems, annual usage is the most commonly available number and most easily understood measure for a variety of audiences. Because the Seamless Model produces peak morning activity as its primary output, it is necessary to apply several levels of adjustment in order to arrive at the annual estimate. Annual Parkway activity was developed using adjustment formulas developed as a part of the National Bicycle and Pedestrian Documentation Project (NBPD), an annual count and survey effort sponsored by the Institute of Transportation Engineers (ITE). The adjustment figures enable extrapolation from the Seamless AM peak estimates by accounting for daily, weekly, and seasonal variation.

Adjustment Factors

The Seamless Travel Demand Model estimates peak hour activity. This estimate is then extrapolated to provide a snapshot of daily, weekly, monthly and annual travel based on a model created from the analysis of continuous automatic counter data (24 hours/day, 365 days/year) from trail locations in areas with similar weather patterns to the Coachella Valley.

The total local demand estimates show both the person trips made annually by residents for all trip purposes and the accumulated number of trips as construction phases come on line, until 2035. These numbers represent local travel and do not estimate tourism demand. In order to account for the seasonal population increase experienced in the valley, the total households within one mile of the trail were divided by the number of households classified as "seasonal" by Riverside County's transportation model. This ratio was then applied to the annual pedestrian and bike counts.

The extrapolation process utilizes a series of assumptions which are calibrated to reflect the local conditions of the Coachella Valley, including climate (very hot summer, mild winter) and trail type (regional multi-use trail).

Converting Counts to Trips

The Seamless output provides predicted activity at specific points along the proposed Parkway and Tahquitz Trail. This activity level is best described as the number of people expected to pass that point while traveling on the trail, also known as a screenline count. The count locations shown on Figure 6 were selected based on the 2012 Whitewater River/ CV Link NEV/Bike/Pedestrian Corridor Preliminary Study Report authored by Alta Planning + Design, LSA Associates and RBF Architects showing recommended crossing improvements and augmented as necessary to provide suitable spacing between count locations. A subset of these locations were used to develop bike counts. Data from the 2009 National Household Travel Survey (NHTS) were used to calculate an average one-way pedestrian and bicycle trip length (0.7 miles and 2.6 mile respectively). By dividing the trail into segments that corresponded to these lengths, counts within each segment can be averaged (if multiple points are present within a single segment) to generate an estimate of the number of unique users

expected to be on the trail at that location. The total expected activity on each segment was added to obtain an estimate of annual pedestrian or bicycle usage expected for each phase of Parkway construction.

Seamless model scenarios were run under the conditions described above to understand existing and future pedestrian and bicycle use along the corridor.

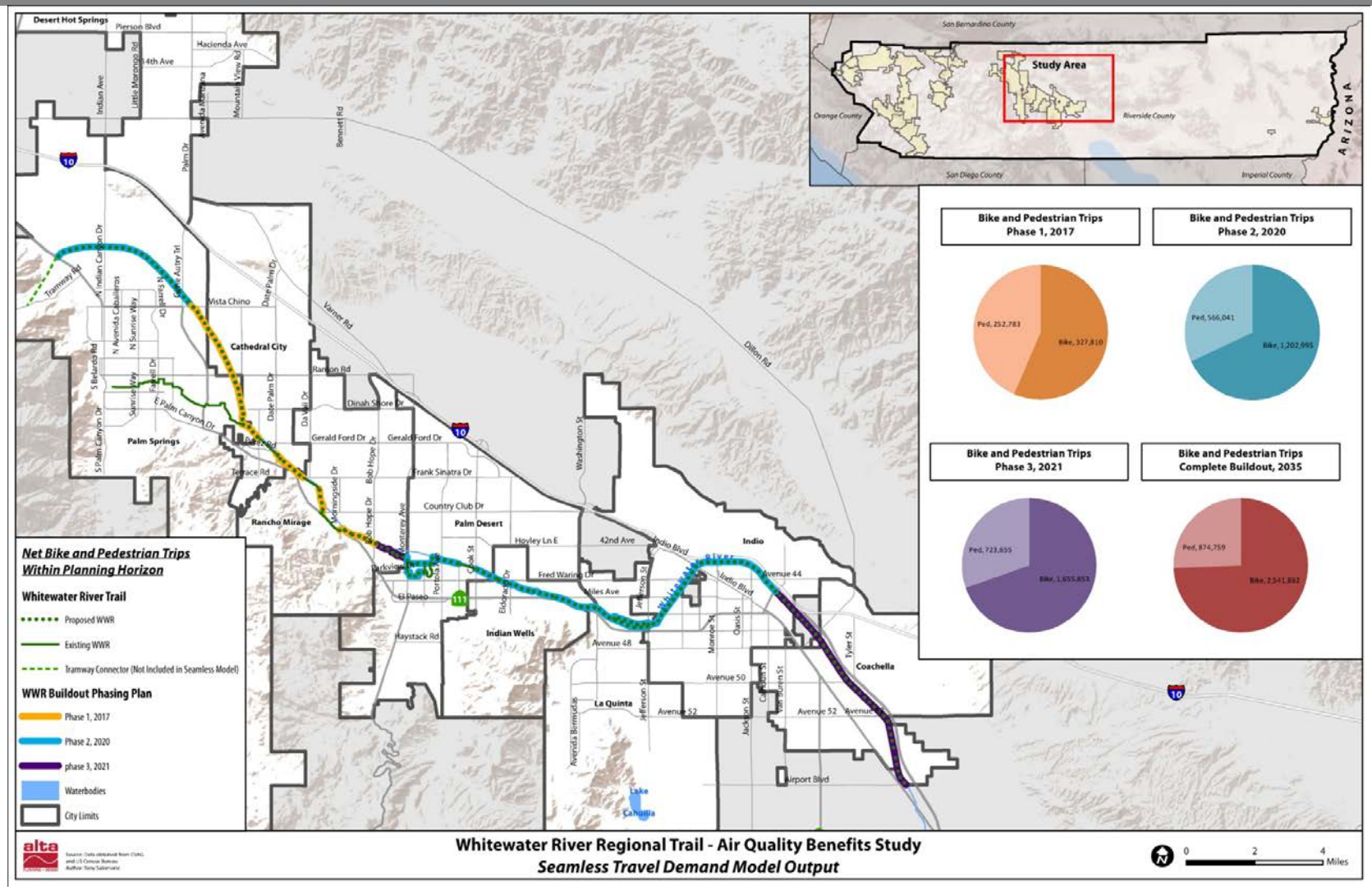

Figure 6: Pedestrian and Bicycle Trip-Making by Phase

Results - Replacement of Vehicle Miles Traveled and Air Quality Benefits due to Walking and Bicycling Use of CV Link

Vehicle Miles Traveled Saved by Construction Phase

Trips per year per mode are described below in sample years, representative of the second year after a new phase comes on line. New pedestrian and bicycle activity is associated with activity on the new trail segments. In other words: 2017 reflects activity associated with the projects constructed in Project Years 4&5 (Tahquitz Creek to Bob Hope Drive, Tahquitz Creek Trail Connector Retrofit, Vista Chino to Tahquitz Creek); 2020 reflects activity associated with the projects constructed in Project Years 6 & 7 (Aerial Tram to Vista Clinic and Monterey Ave to Washington Street); and 2021 reflects activity associated with the projects constructed in Project Years 8 & 9 (Bob Hope Drive to Monterey Ave. and Golf Center Parkway to Avenue 56).

Table 6 shows a snapshot of annual savings, while Table 7 shows the cumulative benefits over the planning horizon ending in 2035.

Table 6: Annual Vehicle Miles Reduced
Due to Increased Pedestrian and Bicycle Activity

Construction	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
Pedestrian Trips				
Annual Pedestrian Trips	327,810	1,202,995	1,655,853	2,541,862
Reduced Motor Vehicle Trips	157,349	601,498	861,044	1,372,605
Reduced Motor Vehicle Miles	220,289	842,097	1,205,461	1,921,647
Bicycle Trips				
Annual Bicycle Trips	252,783	566,041	723,655	874,759
Reduced Motor Vehicle Trips	96,057	237,737	332,881	437,380
Reduced Motor Vehicle Miles	499,498	1,236,235	1,730,983	2,274,374
Annual Reduced Motor Vehicle Miles by Walking and Bicycling	**719,787**	**2,078,332**	**2,936,444**	**4,196,021**

Table 7: Cumulative Vehicle Miles Reduced
Due to Increased Pedestrian and Bicycle Activity Through 2035

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
Pedestrian Trips				
Accumulated Pedestrian Trips	327,810	2,678,910	4,823,046	34,207,050
Reduced Motor Vehicle Trips	157,349	1,327,982	2,424,887	8,452,193
Reduced Motor Vehicle Miles	220,289	1,859,174	3,394,842	25,284,602
Bicycle Trips				
Accumulated Bicycle Trips	252,783	1,432,942	2,400,215	13,589,114
Reduced Motor Vehicle Trips	96,057	584,141	1,012,105	6,403,931
Reduced Motor Vehicle Miles	499,498	3,037,533	5,262,946	33,300,444
Total Reduced Motor Vehicle Miles	**719,787**	**4,896,707**	**8,657,788**	**58,585,046**

Air Quality Benefits by Construction Phase

The Parkway air quality benefits estimate assumes a baseline of January, 2012, for the purposes of using census and other locally available data that are relatively current today. The horizon year of 2035 is chosen due to its selection as a future modeling year for local travel forecasting and air pollution modeling. New trip making, resulting in the net change in trips due to the new phases, is accounted for in the estimation of new trips, and is shown below. Average one way trip distances of 2.6 miles for bicycling and 0.7 miles for walking are used to estimate the vehicle miles traveled saved and the resulting air quality savings.

Using the emissions reduction factors described in Table 3, VMT reduction is converted to air quality benefits. The emission factors were selected based on their suitability for the region during the planning horizon for this project.

The Table 8 shows a snapshot of annual savings, while Table 9 shows the accumulation of benefits over the planning horizon ending in 2035.

Table 8: Annual Air Quality Benefits
Due to Increased Pedestrian and Bicycling Activity

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
AIR QUALITY BENEFITS - Pedestrians				
Reduced Hydrocarbons (pounds)	661	1,594	3,071	4,691
Reduced Particulate Matter PM10 (pounds)	108	260	501	765
Reduced Particulate Matter PM2.5 (pounds)	25	60	115	176
Nitrous Oxides (pounds)	92	221	427	651
Carbon Monoxide (pounds)	993	2,394	4,613	7,046
Carbon Dioxide (pounds)	179,207	432,130	832,854	1,271,967
AIR QUALITY BENEFITS - Bicycles				
Reduced Hydrocarbons (pounds)	1,498	2,604	4,451	6,008
Reduced Particulate Matter PM10 (pounds)	244	425	726	980
Reduced Particulate Matter PM2.5 (pounds)	56	98	167	225
Nitrous Oxides (pounds)	208	362	618	834
Carbon Monoxide (pounds)	2,251	3,911	6,686	9,025
Carbon Dioxide (pounds)	406,347	706,018	1,206,931	1,629,199
AIR QUALITY BENEFITS - TOTAL				
Reduced Hydrocarbons (pounds)	2,159	4,197	7,522	10,699
Reduced Particulate Matter PM10 (pounds)	352	685	1,227	1,745
Reduced Particulate Matter PM2.5 (pounds)	81	157	282	401
Nitrous Oxides (pounds)	300	583	1,045	1,486
Carbon Monoxide (pounds)	3,244	6,305	11,299	16,070
Carbon Dioxide (pounds)	585,554	1,138,149	2,039,785	2,901,166

Table 9: Cumulative Air Quality Benefits
Due to Increased Pedestrian and Bicycling Activity through 2035

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
AIR QUALITY BENEFITS - Pedestrians				
Reduced Hydrocarbons (pounds)	661	5,578	10,185	75,854
Reduced Particulate Matter PM10 (pounds)	108	910	1,662	12,375
Reduced Particulate Matter PM2.5 (pounds)	25	209	382	2,843
Nitrous Oxides (pounds)	92	775	1,415	10,535
Carbon Monoxide (pounds)	993	8,378	15,298	113,939
Carbon Dioxide (pounds)	179,207	1,512,457	2,761,738	20,569,277
AIR QUALITY BENEFITS - Bicycles				
Reduced Hydrocarbons (pounds)	1,498	9,113	15,789	99,901
Reduced Particulate Matter PM10 (pounds)	244	1,487	2,576	16,298
Reduced Particulate Matter PM2.5 (pounds)	56	342	592	3,744
Nitrous Oxides (pounds)	208	1,266	2,193	13,875
Carbon Monoxide (pounds)	2,251	13,688	23,716	150,060
Carbon Dioxide (pounds)	406,347	2,471,063	4,281,459	27,090,244
AIR QUALITY BENEFITS - TOTAL				
Reduced Hydrocarbons (pounds)	2,159	14,690	25,973	175,755
Reduced Particulate Matter PM10 (pounds)	352	2,397	4,237	28,673
Reduced Particulate Matter PM2.5 (pounds)	81	551	973	6,587
Nitrous Oxides (pounds)	300	2,040	3,607	24,411
Carbon Monoxide (pounds)	3,244	22,066	39,014	263,999
Carbon Dioxide (pounds)	585,554	3,983,520	7,043,197	47,659,521

Table 10: Sources for Walking and Bicycling Methodology

Factor	Factor Value	Use	Source
Existing trail facilities	N/A	Used to develop baseline (2012) trail activity	CVAG Non-Motorized Trail Study 2010
Future Whitewater Parkway alignment and phasing plan	See Data Collection Attachment	Used to develop estimates of trail use over time	CVAG Non-Motorized Trail Study 2010, LSA Associates
2010 Residential Population	Within · mile of count locations = 15,931	Used to develop trail use estimates	2010 US Census
2010 Employment Information	Within · of count locations = 9,083 Within · mile of count locations = 31,854	Used to develop trail use estimates	2007 US Economic census
2035 Residential Population	Within · mile of count locations = 36,910	Used to develop trail use estimates	2010 Riverside County Demographic Study
2035 Employment Population	Within · of count locations = 24,624 Within · mile of count locations = 96,125	Used to develop trail use estimates	2010 Riverside County Demographic Study
Current land use data	N/A	Used to develop trail use estimates	Southern California Association of Governments
Count locations	See Figure 6	Used to develop trail use estimates	2012 Whitewater River/ CV Link NEV/Bike/Pedestrian Corridor Preliminary Study Report crossing locations augmented by additional sampling locations added by Alta Planning + Design
Average one way bicycle /	2.6 mi. / .7 mi.	Used to develop trail use	Based on 2009 National Household Travel Survey, and Non-Motorized Transportation

Factor	Factor Value	Use	Source
pedestrian trip length		estimates	Pilot Project.
Existing (2010) bicycle and pedestrian trail use estimates	Calculated	Used to estimate baseline bicycle and pedestrian trips	Alta - Seamless travel demand model
Future (2035) bicycle and pedestrian trail use estimates	Calculated	Used to estimate future bicycle and pedestrian trail use	Alta - Seamless travel demand model

Neighborhood Electric Vehicle Methodology

The methodology for estimating CV Link use by long term and seasonal residents is based on interviews with knowledge experts and review of the literature. Assuming average current and future trip making distances from the Riverside County Forecast model, a conservative forecast of increasing of NEV ownership is used to estimate VMT and air pollution savings due to the Parkway.

NEV Background Research

A subclass of the Low Speed Electric Vehicle, the Neighborhood Electric Vehicle (NEV) has a 25 mph speed limit and is legal on streets with speed limits of 35 mph or less. They are also legal on multi-purpose paths and separated lanes on streets with higher speed limits. NEVs are required to have a California license plate to operate on public roads. Unlike golf-carts, NEVs are motor vehicles and therefore subject to the State Motor Vehicle Code.

NEVs are designed for low-speed local trips in neighborhoods and urban areas, to run errands, and for commuting or making local deliveries. The use of these vehicles eliminates the air pollution generated from the "cold start" plus the per mile benefit of replacing internal combustion engines with electric. NEV use is best supported in communities where land use and street patterns support trips of short distances.

The Whitewater River Parkway provides opportunities to increase connectivity to key destinations. NEV owners living in close proximity to the parkway (one mile or less) are likely to use the facility. Enhancements to the community, such as including NEVs as a mobility choice in local Circulation Elements, developing and implementing a route signage and way-finding plan, and allowing use of NEVs on bike lanes, could increase NEV use and increase the impact this mode can have in reducing vehicle miles traveled by vehicles using internal combustion.

For this study, a literature review of NEV planning and research documents was conducted to understand the expected dissemination of NEVs into the Coachella Valley and the potential of this vehicle type to reduce automobile trips.

Expected Fuel Economy

The California Energy Commission 2002 study (California Energy Commission, 2002) followed the use of NEVs in four California Communities, including Palm Springs. During the NEV Demonstration Program, quantitative data in the form of trip mileages and number of days/trips were collected by the host sites. To obtain a rough estimate of NEV "fuel economy", energy meters were placed at host sites. Mileage and associated charge data were generated by the participants, which allowed the calculation of an approximate NEV "fuel economy" of 0.223 kwh/mile. Average fuel economy for conventional vehicles based on the CAFÉ standard for passenger cars is 27.5 mpg.

NEV Usage Characteristics

Various published resources were reviewed to understand the characteristics of NEV travel. Although they closely resemble golf carts, which are represented in the National Household Travel Survey, they are not electable as a mode choice in and of themselves in the survey, so it is not possible to secure national data on their use for commuting or other types of trips. Consistent across the literature is the finding that more than 90% of all NEV trips are under five miles in length. NEVs have been reported to replace between 12% and 22% of the vehicle miles traveled by car. Due to range and speed constraints, they are unlikely to replace personal automobiles as a primary vehicle, but in the Coachella Valley golf cart culture, it is very probably that their growth will continue.

Table 11. NEV Research Summary

	South Bay Cities Council of Governments, NEVs in Mature Suburbs	Green Car Institute, Study of NEV Users in California	Vision Los Angeles (CAPCOA)	Lincoln Trans-portation Plan Review	Various Sources
Average Trip Length	1.13 (trip leg or segment) 5 miles, RT			4.5 miles	
Percentage of All Trips	22% of household VMT		12.7% (citing Lincoln) average 3500 miles per year/estimated VMT/HH		
Expected Market Penetration	60% of secondary vehicles – potential to completely replace second and third vehicles		.04 – 1 vehicles per HH (based on Lincoln City)		1.3 % of all vehicles sold between 1996 and 2010 (CARB); 25,000 of all US Vehicles in 2017 (Pike Research Group)
Percentage of household trips that otherwise would have been made by personal or company car		73.4%			
Percent of trips for journey to work	17%	10%			
Percentage of household trips less than 5 miles	99%	91%		96% (LT 6)	

Air Quality Benefits

NEVs operate using grid power, and generate 0 tailpipe emissions. Because of the wide range of emissions benefits to society, the City of Lincoln's NEV Transportation Plan argues that is it reasonable to claim that their grid power comes from hydroelectric or other environmentally benign sources, so the emissions costs of the household energy required to power the NEVs is not included in this analysis.

A Changing Regulatory Climate

The California Air Research Board (CARB) has developed the Advanced Clean Cars program to address air quality needs through mobile sources. The program combines the control of smog, soot causing pollutants, and greenhouse gas emissions into a package of requirements for model years 2015 through 2025. The Zero Emissions Vehicle EV program is a focus of this effort, requiring increased production of ZEVs and plug in hybrids during these model years.

CARB estimates that between 1996 and 2010, 28,800 NEV have been placed in California. This number represents 1.3% of overall vehicle replacement.[5] However, according to staff at CARB, this trend is unlikely to project into the future because of regulatory changes described below.[6]

CARB regulatory requirements for 2018 and subsequent years will increase the ZEV and plug in market to 15.4% of new sales by 2025. However, future credits for NEVs have been reduced and capped, in order to focus on the full function passenger cars. It can be expected that of the 1.5 million ZEVs (Fuel Cell, BEV and Plug-in) on the market in 2025, NEVs will play a much smaller role than today. Representatives from the Air Quality Management District confirmed that they are not using NEVs as part of a development of baseline vehicle use in the region and they have not being tracked by the organization. There is little evidence to support an assumption that past growth trends will be reflected in future growth. However, the changing regulations are expected to have little impact in the Coachella Valley, which has a golf car culture and some nearly ideal demographic, climatic and land use conditions. Therefore, unique market penetration estimates are developed for the area, due to its likely insensitivity to CARB regulations and incentives.

The Benefits of Separated Paths for NEV Users

An evaluation of Lincoln's NEV Transportation Plan study illustrated that although more than 80% of respondents perceive a separated path to be very safe, only 50% would be willing to travel out of

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5 Energy Commission Grant Prepares Coachella Valley for Electric Vehicles CARB Advanced Clean Cars Program, http://www.arb.ca.gov/msprog/clean_cars/acc%20summary-final.pdf
6 DriveClean.ca.gov, and personal communication on 5/3/2012, with Lisa Chiladakis: 916.327.2932

direction to drive on one.[7] NEV facilities that provide direct access to destinations equivalent to that of traditional automobiles, will be most successful. As a suitable alternative to SR-111, the Parkway is just such a facility. Therefore, it is estimated that 50% of the NEV future trip making in the travelshed of the Whitewater Trail will include use of the Parkway.

Market Penetration

Estimates of market penetration vary widely. Personal communication with local salespeople and NEV advocacy representatives indicate that approximately 1000 NEVs are in the area surrounding the Parkway (approximately 700-800 in Palm Desert and 200 in Palm Springs). The Parkway is considered to be an incentive to motivate sales into a range of 2,000 to 3,000 annually, with particular interest to tourists[8].

A review of available information, at the time of this report, provided the following understanding of NEV market penetration into the US and Coachella Valley markets:

- In 2011, 14,737 NEVs were sold in the United States. Pike Research Group estimates that by 2017, approximately 25,000 vehicles will be sold per year in the US, assuming a compound annual growth rate of 6.6% during this period[9]. It is not clear whether this estimate accounts for the decreasing role of NEVs in the marketplace as a result of changing clean air regulations.
- Opportunities that will support increasing penetration include rising gas prices, the aging population, and the increase in master planning for NEV use and community density.
- Local communities can increase penetration through supportive local policies and a strong NEV network, including on-street and off-street paths and wayfinding. Other effective local strategies include government incentives including parking, Class 2 bike lanes, consumer education, and NEV retailing.
- NEV market has the potential to completely replace the second and third vehicles in household use[10].

CVAG was recently awarded a planning grant to develop a regional readiness plan for Plug In Electric Vehicles, including NEVs. Task 3 of this work is to develop a projection of the size of the electric

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7 City of Lincoln and City of Rocklin (January 1, 2011) Joint Report to the California State Legislature, as required by Assembly Bill 2963, (Chapter 422, Section 1. Chapter 7, Neighborhood Electric Vehicle Transportation Plan Evaluation Ray Leftwich, P.E., Construction Manager, City of Lincoln,Justin Nartker, Public Works Operations Supervisor, City of Rocklin

8 All Custom Golf Carts, NEV dealer. Conversation 5/3/2012, Malcolm Gochioco: 760 340-1575.

9 Hurst, Wheelock (2011) Executive Summary: Neighborhood Electric Vehicles Low-Speed Electric Vehicles for Consumer and Fleet Markets: Demand Drivers and Barriers, Technology Issues, Key Industry Players and Market Forecasts. Accessed April 23, 2012

10 South Bay Council of Cities (July 2011) Neighborhood Electric Vehicles in Mature Suburbs Demonstration and Preliminary Evaluation. Walter Siembab and David MagarianAccessed Aprl 23, 2012.

vehicle market, including the long term market penetration anticipated subsequent to the anticipated rapid deployment beginning in 2014 and rising to 20% by 2020.

Travel and other potential benefits associated with NEV use (and foregone travel by other modes) is an area in need of future research (Lincoln City, 2008). However, local strategies and use of NEVs support a conclusion that NEV trip making will be increase in the immediate future.

Research Summary

For the purpose of estimating future VMT reduction benefits accruing to the Parkway based on the replacement of personal vehicles with NEVs, the following conclusions were drawn from the research available to date:

- With an estimated 1,000 NEVs in the Coachella Valley at present, current rate of ownership in the valley (by seasonal and year round residents) is 0.0047 NEVs/HH
- Ownership will increase over time to a rate of ownership similar to the City of Lincoln
- 95% of motor vehicle trips made in an NEV owning household within 1 mile of the trail will be replaced with an NEV.[11]
- 40% of NEV trips within 1 mile of the trail will utilize the facility.[12]
- Of the average 6 mile round trip[13] made by NEV, · of the trip will occur on the trail.[14]
- The average number of NEV trips per household is 3.89. (2003 Green Cities Study).

11 It is assumed that 95% of NEV trips replace motor vehicle trips based on current Coachella Valley mode split.
12 Because the Parkway is planned to provide access along a Northwest-to-Southeast corridor within the Coachella Valley, it will likely be the most convenient route for several kinds of trips.
13 South Bay Council of Cities (July 2011) Neighborhood Electric Vehicles in Mature Suburbs Demonstration and Preliminary Evaluation. Walter Siembab and David Magarian
14 Based on average trip length of NEVs nationally and average Coachella Valley vehicle trip length

Methodology – Estimating Baseline and Future (2035) NEV Trips by Trip Purpose and Trip Length

Based on the literature, NEV owning households that live within one mile of the trail are most likely to use it. However, not all NEV owning households are likely to live within this buffer. Therefore, NEV ownership is distributed evenly throughout the Coachella Valley area for both seasonal and long term residents. Assuming average current and future trip making distances from the Riverside County Forecast model, a current, conservative forecast that projects increasing of NEV ownership is used to estimate VMT and air pollution savings.

First, using existing NEV household ownership rates, ESRI ArcGIS is used to identify potential NEV trail users by distributing the NEVs within a 1 mile buffer from the proposed Parkway. Existing and future populations, corresponding with the phased construction, [15] are used to derive a NEV ownership growth curve that results in a future estimate of NEVs per household corresponding with the opening of each trail phase, to a rate of 0.039 vehicles per household by 2035.

Second, the number of trips that will use the Parkway is calculated. This is done through the following assumptions: 3.89 NEV trips are made per day per household; households that own an NEV and live within one mile of the Parkway will make 95% of the trips they would have made in a motor vehicle with their NEV[16]; and 40% of NEV trips made by households within 1 mile of the trail will be on the facility[17]

Third, trip making estimates are converted to vehicle miles saved using an average trip length of 6 miles round trip[18] and an assumption that · of each trip will occur on the trail. Using emissions factors identified in Table 3, the emissions benefits are calculated.

Results – Replacement of Vehicle Miles Traveled and Air Quality Benefits due to NEV Use of CV Link

Vehicle Miles Traveled Reduced by Construction Phase

Trips per year per mode are described below in sample years, representative of the second year after a new phase comes on line. New NEV activity is associated with activity on the new trail segments. In other words: 2017 reflects activity associated with the projects constructed in Project Years 4 & 5 (Tahquitz Creek to Bob Hope Drive, Tahquitz Creek Trail Connector Retrofit, Vista Chino to Tahquitz

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15 Using linear growth estimate.
16 Assuming 95% of NEV trips replace motor vehicles with an internal combustion engine based on current Coachella Valley mode split.
17 Because the Parkway is planned to provide access along a Northwest-to-Southeast corridor within the Coachella Valley, it will likely be the most convenient route for several kinds of trips. Based on conversations with staff.
18 Based on average trip length of NEVs nationally and average Coachella Valley vehicle trip length

Creek); 2020 reflects activity associated with the projects constructed in Project Years 6 & 7 (Aerial Tram to Vista Clinic and Monterey Ave to Washington Street); 2021 reflects activity associated with the projects constructed in Project Years 8 & 9 (Bob Hope Drive to Monterey Ave. and Golf Center Parkway to Avenue 56).

Table 12 shows a snapshot of annual savings, while Table 13 shows the cumulative benefits over the planning horizon ending in 2035.

Table 12: Annual Vehicle Miles Reduced by Construction Phase through Increased NEV Activity

	Construction			
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
NEV Trips				
Annual NEV Trips	122,690	550,993	1,181,542	2,772,163
Reduced Motor Vehicle Trips	116,555	523,443	1,122,465	2,633,555
Total Reduced Motor Vehicle Miles	349,666	1,570,329	3,367,396	7,900,664

Table 13: Cumulative Vehicle Miles Reduced Due to Increased NEV Activity Through 2035

	Construction			
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
NEV Trips				
Accumulated NEV Trips	122,690	1,178,944	2,478,346	30,154,282
Reduced Motor Vehicle Trips	116,555	1,119,997	2,354,428	28,646,568
Total Reduced Motor Vehicle Miles	349,666	3,359,992	7,063,285	85,939,704

Air Quality Benefits by Construction Phase

The estimates of new trip making due to the trail, are used to estimate the vehicle miles traveled saved and the resulting air quality savings. Table 14 shows a snapshot of annual air quality benefits, while Table 15 shows the accumulation of benefits over the planning horizon ending in 2035.

Table 14: Annual Air Quality Benefits Due to Increased NEV Activity

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
AIR QUALITY BENEFITS - NEVs				
Reduced Hydrocarbons (pounds)	1,049	10,080	7,407	16,902
Reduced Particulate Matter PM10 (pounds)	171	1,644	1,208	2,757
Reduced Particulate Matter PM2.5 (pounds)	39	378	278	633
Nitrous Oxides (pounds)	146	1,400	1,029	2,348
Carbon Monoxide (pounds)	1,576	15,141	11,125	25,388
Carbon Dioxide (pounds)	284,457	2,733,387	2,008,444	4,583,340

Table 15: Cumulative Air Quality Benefits
Due to Increased NEV Activity through 2035

Construction				
	Phase 1	Phase 2	Phase 3	
	2017	2020	2021	2035
AIR QUALITY BENEFITS - NEVs				
Reduced Hydrocarbons (pounds)	1,049	10,080	21,190	257,819
Reduced Particulate Matter PM10 (pounds)	171	1,644	3,457	42,061
Reduced Particulate Matter PM2.5 (pounds)	39	378	794	9,663
Nitrous Oxides (pounds)	146	1,400	2,943	35,809
Carbon Monoxide (pounds)	1,576	15,141	31,829	387,266
Carbon Dioxide (pounds)	284,457	2,733,387	5,746,053	69,912,809

Table 16: Sources for NEV Methodology

Factor	Factor Value	Use	Source
Estimate of 2012 NEV use/ownership in the Coachella Valley	1,000	Baseline ownership estimate	Malcolm Gochioco, Partner All Custom Golf Carts
Estimated household ownership of the Coachella Valley's NEV fleet in 2035 or estimated number of NEVs in use within 1 mile of the trail in 2035	0.039 NEV/Household	Used to understand growth rate and number of NEV's in use in 2035	Based on conservative estimate of NEV ownership and extrapolated over time to match city of Lincoln
Average distance of NEV trips	6 miles	Used to estimate calculate the VMT savings by trip type	Based on average trip length of NEVs nationally and average CV vehicle trip length
Proportion of NEV trips expected to replace motor vehicle trips	95%	Used to estimate trip replacement rate	It is assumed that 95% of NEV trips replace motor vehicle trips based on current CV mode split.

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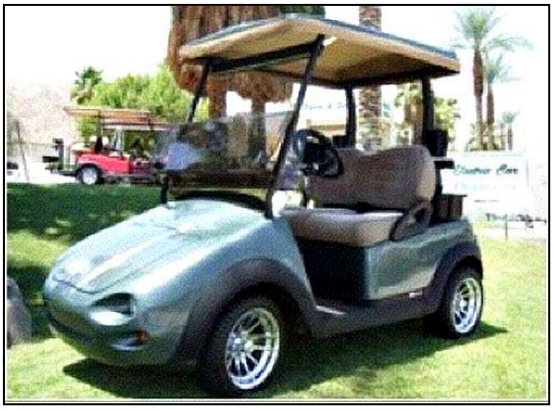
Economic Impact of The CV Link



<u>Final</u>

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Executive Summary

For years, the Coachella Valley's leaders have recognized the need for an alternative to the SR-111 to allow residents and visitors to move between their homes or hotels and the valley's wide range of retail, recreation and entertainment venues. The proposed CV Link would fill this need in a unique and powerful way. As designed, it would be an esthetically pleasing, very high quality, automobile-free corridor running 46 miles from Palm Springs to beyond Coachella, parallel to the SR-111. As the pathway would be grade separated from the intersecting streets, but allow entrance and egress to them, it would provide walkers, joggers, cyclists and owners of Neighborhood Electric Vehicles (*NEV*) with a beautiful, safe, and environmentally friendly way to improve air quality while traveling between the valley's various cities.

A wide variety of research supports the fact that, as proposed, the CV Link would represent a game changer for the valley's residents and its economy. Similar but less beautiful corridors are known to have dramatically increased tourist visitations and economic activity in other resort areas despite not being grade-separated. The CV Link is made for the kind of events that successfully lead to attendance by crowds of runners, cyclists, in-line skaters, NEV owners and solar powered vehicle enthusiasts. Heath advocates see the corridor providing them an environment for programs to counter inactivity and obesity, while encouraging local residents to lead far more active lifestyles. Those worried about safety recognize that over 80% of the valley's auto-cycling accidents and pedestrian fatalities have occurred within two miles of what would be a totally safe pathway. Home and business owners have been shown to see their property values rise because they were located near less dramatic pathways in other cities.

Economically, the cost-benefit analysis that follows shows that:

- For every $1.00 in public monies expended in building, maintaining and continually restoring the CV Link, this high quality facility would return an extraordinary **$18.29** in benefits to the Coachella Valley.
- That represents a ratio of **$1.00 v. $14.04** in discounted present value terms.
- Once the first phase of the CV Link is completed (*23 miles*), the $70,000,000 required to build the full 46 mile facility will already be matched by the first **1.52 years** of economic activity stimulated by the project. That will occur despite counting none of the economic benefits from the local construction activity set-off in building the facility.

These estimates are made under quite conservative estimates based upon the impacts that far less ambitious projects have had in other communities. To be specific:

- **Investment Costs** would total $80,414,600. These would include:
  - $70,000,000 to build the facility over 10 years.
  - $9,384,000 would be spent from 2017-2035 at $276,000 to $500,000 per year maintaining it in a highly esthetically pleasing level.
  - $1,030,000 in total would be spent refreshing the facility over the 14 years from 2022-2035 at $73,600 per year. The facility will thus be continuously restored to its high level of quality.

  Note: $68,540,794 would be the discounted present value of these expenditures using a 3% discount rate.

- **Job Benefits** would include:
    - 743 worker-years of construction and related jobs spread over the period of the corridor's development. This employment would be heaviest in the early years and thus help job hunting residents who are currently having difficulty because of the deep depression impacting the Coachella Valley's construction sector.
    - 690 permanent jobs associated with the increased visitor spending brought about from tourism and attendance at events.
    - Importantly, over 90% of these jobs would be in sectors that provide jobs to the modestly educated workers who are the dominant share of the Coachella Valley's adults aged 25-64. The data indicate that the vast majority of these potential workers would be Hispanic.
- **Economic Benefits** would total $1,470,389,921. Under the conservative assumptions detailed in the report, these would include:
    - Health. Reduce medical costs from reduced obesity benefits = $152,250,985
    - Events. Tourists coming for five types of annual events = $137,357,016
    - Safety. Reduce impact of pedestrian and cycling accidents $136,920,280
    - Tourism. Increase in cyclists drawn to stay in area hotels = $487,376,407

    Secondary Impact. Indirect & induced impact of events & tourism = $300,111,945

    - Residential Valuation. Impact on homes valuation within ½ mile =$103,409,166
    - Business Valuation. Impact on business valuation within ½ mile = $21,735,260
    - Gasoline Saving. Budget savings from avoiding gasoline purchases = $28,830,409
    - Construction. Money flowing to local firms & secondary impact = $102,396,452

    Note: $962,250,443 would be the discounted present value of these expenditures using a 3% discount rate.

    Note: To err on the conservative side, the benefit side of the analysis **omits** major potential benefits such as those associated with preventing traffic accidents other than along the SR-111 or from fewer diseases due to lowering emissions.

Cost-Benefit Summary

To judge whether creation of the CV Link makes economic sense, the costs and benefits of the project have been compared. These led to the conclusion that every **$1.00** spent on the cost of the project would return **$18.29** in benefit to the Coachella Valley economy. In discounted present value terms, the ratio would be $1 to **$14.04**.

Cost. In developing a cost-benefit analysis, the key considerations were the cost of building, maintaining and restoring the CV Link:

- The cost of developing the facility was estimated at $70,000,000.
- Annual maintenance and upkeep costs were estimated by using the 2009 Dangermond study at $500,000. As CV Link is not a typical trail but rather a key alternative transportation and tourism asset, it was assumed it would have to be maintained like the best city streets and parks. The short term maintenance costs per linear mile was estimated using a Dangermond factor of $12,000 per mile or $552,000 for the 46 mile corridor. That is somewhat higher than the actual costs today on similar facilities. It includes trash pick-up and routine maintenance.
- Most trail systems do not include a pavement management program where money is set aside and spent on repaving and capital scheduled improvements over time. These expenditures were estimated in this report at $8,000/mile and would be expended on a programmed basis every 5-10 years.

Exhibit 33.-Present Value of Construction, Maintenance, Reconditioning CV Link, 2012-2035

Year	Construction	Maintenance	Recondition	Total	Present Value
2012	$10,500,000			$10,500,000	$10,194,175
2013	$10,500,000			$10,500,000	$9,897,257
2014	$10,500,000			$10,500,000	$9,608,987
2015	$10,500,000			$10,500,000	$9,329,114
2016	$7,000,000			$7,000,000	$6,038,261
2017	$7,000,000	$276,000		$7,276,000	$6,093,535
2018	$5,250,000	$276,000		$5,526,000	$4,493,144
2019	$5,250,000	$276,000		$5,526,000	$4,362,275
2020	$1,750,000	$276,000		$2,026,000	$1,552,760
2021	$1,750,000	$552,000		$2,302,000	$1,712,904
2022		$552,000	$73,600	$625,600	$451,947
2023		$552,000	$73,600	$625,600	$438,783
2024		$552,000	$73,600	$625,600	$426,003
2025		$552,000	$73,600	$625,600	$413,595
2026		$552,000	$73,600	$625,600	$401,549
2027		$552,000	$73,600	$625,600	$389,853
2028		$552,000	$73,600	$625,600	$378,498
2029		$552,000	$73,600	$625,600	$367,474
2030		$552,000	$73,600	$625,600	$356,771
2031		$552,000	$73,600	$625,600	$346,380
2032		$552,000	$73,600	$625,600	$336,291
2033		$552,000	$73,600	$625,600	$326,496
2034		$552,000	$73,600	$625,600	$316,986
2035		$552,000	$73,600	$625,600	$307,754
Total	**$70,000,000**	**$9,384,000**	**$1,030,400**	**$80,414,400**	**$68,540,794**

Source: Assumptions described above

In 2012 dollars, these expenditures on the CV Link include:

- **Construction.** $70 million is assumed to be spent over a ten year period to develop the facility. It was assumed that this will be spent at rate of 15% during 2012 through 2015, 10% in 2016-217, 7.5% in 2018 through 2019 and 2.5% during 2020 through 2021.

- **Maintenance.** $12,000 per mile per year will be spent maintaining the facility, starting in 2017 when 23 miles was assumed to be open through 2020 before the second half is opened. That would cost $276,000 per year. The per mile expenditure will be affected by all 46 miles starting in 2021. That would cost $552,000 per year.

- **Restoration.** $8,000 per mile was assumed to be spent restoring the corridor as it begins to age. It is assumed that 20% of the length untaken each year (*9.2 miles*) starting in 2022 when the first segment is five years old. The cost per year would be $73,600.

Based upon these assumptions, a total of **$80,414,000** was calculated as being spent on building (*$70,000,000*), maintaining (*$9,384,000*) and restoring (*$1,030,400*) the CV Link from 2012 to 2035 (*Exhibit 34*). These figures do not include allowance for inflation.

A standard measure used in judging the importance today of expenditures in the future is their discounted present value. This asks the question "how much must be deposited today, at interest, to cover future estimated withdrawals?" Given the current state of interest rate markets, a 3% rate is assumed in this calculation. The conclusion:

- **$68,540,794** would have to be deposited today at 3% a year, and withdrawn according to the schedule of costs in Exhibit 34, to cover the cost of building, maintaining and restoring the CV Link.

Benefit. In this report, substantial potential benefits are documented that would be delivered to the Coachella Valley by the construction and use of the CV Link. The assumptions used to show these benefits through time include (*Exhibit 35*):

- **Public Health.** Three levels of success were reviewed in judging the potential impact of the use of the corridor to increase public health with 10%, 15% and 20% of the obese population being affected. Looking forward, it was assumed that once the CV Link is available in 2017, there will be a three year period to achieve a 10% success rate with an annual health cost reduction of $4,902,536 by 2019. It will take another three years to reach a 15% rate with an annual health care cost reduction of $7,353,804 by 2022. A third three year period will be needed to reach a 15% rate with an annual health care cost reduction of $9,805,072 by 2025. After 2035, this success level is assumed to be maintained. This pattern is used since a successful program is one that starts small but is able to continually build on its success. The full public health benefit, measured as reduction in medical costs, would total **$152,250,985** from 2017-2035.

- **Safety.** An important benefit of the CV Link would be to provide a safe corridor that is grade separate from all of the intersecting streets. This would allow walkers, joggers, cyclists and NEVs to move through the valley while avoiding accidents that might otherwise be expected to occur. It was estimated that with the corridor fully completed, an annual average of $8,298,320 in losses due to accidents would be avoided in the Coachella Valley, simply by avoiding accidents that would occur along the SR-111. To be conservative, the impact of reduced accidents on the numerous streets parallel and near to the CV Link were not considered. The benefit of accident reductions was reduced to 50% (*$4,149,160*) from 2017-2021 when 23 of the 46 miles of the pathway

would be available. The full benefit was used from 2022-2035. For the entire 2017-2035 period, the benefit would be **$136,922,280**.

- **Events.** The program of running, cycling, in-line skating, NEV and solar vehicle events was assumed to take three years including 2017-2019 to reach its estimated impact of $7,632,379 and remain there. That rapid pace is used given the conservative nature of the assumptions used to estimate the amount of money each event would bring to the Coachella Valley's economy. The full impact of the events from 2017-2035 would see the injection of **$137,357,016** in direct new spending.

- **Tourism.** With the CV Link built, maintained and continuously restored to act as a premiere attraction to the Coachella Valley's outside visitors, the potential impact was limited to the increase in tourism by cyclists. Focus on that group was used to be conservative, and because it has been the most researched form of corridor-based tourism. The impact was estimated assuming three levels of increase in overnight visitors: 0.5% (*pessimistic*), 1.0% (*cautions*); 1.5% (*cautiously optimistic*). It was assumed it would take three years to increase overnight visitor expenditure by the pessimistic gain of $15,725,201 a year by 2019. Another three years was assumed needed to increase those expenditures up to the cautious gain of $20,966,935 a year by 2022. A third three year period was assumed necessary to increase the impact up to the cautiously optimistic gain of $31,450,403 by 2025, where it would stay. The full impact of the increased tourism from 2017-2035 would see the injection of **$487,376,407** in direct new spending.

- **Secondary Impact of New Events & Visitors.** The modeling next looked at the fact that once an economy receives a direct injection of fresh external money, in this case through new events and increased tourism, that money is re-spent locally by the firms and workers receiving it. This creates a secondary tier of economic impact. The annual injections coming from these two types of increased activity would directly put a total of $624,733,423 into the Coachella Valley during the 2017-2035 period. Totaling the annual secondary impact of those funds, once they reach the valley's economy and moved through it, would increase output by another **$300,111,945** during this period.

- **Property Values.** Research is cited showing that when a corridor like the CV Link is within 10,000 feet of homes, there is an average of a 3.42% increase in their valuation. This factor was used but only applied to dwellings within 2,640 feet of the corridor. The first portion of the corridor to which this factor applied would add an anticipated $37,683,529 to residential values. It is assumed to build to that level from 2017-2019. The second portion of the corridor to which the factor applied is anticipated to add another $58,488,654 in residential valuation. It is assumed to build to that level from 2020-2022, bringing the total increase to $96,132,183 by 2022. The last small length would be added in 2023, and would add an anticipated $7,276,983 to residential valuation that year, bringing the total increase to **$103,409,166**.

  Given the anticipated gain in sales activity along the CV Link, it was estimated that **$21,735,260** in new business development would emerge along the corridor, a gain of 1.26% over the current non-residential valuation in related consumer related sectors. As

this will take time to develop, it was assumed in the modeling that this would occur over a ten year period from 2017 to 2026, with increased valuation of $2,173,526 per year.

- **Consumer Savings Associated With Improved Air Quality.** The availability of the CV Link would provide a means of improving air quality and providing an alternative to conventional vehicles for residents to move around the Coachella Valley. Detailed estimates of the VMT that would be saved were calculated allowing a year by year calculation of the reduced use of gasoline as people increasing moved around by walking, jogging, cycling and NEVs (*Exhibit 26*). Based upon the anticipated mileage of vehicles and future price of gasoline in uninflated 2012 dollars, the total savings to residents from 2017-2035 was calculated at **$28,830,409**.

- **Construction Activity.** Finally, the money spent to build the CV Link was anticipated to be grant funds and/or monies borrowed from the U.S. financial markets and repaid over time. In either case, the source of the money would be from outside the local economy and it would go to local contractors to build the facility. It would thus represent a $70,000,000 injection into the local economy. Using the annual construction pattern outlined in the "cost" section above, and allowing for secondary activity as the funds changed hands locally, these funds would ultimately increase direct (*$70,000,000*) and secondary (*$32,396452*) activity in the Coachella Valley by a total of **$102,396,452**.

Altogether, the Coachella Valley would see **$1,470,389,921** in benefits created by the **$80,414,000** spent to build, maintain and restore the CV Link. For each $1.00 in cost of the corridor, the gross impact would be **$18.29.** As with costs however, the convention is to ask the question "how much must be deposited today, at interest, to cover withdrawals equal to future annual estimated benefits?" Given the current state of interest rate markets, a 3% rate is assumed in this calculation. The conclusion:

- **$962,250,443** would have to be deposited today at 3% a year, and withdrawn according to the schedule of benefit creation in Exhibit 35, to cover the myriad of benefits associated with the CV Link.

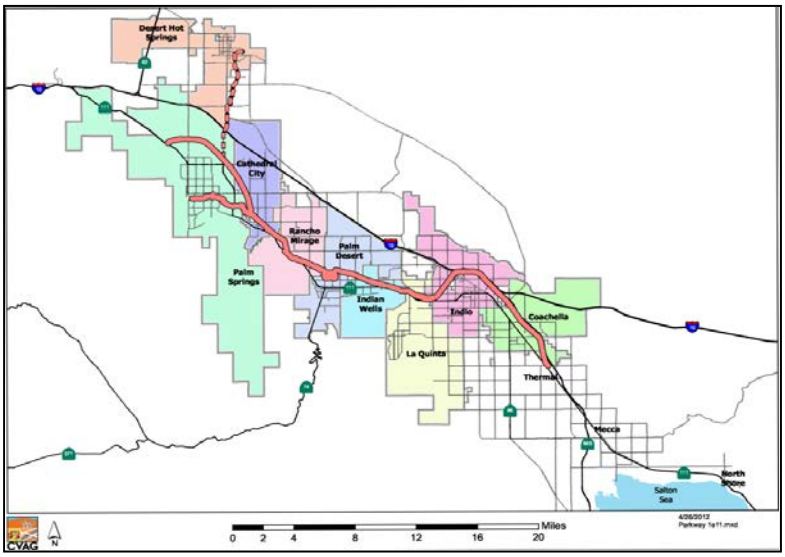
With the discounted present value of benefits estimated at **$962,250,443**, and the discounted present value of the costs of building, maintaining and restoring the corridor of **$68,540,794**, every **$1.00 of cost** is responsible for the creation of **$14.04 in benefit**.

Exhibit 34.-Economic Benefits of the CV Link, Coachella Valley, 2012-2035

Year	Public Health	Safety	Event	Tourism	Secondary	New Value: Residential	Business Facilities	Gasoline	Construction Impact	Total	Present Value
2012									$15,359,468	$15,359,468	$14,912,105
2013									$15,359,468	$15,359,468	$14,477,771
2014									$15,359,468	$15,359,468	$14,056,089
2015									$15,359,468	$15,359,468	$13,646,688
2016									$10,239,645	$10,239,645	$8,832,808
2017	$1,634,179	$4,149,160	$2,518,678	$5,189,316	$3,716,820	$12,435,565	$2,173,526	$195,176	$10,239,645	$42,252,065	$35,385,439
2018	$3,268,357	$4,149,160	$5,088,239	$10,483,468	$7,508,727	$12,812,400	$2,173,526	$441,474	$7,679,734	$53,605,085	$43,585,839
2019	$4,902,536	$4,149,160	$7,632,359	$15,725,201	$11,263,090	$12,435,565	$2,173,526	$445,764	$7,679,734	$66,406,935	$52,422,248
2020	$5,174,899	$4,149,160	$7,632,359	$17,454,973	$12,044,182	$19,288,056	$2,173,526	$450,096	$2,559,911	$70,927,162	$54,359,764
2021	$5,991,989	$4,149,160	$7,632,359	$19,219,691	$12,879,442	$19,872,542	$2,173,526	$1,415,980	$2,559,911	$75,894,599	$56,472,709
2022	$7,353,804	$8,298,320	$7,632,359	$20,966,935	$13,772,627	$19,288,056	$2,173,526	$1,762,234		$81,247,861	$58,695,184
2023	$7,626,167	$8,298,320	$7,632,359	$24,426,479	$15,275,656	$7,276,983	$2,173,526	$1,779,359		$74,488,850	$52,244,980
2024	$8,443,257	$8,298,320	$7,632,359	$27,955,914	$16,942,713		$2,173,526	$1,796,649		$73,242,738	$49,874,740
2025	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699		$2,173,526	$1,814,108		$79,965,487	$52,866,607
2026	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699		$2,173,526	$1,824,623		$79,976,002	$51,333,552
2027	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,835,199		$77,813,051	$48,490,521
2028	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,845,836		$77,823,689	$47,084,611
2029	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,856,534		$77,834,387	$45,719,499
2030	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,867,295		$77,845,148	$44,394,000
2031	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,878,118		$77,855,971	$43,106,963
2032	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,889,004		$77,866,857	$41,857,273
2033	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,899,953		$77,877,806	$40,643,843
2034	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,910,965		$77,888,818	$39,465,621
2035	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,922,041		$77,899,894	$38,321,586
Totals	**$152,250,985**	**$136,922,280**	**$137,357,016**	**$487,376,407**	**$300,111,945**	**$103,469,166**	**$21,735,260**	**$28,830,409**	**$102,396,452**	**$1,470,389,921**	**$962,250,443**

Economic Impact of The CV Link

A long time vision to build a alternative transportation corridor down the Whitewater River channel in the Coachella Valley could be realized with the commitment of air quality, transportation and public health related funds. Already, the Coachella Valley Association of Governments (*CVAG*) has committed $20 million towards the project and the Desert Health Care District has committed $10 million. These plus some smaller, but significant grants will be used to match proposed Sentinel mitigation funds from the South Coast Air Quality Management District (*AQMD*). The Sentinel funds come from AQMD rules and state legislative direction that allow for construction of power plants if their impacts are properly mitigated. In this case, the Sentinel power plant must pay a $53 million mitigation fee. That fee is proposed to be used for emission reductions in the Coachella Valley and the parkway is an eligible use of such funds. Specifically, this project would be a carefully designed, beautiful 46 mile clean energy pathway along the Whitewater River connecting the Coachella Valley's cities



It would include both paved and unpaved lanes providing facilities for electric and solar powered vehicles, cyclists, hikers, joggers, walkers, in-line skaters and long distance runners. Along the parkway would be electric charging stations, rest areas, entrance egress points to local shopping and entertainment venues, as well as links to golf and tennis facilities. Importantly, the parkway would be far more than a typical trail. Understanding the need to draw tourists, esthetics would be an important part of its design. The facility would be largely grade separated; with bridges over major roadways and undercrossing under arterial bridges. This would allow the CV Link to provide a safe, attractive, convenient and relatively unobstructed mode of travel through the heart of the Coachella Valley. In addition, the CV Link is clearly consistent with several goals set for the Coachella Valley's Blueprint Action Plan created after a massive year of community involvement and adopted by every major regional agency. To name quote just two statements, "Support key regional efforts to improve the Valley's air and water quality," and "make new outdoor recreation capacity (biking/walking/hiking paths)."[1]

The Need. Sentinel Power Plant will be sited in the Coachella Valley, a desert community of over 400,000 people somewhat remote from the balance of Southern California. Since the plant will be in the valley, a combination of equity, AQMD policy and the RFP require that the monies raised to offset its environmental impacts be spent within the area on a project that would aid its air quality, public health and economic well being. The CV Link would do so:

[1] Coachella Valley Blue Print, Quality of Place, adopted September 2009

- **Air Quality.** Today, most Coachella Valley residents move around the valley using motor vehicles. As a result, State Route 111 which connects the valley's cities is often heavily congested. While many residents have electric carts and/or bicycles, it is often relatively unsafe to move around the valley in them. Joggers and walkers often face the same challenges. The CV Link corridor would offer a focused and safe venue for walking, jogging or using pollution free vehicles. This would reduce Greenhouse Gas emissions in the area most affected by the power plant.

- **Family Budgets.** Since January 1, 2012, gasoline prices in California have averaged $4.05 for regular, $4.15 for mid-grade and $4.25 for premium. These prices are taking a healthy bite out of the budgets of retirees and families with modest incomes. Given the demographic composition for the Coachella Valley, this is an issue for its families and its economy. To the extent that the CV Link serves to provide people with alternatives to gasoline powered vehicles and convinces them to use them, it would reduce the burden of expensive gasoline on the budgets of area households. This would free expenditures for other uses with a positive economic impact on the local retail economy.

- **Public Health.** To a large extent, the Coachella Valley can be divided demographically between its growing base of retirees, many now baby boomers, and its young and growing Hispanic community. Unfortunately, a characteristic of the valley is the high degree of obesity in these groups. Among the 383,000 people 55 & above, the California Health Interview Survey (*CHIS*) found that 37.3% (*143,000*) were overweight and 21.4% (*82,000*) were obese. Among the 15,458 children tested in the 5th, 7th and 9th grades using the California Department of Education Fitnessgram, 35.3% were at high risk due to obesity. The Desert Healthcare District is therefore anxious to see the CV Link built so it can serve as a focus for major campaigns aimed at the fitness of both groups.

- **Safety.** An aspect of public health is the importance of having a grade separated corridor like the CV Link that can reduce the number of serious accidents involving pedestrians and cyclists. Importantly, CVAG has an extensive database of such incidents and is able to determine the number of pedestrian and bicycle accidents within easy walking or cycling distance of the corridor. Assuming walkers and cyclists this close to the facility would have used it instead of local busy streets and the crowded SR-111, these accidents could have been avoided. An important benefit of the CV Link is the avoidance of these incidents in the future.

- **Major Events.** As a tourist mecca, the Coachella Valley already has a wide variety of nationally recognized tourist events ranging from golf and tennis tournaments to film festivals and music concerts. Indian gaming has added casinos and their headliner shows to the list. Importantly, the list already includes the Tour de Palm Springs cycling event and the Palm Springs Half Marathon, Half Marathon Relay and 5K Run. The CV Link would allow these events to be connected to local hotels by a beautiful pathway and by Neighborhood Electric Vehicles (*NEV*). It would also allow the corridor to be used for an expanded list of long distance events such as added cycling and marathon gatherings, in-

line skating and electric cart races. Local and national data from events like these show their enormous economic impact. They would enhance the valley's reputation as a distinct tourist destination including one offering a wide range of healthy outdoor activities. It would also underscore the CV Link's focus as a way to increase public health by challenging local youth and adults to engage in more vigorous lifestyles.

- **Tourism.** Nationally, there is nothing like the CV Link. There are walking, cycling and hiking paths and trails but nothing that provides an outlet for these activities in a lovely setting while also providing a major venue for electric carts. Given the prevalence of these vehicles in the Coachella Valley, it is the one place where a path can be successfully developed and see these activities combined in a major way. The Desert Resort Communities Convention and Visitors Authority (*CVA*) and the Palm Springs Hospitality Association see enormous economic benefit for the Coachella Valley of integrating and highlighting the CV Link into their efforts to market and expand local tourism. This is particularly true since most of the valley's hotels, shopping and tourism venues are adjacent or near to the CV Link corridor, with touring-cart rentals becoming a key new offering. To the extent tourism is increased by adding the CV Link to the reasons for tourists to come to the Coachella Valley, the result would be higher levels of economic activity and job creation in the marketplace.

- **Resale Market for Retirement Homes.** As a long time retirement community, the Coachella Valley is starting to migrate from a previous generation of retirees whose primary focus was golf, to the new baby-boom generation more interested in more physical forms of activity during their retirement years. Companies like Club Mart have become specialists in advising senior-centric country clubs on how to reposition themselves for this transition. Health clubs, bike and jogging paths, swimming and tennis facilities are all part of the new mix. The CV Link offers a major tool for underscoring a new identity for the Coachella Valley aimed at these more active retirees. It would thus enhance the long term resale prospects for communities previously designed with more sedentary lifestyles in mind.

- **Underutilized Commercial Areas.** As the Coachella Valley has been a tourist and retiree center for decades, many of the communities along State Route 111 are totally built-out. With many of the area's commercial sites now quite old, they are in need of redevelopment. Local governments struggle with the economics of bringing this about, so any improvement will likely require private developers to be motivated to do so. The construction of the CV Link has the potential to inject new life into many of these areas as they are directly adjacent. With tourists and residents driving electric carts down the corridor, along with hikers, joggers, in-line skaters and cyclists, there will be a demand for new products and services for sites that learn how to cater to these users. This has been the experience in other communities where similar but less ambitious pathways have been built. This should cause some new construction activity and added assessed valuation along the corridor.

- **Construction.** Preliminary estimates for building the CV Link down the Whitewater River corridor put the cost at about $70 million. The proposed sources of this funding would come from a combination of an AQMD grant funded by the Sentinel Power Plant environmental offset monies plus the local sources discussed above. The cost is higher than for a typical "trail" project because to make the corridor an attractive alternative to the automobile, it must provide an esthetically pleasing, safe and relatively fast route between origins and destinations. In fact, many of the economic benefits anticipated from the CV Link are predicated on doing so. Among other features, the project thus has been designed so that the parkway goes under or over every street intersecting the Whitewater River. Also, frequent ingress and egress pathways are proposed to ease access to local bike lanes, neighborhood electric vehicle/golf cart lanes, residences, retailers and tourist venues. Given the forecast that the severe difficulties being experienced by the Coachella Valley's construction industry will continue for at least another three years, the construction work on this corridor would serve as a source of employment to a large number of workers who have been left unemployed in this important local sector.

Below, the economic impact of each of these various considerations are examined in some detail.

Public Health

Over the years, AQMD has always seen itself as a public health organization. Similarly, the Desert Healthcare District is concerned with the documented health issues facing the valley's population. In evaluating the proposed CV Link corridor in the Coachella Valley, the potential impact of having this facility available to serve as a key component in efforts to increase the health of the area's residents is a primary concern.

Two sets of data put the valley's public health difficulties in perspective. The first shows that 35.3% of the area's young people were rated as having high health risks due to obesity (*Exhibit 1*). Depending on the district, the share varies from 40.3% in the Coachella Valley Unified School District to 33.3% in the Desert Sands District.

Exhibit 1.-High Risk Students, Obesity, 2011

District	Tested	High Risk %	High Risk
Coachella	4,084	40.3%	1,644
Desert Sands	6,426	33.3%	2,138
Palm Springs	4,948	34.0%	1,680
Total	**15,458**	**35.3%**	**5,462**

Source: CA Department of Education FitnessGram

Second is the California Health Interview Survey, an on-going project by the UCLA Center for Health Policy Research. In Riverside County, it found that 21.6% of all adults were obese and 64.1% were either obese or overweight (*Exhibit 2*). With obesity correlating closely to such difficulties as heart disease, diabetes and hypertension, both these sets of data point to a public health crisis for the Coachella Valley and Riverside County.

Exhibit 2.-Body Mass Index, 18 & Older Riverside County, 2009		
	Estimated Number	**Share**
0 - 18.49 (Underweight)	34,000	2.3%
18.5 - 24.99 (Normal)	494,000	33.6%
25.0 - 29.99 (Overweight)	624,000	42.5%
30.0 or higher (Obese)	317,000	21.6%
TOTAL	**1,469,000**	**100.0%**
Over Weight or Obese	941,000	64.1%

Source: California Health Interview Survey, UCLA, 2009

Applying the obesity data to the 2010 population distribution in the Coachella Valley yields the following result (*Exhibit 3*):

Exhibit 3.-Estimated Number of Obese Residents Coachella Valley, 2010			
Age Group	**Population**	**Obesity Share**	**Obese**
5-17 Years Old	77,758	35.3%	27,476
18 & Up	320,468	21.6%	69,221
Total	**398,226**	**24.3%**	**96,697**

Sources: Population from 2010 Census, Obesity Shares from Exhibits 1 & 2

- Assuming the data from grades 5th to 9th apply to the population from aged 5 (*first grade*) to 17 (*high school*), there are an estimated 27,476 young people who were obese.
- Assuming the data for adults 18 & Up apply to the balance of the population, there would be 69,221 adults who are obese.
- That means that almost one in four residents (*96,697; 24.3%*) of the Coachella Valley falls in the obese category and is at risk for the related health issues.

Also, health care researchers are unanimous in their view that increased exercise can decrease the incidents of disease in people regardless of their weight condition. For instance, research conducted on 45,520 Medicare retirees in 2005 found that *moderately active* retirees had:[2]

- $1,456 lower health care costs among normal weight people
- $1,731 lower health care costs among overweight people
- $1,177 lower health care costs among obese people

Looking at the population 15 years and older, another study in 2000 found that the average annual medical costs for those who were regularly physically activity were $1,019 compared

[2] BMI, Physical Activity and Health Care Utilization Costs Among Medicare Retirees, Feifei Wang, Tim Mc Donald, Bonnier Reffitt and Dee W. Edington, Health Management Research Center, University of Michigan

with $1,349 for those who report being inactive, a $330 per year difference.[3] Adjusting these figures for the 53.6% increase in the health care component of the U.S. Consumer Price Index, the difference is between $1,565 and $2,072 or **$507**. These figures are lower since the younger portions of the adult population were included.

Given these facts, a key strategy for the Desert Healthcare District is to undertake programs designed to increase the Coachella Valley's population to become more active. Here, the CV Link would become central to their efforts. As this facility would be separated from traffic and run through the entire valley, it would provide a safe environment for people to walk, cycle, jog and skate. Here, a Georgia study found that "43 percent of people with safe places to walk within ten minutes of home met recommended activity levels, while just 27 percent of those without safe places to walk were active enough."[4] Yet another study found that "approximately 25% of the trail users became regular exercisers (*three or more times a week*) as a result of the development of the [new] trail."[5] Additionally, an important study of urban trails like the CV Link, that run through neighborhoods in Omaha Nebraska, found that "85% of surveyed households had a member use their local trail daily or weekly."[6] This varied from 36.6% in older neighborhoods to 89.4% in newer more upscale areas. Of those using the trails, the frequency included:

- Walking (*90.6%*)
- Bicycling (*54.3%*)
- Jogging (*24.4%*)
- Skating, Roller Blading (*22.8%*)
- Strolling Children (*4.7%*)

Results such as these provide optimism that focused strategies, based around a premiere trail along the lines of the CV Link, could serve to allow the Desert Healthcare District to impact the problems of obesity and inactivity in the Coachella Valley. Assuming three levels of success from a public health initiative aimed at the obese population, the following would be the medical cost savings in the valley (*Exhibit 4*):

Exhibit 4.-Health Care Cost Savings, Public Health Outreach Using CV Link

Success Level	Obese Population	Success Rate	Number Impact	Annual Savings	Annual Total Savings
Modest	96,697	10.0%	9,670	**$507**	$4,902,536
Good	96,697	15.0%	14,505	**$507**	$7,353,804
Very Good	96,697	20.0%	19,339	**$507**	$9,805,072

Sources: Exhibit 3 for population,

[3] Higher Direct Medical Costs Related to Physical Inactivity, Michael Pratt, Caroline Macera, Guijing Wang, The Physician And Sports Medicine, October 2000

[4] Places to walk: convenience and regular physical activity, Powell, K.E., Martin, L., Chowdhury, P.P,. American Journal of Public Health, 2003

[5] Use of a Community Trail Among New and Habitual Exercisers: A Preliminary Assessment, Paul M. Gordon, PhD, MPH, Samuel J. Zizzi, EdD, and Jeff Pauline, EdD (*Monongalia County, West Virginia*)

[6] Omaha Recreation Trails, Their Effect on Property Values and Public Safety, Donald Greer, University of Omaha, 2000, P. 8

- 10% success equals 9,670 obese people using CV Link saving $4.9 million a year
- 15% success equals 14,505 obese people using CV Link saving $7.4 million a year
- 20% success equals 19,339 obese people using CV Link saving $9.8 million a year
- Note: These types of trips also underscore the potential health benefits of the CV Link as its use for walking and cycling contributes to user health lowering medical costs.[7]

Safety

As indicated, safety is an another type of public health concern. Here, the reason the Coachella Valley's Blueprint Action Plan wants facilities like the CV Link developed is to give residents the opportunity to walk, jog, cycle and/or use their NEVs in a totally safe environment grade separated from vehicular traffic. CVAG has tracked accidents involving walkers, joggers and cyclists over time. An analysis was undertaken of the future benefit of avoiding only those walking and cycling accidents that would be expected to occur near the CV Link along the heavily used SR-111. These include an anticipated 94 incidents:

- Fatalities 11
- Severe Injuries 21
- Other Visible Injuries 23
- Complaints of Pain 30
- Property Damage Only 9

On an annual basis, the benefit was estimated at $8,298,320.[8] This approach is quite conservative as it does not account for the CV Link's potential to allow the avoidance of collisions on other nearby busy roadways and major east-west streets that generally parallel the corridor.

From 2017-2021, a benefit of 50% of the $8,298,320 was annually used since only 23 miles of 46 mile CV Link would be open. From 2022-2035, the full annual benefit was applied. For the entire 2017-2035 period, the total safety benefit would be **$136,922,280**.

Major Events

Tourist centers like the Coachella Valley have always held major events to both bolster their economies and draw attention to their unique offerings. Usually, they have been spectator sports. Increasingly, however, amateur athletes have flocked to events in which they can participate. Here, the CV Link is ready made to host such events. In 2012, for instance, there are major events and series suited for the location:

[7] Costs and Benefits of Bicycling Investments in Portland, Oregon, Thomas Gotschi, , Journal of Physical Activity and Health, 2011

[8] Benefit Cost Analysis Of CV Link As A Safety Improvement, Drusilla van Hengel, Ph.D., Alta Planning + Design, May 2012

- **Marathon and Half Marathon Races.** Rock & Roll Half Marathon Series now puts on events in 28 cities each year. A local favorite is the Palm Springs Half Marathon and 5K Run which saw 1,800 runners complete their events.
- **Bicycle Races.** There are hundreds of bicycle races each year for both professionals and amateur participants. Locally, the Tour de Palm Springs 55 and 100 mile bicycle races drew 9,136 riders in 2012 for races from five miles to 100 miles.
- **In-Line Skating.** Skating Events Network by Roller Blade including 26.2 mile marathons, shorter 10k events, 87 mile ultra skates, 24 hour relay races.
- **NEV, Golf Carts.** With the growing emergence of electric vehicles, a host of events for them are occurring across the country. For example, the 2nd International Collegiate evGrandPrix was just held at Purdue University. In Silicon Valley, the 39th annual electric car rally was held last September. Locally, the 48th annual Palm Desert Golf Cart Parade was held in October.
- **Solar Rally.** The recent focus on solar energy has highlighted the Winston Solar Car Challenge with teams from 65 schools in 20 states participating. This event has been going on since 1993.

Development of the CV Link would allow the Coachella Valley to expand its menu of events like these, with their effect on tourism from participants, family and spectators. To estimate the economic impact of such events, the following assumptions are made:

- One additional half marathon or marathon will occur with attendance equal to 75% of the Big Sur race of 4,000. The higher number is assigned due to the availability of the CV Link. The analysis assumes the same number of Coachella Valley participants and applies the same hometown breakdown found in the Palm Springs race to the higher number of non-valley runners.
- One additional Bicycle Race will occur with attendance just above the 2012 Tour de Palm Springs.
- An In-Line Skating event will take place with 300 participants with the same profile as those attending the Palm Springs Marathon. The number is based upon attendance at similar races across the U.S.
- One NEV/Cart event will occur with 50 four person teams attending with their vehicles. This will take place the weekend of the Palm Desert Golf Cart Parade.
- A solar car event for California colleges will be developed with 30 teams including professors, families and friends.

Marathon, Half-Marathon. In reviewing the data from the Palm Springs Half Marathon. it was possible to determine the hometowns of 1,069 half marathon finishers. Of these, 220 were residents of the Coachella Valley and 849 were from elsewhere and making at least a day trip to it. This led to assumptions about the likelihood outside runners would remain in the Coachella

Valley at least one night. These assumptions were based upon the distance from the valley of the hometowns of these 849 runners.

With the CV Link available, and based on similar events around the U.S., it is assumed a second much larger event will be possible in the future. The number of entrants is estimated at 75% of those who finished the Big Sur half-marathon run in 2011 or 3,000. If the same 220 are local runners, the other 2,780 were distributed according to the shares of outside runners from the various hometowns identified in the Palm Springs event. The shares of those assumed to stay overnight in the valley were 50% for the Inland Empire, 95% for Southern California, and 100% for those from farther away. These assumptions were made based upon the vigor of the race and the distance to their homes. It reduced the number of overnight stays to 2,355.

Some portion of these 2,355 runners will stay with friends or family in the Coachella Valley. Also, many of the people from other states and Canada have second homes in the valley. That reduces the hotel room stays to 2,053. Room rentals are assumed for an average stay of 2.51 nights or a total of 5,153 room nights. That estimate was made based upon the economic impact study for a similar event analyzed by the San Diego State University.[9] According to the Palm Springs Desert Resort Communities Convention and Visitors Authority (CVA), in March 2011 the Coachella Valley's average room rate in the was $149. Using that rate, the room revenue from the event would be an estimated **$767,750** per year.

Exhibit 5.-Rental Room Impact, One-Half Marathon Race

Hometown	Non-CV	Runners	Over-Night		Hotel Room		Room Nights		Hotel Revenue	
Coachella Valley		220	0.0%	0						$0
Inland Empire	26.9%	747	50.0%	373	95.0%	355	2.51	890	$149	$132,625
So. California	37.0%	1,028	95.0%	977	95.0%	928	2.51	2,329	$149	$347,036
Rest of California	11.3%	314	100.0%	314	95.0%	299	2.51	750	$149	$111,684
Other States	18.4%	511	100.0%	511	80.0%	409	2.51	1,026	$149	$152,831
Canada	6.5%	180	100.0%	180	35.0%	63	2.51	158	$149	$23,574
Totals	**100.0%**	**3,000**		**2,355**		**2,053**		**5,153**		**$767,750**

Sources: Non-Coachella Valley residents from Palm Springs Race; Total Racers at 75% of Big Sur; CVA for average room revenue in March 2011, overnight and room rental percentages from Economics & Politics, Inc.; number of nights from San Diego State Economic Impact Report, Scott Minto, Director, Sports, MBA Program, San Diego State University.

In addition, runners and their families from outside of the Coachella Valley inject funds into its economy as they purchase items on their visits. Here, the California Tourism Industry provides

[9] 2011 Rock 'n' Roll Savannah Marathon and ½ Marathon

detailed information by type of trip to Palm Springs (*Exhibit 6*). Three trip types are relevant to runners participating in events in the Coachella Valley. Most will stay overnight in hotels, some will stay in private homes, others will visit only for the day. The average expenditure pattern for each shows hotel visitors spending $588.00 per trip on non-hotel expenses for each runner. The spending average is $462.10 for those staying in private homes and $162.10 for those making day trips. The total would be **$1,415,685** or an average of $509.24 for the 2,780 outside runners.

Exhibit 6.-One-Half Marathon Runner Expenditures, Non-Room Rental, 2010

Item	Hotel	Private Home	Day Trip	Total
Transportation (excl. parking/tolls)	$21.90	$11.30	$9.50	
Other-Total dollar amount spent	$124.50	$48.60	$5.20	
Gasoline	$67.10	$74.30	$38.00	
Parking/Tolls-Total dollar amount spent	$2.60	$2.00	$0.10	
Food/Beverage/Dining, excluding groceries	$150.50	$128.70	$36.40	
Groceries	$38.60	$34.50	$1.90	
Entertainment, excluding gaming/Admissions	$30.30	$23.30	$6.40	
Casino / Gaming	$62.30	$42.80	$37.20	
Shopping/Gifts/Souvenirs	$70.50	$78.50	$27.40	
Amenities (golf fees, spa, health club, etc.)	$19.70	$18.10	$0.00	
Total trip expenditures	$588.00	$462.10	$162.10	**$509.24**
Runners & Families	2,053	302	425	2,780
Total	**$1,207,082**	**$139,759**	**$68,843**	**$1,415,685**

Source: Average Expenditure in Palm Springs, by Household per Trip Source, 2010 Domestic Travel to California, TNS Travels America for CA Tourism Industry 2010, provided by Visit California

Totaling hotel expenditures (*$767,750*) with other trip expenditures for the various types of runners and their families and friends (*$1,415,685*), the total direct impact of a second one-half marathon would be **$2,183,434** per year.

Cycling Race. The Tour de Palm Springs had 9,136 riders in 2012. With the availability of the CV Link, it is assumed this would go to 10,000 riders in the future (*Exhibit 7*). To analyze the race, the following is done:

Exhibit 7.-Rental Room Impact, Cycling Race

	5 Miles	10 Miles	25 Miles	55 Miles	100 Miles	Total
Share of Riders	1.7%	8.4%	19.0%	30.5%	40.2%	**100.0%**
Riders	174	844	1,903	3,055	4,024	**10,000**
Overnight	10.0%	15.0%	30.0%	45.0%	45.0%	**39.0%**
Overnight	17	127	571	1,375	1,811	**3,900**
Days	1.00	1.50	2.00	2.60	2.60	**2.47**
Hotel Nights	17	190	1,142	3,574	4,708	**9,631**
Average Room Rate	$149	$149	$149	$149	$149	**$149**
Hotel Revenue	**$2,593**	**$28,292**	**$170,169**	**$532,569**	**$701,442**	**$1,435,065**

Source: 2012 Tour de Palm Springs analysis, CVA room rate March 2011, Economics & Politics, Inc. assumptions

- The share of riders by distance is the same as that for the 2012 Tour de Palm Springs.

- The 45% share of 55 and 100 mile riders staying overnight is based on the Tour de Palm Springs's analysis.
- The smaller shares of overnight stays by riders going five (*10%*), ten (*15%*) and 25 (*30%*) mile distances were assumed as their physical commitments to the event were less.
- The 2.60 nights applicable to 55 mile racers from the Tour de Palm Springs in 2012 was also assumed for the 100 mile race. The 1.4 average for that event in 2012 was down from 2.63 in 2011 and appeared to be an abnormality.

Exhibit 8.-Cyclist Expenditures, Non-Room Rental, 2010

Expenditure	Hotel	Private Home	Day Trip	Local	Totals
Riders	10,000	10,000	10,000	10,000	10,000
Share Coming To Coachella Valley	39.0%	14.0%	32.0%	14.0%	100.0%
Visiting Riders	**3,900**	**1,500**	**3,200**	**0**	**8,600**
Transportation (excl. parking/tolls)	$21.90	$11.30	$9.50	$0	
Other-Total dollar amount spent	$124.50	$48.60	$5.20	$0	
Gasoline	$67.10	$74.30	$38.00	$0	
Parking/Tolls-Total dollar amount spent	$2.60	$2.00	$0.10	$0	
Food/Beverage/Dining, excluding groceries	$150.50	$128.70	$36.40	$0	
Groceries	$38.60	$34.50	$1.90	$0	
Entertainment, excluding gaming/Admissions	$30.30	$23.30	$6.40	$0	
Casino / Gaming	$62.30	$42.80	$37.20	$0	
Shopping/Gifts/Souvenirs	$70.50	$78.50	$27.40	$0	
Amenities (golf fees, spa, health club, etc.)	$19.70	$18.10	$0.00	$0	
Total trip expenditures	**$588.00**	**$462.10**	**$162.10**	**$0**	**$407.57**
Total Spending (Non-Hotel)	**$2,293,432**	**$693,150**	**$518,720**	**$0.00**	**$3,505,302**

Source: Average Expenditure in Palm Springs, by Household per Trip Source, 2010 Domestic Travel to California, TNS Travels America for CA Tourism Industry 2010, Tour de Palm Springs Analysis, assumptions by Economics & Politics, Inc.

- The short overnight periods for the five (*1.00*), ten (*1.50*) and 25 (*2.00*) mile distances were again assumed as the riders commitment to the event appeared to be less.
- The average room rate of $149 is the average room rate from the CVA for March 2011

Based upon these assumptions, a second major bicycle race would involve 10,000 riders with 3,900 renting hotel rooms for an average of 2.47 nights, just below the average for one-half marathon runners (*2.51*). That would represent 9,631 hotel room nights at the average room rate of $149 or **$1,435,065** in annual hotel revenue.

To estimate non-hotel spending by outside cyclists coming to the Coachella Valley, the following was done (*Exhibit 8*):

- 39% or 3,900 were assumed to stay overnight in hotels, the average from Exhibit 7.
- 11% of the 55 and 100 miles Tour de Palm Springs riders indicated they were staying in non-hotels. They were classified as similar to people staying in private homes for the sake of this analysis.
- 27% of the 55 and 100 miles Tour de Palm Springs riders indicated did not stay over were classified as day tourists for this analysis.
- 17% of the 55 and 100 miles Tour de Palm Springs riders indicated they stayed with friends, family or their own homes. These were classified as 14% locals with 3% added to the private homes group above. This assumption still left 1,400 local riders.
- The 6% difference between the 45% of 55 and 100 mile riders staying overnight and the 39% average for all riders in the Tour de Palm Springs was also split. 1% was added to those staying in private homes and 5% to those classified as day trip riders. This was done on the assumption that those with shorter rides were most likely coming to the valley for the ride from elsewhere in the Inland Empire or Southern California.

Using this process results in 3,900 riders staying in hotels (*39%*), 1,500 staying in the equivalent of private homes or other non-hotel situations (*14%*) and 3,200 day trippers (*32%*), with 1,400 local riders (*14%*). Using the CA Tourism Industry figures for expenditures by hotel, home and day trip tourists visiting Palm Springs, the result is non-hotel spending in the Coachella Valley of **$3,505,302** or $407.57 for each of the 8,600 outside riders. That was less than the $509.24 average for one-half marathon runners due to the smaller share of people staying in hotels.

Adding the hotel impact (*$1,435,065*) to the other spending (*$3,505,302*) yields an impact of a second bicycle race of **$4,940,367** per year.

In-Line Skating. A relatively new sport is marathon and one-half marathon races for in-line skaters. Here, the CV Link offers a perfect venue for it. Similar races have drawn from 300 to 3,000 participants in places like New York, Chicago, Houston, Napa and Duluth. Here, it is assumed that a race with 300 participants would be held annually. That was the number for the Napa event.

As the physicality of long distance in-line skating is similar to that of one-half marathon running, it is implicitly assumed that the participants in the sport are similar types of athletes.

Exhibit 9.-Rental Room Impact, In-Line Skating Race										
Hometown	**Non-CV**	**Skaters**	**Over-Night**		**Hotel Room**		**Room Nights**		**Hotel Revenue**	
Coachella Valley		22	0.0%	0						
Inland Empire	26.9%	75	50.0%	37	95.0%	35	2.51	89	$149	$13,263
So. California	37.0%	103	95.0%	98	95.0%	93	2.51	233	$149	$34,704
Rest of California	11.3%	31	100.0%	31	95.0%	30	2.51	75	$149	$11,168
Other States	18.4%	51	100.0%	51	80.0%	41	2.51	103	$149	$15,283
Canada	6.5%	18	100.0%	18	35.0%	6	2.51	16	$149	$2,357
Totals	**100.0%**	**300**		**236**		**205**		**515**		**$76,775**

Sources: Results based upon the factors used in Exhibit 5 with the one-half marathon

The pattern used to analyze who would attend the event, their propensity to stay overnight and act as tourists in the Coachella Valley is thus the same as that used for the one-half marathon event (*Exhibit 9*):

- The pattern of non-Coachella Valley residents represents 90% of the participants.
- The farther they live from the Coachella Valley, the greater their likelihood to stay in the valley overnight.
- Their average stay is assumed to be 2.51 days, as it was with one-half marathon racers.
- The average room rate of $149 from the CVA is assumed for them.

This event along the CV Link would yield **$76,775** in annual room revenue.

Exhibit 10.-In-Line Skater Expenditures, Non-Room Rental, 2010				
Item	**Hotel**	**Private Home**	**Day Trip**	**Total**
Transportation (excl. parking/tolls)	$21.90	$11.30	$9.50	
Other-Total dollar amount spent	$124.50	$48.60	$5.20	
Gasoline	$67.10	$74.30	$38.00	
Parking/Tolls-Total dollar amount spent	$2.60	$2.00	$0.10	
Food/Beverage/Dining, excluding groceries	$150.50	$128.70	$36.40	
Groceries	$38.60	$34.50	$1.90	
Entertainment, excluding gaming/Admissions	$30.30	$23.30	$6.40	
Casino / Gaming	$62.30	$42.80	$37.20	
Shopping/Gifts/Souvenirs	$70.50	$78.50	$27.40	
Amenities (golf fees, spa, health club, etc.)	$19.70	$18.10	$0.00	
Total trip expenditures	**$588.00**	**$462.10**	**$162.10**	**$509.24**
In-Line Skaters, Families and Friends	205	30	42	278
Total	**$120,708**	**$13,976**	**$6,884**	**$141,568**

Source: Average Expenditure in Palm Springs, by Household per Trip Source, 2010 Domestic Travel to California, TNS Travels America for CA Tourism Industry 2010, provided by Visit California

To determine the non-hotel room rental level for in-line skaters, the California Tourism Industry tourist spending patterns for Palm Springs visitors were used with the following procedures (*Exhibit 10*):

- Skaters and their group staying in a hotel room (*205*) were previously estimated in Exhibit 9.
- Those staying in private homes (*30*) were the difference between people staying overnight and those staying in hotels.
- Skaters making day trips were the difference between total skaters and those in these two groups (*42*).
- These figures were multiplied by the budgets for tourists in these respective categories.

In-line skaters would be responsible for **$141,568** per year in non-hotel tourist spending in the Coachella Valley. Added to the $76,775 in annual room revenue from this event, the direct impact of an in-line event would be **$218,343**.

NEV/Cart Event. Given the growing interest in electric vehicles and the large number of Coachella Valley residents with NEV's or electric golf carts, it would be natural for the valley to become a center for events related to them. In a sense, this has already happened with the Palm Desert Golf Cart Parade due to have its 50th year celebration in 2014. In 2010, the Coachella Valley Electric Vehicle Collaborative was formed and kicked off its efforts with an Electric Vehicle Valley Rally that began in both Palm Springs and Coachella and ended near the middle in Palm Desert. A major "goal of the Collaborative is to establish Valley wide Electric Vehicle transportation and recharge corridors as well as encourage relevant, sustainable planning in the built environment in anticipation of the increased future use of Electric Vehicles in the Coachella Valley."[10]

Given the focus on electric vehicles in the Coachella Valley and the importance of the CV Link to this effort, it is assumed that an annual event will be held with a focus on electric carts at the same time as the annual the Palm Desert Golf Cart Parade. The University of California Riverside (*UCR*) School of Engineering and Cal Poly Pomona would be sponsors. The structure is to be determined, but it is assumed to begin with 50 electric cart teams and exhibitors that will drive the length of the CV Link corridor. The 3-day event would start with 200 participants, including college designers, manufacturers representatives and industry press. Together with friends and family, each is assumed to have one room. The hotel revenue generated would include **$89,400** (*Exhibit 11*).

[10] Mission Statement of the Coachella Valley Electric Vehicle Collaborative, established July 30, 2010

Exhibit 11.-EV Event Hotel Spending, Starting Size	
Participants	200
Hotel Rooms Each	1.0
Total Rooms	200
Room Nights Each	3.0
Total Room Nights	600
Average Room Rate	$149
Hotel Revenue	**$89,400**

Source: Assumptions from Economics & Politics, Inc., CVA for room rate

Using the tourist spending from research for the California Tourism Industry, the direct spending in the Coachella Valley of people associated with 200 participants would be **$117,600** (*Exhibit 12*). Combined, the initial event would generate **$207,000**.

Exhibit 12.-EV Event, Non-Hotel Spending	
Transportation (excl. parking/tolls)	$21.90
Other-Total dollar amount spent	$124.50
Gasoline	$67.10
Parking/Tolls-Total dollar amount spent	$2.60
Food/Beverage/Dining, excluding groceries	$150.50
Groceries	$38.60
Entertainment, excluding gaming/Admissions	$30.30
Casino / Gaming	$62.30
Shopping/Gifts/Souvenirs	$70.50
Amenities (golf fees, spa, health club)	$19.70
Total trip expenditures	**$588.00**
EV Groups	200
Total	**$117,600**

Source: Average Expenditure in Palm Springs, by Household per Trip Source, 2010 Domestic Travel to California, TNS Travels America for CA Tourism Industry 2010, from Visit California

Solar Vehicle Event. To bring added attention to the solar industry in the Coachella Valley and underscore the industry's importance to the region, the CV Link would be an ideal location for an event featuring solar vehicles. Here again, the UCR School of Engineering and Cal Poly Pomona would be participants. Sponsorships would be sought from the wide array of solar power companies that have made Riverside County a center for their facilities. The idea would be to create a California competition aimed at solar vehicles for entrepreneurs and college students. It is assumed that the event will draw 30 teams from across the state. That is less than half the number involved in the Texas event.

It is assumed the 3-day event will start with 120 participants, including students, faculty and solar industry people. With some people doubling up, it is assumed that 2/3rds of that number or 80 rooms are taken. The hotel revenue generated would include **$35,939** (*Exhibit 13*). Using the tourist spending from research for the California Tourism Industry, the direct spending in the Coachella Valley of people associated with 80 participant groups would be **$47,275** (*Exhibit 12*). Together, the initial event would generate **$83,214**.

Exhibit 13.-Solar Vehicle Event, Starting Size	
Participants	120
Hotel Rooms Each	.67
Total Rooms	80
Room Nights Each	3.0
Total Room Nights	240
Average Room Rate	$149
Hotel Revenue	**$35,939**

Source: Assumptions from Economics & Politics, Inc., CVA for room rate

Note: The Coachella Valley is very experienced at creating valley-wide events like the Palm Desert golf cart parade. There is no reason it could not create a similar solar vehicle event in conjunction with the gathering proposed here.

Exhibit 14.-Solar Vehicle Event, Non-Hotel Spending	
Transportation (excl. parking/tolls)	$21.90
Other-Total dollar amount spent	$124.50
Gasoline	$67.10
Parking/Tolls-Total dollar amount spent	$2.60
Food/Beverage/Dining, excluding groceries	$150.50
Groceries	$38.60
Entertainment, excluding gaming/Admissions	$30.30
Casino / Gaming	$62.30
Shopping/Gifts/Souvenirs	$70.50
Amenities (golf fees, spa, health club)	$19.70
Total trip expenditures	**$588.00**
Solar Vehicle Groups	80
Total	**$47,275**

Source: Average Expenditure in Palm Springs, by Household per Trip Source, 2010
Domestic Travel to California, TNS Travels America for CA Tourism Industry 2010

Total Direct Impact. The total direct impact of the five events outlined above on the Coachella Valley economy would be **$7.6 million a year**. This would include **$2.4 million** in hotel sector impacts and **$5.2 million** in other spending reaching the valley's various sectors (*Exhibit 15*).

Exhibit 15.-Total Annual Event Impact

Event	Hotel	Other Spending	Total
One-Half Marathon	$767,750	$1,415,685	$2,183,434
Cycling Races	$1,435,065	$3,505,302	$4,940,367
In-Line Skating	$76,775	$141,568	$218,343
EV Event	$89,400	$117,600	$207,000
Solar Vehicle Event	$35,939	$47,275	$83,214
Totals	**$2,404,929**	**$5,227,430**	**$7,632,359**

Sources: Exhibits 5-14 above

Tourism

Direct Impact. To a large extent, the spark that has driven the Coachella Valley's economy throughout its history has been tourism and increases in the number of visitors. However, in an age when tourists are increasingly seeking access to a wider variety of activities while on vacation or at conferences and conventions, the region faces the difficulty of being primarily known as a retirement and golfing community. The Palm Springs Desert Resort Communities Convention and Visitors Authority (*CVA*) is therefore in the process of creating a strategy to increase the range of offerings available to visitors and reposition the region's marketing to emphasize this fact. Here, a beautifully maintained CV Link could play a critical role.

There is no community that can offer visitors access to world class hotels, gaming, headliner shows, luxury shopping, extraordinary golf courses and tennis courts while connecting them with a dedicated, safe pathway allowing access by electric cart to the vast majority of these venues; especially one that is designed to reflect the beauty of the Coachella Valley. That is what the CV Link would allow. It would also provide visitors with a totally safe and attractive environment to enjoy jogging, walking, in-line skating and short or long distance cycling.

This is why the CVA, the Coachella Valley Economic Partnership and the Palm Springs Hospitality Association as well as the managers of the valley's major tourist venues are strong supporters of the CV Link. Venues like the Renaissance Esmeralda Hotel in Indian Wells and the Spa Resort Casino in Palm Springs indicate that they would gladly rent electric carts to customers so they can attend functions without using their cars, or simply tour the valley down

the Whitewater River. They see a 46 mile dedicated pathway as a natural for marketing to cyclists, joggers, walkers or in-line skaters. In fact, in addition to spurring the economy, the reason for having headline events for runners, cyclists, in-line skaters, electronic carts and solar vehicles would be to underscore the Coachella Valley's new role as a provider of a wide variety of activities, some vigorous and some quite unique.

Given that there is nothing quite like the CV Link, a crucial question is what its potential direct impact would be on tourism in the valley. Here, the analysis starts with overnight visitors and can be viewed in the way the hospitality industry thinks. The key variables are the number of rooms available in the Coachella Valley, the average historical percentage occupancy level of those rooms and what levels of percentage increase those levels would justify the CV Link. The fundamental calculation shows that the region averages **2,955,228** occupied rooms on an annualized basis with an annualized occupancy rate of **57.15%** (*Exhibit 16*). That is a very conservative estimate of the occupancy level as it is based on the past seven years which includes four of the worst years in the industry's history. It is also an under-estimate as it does not include the homes visitors often rent when they come to the valley:

Exhibit 16.-Historic Pattern of Hotel Room Occupancy	
14,168	Average number of daily rooms available in 2011
57.15%	Average annual occupancy from 2005-2011
8,097	**Rooms normally occupied over the course of a typical year**
365	Days to annualize the numbers
2,955,228	**Rented rooms per year**

Source: Palm Springs Desert Resort Communities Convention and Visitors Authority

Given that history, the key question for hoteliers is what would happen if the room occupancy rate could be nudged by the existence of the CV Link. Discussions with key players looked at three scenarios. These would see the use of the corridor increase the occupancy percent by:

- **0.75%** to 57.90% annual occupancy (*Pessimistic*)
- **1.00%** to 58.15% annual occupancy (*Cautious*)
- **1.50%** to 58.65% annual occupancy (*Cautious Optimism*)

Here, it is important to understand the basis for choosing these percentages. The most thorough analysis of the development of a facility like the CV Link was conducted in North Carolina to look at the impact of the state's investment in the Northern Outer Banks bicycle facilities. The authors of this report were well aware that cyclists would use the facility both because it was a

high quality bicycle path, but also because it was on the ocean in a tourist center. They thus interviewed cyclists and made three deductions from their results to remove that influence:[11]

- They asked tourists: "How important was the activity of bicycling to your decision to come to the area?" On a scale of 1 to 5 (*highest*), they only included those cyclists who answered this question with a "5." That represented 15% of area visitors.
- They made a second deduction based upon the answer to the question: "How would you rate the overall quality of bicycle facilities in the area?" When the rating to the first question was combined with a rating of "4" or "5" to the second, it brought the share down to 6% of area tourists.
- They made a third deduction based upon the answer to the question: How important will the quality of bicycling be a decision for you to return to this area at a later date?" When the rating on the first question was a "5" and the rating on the second question was a "5" only and the rating on this question was a "5," this brought the share to 1.5% of tourists.

This led to the conclusion that "the low estimate was intended to provide an absolute *bedrock*" estimate of the influence of the cycling pathway on the fact that visitors were coming to the area.

While the Coachella Valley does not have an ocean, it is certainly has its own form of desert beauty. It has also been a tourist center with a worldwide reputation for decades. To be conservative, the choice was made to use two percentage increases below the 1.5% "bedrock" threshold from the North Carolina study: 0.75% (*pessimistic*) and 1.00% (*cautious*). The 1.50% level is can be thought of as *cautiously optimistic* since the North Carolina study only addressed the potential impact of cycling. They made no allowance for the CV Link's potential to draw additional visitors because of the access it would provide to move along the valley in a beautiful setting by electric cart or as a very safe venue for jogging, in-line skating or walking.

[11] The Economic Impact of Investments in Bicycle Facilities, A Case Study of the North Carolina Outer Banks, Technical Report, Judson Lawrie, John Guenther Thomas Cook, Mary Paul Meletiou, Sarah Worth O'Brien Institute for Transportation Research and Education, North Carolina State University, July 2004, P. 38

Exhibit 17.-Potential Annual Increase In Hotel Revenue, From CV Link			
Assumed Potential Increase in Room Occupancy	**Pessimistic 0.75%**	**Cautious 1.00%**	**Cautious Optimism 1.50%**
Annual Average Rooms Normally Occupied	8,097	8,097	8,097
Increase in Daily Rooms Occupied	**61**	**81**	**121**
Days Per Year	365	365	365
Annualized Increase in Rooms Occupied	**22,164**	**29,552**	**44,328**
Average Annual Room Rate	$121.49	$121.49	$121.49
Annual Increase in Hotel Revenue	**$2,692,645**	**$3,590,193**	**$5,385,290**
New Share of Rooms Occupied	57.90%	58.15%	58.65%

Sources: North Carolina Study, CVA for occupancy levels and annual average room rate; CVA for average annual room rate; Economics & Politics, Inc. for assumptions

Walking through the calculation:

- Depending on the assumed increase, 61, 81 or 121 more of the 14,168 rooms in the Coachella Valley would be occupied on an average daily basis.
- That equates to 22,164 or 29,552 or 44,328 added rooms occupied each year.
- Using the annual average room rate of $121.49 (*not the high season $149 used for events*), the annual increase in room revenue would range from $2,692,645 to $3,590,193 to $5,385,290.

Exhibit 18.-Total Annual Increase In Visitor Spending From CV Link			
Assumed Potential Increase in Room Occupancy	**Pessimistic 0.75%**	**Cautious 1.00%**	**Cautious Optimism 1.50%**
Average Non-Hotel Spending Per Trip	**$588.00**	**$588.00**	**$588.00**
Added Trips	22,164	29,552	44,328
Increase in Non-Hotel Spending	**$13,032,556**	**$17,376,742**	**$26,065,113**
Increase in Hotel Revenue	$2,692,645	$3,590,193	$5,385,290
Total Impact of Added Cycling	**$15,725,201**	**$20,966,935**	**$31,450,403**

Sources: Average Expenditure in Palm Springs, by Household per Trip Source, 2010 Domestic Travel to California, TNS Travels America for CA Tourism Industry 2010; Exhibit 17

It was shown above that per trip, visitors in Palm Springs who stay overnight in hotels have an average non-hotel expenditure rate of **$588.00** per trip (*Exhibit 6*). Multiplying that amount by the added number of tourists that would stay in the Coachella Valley as a result of the various assumptions about the impact of the CV Link, leads to the conclusion that non-hotel room spending would increase by $13,032,556 to $17,376,742 to $26,065,113 (*Exhibit 18*). When these amounts are added to the increases in room revenues, the results are total direct visitor spending in the Coachella Valley due to greater cycling that would be higher by:

- **$15,725,201** per year with a 0.75% increase in rooms rented (*pessimistic*)
- **$20,966,935** per year with a 1.00% increase in rooms rented (*cautious*)
- **$31,450,403** per year with a 1.50% increase in rooms rented (*cautiously optimistic*)

Exhibit 19.-Years To Equal Investment In CV Link Direct Tourism Impact & Major Events			
Assumed Potential Increase in Room Occupancy	**Pessimistic 0.75%**	**Cautious 1.00%**	**Cautious Optimism 1.50%**
Total Impact of Added Visitors	$15,725,201	$20,966,935	$31,450,403
Total Event Impacts	$7,632,359	$7,632,359	$7,632,359
Total Impact of Added Cycling	**$23,357,560**	**$28,599,294**	**$39,082,761**
Investment in CV Link	$70,000,000	$70,000,000	$70,000,000
Years to Equal Investment	**3.00**	**2.45**	**1.79**

- Sources: Exhibit 18 for cyclist impact, Exhibit 15 for major event impact, investment by Coachella Association of Governments

In judging the impact of a public investment, one key consideration is how long it would take to be matched by an increase in economic activity. Applying that to the funding to build the CV Link, with grade separations, electric recharging stations, ingress and egress ramps to most streets as well as amenities to make it the kind of environment to which tourists would be attracted means equaling a $70,000,000 investment (*Exhibit 19*).

The results show that it would take:

- 3.00 years of increased direct spending in the region at a 0.75% increase in rooms rented
- 2.45 years of increased direct spending in the region at a 1.00% increase in rooms rented
- 1.79 years of increased direct spending in the region at a 1.50% increase in rooms rented

Here, it must be remembered that the results in Exhibit 19 are based upon the very conservative assumptions. It makes no allowance for the fact that CV Link's:

- Increases tourism less than or equal to the 1.5% "bedrock" growth in the North Carolina study.
- Draws no additional day time tourists.
- Draws no additional overnight visitors because of the safe, clean energy and beautiful environment it would provide to along the center of valley by electric cart.
- Draws no additional overnight tourists even though the facility provides a safe venue for jogging, in-line skating or walking close to major hotels.
- Makes no allowance for the large "secondary" impact that added visitor spending in the Coachella Valley has on its economy as the funds it brings change hands locally (*that impact is added below*).

Secondary Impact. Here, it must be noted that visitor spending represents an increase in the economic base of an economy because the money comes to it from the outside world. Once the funds are spent within the market, they tend to change hands locally before they leak away. As this occurs, added economic impact beyond the tourist spending itself is created.

In this way, tourism is analogous to an Old Western gold mining town. There, the miners dug up gold, sent it away and bringing fresh money to a place without an economy. That inflow of funds is what visitor spending represents to the Coachella Valley. It is called the "direct" economic impact. Once money reached the gold mining town, the same dollars were re-spent locally at the general store and the saloon creating a "secondary" tier of jobs and output that would not have existed without gold mining. In the case of the Coachella Valley, once tourist dollars reach places like the local hotels, restaurants, gas stations or retail outlets, they are re-spent locally paying workers, buying supplies and services creating additional economic impact.

Note: The problem with "secondary" impacts is they are not obvious because the money changing hands outside of the visitor industry looks like any other money. To solve that problem, the U.S. Navy once paid its sailors in $2 bills when the fleet docked at their carrier base in Alameda, California. As the sailors began spending in the city, the $2 bills began appearing in places having virtually nothing to do with sailors. Local merchants thus became acutely aware that the secondary impact of the U.S. Navy was very significant.

To fully appreciate the potential impact of the CV Link, and the speed it would equal the cost of the initial investment, it is necessary to estimate the "secondary" impact of this investment. To do this, economists rely upon input-output models which provide estimates of the "secondary" impact of new funding reaching a market. The standard model used for this purpose is IMPLAN. It was developed by economists at the University of Minnesota and relies upon data about the nature of the economy in every zip code of the U.S. developed by the U.S. Bureau of Economic Analysis.[12]

In using the IMPLAN model, a key set of inputs are the sectors through which new outside funds enter a marketplace. This is the case as, depending on the nature of a local economy, funds get

[12] Details about IMPLAN can be found at www.implan.com

Exhibit 20-Direct Annual Spending by Sector, Major New Events & General Increase In Tourism

	Major Events						General Increase in Tourism			Major Events & Tourism Growth		
Sector	**Marathon 1/2 Marathon**	**Cycling**	**In-Line Skating**	**Electric Vehicle**	**Solar Vehicle**	**Total Major Event**	**Pessimistic 0.75%**	**Cautious 1.00%**	**Cautious Optimism 1.50%**	**Pessimistic 0.75%**	**Cautious 1.00%**	**Cautious Optimism 1.50%**
Transportation	$52,410	$132,769	$5,241	$4,380	$1,761	$196,560	$485,396	$647,195	$970,792	$681,956	$843,755	$1,167,353
Other-Spending	$272,488	$575,139	$27,249	$24,900	$10,010	$909,786	$2,759,444	$3,679,259	$5,518,889	$3,669,230	$4,589,045	$6,428,675
Gasoline	$176,357	$494,766	$17,636	$13,420	$5,395	$707,574	$1,487,219	$1,982,958	$2,974,437	$2,194,793	$2,690,532	$3,682,011
Parking &Tolls	$5,985	$13,461	$598	$520	$209	$20,773	$57,627	$76,836	$115,254	$78,400	$97,609	$136,027
Food/Beverage/Dining,	$363,339	$896,539	$36,334	$30,100	$12,100	$1,338,412	$3,335,714	$4,447,618	$6,671,428	$4,674,126	$5,786,031	$8,009,840
Groceries	$90,482	$208,385	$9,048	$7,720	$3,103	$318,738	$855,539	$1,140,718	$1,711,077	$1,174,277	$1,459,457	$2,029,816
Entertainment,	$71,967	$173,612	$7,197	$6,060	$2,436	$261,271	$671,576	$895,434	$1,343,151	$932,847	$1,156,706	$1,604,423
Casino / Gaming	$156,637	$426,235	$15,664	$12,460	$5,009	$616,004	$1,380,830	$1,841,107	$2,761,661	$1,996,834	$2,457,111	$3,377,664
Shopping/Gifts/Souvenirs	$180,105	$480,408	$18,011	$14,100	$5,668	$698,292	$1,562,577	$2,083,436	$3,125,154	$2,260,869	$2,781,728	$3,823,446
Amenities	$45,916	$103,988	$4,592	$3,940	$1,584	$160,019	$436,635	$582,180	$873,270	$596,654	$742,199	$1,033,289
Non-Hotel Spending	**$1,415,685**	**$3,505,302**	**$141,568**	**$117,600**	**$47,275**	**$5,227,430**	**$13,032,556**	**$17,376,742**	**$26,065,113**	**$18,259,987**	**$22,604,172**	**$31,292,543**
Hotel	$767,750	$1,435,065	$76,775	$89,400	$35,939	$2,404,929	$2,692,645	$3,590,193	$5,385,290	$5,097,574	$5,995,122	$7,790,219
Total Visitor Spending	**$2,183,434**	**$4,940,367**	**$218,343**	**$207,000**	**$83,214**	**$7,632,359**	**$15,725,201**	**$20,966,935**	**$31,450,403**	**$23,357,560**	**$28,599,294**	**$39,082,761**

re-spent locally more often in some sectors than others. Below (*Exhibit 20*), the funds entering used by the California Tourism Industry. The data equals the same totals as the overall impact shown earlier in Exhibit 19. Looking at the 1.50% growth scenario, **it is not surprising that major "direct" spending impacts would be from:**

1. **Hotels (*$7.8 million*)**
2. **Food, beverage and dining (*$8.0 million*)**
3. **Entertainment & Gaming (*$5.0 million*)**
4. **Shopping (*$3.8 million*)**
5. **Gasoline (*$3.7 million*)**

Entering these data into the IMPLAN Model allows calculation of the "direct", "secondary" and total effect of the increased spending from major events and increased tourism (*Exhibit 21*). It also allows estimates of how quickly increased output in the Coachella Valley would match the cost of the investment in the CV Link:

Exhibit 21.-Direct & Secondary Impact of Major Events & Increased Tourism, Ie11

Impact Type	Employment	Labor Income	Value Added	Output
Pessimistic: .0.75% Tourism Increase & Major Events				
Direct Effect	319	$9,791,698	$15,998,706	$23,357,560
Secondary Effect	89	$3,859,172	$6,958,435	$11,263,090
Pessimistic Effect	**408**	**$13,650,870**	**$22,957,141**	**$34,620,650**
Investment in CV Link				$70,000,000
Years to Equal Investment				**2.02**
Cautious: 1.00% Tourism Increase & Major Events				
Direct Effect	392	$12,028,818	$19,633,829	$28,599,295
Secondary Effect	109	$4,717,453	$8,512,304	$13,772,627
Cautious Effect	**501**	**$16,746,271**	**$28,146,133**	**$42,371,922**
Investment in CV Link				$70,000,000
Years to Equal Investment				**1.65**
Cautiously Optimistic: 1.50% Tourism Increase & Major Events				
Direct Effect	540	$16,503,055	$26,904,073	$39,082,763
Secondary Effect	149	$6,434,013	$11,620,042	$18,791,699
Cautiously Optimistic Effect	**689**	**$22,937,068**	**$38,524,115**	**$57,874,462**
Investment in CV Link				$70,000,000
Years to Equal Investment				**1.21**

Source: IMPLAN modeling with Exhibit 20 inputs by sector

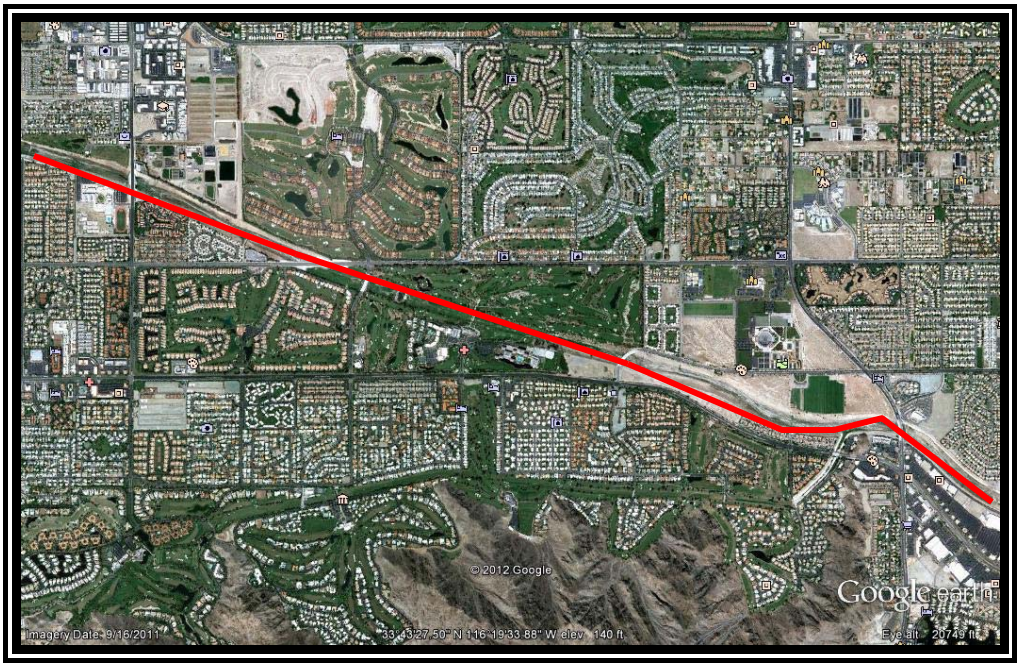
- **<u>Pessimistic 0.75% case</u>:** $34.6 million in direct and secondary effect would be created, requiring 2.02 years to increase output in the Coachella Valley equal to the $70 million investment in CV Link. 408 permanent jobs and $13.7 million in payroll would be added to the economy. Average pay in the new jobs would be $33,474.

- **<u>Cautious 1.00% case</u>:** $42.3 million in direct and secondary effect would be created, requiring 1.65 years to increase output in the Coachella Valley equal to the $70 million

investment in CV Link. 501 permanent jobs and $16.7 million in payroll would be added to the economy. Average pay in the new jobs would be $33,406.

- **<u>Cautiously Optimistic 1.50% case</u>:** $57.9 million in direct and secondary effect would be created, requiring 1.21 years to increase output in the Coachella Valley equal to the investment in CV Link. 689 permanent jobs and $22.9 million in payroll would be added to the economy. Average pay in the new jobs would be $33,305.

Note: Later, the full **<u>cost:benefit analysis</u>** of the project over the 22 year period from 2013 to 2035 will be provided. It will include the impact of health care, major events, increased tourism, reduced greenhouse gases, reduced gasoline purchases and changes in property values.



<u>Property Values</u>

<u>Residential</u>. One potential impact of the CV Link is the effect it can have on the property values of homes near to the corridor. Here, an economic study of a 12 mile section of an urban trail through the metropolitan Cincinnati is on-point. This trail is a segment of the 78 mile Little Miami Scenic Trail in Ohio that is car free and largely used by "walkers, hikers, skaters and bicycle enthusiasts."[13] The study looked at 1,762 houses out of a database of 300,000. The sample homes were worth an average of $263,517 and had 2,203 square feet. They were located within 10,000 feet (*1.73 miles*) of the trail. They had a premium of $9,000 on the average home price or 3.42%.

[13] "Economic benefits of trails and parks on residential property values in the presence of spatial dependence," Rainer vom Hofe & Olivier Parent, University of Cincinnati, Sunday, Oct. 16, 2011 paper presented at the 52nd Annual Association of College Schools of Planning (ACSP) ENVISION Conference

Another important study was done in Omaha Nebraska. It noted that "from a complete absence of recreational trails and greenways in early 1989, Omaha has developed a system that today contains approximately 67 miles of paved recreational trails." Of people living near three of the major trails, the following facts were found: [14]

- Households using trails on a daily or weekly basis varied from 36.6% to 89.4%.
- Usage included walking (*90.6%*), cycling (*54.3%*), jogging (*24.4%*), rollerblading (*22.8%*), strolling (*4.7%*).
- 65% of residents felt their homes would be easier to sell as a result of the trail with 42% indicating the trail would positively impacted price.
- Of those purchasing homes since the trails were built, 63.8% reported it was a positive factor in their decision to buy.
- Higher income neighborhoods reported stronger results on trail use and the impact on home values than those in lower income neighborhoods.

The opinions about the impact on home values were essentially verified by the Cincinnati study.

Putting these conclusions to work for CV Link, GIS work was initiated by CVAG using Riverside County Assessor's data to identify the usage of every parcel of property within one-half mile of the corridor or 2,640 feet of the corridor. The data were broken into three time periods: 2017 when Stage 1 of the project would be completed; 2020 when Stage 2 would be finished; and 2021 when Stage 3 would be finished.

Exhibit 22.-Residential Valuation Within 2,640 Feet of CV Link, Stage I, 2012

Residential	Acres	Land	Structure	Total
Single Family Residential	524	$199,942,713	$517,930,376	$717,873,089
Condos or PUDs Each Unit Private Entry	109	$66,767,617	$172,367,078	$239,134,695
Apartments	30	$16,435,589	$76,338,689	$92,774,278
Vacant Residential	253	$29,925,467	$626,847	$30,552,314
Residential 2 or 3 Units	21	$6,067,891	$16,364,084	$22,431,975
Agricultural, transitional (*75% future Single Family*)	19	$594,818	$0	$594,818
Single Family Residential on Commercial Property	0	$0	$0	$0
Individually owned parcel, subdivided w/improved mobile home	0	$0	$0	$0
Individually owned parcel including mobile home	0	$0	$0	$0
Total Residential	**956**	**$319,734,095**	**$783,627,074**	**$1,103,361,169**

Source: Riverside County Assessor's Office, CVAG GIS Analysis

In 2012, the $1,103,361,169 in valuation of residential property in the Stage 1 area (*Exhibit 22*) is assumed to <u>not</u> change with inflation from 2012-2017, and the transitional agricultural and vacant residential land is assumed to <u>not</u> be developed. Note further, that these dwellings and properties are within 2,640 feet of the corridor, whereas the Cincinnati study used a band of 10,000 feet. Given those facts, applying the 3.42% premium factor would raise the value of

[14] Omaha Recreational Trails: Their Effect on Property Values and Public Safety, Donald L. Greer, Ph.D., Project Director University of Nebraska at Omaha Recreation and Leisure Studies Program, June 2000

these properties by **$37,683,529** in 2017 or sometime shortly thereafter. The conservative assumptions were used in part to offset the issue of whether multitenant and condominium valuations would move as much as single family homes. The extra valuation would generate **$376,635** in annual extra property taxes to local governments at their 1% rate.

- Stage 1 residential valuation would be up by **$37,683,529** and annual local property taxes by **$376,635** from 2017 to 2019.

Exhibit 23.-Residential Valuation Within 2,640 Feet of CV Link, Stage 2, 2012

Residential	Acres	Land	Structure	Total
Single Family Residential	869	$370,274,927	$978,789,877	$1,349,064,804
Condos or PUDs Each Unit Private Entry	58	$56,776,797	$137,397,036	$194,173,833
Apartments	57	$11,538,952	$44,606,499	$56,145,451
Agricultural, transitional (*75% future Single Family*)	104	$39,185,419	$3,742	$39,189,161
Vacant Residential	271	$29,445,858	$862,249	$30,308,107
Individually owned parcel including mobile home	15	$10,149,524	$15,373,141	$25,522,665
Individually owned parcel, subdivided w/improved mobile home	8	$3,190,179	$5,754,158	$8,944,337
Residential 2 or 3 Units	10	$2,053,996	$5,252,139	$7,306,135
Single Family Residential on Commercial Property	3	$360,951	$341,654	$702,605
Total Residential	**1,395**	**$522,976,603**	**$1,188,380,495**	**$1,711,357,098**

Source: Riverside County Assessor's Office, CVAG GIS Analysis

In 2012, the valuation of residential property in the Stage 2 band was $1,711,357,098 (*Exhibit 23*). Again, to be hyper-conservative, it is assumed that this valuation does not change with inflation from 2012-2020 and that the transitional agricultural land and vacant residential land is not developed. Given those facts, applying the 3.42% premium factor would raise the value of these properties by **$58,448,654** by 2020 or shortly thereafter. Again, the conservative assumptions were used in part to offset whether multitenant and condominium valuations would appreciate as much as single family homes. The extra valuation would generate **$584,487** dollars in annual extra property taxes to local governments at their 1% rate.

- Stage 1 and Stage 2 residential valuation would be up by a combined **$96,132,183** and annual local property taxes would grow by **$961,322** for 2020.

In 2012, the valuation of residential property in the Stage 3 band was $213,067,644 (*Exhibit 24*). Being hyper-conservative, it is assumed that valuation does not increase with inflation from 2012-2021 and the transitional agricultural and vacant residential land is assumed to not be developed. Given those facts, applying the 3.42% premium factor would raise the value of these properties by **$7,276,983** by 2021 or sometime shortly thereafter. Again, the conservative assumptions were used in part to offset whether multitenant, and condominium valuations would move as much as single family homes. The extra valuation would generate **$72,770** dollars in annual extra property taxes to local governments at their 1% rate.

Exhibit 24.-Residential Valuation Within 2,640 Feet of CV Link Phase 3, 2012				
Residential	**Acres**	**Land**	**Structure**	**Total**
Single Family Residential	194	$48,791,567	$129,238,723	$178,030,290
Condos or PUDs Each Unit Private Entry	5	$3,697,219	$9,754,234	$13,451,453
Agricultural, transitional (*75% future Single Family*)	115	$6,864,313	$0	$6,864,313
Apartments	11	$828,432	$5,499,012	$6,327,444
Individually owned parcel, subdivided w/improved mobile home	5	$355,270	$2,671,500	$3,026,770
Vacant Residential	217	$2,713,501	$0	$2,713,501
Residential 2 or 3 Units	1	$396,880	$1,012,453	$1,409,333
Individually owned parcel including mobile home	10	$750,614	$421,187	$1,171,801
Single Family Residential on Commercial Property	1	$16,017	$56,722	$72,739
Total Residential	**559**	**$64,413,813**	**$148,653,831**	**$213,067,644**

Source: Riverside County Assessor's Office, CVAG GIS Analysis

- Stage 1, Stage 2 and Stage 3 residential valuation would increase a combined **$103,409,166** with **$1,034,092** in annual extra property taxes generated from 2021 on.

Note: Assessed valuation in the Coachella Valley increased by 23.8% from 2000-2011 despite the valley's -16.1% downturn in valuation from 2008-2011. This underscores the conservative nature of the assumptions of no increase in valuation from either inflation or continued development.

- **Pessimistic.** IMPLAN indicated that $15,663,200 in new sales would be generated on top of a base of $2,163,627,000 in visitor related spending yielding a **0.72%** increase.
- **Cautious.** IMPLAN indicated that $19,186,619 in new sales would be generated on top of a base of $2,163,627,000 in visitor related sectors yielding a **0.89%** increase.
- **Cautiously Optimistic.** IMPLAN indicated that $26,293,445 in new sales would occur on top of a base of $2,163,627,000 in visitor related sectors yielding a **1.22%** gain.

Exhibit 25.-Increase In Assessed Valuation Based On Sales Tax Change					
Stage	**Time Period**	**Valuation**	**0.72%**	**0.89%**	**1.22%**
1	2017-2019	$510,368,452	$3,687,645	$4,525,845	$6,202,242
2	2020	$1,102,518,252	$7,966,198	$9,776,911	$13,398,331
3	2021 & after	$175,658,538	$1,269,213	$1,557,705	$2,134,687
Total		**$1,788,545,242**	**$12,923,056**	**$15,860,461**	**$21,735,260**
New Property Taxes	1% Property Tax	2021 & after	**$129,231**	**$158,605**	**$217,353**

Source: CA Board of Equalization, IMPLAN, Economics & Politics, Inc.

Business. Estimating business valuation increases as a result of the CV Link is much more tenuous. To do so, the increase in retail sales activity from the operation of the CV Link was calculated using the IMPLAN model. This was done under the three tourism scenarios. The percentage that these increases would represent of the Coachella Valley's retail activity in 2010

was then calculated. This procedure was used as an important determinant of commercial property valuation is the volume of retail activity. Looking at the three scenarios (*Exhibit 25*):

These percentage increases were then applied to the existing $1,788,545,242 retail property base in the band of land within 1/2 mile of the CV Link (*Exhibit 25*). Again, this approach was used given that sales volume and property valuation are related for retail outlets. Under the three tourism scenarios, once the CV Link is completed, assessed valuation would increase by:

- **Pessimistic. $12,923,056** in new valuation. At a 1% property tax rate it would generate **$129,231** in added annual property taxes.
- **Cautious. $15,860,461** in new valuation. At a 1% property tax rate it would generate **$158,605** in added annual property taxes.
- **Cautiously Optimistic. $21,735,260** in new valuation. At a 1% property tax rate it would generate **$217,353** in added annual property taxes.

Combined Residential & Business Valuation Change. At the end of Stage 3 from 2021 forward, the full impact of the CV Link on property valuation would be the sum of the increase in residential valuation of $103,409,166 and property taxes of $1,034,092 plus the increase in business valuation and property taxes under the three tourism scenarios:

- **Pessimistic. $116,132,322** in new valuation. At a 1% property tax rate it would generate **$1,163,322** in added annual property taxes.
- **Cautious. $119,269,627** in new valuation. At a 1% property tax rate it would generate **$1,192,696** in added annual property taxes.
- **Cautiously Optimistic. $125,144,426** in new valuation. At a 1% property tax rate it would generate **$1,251,444** in added annual property taxes.

Consumer Fuel Cost Savings Associated With Improved Air Quality

An important goal of the CV Link is to provide Coachella Valley residents with pollution free alternatives to driving on the valley's congested roadways, especially State Route 111. The project would do so by providing people ingress and egress to a corridor along which they can safely and easily walk, cycle or use their NEVs to move from their homes to the numerous retail, recreation and entertainment venues located near the path.

In the process of determining the clean air implications of the CV Link, Alta Planning + Design estimated the number of vehicle miles that would be saved by walkers, runners, cyclists and NEVs using the corridor in each year from 2017-2035 instead of driving (*Exhibit 26,*

column 5). Altogether, this totaled 144,524,750 reduced vehicle miles traveled (*VMT*).

The reduction in emissions comes about because reduced VMT means a reduction in gasoline usage by residents of the Coachella Valley. This translates into a **$28,830,409** in future savings to the household budgets of valley' residents over the 2017-2035 period, expressed in 2012 dollar terms.

Exhibit 26.-Annual Saved Vehicle Miles Traveled by Mode, Gasoline Gallons & Consumer Income, 2017-2035

1 Year	2 Pedestrian-Saved Vehicle Miles Traveled	3 Bicycle-Saved Vehicle Miles Traveled	4 NEV-Saved Vehicle Miles Traveled	5 Total Annual Vehicle Miles Saved	6 Fleet Average MPG	7 Gallons Saved	8 Gasoline Price @3.60%	9 Annual Consumer Savings	10 Cumulative Consumer Savings
2012					25.11		$4.367		
2013					25.77		$4.524		
2014					26.44		$4.687		
2015					27.12		$4.855		
2016					27.83		$5.030		
2017	220,289	499,498	349,666	1,069,453	28.55	37,455	$5.211	$195,176	$195,176
2018	546,295	846,011	1,003,442	2,395,748	29.30	81,778	$5.398	$441,474	$636,650
2019	546,295	846,011	1,003,442	2,395,748	30.06	79,706	$5.593	$445,764	$1,082,414
2020	546,295	846,011	1,003,442	2,395,748	30.84	77,686	$5.794	$450,096	$1,532,510
2021	1,535,668	2,225,413	3,703,294	7,464,375	31.64	235,912	$6.002	$1,415,980	$2,948,490
2022	1,563,554	2,002,678	5,634,030	9,200,263	32.46	283,406	$6.218	$1,762,234	$4,710,725
2023	1,563,554	2,002,678	5,634,030	9,200,263	33.31	276,224	$6.442	$1,779,359	$6,490,083
2024	1,563,554	2,002,678	5,634,030	9,200,263	34.17	269,224	$6.673	$1,796,649	$8,286,733
2025	1,563,554	2,002,678	5,634,030	9,200,263	35.06	262,402	$6.913	$1,814,108	$10,100,841
2026	1,563,554	2,002,678	5,634,030	9,200,263	36.11	254,759	$7.162	$1,824,623	$11,925,464
2027	1,563,554	2,002,678	5,634,030	9,200,263	37.20	247,339	$7.420	$1,835,199	$13,760,662
2028	1,563,554	2,002,678	5,634,030	9,200,263	38.31	240,135	$7.687	$1,845,836	$15,606,498
2029	1,563,554	2,002,678	5,634,030	9,200,263	39.46	233,140	$7.963	$1,856,534	$17,463,032
2030	1,563,554	2,002,678	5,634,030	9,200,263	40.65	226,350	$8.250	$1,867,295	$19,330,327
2031	1,563,554	2,002,678	5,634,030	9,200,263	41.87	219,757	$8.546	$1,878,118	$21,208,446
2032	1,563,554	2,002,678	5,634,030	9,200,263	43.12	213,357	$8.854	$1,889,004	$23,097,450
2033	1,563,554	2,002,678	5,634,030	9,200,263	44.42	207,142	$9.172	$1,899,953	$24,997,402
2034	1,563,554	2,002,678	5,634,030	9,200,263	45.75	201,109	$9.502	$1,910,965	$26,908,368
2035	1,563,554	2,002,678	5,634,030	9,200,263	47.12	195,251	$9.844	$1,922,041	$28,830,409
Total	**25,284,602**	**33,300,444**	**85,939,704**	**144,524,750**		**3,842,132**		**$28,830,409**	

Sources: Alta Planning + Design for gallons saved, mpg from U.S. EPA & Economics & Politics, CPI differential between gasoline price increases from CA EPA and the Los Angeles-Anaheim-Riverside CPI from U.S. Bureau of Labor Statistics.

To calculate the savings to consumers from the use of the CV Link, it is first necessary to translate the annual VMT into the gallons of gasoline saved each year. To do so, it is necessary

to estimate the annual future miles per gallon (*mpg*) of the automotive fleet. Here, it can be noted that the full automotive fleet's mileage took 24 years from 1985-2009 to get within 86% (*23.8 mpg*) of the 27.5 mpg required of new cars throughout that period. That was a compound annual rate of 0.82%. Looking ahead, the increases in fleet mpg should be faster owing to annual new car mpg targets that will increase annually to reach 35.5 mpg by 2016 and 54.5 mpg for 2035. Assuming that the full fleet's mpg grows at 2.6% per year from 2012-2025, it would reach the 2016 goal of 35.5 mpg in 2025, ten year after the target was set for new cars. If the full fleet average mpg then grew at 3.0% per year from 2025 forward, it would reach the 2025 goal of 54.5 mpg in 2040, 15 years later. The annual full fleet mpg levels consistent with this approach (*Exhibit 26, column 6*) are used to convert the saved mileage calculated by Alta Planning + Design into gallons of gasoline saved (*column 7*).

Given those data, it is next necessary to convert gallons into today's 2012 dollars. This was done starting with the average California price of gasoline in May 2012 (*$4.367*) and increasing it by the difference by which that price has historically increased compared to the Los Angeles-Anaheim-Riverside Consumer Price Index. The period historic period used was the 23 years from 1988-2011, since the forecast is for 23 years from 2012-2035. In the 1988-2011 time frame, the state's unleaded gasoline prices increased at a compound annual average of 6.45% per year from $0.905 per gallon to $3.814 per gallon. Southern California's prices increased at a compound annual average rate of 2.86%. Gasoline prices thus outpaced inflation by an average of 3.60% per year (*column 8*). Applying that figure to May 2012 prices yields estimated future gasoline prices in 2012 terms.

Multiplying the estimated future annual gasoline gallons saved by the estimated average price per gallon for each year yields the annual savings to consumers in the Coachella Valley from using the CV Link (*column 9*). The cumulative totals from 2017 to 2035 are shown in column 10, ending at a total savings to consumers of **$28,830,409** in 2012 dollars. That was for the cumulative total of 144,524,750 vehicle miles saved.

Construction Impact

As with any construction project, the building of the CV Link will add jobs and economic impact into the Coachella Valley during its construction phase. Here, it is very important to note that much of this spending will occur during a period when the Inland Empire, of which the valley is a major part, is in a severe construction downturn. From the peak in June 2006 at 132,600 jobs, until the latest figures in March 2012 at 55,000 jobs, the sector has laid-off -77,600 workers or -58.5% of those who were working on the sector. In the Coachella Valley, the most recent data available is for 2006-2010. It shows the valley's construction sector at a peak of 17,744 jobs in 2006 and down to just 5,896 jobs in 2010, off -11,887 or -66.8%. Though data is unavailable for 2011, the valley likely followed the region in seeing additional job losses.

Assuming that the CV Link project requires $70 million in construction, IMPLAN estimates the following total economic impact (*Exhibit 27*):

- 482 direct construction jobs would be created, an increase of 8.1% over the 5,896 in existence in 2010. Given the large construction labor pool in the Coachella Valley, these jobs will undoubtedly be filled by local workers. They would receive $29.3 million in payroll, an increase of 12.2% over the $241.1 million in 2010 payroll in construction. The higher growth rate would be because infrastructure projects pay better than average construction work.

Exhibit 27.-Construction Impact, CV Link

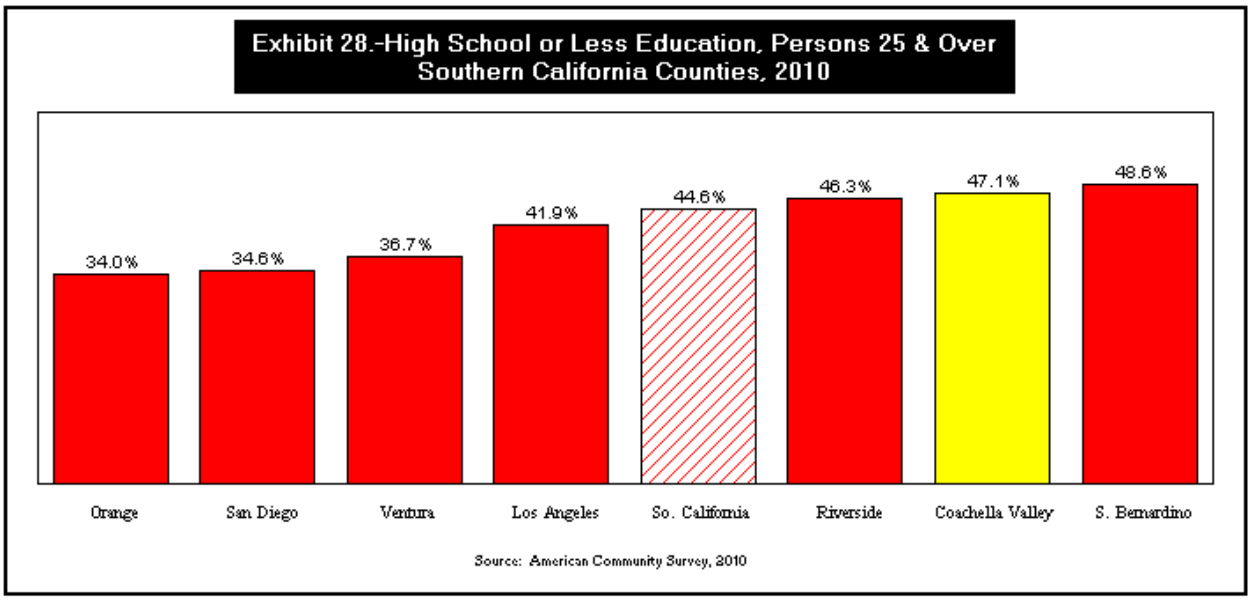
Impact Type	Employment	Labor Income	Value Added	Output
Direct Effect	482	$29,311,826	$33,338,956	$70,000,000
Secondary Effect	261	$11,927,503	$20,009,493	$32,396,452
Total Effect	**743**	**$41,239,330**	**$53,348,449**	**$102,396,452**
Ten Year Effect	**74**	**$4,123,233**	**$5,334,845**	**$10,239,645**

Source: Construction budget from CVAG; IMPLAN for direct and secondary effects

- As construction workers and firms buy local goods and services, another 261 "secondary" jobs would be created elsewhere in the economy for a total increase of 743 positions. On average for a ten year project, 74 jobs per year would be created with most work likely created in the early years.
- Total payroll would increase by $41.2 million in the valley as $12.0 million in "secondary" payroll as spending by workers and firms in the construction sectors created jobs and payroll elsewhere in the Coachella Valley's economy. On average for a ten year project, that would represent $4,123,233 with most likely received in the earlier years.
- The $70.0 million in construction output, together with $32.4 million in secondary output would cause total output in the valley to increase by $102.4 million. That would be $10,239,645 per year for ten years, though most will be generated in the early years.
- Value added in the Coachella Valley would increase by $53.3 million or an average of $5,334,845 per year for a ten year project with most generated in the earlier years. This measure looks not at the total spending, but rather at the new value created in the region. The difference is the elimination of "double counting." Thus, if a baker sells a new $100 worth of bread, but bought $25 worth of flour from a local mill, the total output would be $125 but only $100 worth of new value (*bread*) exists at the end of the process. The mill added $25 for grinding grain into flour; the baker added $75 for heating the flour.

Demographic Impact

An issue of extraordinary importance to the Coachella Valley is the need to expand its economic base to lift the standard of living of the large portion of its working age residents who are modestly educated. In addition, the need for job creation for this group has important social justice implications since a disproportionate share of them are Hispanic.



Underscoring this economic challenge is the fact that in 2010, the Coachella Valley's unemployment rate was 17.5%, while 21.5% of the area's residents were living below the poverty level.[15] As a result, a significant share of the valley's families are facing the wide variety of public health issues correlated to poverty (*e.g., lack of access to medical care, poor nutrition, lower life expectancy, substance abuse, family stress*).[16] For these reasons, an expansion of the valley's economy is vital to both the economic well being and the health of its residents and their families.

Here, an important consideration is the modest educational attainment level of many Coachella Valley adults 25 and over. In 2010, 47.1% of all residents had stopped their educations with high school <u>or less</u> schooling (*Exhibit 28*). This severely limits the access that many workers have to jobs.

Actually, among working age adults, the share who are modestly educated is much higher than 47.1%. This is the case since numerous older adults have migrated to the Coachella Valley's retirement communities. Thus, people living in the valley's cities with the highest levels of educational attainment are <u>three times</u> more likely to be 65 than those living in its more modestly educated town. Not surprising, the same split exists in comparing median household income levels between the two sets of communities (*Exhibit 29*):

- In **modestly educated cities**, 20.8% of people lived in poverty, while <u>58.7%</u> of 107,484 adults 25 and over had a high school of less education. Just **<u>10.7%</u>** of residents in these cities were 65 and over. Median household income was a modest $46,555.

[15] 2010 American Community Survey data for the Coachella Valley, Desert Sands and Palm Springs unified school districts that together constitute the Coachella Valley

[16] In-depth discussion with Dora Barilla, DrPH, MPH, CHES, Executive Director for the Center for Health Policy and Leadership at Loma Linda University Medical Center

- In **better educated cities**, just 10.2% lived in poverty, while a smaller 30.1% of their 118,187 adults had a high school of less education. Importantly, **29.4%** of residents of these cities were 65 and over and likely retired. Despite having large shares not working, the median household incomes in these cities averaged $61,169.

Exhibit 29-Poverty, Education, Adults, People 65 & Up, Median Income Coachella Valley Cities, 2005-2010

City	People Living in Poverty	High School or Less	25 & Over	Share 65 & Up	Median Income
Coachella	23.7%	80.5%	18,509	4.1%	$43,018
Desert Hot Springs	24.9%	56.2%	13,812	9.3%	$36,326
Cathedral City	16.3%	54.2%	32,348	14.7%	$45,693
Indio	19.7%	53.5%	42,815	11.9%	$51,921
Modestly Educated	**20.8%**	**58.7%**	**107,484**	**10.7%**	**$46,455**
Palm Springs	11.9%	33.6%	36,181	25.3%	$44,728
La Quinta	9.3%	31.7%	25,039	18.8%	$75,358
Palm Desert	8.8%	30.3%	37,720	32.8%	$56,897
Rancho Mirage	10.6%	23.4%	14,688	45.7%	$74,327
Indian Wells	3.8%	12.8%	4,559	55.0%	$131,250
Better Educated	**10.2%**	**30.1%**	**118,187**	**29.4%**	**$61,169**

Source: American Community Survey, 2005-2010

Given these facts, it is important to the Coachella Valley's public health to create jobs for which its modestly educated, working age population are qualified to work. The CV Link project would do so. Once the project is fully operational, 630 or 91.6% of the permanent gain of 690 jobs would be in sectors for which they qualify to work (*Exhibit 30*). It is no surprise that 86.0% would be in the two principal industries supported by visitors: retail trade (*45.6%*) and entertainment, recreation, hotel and restaurant (*40.4%*).

Exhibit 30.-Resident Jobs by Sector v. Parkway Job Creation, Operations

Sector	Coachella Valley Residents by Job Sector		CV Link Jobs by Job Sector	
Retail trade	23,034	14.4%	314	45.6%
Entertain, recreation, hotel, food	29,732	18.6%	278	40.4%
Other Service	8,809	5.5%	22	3.3%
Logistics, Utilities, Wholesale	8,049	5.0%	11	1.6%
Construction	10,644	6.7%	2	0.3%
Manufacturing	5,139	3.2%	2	0.2%
Agriculture, Mining	7,697	4.8%	1	0.1%
Sectors: Modest Education Req'd	**93,104**	**58.3%**	**630**	**91.6%**
Sectors: Greater Education Req'd	66,714	41.7%	58	8.4%
Total Employment	**159,818**	**100.0%**	**690**	**100.0%**

Source: IMPLAN Output of Operations for 1.5% Tourism Growth plus Events

A similar situation is found when looking at the temporary jobs created during the $70 million in construction activity. Altogether, 742 total jobs would be spread across the construction period.

Of these, 645 or 86.9% would be in sectors for which modestly educated workers are qualified to work. Of these, 65.3% would be in construction. Importantly, the main impact of the building of the CV Link would come in the near term when every analyst believes that sector will still be severely depressed (*Exhibit 31*).

Exhibit 31.-Resident Jobs by Sector v. Parkway Job Creation, Construction

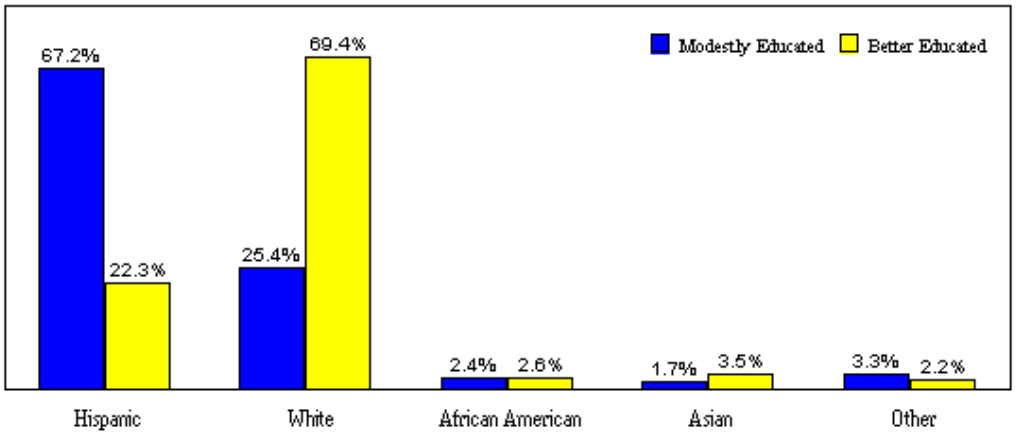
Sector	Coachella Valley Residents Jobs by Job Sector		CV Link Job-Years by Job Sector	
Construction	10,644	6.7%	484	65.3%
Retail trade	23,034	14.4%	51	6.9%
Entertain, recreation, hotel, food	29,732	18.6%	40	5.4%
Other Service	8,809	5.5%	40	5.3%
Logistics, Utilities, Wholesale	8,049	5.0%	18	2.4%
Manufacturing	5,139	3.2%	10	1.3%
Agriculture, Mining	7,697	4.8%	2	0.3%
Sectors: Modest Educations Req'd	**93,104**	**58.3%**	**645**	**86.9%**
Sectors: Greater Education Req'd	66,714	41.7%	97	13.1%
Total Employment	**159,818**	**100.0%**	**742**	**100.0%**

Source: IMPLAN Output of Construction Impact for $70 million

As indicated, there is a serious social justice dimension to the impact that the CV Link's job creation would have on families in the Coachella Valley. This is the case because in those communities that the data define as modestly educated, 67.2% of the residents are Hispanic (*Exhibit 33*). This is the segment of the population that most needs the valley's economic activity to expand and this is the group that would most heavily benefit from the construction and operation of the CV Link.

Altogether, whether it is from a standpoint of economic activity, environmental improvement, job creation, unemployment, poverty, public health or social justice, the CV Link would contribute to bettering the lives of the Coachella Valley's residents.

Exhibit 32.-Demographic Make Up of Areas Coachella Valley, By Educational Attainment, 2010



Source: American Community Survey, 2005-2010

Summary: Cost Benefit Analysis

To judge whether the creation of the CV Link makes economic sense, the costs and benefits of the project must be compared. Below, these led to the conclusion that every $1.00 spent on the cost of the project would return $18.29 in benefit to the Coachella Valley economy. On a discounted present value basis at 3%, the ratio would be **$1 to $14.04**.

Cost. In developing a cost-benefit analysis, key considerations were the cost of building, maintaining and restoring the CV Link:

- The cost of developing the facility has been estimated at $70,000,000.
- Annual maintenance and upkeep costs were estimated by a 2009 Dangermond study at $500,000.[17] As CV Link is not a typical trail but rather a key alternative transportation and tourism asset, it must be maintained like the best city streets and parks. The short term maintenance costs per linear mile is estimated by Dangermond at $12,000 per mile or $552,000 for the 46 mile corridor. That is somewhat higher than the actual costs today on similar facilities. It includes trash pick-up and routine maintenance.
- Most trail systems do not include a pavement management program where money is set aside and spent on repaving and capital scheduled improvements over time. These expenditures are estimated at $8,000/mile and would be expended on a programmed basis every 5-10 years.

In 2012 dollars, these expenditures on the CV Link include:

- **Construction.** $70 million is assumed to be spent over a ten year period to develop the facility. It is assumed below that this will be spent at rate of 15% during 2012 through 2015, 10% in 2016-217, 7.5% in 2018 through 2019 and 2.5% during 2020 through 2021.
- **Maintenance.** $12,000 per mile per year will be spent maintaining the facility, starting in 2017 when 23 miles are assumed to be open through 2020 before the second half is opened. That would cost $276,000 per year. The per mile expenditure will be affected by all 46 miles starting in 2021. That would cost $552,000 per year.

Restoration. $8,000 per mile will be spent restoring the corridor as it begins to age. It is assumed that 20% of the length untaken each year (*9.2 miles*) starting in 2022 when the first segment is five years old. The cost per year would be $73,600. Based upon these assumptions, a total of **$80,414,000** would be spent building (*$70,000,000*), maintaining (*$9,384,000*) and restoring (*$1,030,400*) the CV Link from 2012 to 2035 (*Exhibit 33*). These figures do not include allowance for inflation.

A standard measure used in judging the importance today of expenditures in the future is their discounted present value. This asks the question "how much must be deposited today, at interest,

[17] Whitewater River, All American Canal and Dillon Road, Regional Trails Corridor Study, The Dangermond Group, WRC Consulting Services, Inc. Schmidt Design Group, December 10, 2009

to cover future estimated withdrawals?" Given the current state of interest rate markets, a 3% rate is assumed in this calculation. The conclusion:

- **$68,540,794** would have to be deposited today at 3% a year, and withdrawn according to the schedule of costs in Exhibit 34, to cover the cost of building, maintaining and restoring the CV Link.

Exhibit 33.-Present Value of Construction, Maintenance, Reconditioning CV Link, 2012-2035

Year	Construction	Maintenance	Recondition	Total	Present Value
2012	$10,500,000			$10,500,000	$10,194,175
2013	$10,500,000			$10,500,000	$9,897,257
2014	$10,500,000			$10,500,000	$9,608,987
2015	$10,500,000			$10,500,000	$9,329,114
2016	$7,000,000			$7,000,000	$6,038,261
2017	$7,000,000	$276,000		$7,276,000	$6,093,535
2018	$5,250,000	$276,000		$5,526,000	$4,493,144
2019	$5,250,000	$276,000		$5,526,000	$4,362,275
2020	$1,750,000	$276,000		$2,026,000	$1,552,760
2021	$1,750,000	$552,000		$2,302,000	$1,712,904
2022		$552,000	$73,600	$625,600	$451,947
2023		$552,000	$73,600	$625,600	$438,783
2024		$552,000	$73,600	$625,600	$426,003
2025		$552,000	$73,600	$625,600	$413,595
2026		$552,000	$73,600	$625,600	$401,549
2027		$552,000	$73,600	$625,600	$389,853
2028		$552,000	$73,600	$625,600	$378,498
2029		$552,000	$73,600	$625,600	$367,474
2030		$552,000	$73,600	$625,600	$356,771
2031		$552,000	$73,600	$625,600	$346,380
2032		$552,000	$73,600	$625,600	$336,291
2033		$552,000	$73,600	$625,600	$326,496
2034		$552,000	$73,600	$625,600	$316,986
2035		$552,000	$73,600	$625,600	$307,754
Total	**$70,000,000**	**$9,384,000**	**$1,030,400**	**$80,414,400**	**$68,540,794**

Source: Assumptions described above

Benefit. As the analysis above has shown, there are substantial potential benefits that would be delivered to the Coachella Valley by the building and use of the CV Link. The assumptions used to show these benefits through time are as follows (*Exhibit 34*):

- **Public Health.** Three levels of success were reviewed in judging the potential impact of the use of the corridor to increase public health with 10%, 15% and 20% of the obese population being affected. Looking forward, it was assumed that once the CV Link is available in 2017, there will be a three year period to achieve a 10% success rate with an annual health cost reduction of $4,902,536 by 2019. It will take another three years to reach a 15% rate with an annual health care cost reduction of $7,353,804 by 2022. A

third three year period will be needed to reach a 15% rate with an annual health care cost reduction of $9,805,072 by 2025. After 2035, this success level is assumed to be maintained. This pattern is used since a successful program is one that starts small but is able to continually build on its success. The full public health benefit, measured as reduction in medical costs, would total **$152,250,985** from 2017-2035.

- **Safety.** An important benefit of the CV Link would be to provide a safe corridor that is grade separate from all of the intersecting streets. This would allow walkers, joggers, cyclists and NEVs to move through the valley while avoiding accidents that might otherwise be expected to occur. It was estimated that with the corridor fully completed, an annual average of $8,298,320 in losses due to accidents would be avoided in the Coachella Valley, simply by avoiding accidents that would occur along the SR-111. To be conservative, the impact of reduced accidents on the numerous streets parallel and near to the CV Link were not considered. The benefit of accident reductions was reduced to 50% (*$4,149,160*) from 2017-2021 when 23 of the 46 miles of the pathway would be available. The full benefit was used from 2022-2035. For the entire 2017-2035 period, the benefit would be **$136,922,280**.

- **Events.** The program of running, cycling, in-line skating, NEV and solar vehicle events is assumed to take three years including 2017-2019 to reach its estimated impact of $7,632,379 and remain there. That rapid pace is used given the conservative nature of the assumptions used to estimate the amount of money each event would bring to the Coachella Valley's economy. The full impact of the events from 2017-2035 would see the injection of **$137,357,016** in direct new spending.

- **Tourism.** With the CV Link built, maintained and continuously restored to act as a premiere attraction to outside visitors to the Coachella Valley, the potential impact was limited to the increase in tourism by cyclists. Focus on that group was used to be conservative, and because it has been the most researched form of corridor-based tourism. The impact was estimated assuming three levels of increase in overnight visitors: 0.5% (*pessimistic*), 1.0% (*cautions*); 1.5% (*cautiously optimistic*). It was assumed it would take three years to increase overnight visitor expenditure by the pessimistic gain of $15,725,201 a year by 2019. Another three years was assumed needed to increase those expenditures up to the cautious gain of $20,966,935 a year by 2022. A third three year period was assumed necessary to increase the impact up to the cautiously optimistic gain of $31,450,403 by 2025, where it would stay. The full impact of the increased tourism from 2017-2035 would see the injection of **$487,376,407** in direct new spending.

- **Secondary Impact of New Events & Visitors.** Once an economy receives a direct injection of fresh external money, in this case through new events and increased tourism, that money is re-spent locally by the firms and workers receiving it. This creates a secondary tier of economic impact. The annual injections coming from these two types of increased activity would directly put a total of $624,733,423 into the Coachella Valley

during the 2017-2035 period. Totaling the annual secondary impact of those funds, once they have reached the valley's economy and moved through it, would increase local output by another **$300,111,945** during this period.

- **Property Values.** Research has shown that when a corridor like the CV Link is within 10,000 feet of homes, there is an average of a 3.42% increase in their valuation. This factor was used but only applied to dwellings within 2,640 feet of the corridor. The first portion of the corridor to which this factor applied would add an anticipated $37,683,529 to residential values. It is assumed to build to that level from 2017-2019. The second portion of the corridor to which the factor applied is anticipated to add another $58,488,654 in residential valuation. It is assumed to build to that level from 2020-2022, bringing the total increase to $96,132,183 by 2022. The last small length would be added in 2023, and would add an anticipated $7,276,983 to residential valuation that year, bringing the total increase to **$103,409,166**.

  Given the anticipated increased sales activity along the CV Link, it was estimated that a total of **$21,735,260** in new business development would emerge along the corridor, a gain of 1.26% over the current non-residential valuation in related consumer related sectors. As this will take time to develop, it is assumed that this will occur over a ten year period from 2017 to 2026, with increased valuation of $2,173,526 per year.

- **Consumer Savings Associated With Improved Air Quality.** The availability of the CV Link will provide a means of improving air quality and providing an alternative to conventional vehicles for residents to move around the Coachella Valley. Detailed estimates of the VMT that would be saved were calculated allowing a year by year calculation of the reduced use of gasoline as people increasing moved around by walking, jogging, cycling and NEVs (*Exhibit 26*). Based upon the anticipated mileage of vehicles and future price of gasoline in uninflated 2012 dollars, the total savings to residents from 2017-2035 was calculated at **$28,830,409**.

- **Construction Activity.** Finally, the money spent to build the CV Link is anticipated to be grant funds and/or monies borrowed from the U.S. financial markets and repaid over time. In either case, the source of the money would be from outside the local economy and it would go to local contractors to build the facility. It would thus represent a $70,000,000 injection into the area'**s** economy. Using the annual construction pattern outlined in the "cost" section above, and allowing for secondary activity as the funds changed hands locally, these funds would ultimately increase direct (*$70,000,000*) and secondary (*$32,396452*) activity in the Coachella Valley by a total of **$102,396,452**.

Altogether, the Coachella Valley would see **$1,470,389,921** in benefits created by the **$80,414,000** spent to build, maintain and restore the CV Link. For each $1.00 in cost of the corridor, the gross impact would be **$18.29.** As with costs however, the convention is to ask the question "how much must be deposited today, at interest, to cover withdrawals equal to future

annual estimated benefits?" Given the current state of interest rate markets, a 3% rate is assumed in this calculation. The conclusion:

- **$962,250,443** would have to be deposited today at 3% a year, and withdrawn according to the schedule of benefit creation in Exhibit 35, to cover the myriad of benefits associated with the CV Link.

With the discounted present value of benefits estimated at **$962,250,443**, and the discounted present value of the costs of building, maintaining and restoring the corridor of **$68,540,794**, every **$1.00 of cost** is responsible for the creation of **$14.04 in benefit**.

Exhibit 34.-Economic Benefits of the CV Link, Coachella Valley, 2012-2035

Year	Public Health	Safety	Event	Tourism	Secondary	New Value: Residential	Business Facilities	Gasoline	Construction Impact	Total	Present Value
2012									$15,359,468	$15,359,468	$14,912,105
2013									$15,359,468	$15,359,468	$14,477,771
2014									$15,359,468	$15,359,468	$14,056,089
2015									$15,359,468	$15,359,468	$13,646,688
2016									$10,239,645	$10,239,645	$8,832,808
2017	$1,634,179	$4,149,160	$2,518,678	$5,189,316	$3,716,820	$12,435,565	$2,173,526	$195,176	$10,239,645	$42,252,065	$35,385,439
2018	$3,268,357	$4,149,160	$5,088,239	$10,483,468	$7,508,727	$12,812,400	$2,173,526	$441,474	$7,679,734	$53,605,085	$43,585,839
2019	$4,902,536	$4,149,160	$7,632,359	$15,725,201	$11,263,090	$12,435,565	$2,173,526	$445,764	$7,679,734	$66,406,935	$52,422,248
2020	$5,174,899	$4,149,160	$7,632,359	$17,454,973	$12,044,182	$19,288,056	$2,173,526	$450,096	$2,559,911	$70,927,162	$54,359,764
2021	$5,991,989	$4,149,160	$7,632,359	$19,219,691	$12,879,442	$19,872,542	$2,173,526	$1,415,980	$2,559,911	$75,894,599	$56,472,709
2022	$7,353,804	$8,298,320	$7,632,359	$20,966,935	$13,772,627	$19,288,056	$2,173,526	$1,762,234		$81,247,861	$58,695,184
2023	$7,626,167	$8,298,320	$7,632,359	$24,426,479	$15,275,656	$7,276,983	$2,173,526	$1,779,359		$74,488,850	$52,244,980
2024	$8,443,257	$8,298,320	$7,632,359	$27,955,914	$16,942,713		$2,173,526	$1,796,649		$73,242,738	$49,874,740
2025	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699		$2,173,526	$1,814,108		$79,965,487	$52,866,607
2026	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699		$2,173,526	$1,824,623		$79,976,002	$51,333,552
2027	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,835,199		$77,813,051	$48,490,521
2028	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,845,836		$77,823,689	$47,084,611
2029	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,856,534		$77,834,387	$45,719,499
2030	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,867,295		$77,845,148	$44,394,000
2031	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,878,118		$77,855,971	$43,106,963
2032	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,889,004		$77,866,857	$41,857,273
2033	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,899,953		$77,877,806	$40,643,843
2034	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,910,965		$77,888,818	$39,465,621
2035	$9,805,072	$8,298,320	$7,632,359	$31,450,403	$18,791,699			$1,922,041		$77,899,894	$38,321,586
Totals	**$152,250,985**	**$136,922,280**	**$137,357,016**	**$487,376,407**	**$300,111,945**	**$103,469,166**	**$21,735,260**	**$28,830,409**	**$102,396,452**	**$1,470,389,921**	**$962,250,443**

Source: Descriptions above

I. Introduction

The CV Link project will benefit the Coachella Valley which includes nine cities, the County of Riverside, and three Indian Tribes, by facilitating safer, more efficient, healthier, and more attractive travel way through the heart of the Valley. The proposal will relief traffic off of the major east-west travel corridors (especially Highway 111) by developing a new, multi-modal travel way paralleling the Whitewater River and connecting the cities and main destinations. The CV Link will also increase land values by exposing vacant and underutilized property to CV Link users.

This Benefit-Cost Analysis was prepared by the Coachella Valley Association of Governments (CVAG) staff and Alta Planning + Design.

Current Infrastructure Baseline

At present, the proposed alignment for CV Link is mainly the top of the levee adjacent to the Whitewater River, a major flood control channel that extends from the mountains to the west to the Salton Sea. There are no extensive improvements other than service roads for maintenance inspections and equipment from the flood control districts.

There is one extension of the CV Link in Palm Springs that goes from the confluence of the Whitewater River and Tahquitz Creek and west along Tahquitz that has been developed as a bicycle/pedestrian trail. That trail has been partially paved with the remainder being gravel. Maintenance has been neglected for much of that route so the CV Link project plans on upgrading that section.

The channel parallels many of the major arterials in the Coachella Valley, especially Highway 111, the primary route between the cities of Palm Springs to the west and Coachella to the east. Along the way, another six cities are traversed.

The baseline assumption is that Phase I of the CV Link will be the entire 50 miles and will include funds from various sources including the Southern California Air Quality Management

District, the Desert Healthcare District, CVAG, Federal Congestion Mitigation and Air Quality. The committed funds are not sufficient to complete the entire route due to the goal of separating the CV Link from the arterial street system. CALTRANS funds are being sought the fill that funding gap.

Project Justification and Economic Benefits

Requested CALTRANS funds will enable completion of the CV Link from the City of Palm Springs to the City of Coachella all within the boundaries of CVAG and the Coachella Valley. The CV Link is about 50 miles in total.

The completion of the project will serve to facilitate a safer, more attractive, and better economically thriving corridor that will accommodate the needs of residents and visitors throughout the region. The proposed improvements will decrease collisions, increase health benefits, reduce green house gas emissions, increase employment (both short and long term), and provide transportation choices, especially for low-income persons, school age children, and the elderly. In addition to the safety, air quality, health and transportation benefits, it is expected that private investment and reinvestment will be facilitated by accelerating the implementation of the project improvements.

Project Year	Actual Year	Gross Benefit	Discount Rate 3.0% Net Present Value	Discount Rate 7.0% Net Present Value
1	2012	$0	$0	
2	2013	$0	$0	
3	2014	$0	$0	
4	2015	$0	$0	
5	2016	$0	$0	
6	2017	$66,079,268	$64,154,629	$61,756,325
7	2018	$79,903,252	$75,316,478	$69,790,595
8	2019	$92,696,512	$84,830,439	$75,667,966
9	2020	$68,191,599	$60,587,352	$52,023,044
10	2021	$72,741,108	$62,747,119	$51,863,405
11	2022	$80,467,480	$67,390,248	$53,618,879
12	2023	$73,653,398	$59,886,953	$45,867,635
13	2024	$72,365,688	$57,126,142	$42,117,489
14	2025	$79,038,938	$60,576,765	$42,991,946
15	2026	$79,047,814	$58,818,997	$40,183,900
16	2027	$76,883,252	$55,542,097	$36,526,679
17	2028	$76,892,306	$53,930,717	$34,141,104
18	2029	$76,901,451	$52,366,146	$31,911,368
19	2030	$76,910,687	$50,847,025	$29,827,290
20	2031	$76,920,015	$49,372,031	$27,879,353
21	2032	$76,929,437	$47,939,882	$26,058,662
22	2033	$76,938,953	$46,549,332	$24,356,902
23	2034	$76,948,564	$45,199,171	$22,766,303
24	2035	$76,958,271	$43,888,226	$21,279,603

25	2036	$76,968,075	$42,615,357	$19,890,013
26	2037	$76,977,977	$41,379,456	$18,591,189
27	2038	$76,987,978	$40,179,449	$17,377,200
28	2039	$76,998,080	$39,014,292	$16,242,505
29	2040	$77,008,282	$37,882,972	$15,181,922
30	2041	$77,018,586	$36,784,506	$14,190,611
Total		**$1,918,426,971**	**$1,334,925,780**	**$892,101,890**

Benefits by Selection Criteria	Total Discounted Benefits (3%)	Total Discounted Benefits (7%)
Economic Competiveness	$1,055,718,646	$716,968,658
Quality of Life	$139,853,646	$86,882,630
Environmental Sustainability	$13,855,555	$8,557,815
Safety	$125,497,934	$79,692,787
Total Discounted Value	**1,334,925,781**	**$892,101,890**

CV Link
CALTRANS Grant Application
Benefit/Cost Analysis

Applicant: Coachella Valley Association of Governments (CVAG)

The 50-mile CV Link multi-modal bicycle, pedestrian, and low-speed electric vehicle project will positively impact the Coachella Valley by facilitating safer, cleaner, healthier, efficient, and more attractive transportation route. The CV Link will "Link" the local cities with a new, innovative transportation alternative through the heart of the region roughly paralleling Hwy. 111, the most heavily traveled arterial in the Valley. CV Link will also provide the impetus for development and redevelopment along the route thus increasing land values and revitalizing underutilized or vacant property.

This Benefit/Cost Analysis was prepared by the Transportation Department of CVAG and Alta Planning + Design.

Current Infrastructure Baseline

As proposed, the CV Link will primarily follow the Whitewater River channel along the top of the levee. There will be places where the route will diverge from the channel and use existing city streets. For the levee, there is currently no facility or it is only improved with a unimproved service road for flood control district equipment and personnel. On City streets, the CV Link will use existing bicycle and pedestrian facilities and widen the facilities to accommodate all of the proposed modes.

There are a few places along the route on top of the levee that are currently being used. In Palm Springs, Cathedral City, and Rancho Mirage segments of the proposed CV Link alignment are in place but they are limited to bicycling and pedestrian use and suffer from neglected maintenance. The CV Link project will upgrade those sections consistent with the approved design.

Because most of the route has limited access and will use a method of transport that is not traditionally counted, the baseline for the route is zero. The Air Quality Benefits Report[1] estimated that by 2035, CV Link would eliminate 43.5 million vehicle trips and 144.5 million vehicle miles traveled from replacement of vehicle trips with walking, bicycling, and low-speed electric vehicle (LSEV) use.

The baseline assumption is that Phase I (yet to be determined) of the CV Link will be funded by the voter-approved Riverside County one percent Transportation Sales Tax (Measure "A"), funding from the Southern California Air Quality Management District from mitigation fees paid by a natural gas fired power generating facility in the Coachella Valley, funding from the Desert Healthcare District, Congestion Mitigation and Air Quality Improvement funds, State Transportation Improvement Program funds, and other miscellaneous grants and funds. CALTRANS funds will not be used.

[1] Air Quality Benefits Report, prepared by Alta Planning + Design, June 2012

Proposed Project Description

The Coachella Valley Association of Governments (CVAG) proposes the CV Link Project, an innovative, multimodal transportation proposal that will provide environmental, health, and economic benefits to many generations of Coachella Valley residents and visitors..

The proposed project will link the communities of the Coachella Valley, located in north- central Riverside County, California, with an alternative transportation corridor, providing residents and visitors the option to travel safely by foot, bicycle, mobility device, or low- speed electric vehicle rather than by automobile. The CV Link will follow the alignments of the Whitewater River (also known as the Whitewater Stormwater Channel) and Tahquitz Creek. The core project proposed for implementation over the next decade traverses the cities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella as well as lands belonging to the Aqua Caliente Band of Cahuilla Indians, the Cabazon Band of Mission Indians, and the Twenty-Nine Palms Band of Mission Indians. The CV Link will be the spine of an alternative transportation network that eventually will serve all parts of the Coachella Valley.

The core project proposes approximately 50 miles of trail extending from Highway 111 and the Chino Wash in North Palm Springs to Airport Boulevard in the City of Coachella. The CV Link will also incorporate and expand the Tahquitz Creek Trail in Palm Springs between Belardo Road and the Whitewater Channel. The regional location and project limits are depicted in Attachment 2. The western termini are at Highway 111 in northern Palm Springs (at the Palm Springs Visitor Center near the Aerial Tram) and at Belardo Road in central Palm Springs (providing easy 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. Beyond this point, the Whitewater River passes through rural agricultural areas with sparse populations.

As much as possible, the CV Link will be constructed on top of the Whitewater levees and will provide grade-separated crossings (bridges or undercrossings) of major roadways. In areas where the Whitewater River levees are inaccessible, on-street routes are proposed. Alternate alignments are considered in challenging areas. The design of the CV Link will vary based on the width of available right-of-way, variations in the Whitewater River levee structure, street configuration, and local conditions. Generally, it will be a dual-path system comprised of a broad paved path for faster users, and a softer-surface narrower path for lower speed users. Shade structures, drinking fountains, way-finding, and safety features will be installed as needed. Nearly all permanent impacts will occur on previously graded levees or paved roadways.

Project Justification and Economic Benefits

The completion of the entire transportation strategy of the CV Link will serve to facilitate a safer, more attractive, and economically thriving corridor to serve the needs of residents throughout the Coachella Valley. The proposed improvements will dramatically decrease accidents in the area with the installation of a Class I, grade separated facility and will provide transportation choices. It is also expected to reduce greenhouse gas emissions and combat obesity, especially among the young. Finally, in addition to the safety, emissions, and health benefits, private investments will facilitate the development and redevelopment of properties along the route that will further enhance the frontage.

Several of the benefit streams such as property value increases may be considered “wider economic benefits,” a second analysis including only health and safety benefits has been conducted. Even in this very conservative scenario, there is a net social benefit where benefits outweigh costs – i.e. the benefit/cost ratio is above 1.0.

BENEFIT COST RATIO

Net Present Value of Costs

Discount Rate	Construction	Maintenance	Operations	Total	BCR
3%	$94,287,045	$13,293,408	$7,392,766	$114,973,219	
7%	$87,477,201	$8,455,462	$4,702,274	$100,634,937	

Net Present Value of Benefits - all categories

Discount Rate	Public Health $139,853,646	Safety	Events & Tourism	Property Value	Fuel & Emissions Savings	Construction Output	Total	
3%		$125,497,934	$848,751,143	$110,420,914	$13,855,555	$96,546,589	$1,334,925,780	**11.6**
7%	$86,882,630	$79,692,787	$532,897,378	$94,497,730	$8,557,815	$89,573,550	$892,101,890	**8.9**

Net Present Value of Benefits - only health & safety

Discount Rate	Public Health $139,853,646	Safety		
3%		$125,497,934	$265,351,579	**2.3**
7%	$86,882,630	$79,692,787	$166,575,417	**1.7**

Project Costs

Total project costs were compiled by CVAG using construction and maintenance estimates by Alta Planning + Design.

Total Estimated Project Costs (including construction, operations, and maintenance): **$122,622,877**

Benefits

<u>Public Health</u>:

Health Improvements Due to Bike/Pedestrian/LSEV Use – Net Estimated Benefit: $211,081,419

Three levels of success were reviewed in judging the potential impact of the use of the corridor to increase public health with 10%, 15% and 20% of the obese population being affected. Looking forward, it was assumed that once the CV Link is available in 2017, there will be a three year period to achieve a 10% success rate with an annual health cost reduction of $4,902,536 by 2019. It will take another three years to reach a 15% rate with an annual health care cost reduction of $7,353,804 by 2022. A third three year period will be needed to reach a 15% rate with an annual health care cost reduction of $9,805,072 by 2025. After 2042, this success level is assumed to be maintained. This pattern is used since a successful program is one that starts small but is able to continually build on its success.

Safety:

Reduction in Accidents Due to Improvements – Net Estimated Benefit: $186,712,200

An important benefit of the CV Link would be to provide a safe corridor that is grade separated from all of the intersecting streets. This would allow walkers, joggers, cyclists and NEVs to move through the valley while avoiding accidents that might otherwise be expected to occur. It was estimated that with the corridor fully completed, an annual average of $8,298,320 in losses due to accidents would be avoided in the Coachella Valley, simply by avoiding accidents that would occur along the SR-111. To be conservative, the impact of reduced accidents on the numerous streets parallel and near to the CV Link were not considered. The benefit of accident reductions was reduced to 50% (*$4,149,160*) from 2017-2021 when roughly half of the pathway would be available. The full benefit was used from 2022-2041.

Events:

Increase in the Number of Events Due to Improvements – Net Estimated Benefit: $183,151,169

The program of running, cycling, in-line skating, LSEV and solar vehicle events was assumed to take three years including 2017-2019 to reach its estimated impact of $7,632,379 and remain there. That rapid pace is used given the conservative nature of the assumptions used to estimate the amount of money each event would bring to the Coachella Valley's economy. The full impact of the events from 2017-2041 would see the injection of **$183,151,169** in direct new spending.

Tourism:

Increase in Tourism Due to Improvements – Net Estimated Benefit: $487,376,407

With the CV Link built, maintained and continuously restored to act as a premiere attraction to the Coachella Valley's outside visitors, the potential impact was limited to the increase in tourism by cyclists. Focus on that group was used to be conservative, and because it has been the most researched form of corridor-based tourism. The impact was estimated assuming three levels of increase in overnight visitors: 0.5% (*pessimistic*), 1.0% (*cautions*); 1.5% (*cautiously optimistic*). It was assumed it would take three years to increase overnight visitor expenditure by the pessimistic gain of $15,725,201 a year by 2019. Another three years was assumed needed to increase those expenditures up to the cautious gain of $20,966,935 a year by 2022. A third three year period was assumed necessary to increase the impact up to the cautiously optimistic gain of $31,450,403 by 2025, where it would stay.

Secondary Impact of New Events and Visitors:

Secondary Tier of Economic Impact – Net Estimated Benefit: Qualitative

The modeling next looked at the fact that once an economy receives a direct injection of fresh external money, in this case through new events and increased tourism, that money is re-spent locally by the firms and workers receiving it. This creates a secondary tier of economic impact.

The annual injections coming from these two types of increased activity would directly put a total of $624,733,423 into the Coachella Valley during the 2017-2035 period. Totaling the annual secondary impact of those funds, once they reach the valley's economy and moved through it, would increase output by another **$676,078,823** during this period.

Property Value:

Increase in Residential Property Value Due to Improvements – Net Estimated Benefit: Qualitative

Research is cited showing that when a corridor like the CV Link is within 10,000 feet of homes, there is an average of a 3.42% increase in their valuation. This factor was used but only applied to dwellings within 2,640 feet of the corridor. The first portion of the corridor to which this factor applied would add an anticipated $37,683,529 to residential values. It is assumed to build to that level from 2017-2019. The second portion of the corridor to which the factor applied is anticipated to add another $58,488,654 in residential valuation. It is assumed to build to that level from 2020-2022, bringing the total increase to $96,132,183 by 2022. The last small length would be added in 2023, and would add an anticipated $7,276,983 to residential valuation that year, bringing the total increase to **$103,409,166**.

New Business Development:

New Property Improvements Due to Improvements – Net Estimated Benefit: $21,735,260

Given the anticipated gain in sales activity along the CV Link, it was estimated that **$21,735,260** in new business development would emerge along the corridor, a gain of 1.26% over the current non-residential valuation in related consumer related sectors. As this will take time to develop, it was assumed in the modeling that this would occur over a ten year period from 2017 to 2026, with increased valuation of $2,173,526 per year.

Air Quality:

Consumer Savings from Improved Air Quality – Net Estimated Benefit: $21,000,342

The availability of the Parkway 1*e*11 would provide a means of improving air quality and providing an alternative to conventional vehicles for residents to move around the Coachella Valley. Detailed estimates of the VMT that would be saved were calculated allowing a year by year calculation of the reduced use of gasoline as people increasing moved around by walking, jogging, cycling and NEVs (*Exhibit 26*). Based upon the anticipated mileage of vehicles and future price of gasoline in uninflated 2012 dollars, the total savings to residents from 2017-2041 was calculated at **$21,000,342**.

Construction Activity:

Local Construction Activity from Outside the Local Economy – Net Estimated Benefit: $102,396,452

Finally, the money spent to build the CV Link was anticipated to be grant funds and/or monies borrowed from the U.S. financial markets and repaid over time. In either case, the source of the money would be from outside the local economy and it would go to local contractors to build the facility. It would thus represent a $70,000,000 injection into the local economy. Using the annual construction pattern outlined in the “cost” section above, and allowing for secondary activity as the funds changed hands locally, these funds would ultimately increase direct (*$70,000,000*) and secondary (*$32,396452*) activity in the Coachella Valley by a total of $102,396,452.

Benefit/Cost Ratio

Total Gross Benefits:	$1,918,426,971
Total Cost:	$130,678,137
Net Benefits:	$1,787,748,834
Net Present Value 7%:	$892,101,890
Net Present Value 3%:	$1,334,925,780
Benefit/Cost Ratio 7%:	8.9
Benefit/Cost Ratio 3%:	11.6

CAPITAL COST ESTIMATE	REVISED:	5/13/14

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TABLE 1 ASSUMPTIONS, ALLOWANCES, AMENITIES, PHASE 1 ROUTING AND DESIGN

Allowance Assumptions	Phase 1 Allowance Sums	
Acquisition based on $0.25/sf for channel links; Zillow for Rancho Mirage alternative	$	1,098,449
Contingency is 10-25% (section type dependent) of construction plus acquisition costs	$	13,530,189
Mobilization is 7.5% of construction cost	$	5,857,474
Art budget is 1% of construction cost	$	780,997

All costs are expressed in 2014 dollars

Amenities Included in Phase 1

Glass seeded colored pavement up to 520,000 SF spaced in groups about two per mile
Landscaping is included at regional, local & commercial Access Points
Landscaping at other locations included in separate line item linked to Amenities table, locations TBD
Lighting: light tubes (20 groups), bollards (200), undercrossing & shade structure downlights
Lighted LED Mark center and edgelines
Fountains (44) Big Belly trash & recycling compactors (30);
Signage: wayfinding, regulatory (where required) & interpretive signs (8)
Shade structures: provided at 44 pathway rest areas and up to 14 access points

Access Points Acronyms and Descriptions

TABLE 3 - includes a list of Phase 1 Access Points (AP)
TABLE 6 - includes a list of Future Acess Points
TABLE 8 - dedicated summary of all Access Points by type, phase, and cost
AP-R and L are regional (arterial or major city park) and local (collector or minor city park)
AP-C and N are commercial and neighborhood accesses
RR: CV Link restroom
Basic: at locations with existing infrastructure, provide only signage, shade & charging for Phase 1 project

Pedestrians

Use a 5' colored decomposed granite (DG) shoulder between 111 and Dinah Shore
Use a 6' DG shoulder in Indio and Coachella
Share the path at right of way constraints for short distances, channel bottom paths, and connections to roadways
Have a curb separated concrete path on bridges and most undercrossings
Have a horizontally and vertically separated DG path in most other locations

LSEV/Bike path on Constrained Width Levees

Concrete path off-center on 20' levees to provide 5' DG ped surface on one side
Guardrail included on one side where shoulder <5'

Phase 1 Route and Design Assumptions

Mesquite Ave will be restriped as Class II buffered bike/NEV lanes and signage only (no curb works)
Demuth Park to Gene Autry to be 14'+6'; minor earthworks

Gene Autry UC remains as existing, except lessening of the ramp grade east of Gene Autry
Gene Autry to Crossley Rd alongside Knott's Water Park: signage and resurfacing/overlay
Crossley/Golf Club/34th Ave intersection upgraded with traffic signal
34th Ave will be a Class III route with signs only (short low volume on-street link)
Frank Sinatra Dr to be resurfaced existing channel crossing to Da Vall signals & Wolfson Park
Hwy 111 frontage in Rancho Mirage - widen existing path and improve side street crossings
Magnesia Falls Dr in Palm Desert - no change to existing layout (signs only)
Cook St and Fred Waring will be path overcrossings
Fred Waring to Miles (IW Club) will be left bank lower slope full bench with gentle gradient below (D5 or D6)
Portions of Miles to Tennis Garden will require widening of the top of slope (D10)
Tennis Garden to Washington will be built at top of slope adjacent to parking area
Washington to Dune Palms left bank only; cross to right bank at Dune Palms at-grade with hybrid beacon
Restripe existing Dune Palm channel grade crossing to switch banks
Only right bank Dune Palms to Jefferson
Mid slope benched paths will have a separate pedestrian path (not a shoulder)
Steep 1:1 slope below bench will be retained by 15' paving

Fees Not Included

Preparation of Environmental Documents, Plans, Specifications and Estimates
Bid Preparation, Construction Administration, Management Reserve and Public Outreach

TABLE 2. RECOMMENDED PHASE 1 BY CITY

City	Miles	Cost
Cathedral City	3.0	$ 5,792,000
Coachella	5.5	$ 8,534,000
Indian Wells	3.6	$ 11,503,000
Indio	5.7	$ 11,088,000
La Quinta	2.6	$ 4,362,000
Palm Desert	5.5	$ 10,136,000
Palm Springs	15.8	$ 22,578,000
Rancho Mirage	4.7	$ 10,407,000
Unincorporated	2.0	$ 2,210,000
Valley wide amenities		$ 5,171,000
Valley wide landscaping		$ 7,578,000
Grand Total	**48.4**	**$ 99,359,000**

TABLE 3. RECOMMENDED PHASE 1 BY LENGTH AND COST

	Miles		Cost	
A Palm Springs Gateway				
1. Gateway signals	0.6	$	760,000	
B Four Seasons				
1. CHANNEL side	0.9	$	903,000	
C Gene Autry Whitewater				
1. Via Escuela signals	0.2	$	206,000	
Connect				
Washington to Adams R.Bank	0.1	$	75,000	
Washington	0.1	$	127,000	
Switch banks using Adams Bridge	0.1	$	-	Existing
Switch banks at Miles Bridge	0.1	$	-	Existing
Switch banks at Esmeralda	0.1	$	-	Existing
Ramon Rd	0.2	$	194,000	
Monroe St	0.1	$	100,000	
Miles R bank	0.1	$	56,000	
Miles L bank	0.1	$	105,000	
Miles E	0.2	$	173,000	
Jefferson	0.0	$	121,000	
Jefferson	0.0	$	40,000	
Jackson St	0.1	$	82,000	
Indio Blvd	0.1	$	60,000	
Golf Center Pkwy	0.2	$	211,000	
Fred Waring West	0.2	$	624,000	
Fred Waring East	0.2	$	192,000	
Frank Sinatra	0.0	$	39,000	
El Dorado	0.0	$	40,000	
Dune Palms right bank	0.1	$	204,000	
Dune Palms left bank	0.0	$	74,000	
Dinah Shore	0.1	$	81,000	
Date Palm	0.1	$	92,000	
Cook St	0.1	$	473,000	
Connect to Desert Highland Park	0.2	$	215,000	
Ave 52	0.2	$	165,000	
Adams	0.2	$	162,000	
50th Ave	0.0	$	25,000	
Core				Not subject to alts
(blank)	34.0	$	76,885,000	
COD LOOP	1.9	$	1,861,000	
D S. Palm Canyon Tahquitz UC				
1. Connect existing 10'	0.02	$	17,000	
E Gene Autry UC at Tahquitz				
1. Existing dual paths	0.04	$	-	
F Gene Autry UC ramp				
1. Reconfigure ramp to lessen grade	0.1	$	110,000	
G Tahquitz GC lake				

1. Existing boardwalk	0.2	$	-	
H 34th Ave				
1. Signage only	0.5	$	-	
I Cathedral GC				
1. Right bank	0.7	$	941,000	
J Frank Sinatra				
Cross to L.Bank Abrams Trail	0.7	$	836,000	
K RM Paxton to Bob Hope				
1. Right bank and Bob Hope UC	0.8	$	1,683,000	
L RM Bob Hope to Monterey				
1. Parkview - 111 at grade	1.5	$	2,011,000	
M Monterey Parkview				
3. Enhance existing at-grade signals	0.02	$	6,000	
N Magnesia Falls or San Pasqual				
1. Magnesia Falls alignment	0.7	$	344,000	
O Indian Wells				
1. Left bank	1.3	$	2,990,000	
P Miles to Washington				
1. Left bank	1.3	$	3,103,000	Access Points Total
Phase 1 AP		**$**	**2,973,000**	
Wolfson Park Access		$	90,000	
Whitewater Park Access		$	90,000	
Visitor Center Access		$	90,000	
Sierra Vista Park Access		$	90,000	
Shields Park Access		$	90,000	
San Pasqual Ave Access		$	58,000	
RM Library Access		$	90,000	
Rancho Mirage Racquet Club Access		$	58,000	
Park Pl Access		$	58,000	
Palm Desert Civic Center Access		$	254,000	
Miles Ave West Access		$	383,000	
Lafayette Court Access		$	58,000	
La Quinta Retail Access		$	60,000	
Kelsey Circle Access		$	58,000	
Jefferson Retail Access		$	60,000	
Jackson Park Access		$	90,000	
Indio Blvd Access		$	383,000	
Fan Palm Way Access		$	58,000	
Escena Access		$	58,000	
Dream Homes Access		$	58,000	
Desert Cove Dr Access		$	58,000	
Demuth Park Access		$	90,000	
Corporate Center Dr Access		$	60,000	
Columbine Dr Access		$	58,000	
Belardo Rd Access		$	90,000	
34th Ave Access		$	383,000	

TABLE 4. PHASE 1 SECTION TYPE GROUPS BY LENGTH AND COST

Section Type Summary	Miles	Cost	Type Group
Undercrossings and ramps	0.5	$ 10,026,000	X-3
Bridge crossings of channels and roadways	0.3	$ 9,118,000	X-2
Crossings of roadways at-grade	0.5	$ 970,000	X-1
Existing no change in Phase 1, or UC ramps incl. in UC c	4.2	$ 19,000	NA
Street segments to be upgraded	7.3	$ 7,920,000	A
Pathway	35.6	$ 55,584,000	B, C, D
Amenities		$ 5,171,000	
Landscaping		$ 7,578,000	
Access Points		$ 2,973,000	
Total	48.4	$ 99,359,000	
Class I Pathway on and off street	40.2	$ 61,865,000	A1-A4, B, C, D

TABLE 5. PHASE 1 SECTION TYPE, LENGTH AND VALUE

	Miles	Cost	
A-1	1.3	$ 1,760,000	
A-10	0.2	$ 969,000	
A-2	1.4	$ 1,962,000	
A-3	1.1	$ 1,325,000	
A-4	0.9	$ 1,234,000	
A-7B	1.5	$ 375,000	
A-9	1.0	$ 295,000	
Amenities		$ 5,171,000	
AP-C		$ 180,000	Commercial
AP-L Basic		$ 360,000	Local Basic
AP-L RR		$ 383,000	Local Restroom
AP-N		$ 580,000	Neighborhood
AP-R		$ 254,000	Regional
AP-R Basic		$ 450,000	Regional Basic
AP-R RR		$ 766,000	Regional Restroom
B-1	2.2	$ 3,018,000	
B-2	1.5	$ 1,918,000	
B-3	0.7	$ 831,000	
B-4	4.9	$ 4,499,000	
C-1	7.8	$ 15,441,000	
C-5	9.2	$ 10,756,000	
D-1	4.5	$ 5,812,000	
D-12	0.5	$ 1,027,000	
D-14	0.4	$ 1,002,000	
D-2	2.0	$ 4,014,000	
D-3	0.2	$ 228,000	
D-4	0.8	$ 5,254,000	
D-5	0.5	$ 837,000	
D-6	0.4	$ 947,000	
Landscaping		$ 7,578,000	

NA	4.2	$	19,000	R/W cost for UC ramp
X-1	0.1	$	36,000	Stop / yield
X-1 ES	0.0	$	6,000	Ramps, x-walk
X-1 NS	0.1	$	552,000	New/major upgrade s
X-1 P	0.2	$	80,000	New phase
X-1 PHB	0.1	$	296,000	Hybrid beacon
X-2	0.3	$	9,118,000	OC or bridge
X-3	0.5	$	10,026,000	Undercrossing
Grand Total	**48.4**	**$**	**99,359,000**	

TABLE 6. LIST OF ALTERNATIVES AND FUTURE LINKS

Ramp cost incl. in UC

	Miles		Cost
A Palm Springs Gateway			
2. 111 overcrossing - signature	0.6	$	14,439,000
1. Gateway signals	0.6	$	760,000
3. 111 overcrossing - base	0.6	$	5,611,000
B Four Seasons			
1. CHANNEL side	0.9	$	903,000
2. GULLY residential side	0.9	$	900,000
3. LEVEE top	0.9	$	1,457,000
C Gene Autry Whitewater			
1. Via Escuela signals	0.2	$	206,000
2. Gene Autry Overcrossing	0.1	$	2,010,000
D S. Palm Canyon Tahquitz UC			
1. Connect existing 10'	0.0	$	17,000
2. Widen to 16'	0.0	$	480,000
E Gene Autry UC at Tahquitz			
1. Existing dual paths	0.0	$	-
2. Widen UC	0.0	$	420,000
F Gene Autry UC ramp			
2. Existing steep ramp	0.0	$	-
1. Reconfigure ramp to lessen grade	0.1	$	110,000
Future			
50th Ave UC	0.1	$	565,000
Adams to Dune Palms R.Bank	0.5	$	819,000
Corporate Center Dr crossing		$	184,000
Cross WW to Tennis Garden	0.1	$	2,487,000
Dillon Rd UC	0.2	$	606,000
Dune Palms left bank	0.1	$	137,000
Dune Palms left bank UC	0.0	$	243,000
Dune Palms right bank	0.1	$	104,000
Dune Palms to Jefferson L.Bank	0.4	$	1,108,000
Dune Palms UC left bank ramp up	0.0	$	-
Dune Palms UC right bank	0.0	$	243,000
Switch banks using Washington Bridge clip on	0.1	$	2,937,000
Washington to Adams R.Bank	0.7	$	1,007,000
Dune Palms UC L.bank ramp	0.1	$	-

Jefferson UC L.bank	0.0	$	243,000	
Connect to Jefferson bridge	0.1	$	542,000	
Dune Palms UC R.bank ramp	0.0	$	-	
Jefferson Bridge	0.2	$	-	
Ave 44 UC (ongoing bridge project)	0.2	$	497,000	
G Tahquitz GC lake				
1. Existing boardwalk	0.2	$	-	
2. Add cvLink boardwalk	0.1	$	1,899,000	
H 34th Ave				
1. Signage only	0.5	$	-	
2. Two-way path wider 34th	0.5	$	484,000	
I Cathedral GC				
1. Right bank	0.7	$	941,000	
2. Left bank	0.8	$	1,016,000	
3. Jenkins widen and resurface	1.2	$	969,000	
J Frank Sinatra				
Cross to L.Bank Abrams Trail	0.7	$	836,000	
Frank Sinatra OC and R.Bank	0.8	$	3,285,000	
K RM Paxton to Bob Hope				
1. Right bank and Bob Hope UC	0.8	$	1,683,000	
2. San Jacinto	0.8	$	991,000	
L RM Bob Hope to Monterey				
1. Parkview - 111 at grade	1.5	$	2,011,000	
2. Parkview - Viaduct parallel to 111	1.4	$	11,605,000	
3. Parkview - Residential route	1.5	$	10,183,000	
4. Rancho Las Palmas CC	1.1	$	29,609,000	
O. Parkview Alts 1,2, 3 - add for Bob Hope OC	-0.2	$	4,834,000	
M Monterey Parkview				
1. Perpendicular OC at int - basic	0.0	$	5,354,000	
2. Skewed OC away from int - basic	0.1	$	7,413,000	
3. Enhance existing at-grade signals	0.0	$	6,000	
N Magnesia Falls or San Pasqual				
1. Magnesia Falls alignment	0.7	$	344,000	
2. Channel alignment	1.0	$	3,665,000	
O Indian Wells				
1. Left bank	1.3	$	2,990,000	
2. Left to right bank	1.5	$	4,858,000	
3. El Dorado and 111	1.7	$	2,619,000	
P Miles to Washington				
1. Left bank	1.3	$	3,103,000	
2. Right bank	1.4	$	6,671,000	
Phase 1 AP		**$**	**2,973,000**	**Refer Tables 3, 8**
Future AP		**$**	**5,216,000**	Future Access Points
Desert Highland Access		$	254,000	
Sunrise Way Access		$	254,000	
Whitewater Park Drive Access		$	254,000	
Gene Autry Access		$	383,000	

Ramon Rd Access	$	254,000	
Cathedral Canyon Dr Access	$	254,000	
Date Palm Dr Access	$	383,000	
Country Club Dr Access	$	383,000	
RLP Shopping Center Access	$	60,000	
Barbara Dr Access	$	383,000	
Portola Access	$	254,000	
Fred Waring Access	$	383,000	
Indian Wells City Hall Access (Alt)	$	254,000	Only if El Dorado/111
Tennis Garden Access	$	383,000	
Adams St Access	$	254,000	
La Quinta Promontory Access	$	383,000	
Golf Center Pkwy Access	$	383,000	
Wild Bird Center Access	$	60,000	

TABLE 7. PHASE 1 STRUCTURES AND CROSSINGS

	Miles		Cost	
X-1	0.1	$	36,000	Stop / yield
X-1 ES	0.0	$	6,000	Ramps, x-walk
X-1 NS	0.1	$	552,000	New signals
X-1 P	0.2	$	80,000	New phase
X-1 PHB	0.1	$	296,000	Hybrid beacon
X-2	0.3	$	9,118,000	OC or bridge, with rar
X-3	0.5	$	10,026,000	Undercrossing, with r
Grand Total	**1.3**	**$**	**20,114,000**	

TABLE 8. ACCESS POINT SUMMARY

Type		Future AP		Phase 1 AP	Grand Total
Commercial	**$**	**120,000**	**$**	**180,000**	**$300,000**
Corporate Center Dr			$	60,000	$60,000
Jefferson Retail Center			$	60,000	$60,000
La Quinta Retail Center			$	60,000	$60,000
Rancho Las Palmas Shopping Center	$	60,000			$60,000
Wild Bird Center	$	60,000			$60,000
Local - Deluxe	**$**	**1,016,000**			**$1,016,000**
Ave 52	$	254,000			$254,000
Desert Highland	$	254,000			$254,000
Sunrise Way (north)	$	254,000			$254,000
Whitewater Park Drive	$	254,000			$254,000
Local - Basic	**$**	**90,000**	**$**	**360,000**	**$450,000**
Airport Blvd	$	90,000			$90,000
Belardo Road			$	90,000	$90,000
Shields Park			$	90,000	$90,000
Sierra Vista Park at Tyler St			$	90,000	$90,000

Wolfson Park / De Vall / Frank Sinatra			$	90,000	$90,000
Local - Deluxe + Restroom	**$**	**766,000**	**$**	**383,000**	**$1,149,000**
34th Avenue			$	383,000	$383,000
Barbara Dr / 111	$	383,000			$383,000
Indian Wells Tennis Garden	$	383,000			$383,000
Neighborhood			**$**	**580,000**	**$580,000**
Columbine Dr			$	58,000	$58,000
Desert Cove Dr			$	58,000	$58,000
Dream Homes at Chia Place			$	58,000	$58,000
Escena			$	58,000	$58,000
Fan Palm Way			$	58,000	$58,000
Kelsey Circle			$	58,000	$58,000
Lafayette Court			$	58,000	$58,000
Park Pl			$	58,000	$58,000
Rancho Mirage Racquet Club			$	58,000	$58,000
San Pasqual Ave			$	58,000	$58,000
Regional - Deluxe	**$**	**1,270,000**	**$**	**254,000**	**$1,524,000**
111 / Indian Wells City Hall	$	254,000			$254,000
Adams St	$	254,000			$254,000
Cathedral Canyon Dr	$	254,000			$254,000
Palm Desert Civic Center			$	254,000	$254,000
Portola	$	254,000			$254,000
Ramon Road	$	254,000			$254,000
Regional - Basic			**$**	**450,000**	**$450,000**
111 / Rancho Mirage Library			$	90,000	$90,000
111/ Visitor Center			$	90,000	$90,000
Demuth			$	90,000	$90,000
Jackson Park			$	90,000	$90,000
Whitewater Annex			$	90,000	$90,000
Regional - Deluxe + Restroom	**$**	**2,298,000**	**$**	**766,000**	**$3,064,000**
111 / Country Club Drive	$	383,000			$383,000
Amistad, Golf Center Parkway	$	383,000			$383,000
Date Palm Dr: Cathedral City Promontory 1	$	383,000			$383,000
Fred Waring	$	383,000			$383,000
Gene Autry	$	383,000			$383,000
Indio Blvd			$	383,000	$383,000
Miles Ave (west)			$	383,000	$383,000
Vista Grande: La Quinta Promontory 2	$	383,000			$383,000
Grand Total	**$**	**5,560,000**	**$**	**2,973,000**	**$8,533,000**

CV Link Alignment

BIKE ROUTE

25

CV
Link
identity
concept
channel
logo
may
within
Distinct
create
Coachella
early
system
development
many
means
infrastructural
serve
advantage
destination
design
multi-modal
project
right-of-way
essential
decisions
language
people
defining
relationships
Foster
dynamic
access
created
well
wide
principles
graphic
tagline
local
context
destinations
materials
character Free
four
recognition
also
valley
CONTRAST
levee
following
Storm
pathway
success
given
scenarios
prominent
direct
awareness
water
selected
use
existing
light
easily
new
Whitewater
name
form
identifiable
seeks
distinct
used
residents
site
parkway
Valley
along
contrast
Springs
infrastructure
unique
innovation
association
experience
grows
standing
easy
stages
transportation
recreation
focused

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Design Principles

The project design principles serve as guidelines for big picture project goals and ideals. They are to be used as a reference for shaping and making design decisions, as well as a way to judge the success of a given design. The CV Link design principles are to be easily understood by both designers and non-designers, and the implementation of their core values shall be recognizable when any given CV Link design is developed. The CV Link design team has established the following four design principles as essential to the success of the project.

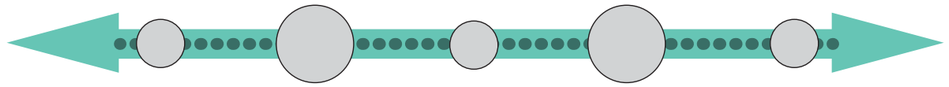
FOSTER CONNECTION

'Foster Connection' works on many levels. This guiding principle seeks to establish the CV Link as a physical connection between neighborhoods, communities, and amenities. It also seeks to foster new experiences and relationships between users. The CV Link will bond people to destinations, culture, and the environment as well as to other people in the Coachella Valley. The CV Link seeks to make access to the parkway effortless and permeable, taking advantage of existing road intersections and adjacencies, links to parkway-adjacent destinations, and granting easy access to patrons residing on both sides of the Whitewater Storm Channel. It is essential that the CV Link have simple ease of use and access for potential users. The CV Link will become a resource for residents and visitors to discover new facets of the Coachella Valley.

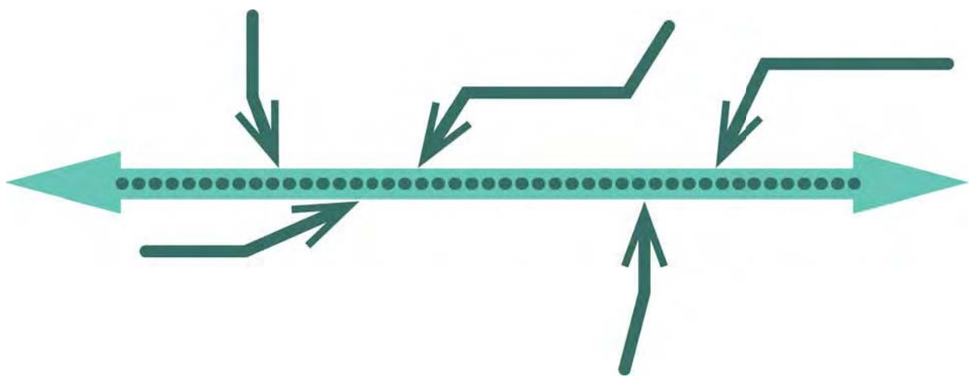
ENHANCE FUNCTION

The CV Link seeks to add new use to an existing under-utilized infrastructural element. The Whitewater Storm Channel currently bisects highly populated areas from Desert Hot Springs and Palm Springs to the Salton Sea. The CV Link seeks to maintain existing stormwater channel capacity while adding a new multi-modal transportation pathway on the edge of the channel. Developing the parkway along the existing infrastructural easement turns what was formerly an under-utilized, left-over space into a community and valley-wide amenity. The CV Link seeks to become both infrastructure and recreation. It will serve as an alternative means of transportation by which one may commute and access local amenities and destinations.

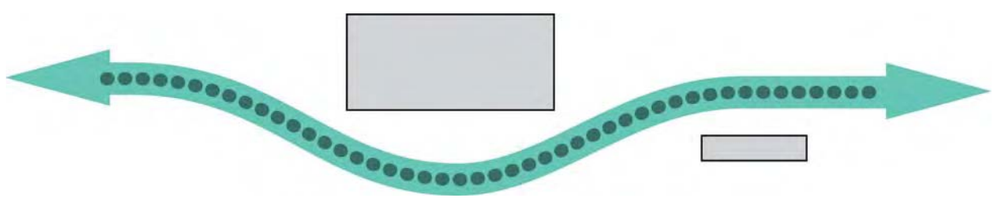
CONNECTIONS



PERMEABLE



CONTINUITY



DISTINCT DESTINATION

It is important for the CV Link to become a distinct destination within the Coachella Valley. The CV Link seeks to create a unique parkway experience, respecting the existing character of the site and adjacent environment. The design character shall be easily identifiable and unique from other projects in the Coachella Valley. The CV Link will be a unique blend of recreation and infrastructure. It will serve as a means of transportation between destinations, as well as become a destination within itself. The pathway will be an interesting experience for residents to use to commute to work. It will also serve as a premiere destination for exercise and recreation.

MAKE IT ICONIC

The CV Link is to be an innovative destination. The innovation is not limited to the functional multi-modal use featuring Low Speed Electric Vehicles (LSEVs), but also applies to design concepts and form. It is essential that the CV Link is identifiable as the 'CV Link' anywhere along its length. The design creates unique relationships, both programmatic and spatial. The formal development of these relationships shall create a distinct architectural language that is inherently identifiable as the CV Link. The formal language seeks to be strong enough to allow labels, signage, and parkway identity information to be kept to a minimum. The design of the parkway should support intuitive wayfinding and use. It should contrast with the conventional design languages and choices prominent in the Coachella Valley, yet be cohesive and timeless. The design language should take advantage of existing opportunities (views, elevation changes, etc.), creating a unique and memorable experience. Through the development of these relationships the unique identity of the CV Link shall emerge.

WAVELENGTHS

DENSITY

INFLUENCE

Concept

A concept is the unifying theme having influence over design decisions and the resulting articulation of form. The CV Link design is distinct to the valley as well as unlike any other pathway system built before. It embraces new technologies, practices, and materials. Instead of blending with the local context, the CV Link contrasts with its surroundings, thereby becoming a prominent defining feature of the valley. Contrast represents change. A design expression focused on the tenets of contrast heightens the CV Link's notability within the region as well as the nation. It will raise awareness of the valley as a national leader in innovation.

Several defining features of the project context are described below. Each is paired against its contrasting counterpart.

COACHELLA VALLEY	CONTRAST
arid, dry	refreshing, efficient
brown, earthy, muted	vibrant, colorful
flat, horizontal	dynamic, vertical
rough, rocky, textured	smooth, sleek, modern

HIGHWAY 111	CONTRAST
indirect, inefficient	direct, efficient
anonymous	fun, social

WHITEWATER CHANNEL	CONTRAST
heavy, static	light, dynamic
angular	fluid

The design focuses on the following three primary tenets of contrast within the valley.

VIBRANCE - pulsing or throbbing with energy or activity

MOTION – efficient, direct, fast

LEVITY – light, playful, unexpected

Branding

NAME

A specific project identity for the pathway system is created via a unique project name, logo image, and tag line. Uses of the CV Link brand include promotional materials from print materials to multi-media options, as well as graphic or architectural elements of the pathway system.

In its early stages of development, the CV Link was known as Parkway 1e11. This referenced its electric future as well as parallel alignment to Highway 111. The pathway has also been referred to as the Whitewater Parkway. While more romantic in nature, many valley residents do not have an existing association with or awareness of the Whitewater River.

Recognizing its significance as a multi-modal transportation route, the project name should focus on connectivity. It should be unique, brief, and easy to remember. "The Link" was selected as the preferred option. In its early stages, the project will be known as "CV Link" to reinforce its association with the Coachella Valley.

LOGO

Similarly, the project logo or visual graphic is simple and bold. Its use is anticipated to evolve from "CV Link" to simply "The Link" as recognition grows. The graphic utilizes high contrast lettering with Neutra as the selected font style. Neutra is also used in CVAG's logo. The orange graphic band reinforces the concept of contrast.

Logo Colors:
40% black, 80% black, orange (rgb 235/116/28), tag line 80% black

TAG LINE

A project tag line accompanies the logo graphic. A tag line including the phrase "Coachella Valley" clarifies the meaning of "CV" for non-residents. Use of the tag line could diminish with time, once familiarity with the Link grows. "Connecting the Coachella Valley," provides place recognition as well as purpose. The Spanish language version of the tag line, "CONECTANDO EL VALLE DE COACHELLA," should be used as appropriate.

CV/LINK

CONNECTING THE COACHELLA VALLEY

Typical Scenarios

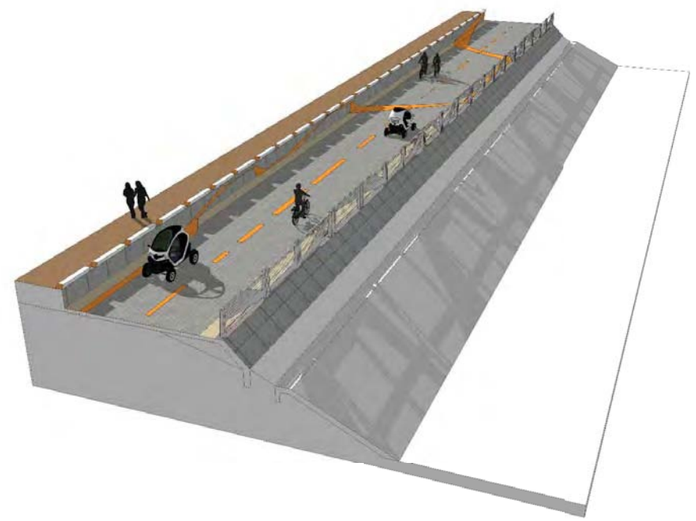
The CV Link spans over seventy miles of the Coachella Valley. While a wide range of site conditions exist, four distinct scenarios are prevalent. Distinct channel configurations generally occur within the west, central, and eastern portions of the valley, with on-street conditions occurring throughout the valley. The typical scenarios are as follows:

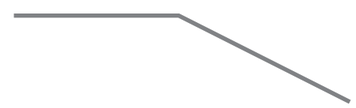
- West Valley - Free standing levee(s), wide right-of-way
- Central Valley - Right-of-way adjacent levee
- East Valley - Free standing levee, constrained right-of-way
- On Street – Road right-of-way

Consistency must be achieved with the design of the CV Link regardless of surrounding context, so that one coherent, regional pathway system is created. Additional design guidance may be found in the report technical supplement.

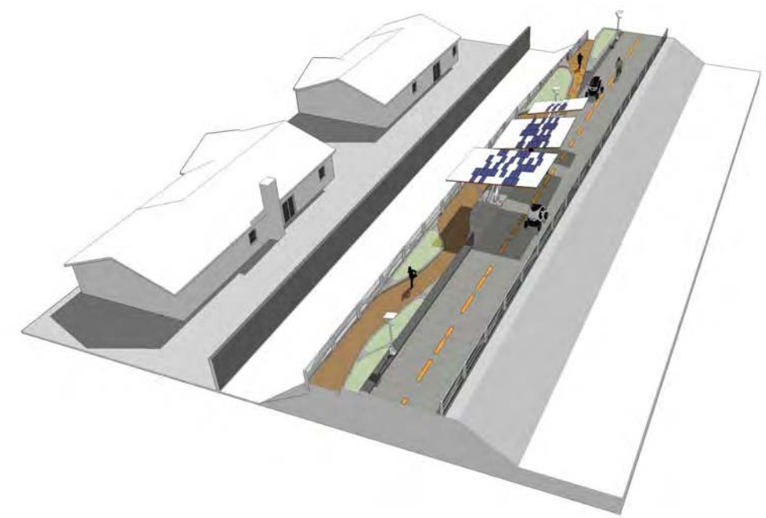
WEST

CENTRAL





EAST



WEST VALLEY

The Whitewater Channel is an expansive feature within the west valley. In the west, the channel's character is hundreds of feet wide and varies by only a few feet vertically. The west valley is known for its strong wind patterns. Accordingly, fields of wind turbines provide intriguing views. The CV Link is anchored by the San Jacinto Peaks and aerial tramway to the west.

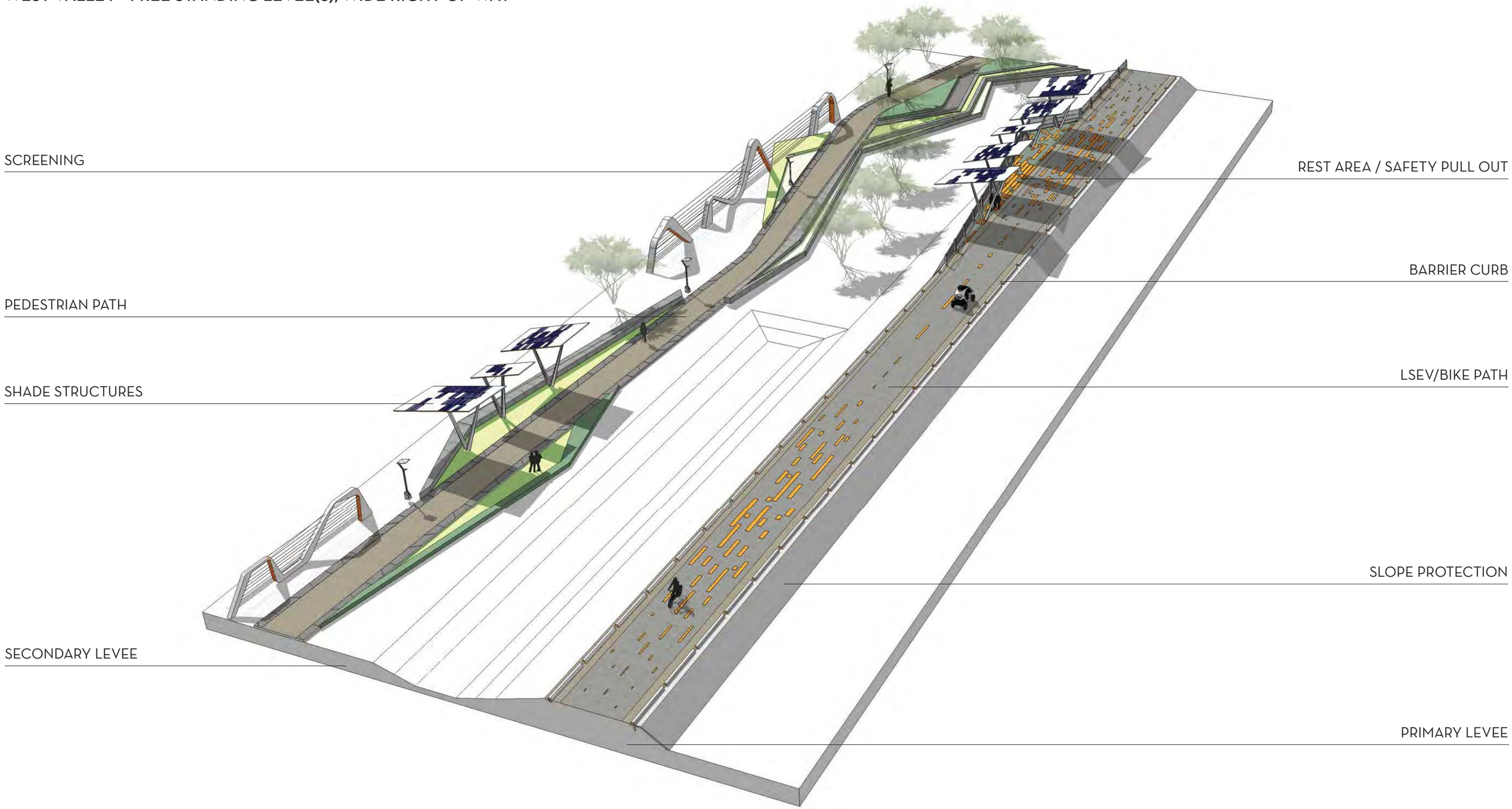
The proposed alignment follows a raised levee with concrete slope protection on the channel side. When a single levee is present, its width is sufficient to accommodate the LSEV/bike path while serving the dual purpose of a maintenance access route for Riverside County Flood Control (RCFC). Much of the alignment occurs within a wide section of right-of-way (200') held by RCFC. The pedestrian path parallels the levee at its base on the non-channel side. When the pedestrian path is not constrained by levee geometry, it may meander.

At times, two parallel levees occur. When present, the dual levee system allows for separation of the pedestrian path from that of the LSEVs and bicycles.

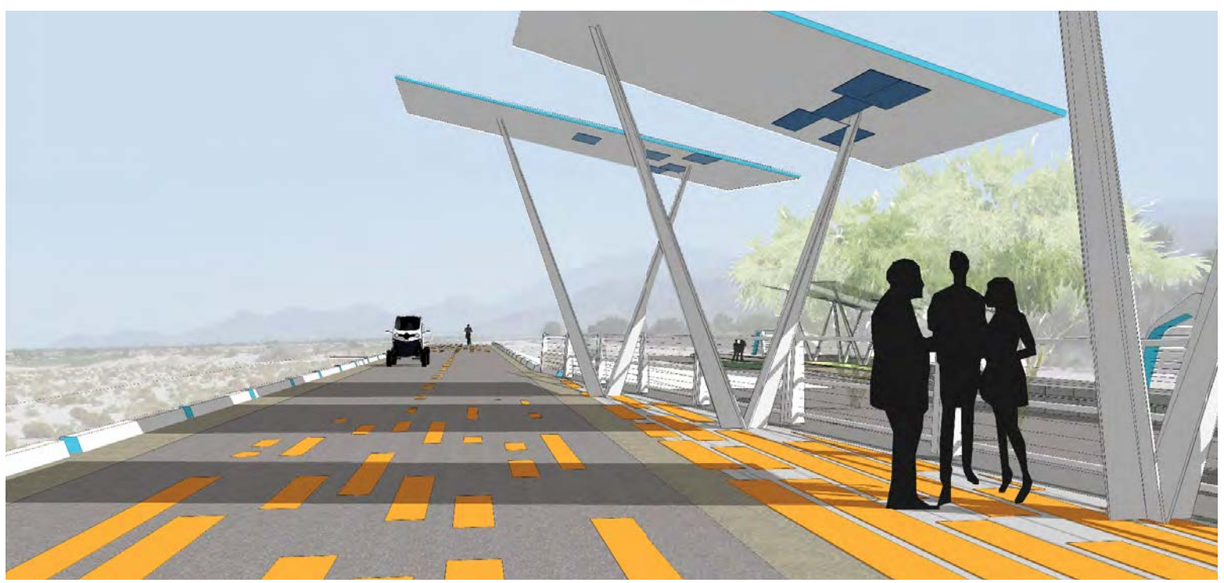
The purpose of motion is supported by an efficient, linear pathway geometry. Planted terraces paralleling the levee and rows of vertical palm trees accentuate the passing of the landscape at key nodes. The narrow levee condition facilitates a direct route of travel for LSEVs and cyclists. At the same time, it restricts design geometry options. Retaining walls and fill material shall be used to create opportunities for shade structures, view points, safety pull-outs, and rest areas. A series of articulated shade structures shall strategically provide protection from the sun while emphasizing movement in their form. Solar panels may be mounted to the top of each shade structure so that energy for site lighting may be passively harvested.

The plan on the facing page demonstrates constrained pathway geometries when two parallel levees are present, as well as a more meandering pedestrian path when a single levee constrains the design of the LSEV/ bicycle facility.

WEST VALLEY - FREE STANDING LEVEE(S), WIDE RIGHT-OF-WAY



Articulated shade structures enhance the sense of fluidity of motion at key locations.



Eastward travel is accented by blue color within the barrier curb and shade structure detail to enhance system legibility.

Double levee areas allow for separate parallel pathways.

CENTRAL VALLEY

The Whitewater Channel in the central valley has a proximate relationship to the mountains. Historic development in the Coachella Valley has favored a close relationship to the mountains. The central segment of the CV Link benefits from this as there are many civic, cultural and retail destinations on or adjacent to the parkway.

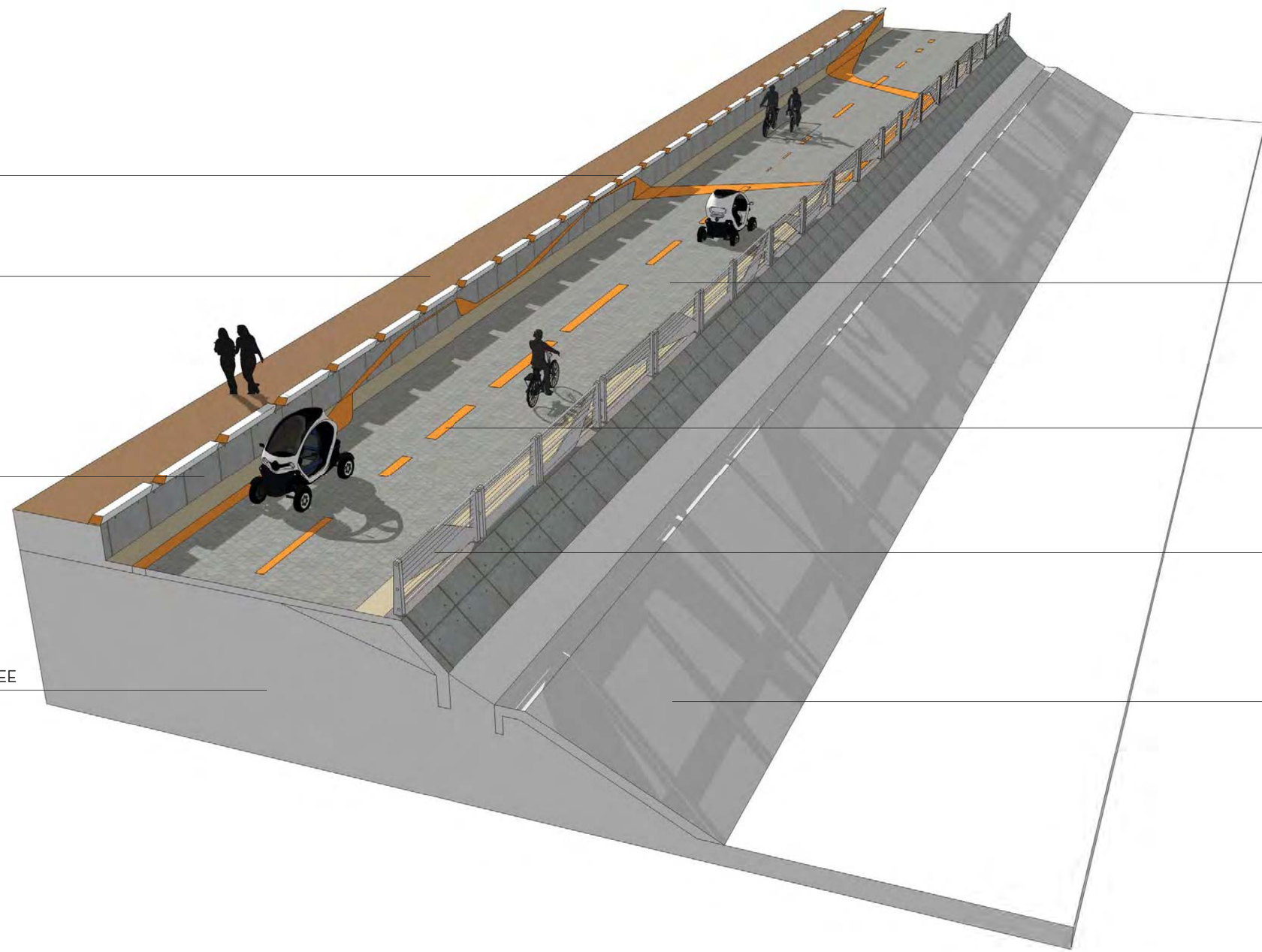
The character of the Whitewater Channel in the central valley is approximately 500 feet wide with variations in width based on specific site conditions. The channel edges are sloped consisting of both unprotected slope and concrete slope protection though this area. The top of slope is generally a flat condition through to adjacent property.

The proposed design for the central valley optimizes right-of-way width and connections to existing destinations. The alignment maintains the LSEV/bicycle path along the top of the Whitewater Channel slope edge. This allows the maintenance access route to be continuous, as well as provide effortless access for pedestrians to off-parkway destinations without needing to cross the LSEV/bicycle path.

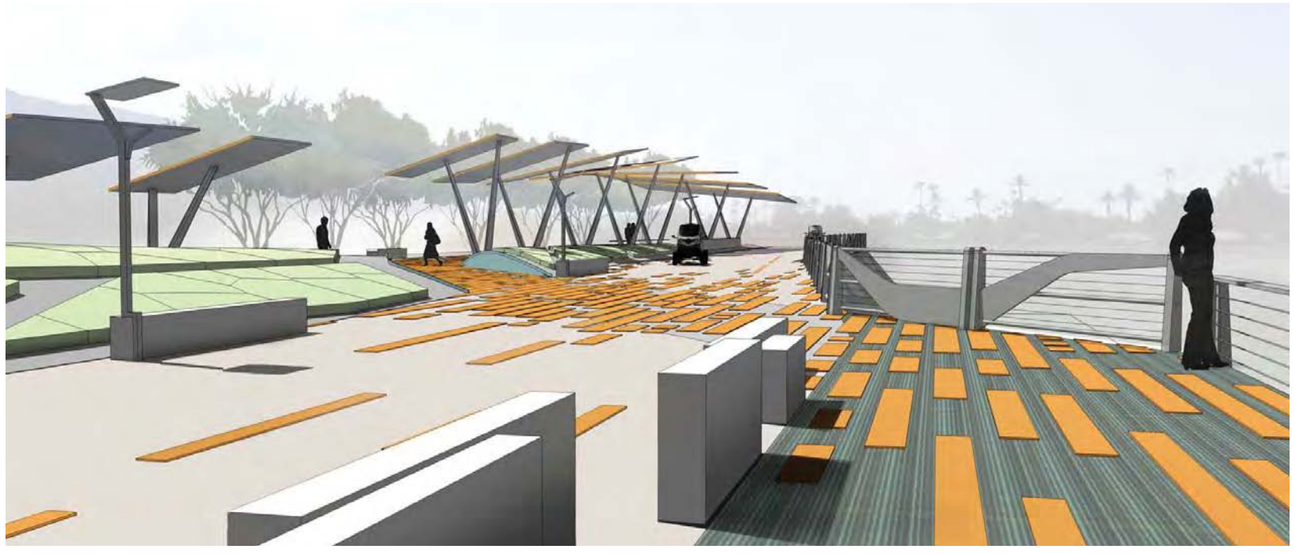
Manipulation of land forms, relationships between LSEV/bicycle and pedestrian paths, and repetition of site elements/furnishings create a unique sense of motion. Patterning and repetition on various scales and wavelengths create a dynamic experience.

SAN JACINTO DRIVE
BUTTON DRIVE

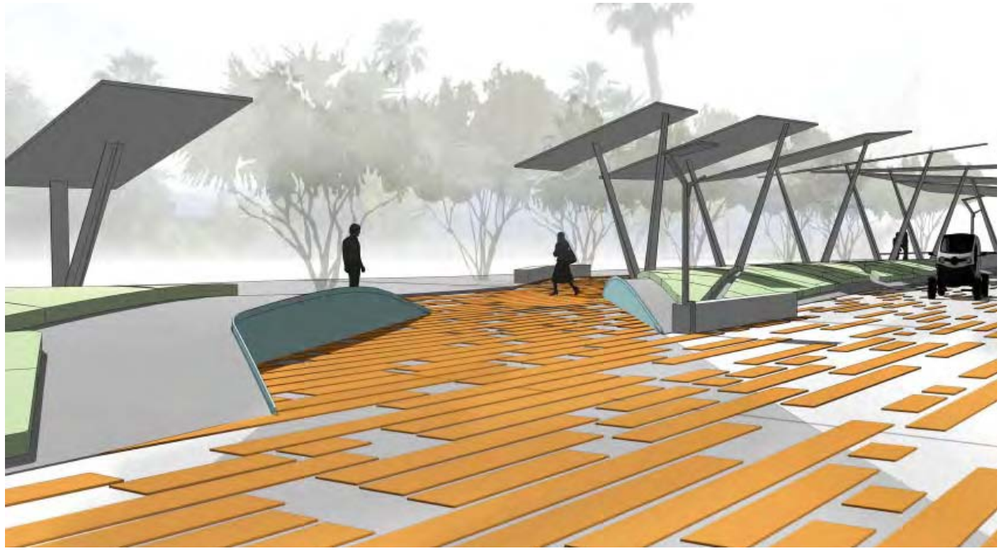
CENTRAL VALLEY - RIGHT-OF-WAY ADJACENT LEVEE



Constrained areas maintain the design theme via orange center line markings and undulating graphic line as seen in the ground plane and guardrail.



Intersections between pedestrian and LSEV/bicycle routes are emphasized in the ground plane materials and colors.



The creation of berms provides interest to the site while buffering the LSEV/bicycle path from pedestrians.

EAST VALLEY

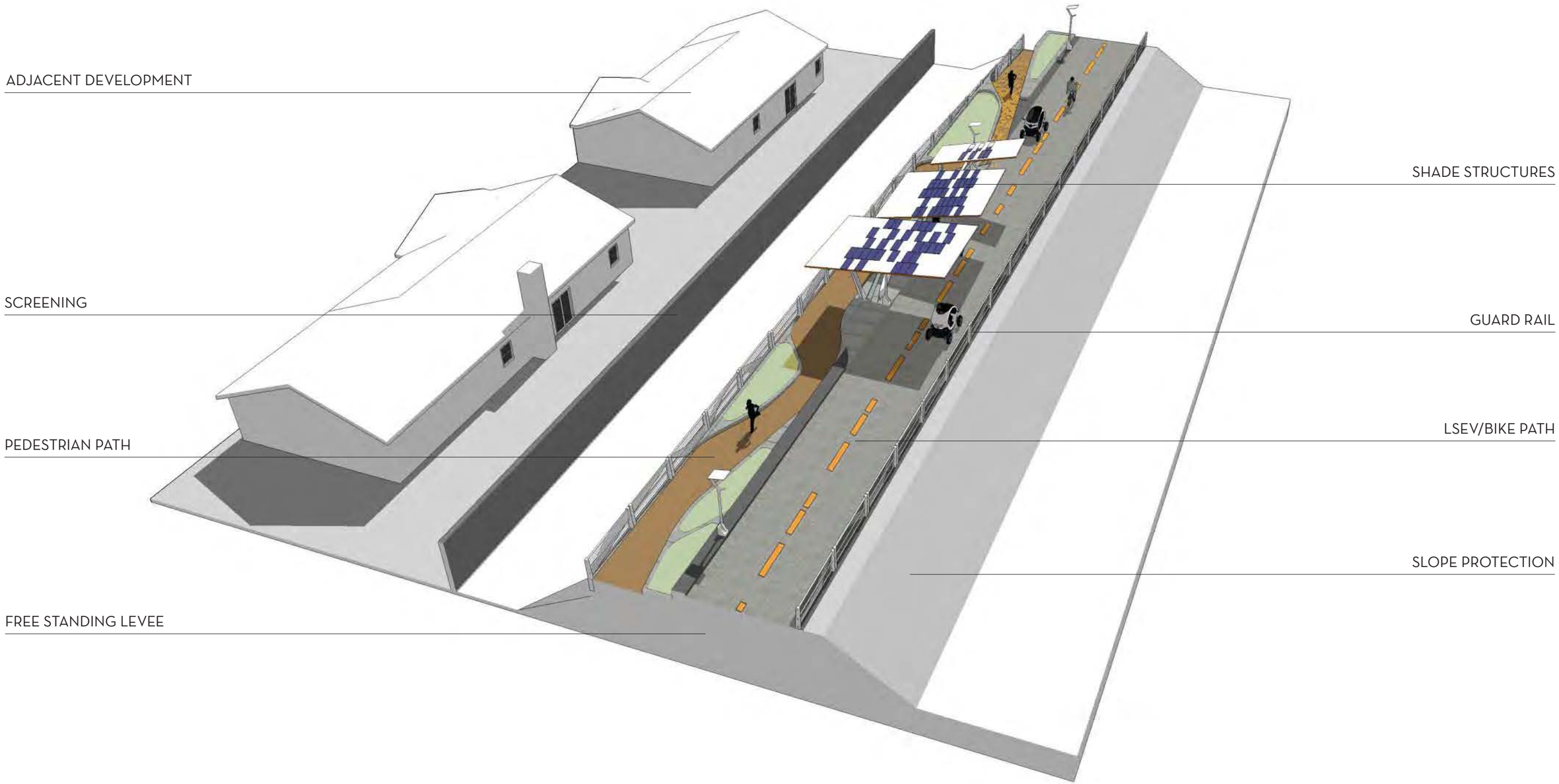
In the east valley, the channel maintains a fairly consistent width of approximately 550' with minimal concrete slope protection after Jefferson Street. The width of the top of the levee varies from 6' to 60'. Views of the Chocolate Mountains to the north are prevalent as well as long down valley views towards the Santa Rosa and San Jacinto mountain ranges. Commercial, agricultural, and residential uses are immediately adjacent to the channel.

The proposed alignment of the CV Link in the east valley transitions from constrained conditions to an independent levee with a height variation that is approximately 40' at Jefferson Street to as little as 5' at the far east end where agriculture is the predominant adjacent use. Constrained levee conditions require expansion of the parkway away from the adjacent uses and over the existing levee.

The plan view on the facing page includes a bridge over one of many side stormwater channels. From the bridge, the parkway continues east where it transitions into an independent levee and design conditions replicate the west valley levee. The larger widths of the top of the levee in this section provide opportunities for meandering pedestrian paths while maintaining direct linear routing for LSEV's and bicycles.

The independent levee condition is often 12' above neighboring property with levee setback from property line being anywhere from 17' to nonexistent. The pedestrian path is envisioned to be on the levee adjacent to the LSEV/bicycle path. Design solutions provide privacy screening and landscape treatments for adjacent property owners.

EAST VALLEY - FREE STANDING LEVEE, CONSTRAINED RIGHT-OF-WAY



Situations having constrained levee width, shall have curb-separated parallel paths.

As trees are not be permitted on levees, periodic shade structures will be an essential amenity.

The pedestrian path meanders around a shaded rest area.

Distinctive crosswalk markings and light tubes will inform roadway users of the presence of the CV Link.

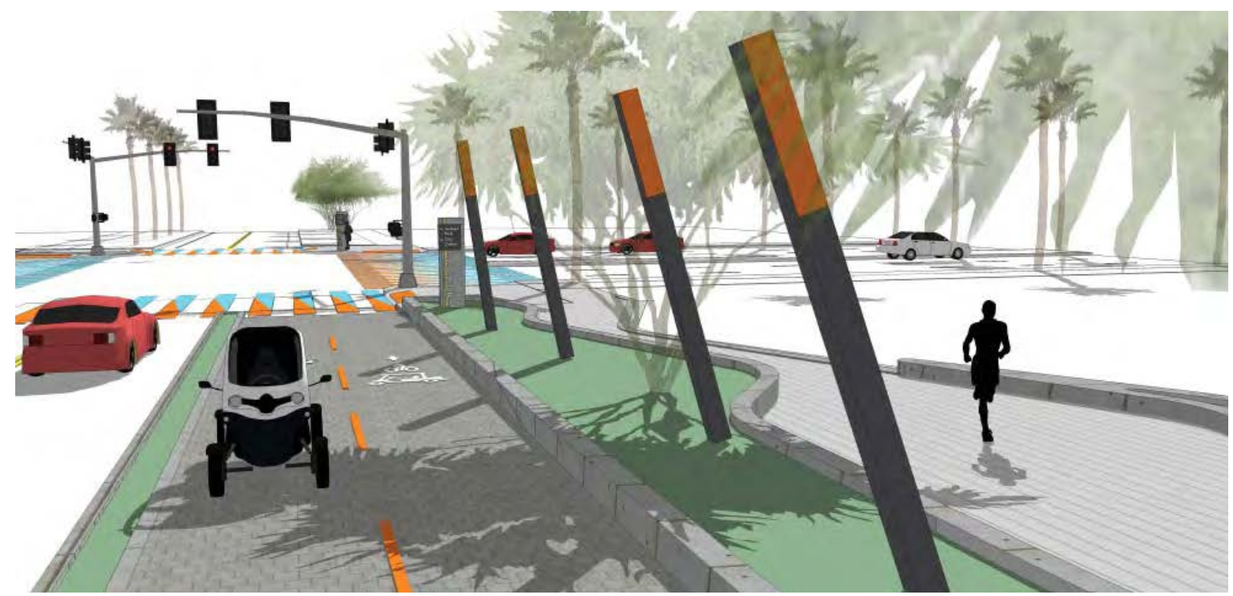
ON-STREET: AT-GRADE

At times, the CV Link will diverge from the Whitewater Channel and will occur within road right-of-way. On-street alignments may be utilized for several reasons: severe channel constraints, land access issues, or because an on-street alignment provides better connectivity to area destinations.

The on-street experience shall remain as comfortable and intriguing as off-street segments. On-street segments shall provide a higher level of protection than conventional LSEV/bike lanes. Routes are to be separated from roadways via curbs and planted buffers, similar to cycle track designs.

The design shall be distinctly recognizable as the CV Link. The materials, forms, and color palette shall remain consistent with off-street segments. Patterns and colors in the pathway surface shall be consistent as well as distinct from adjacent sidewalks, resulting in an intuitive navigational experience. Wayfinding signs are anticipated to further clarify the route where directional changes occur.

A one-way LSEV/cycle track on each side of the roadway provides a high level of user comfort.

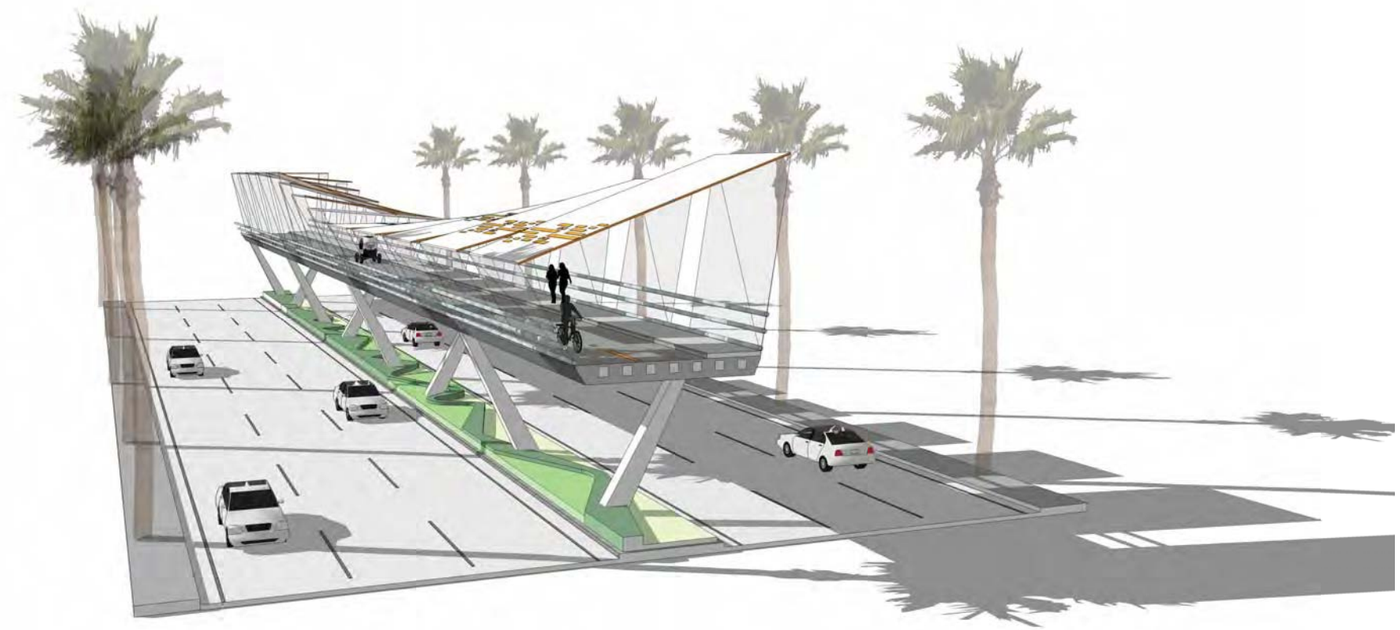


A two-way LSEV/cycle track is appropriate when an off-street path meets an on-street condition and a roadway crossing is not feasible.

ON-STREET: ELEVATED

An elevated pathway for LSEVs, cyclists and pedestrians could be a showcase element of the CV Link. On-street alignments often have constrained rights-of-way, intersection and driveway conflicts, and an overall stressful and less aesthetically pleasant user experience. Elevating the CV Link above the roadway negates the negative aspects of the route while creating a unique and striking addition to the region's landscape.

Elevated portions of the CV Link would have the same design language as other portions of the CV Link emphasizing motion, vibrance, and levity.



Monterey's already constrained right-of-way may be filled by another vehicle travel lane in each direction.

Design Toolkit

UNDERPASS

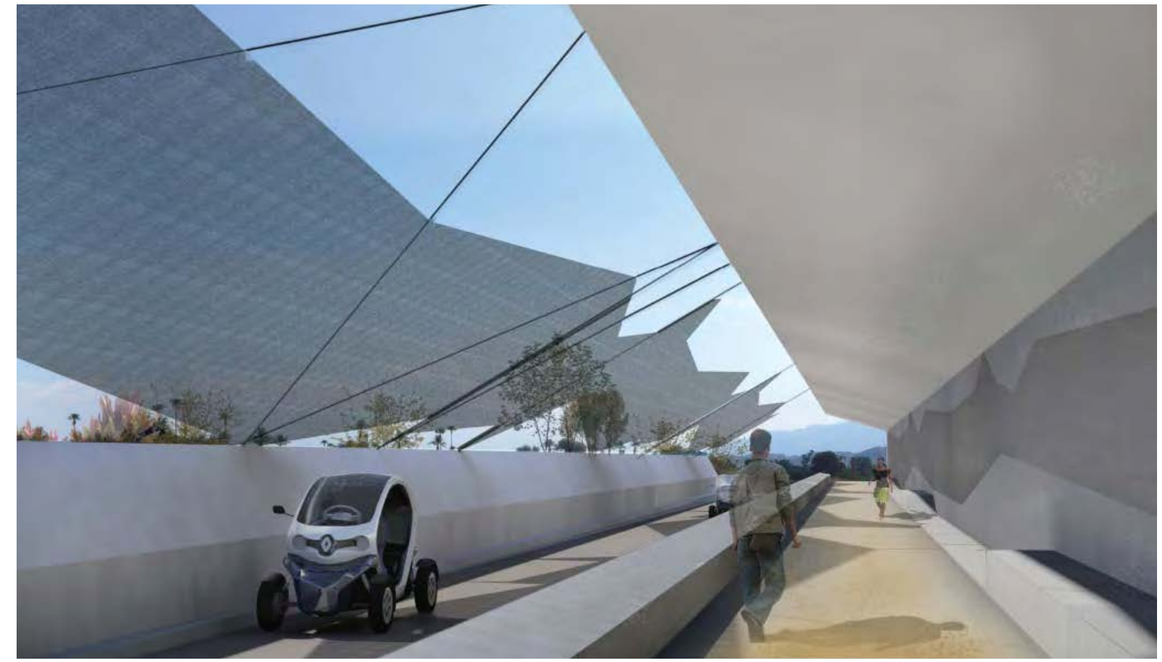
Several arterial roads span the Whitewater Channel with bridge structures. These structures create the opportunity to provide grade-separated roadway crossings. The full pathway width, as described in the technical design guidelines, should be maintained for as much of the CV Link as possible, including underpasses.

Every roadway intersection presents an opportunity to appeal to the vehicle driver. At underpasses, a series of light tubes extend between the channel floor and up above bridge decking to create an eye-catching scene.

TUNNEL/SUBTERRANEAN

The subterranean pathway approach would minimize potential impacts on existing golf courses. This condition appears where golf courses use the Whitewater Channel as part of their course. Nestling the CV Link into the existing slope allows golf to continue uninterrupted, addresses access and security concerns, and nearly negates visual impacts. The subterranean option further provides a unique experience for users of the CV Link.

Possible applications include Rancho Las Palmas, Cathedral Canyon Country Club, and Indian Wells Country Club.



GOLF COURSES

Routes through golf courses dictate additional design requirements. Fencing with protective screening shall be used to protect pathway users from errant balls when greens are oriented towards the pathway. Vegetated screening may also be used to provide a buffer between the pathway and the courses.

As golf courses occur within the Whitewater Channel, the low elevation and resulting inundation with water may have led to the creation of wetlands. As sensitive resources, wetlands are protected and thoughtful design measures shall be utilized. Where the CV Link must intersect these sensitive areas, elevated boardwalk structures will provide vertical separation and thus minimal impacts to the resource areas.

Golf course adjacent paths shall include protective fencing and/or vegetative screening.

BRIDGES AND OVERPASSES

CHANNELS AND ROADWAYS

The CV Link overpass condition is a prime place for the pathway to make an enduring statement. Daily, thousands of drivers will interface with the CV Link as it parallels or intersects existing roadways. These intersections provide an opportunity for the CV Link to attract new users. The overpass condition occurs where there is no logical underpass or at-grade crossing of existing roadways. The overpass design is to span the existing roadway without disrupting traffic flow.

Several stormwater channels intersect the Whitewater Channel, necessitating bridge crossings. Tall monolithic support structures are defining aspects of the design.

CONSTRAINED ON PILE SUPPORTS

POINT HAPPY

Existing site conditions include constrained scenarios having minimal width for a pathway system. Point Happy is potentially one of the most constrained situations for the CV Link alignment. At Point Happy, existing slope protection extends to the base of the rock out cropping, leaving no bench upon which to build. As modifications to Point Happy are undesired, non-invasive scenarios were explored.

One potential option is to relocate the slope protection northward to create a bench upon which to build. An in-depth study would be required to assess impacts to flood capacity of the channel.

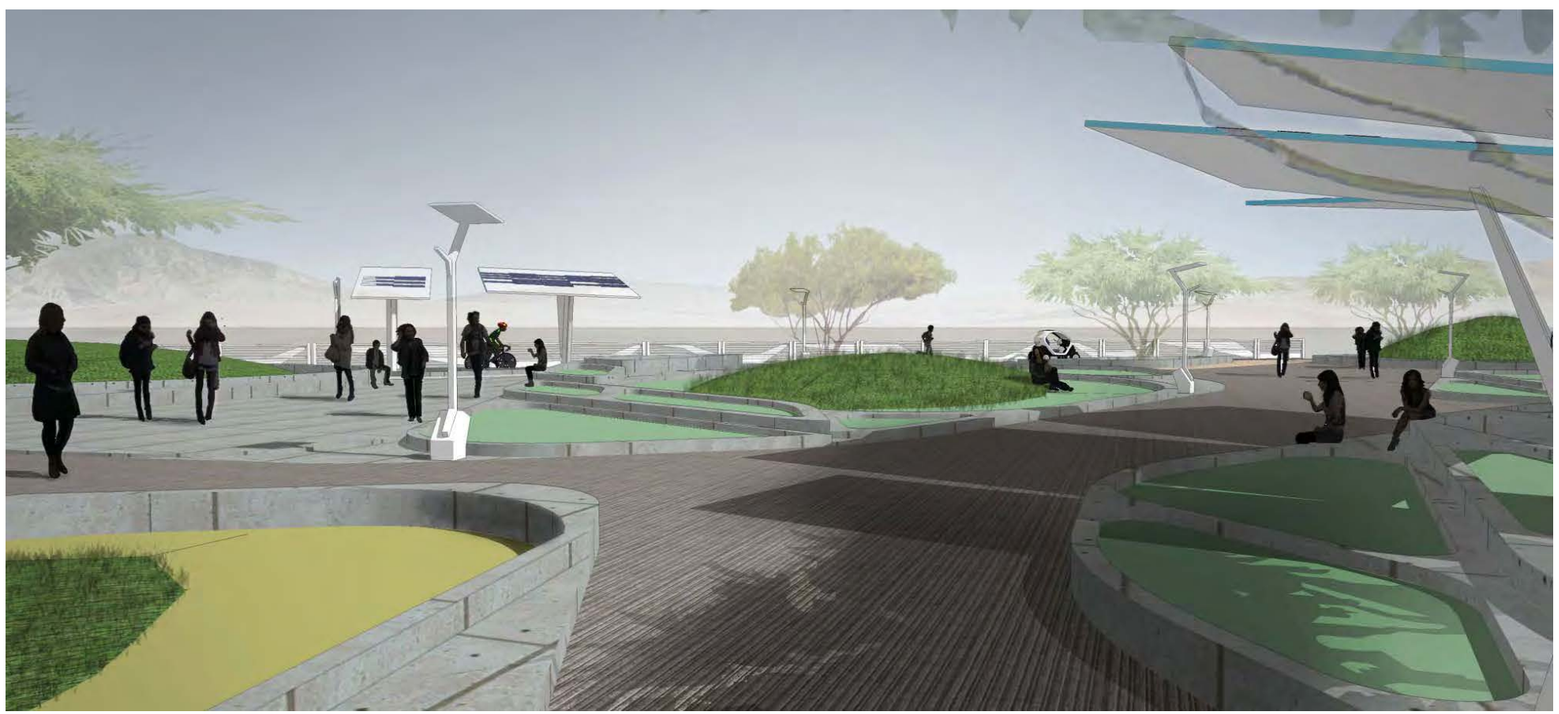
A separate option is to build a pile-supported structure parallel to the channel. While pile supports are less invasive, Water District approval would again be needed.

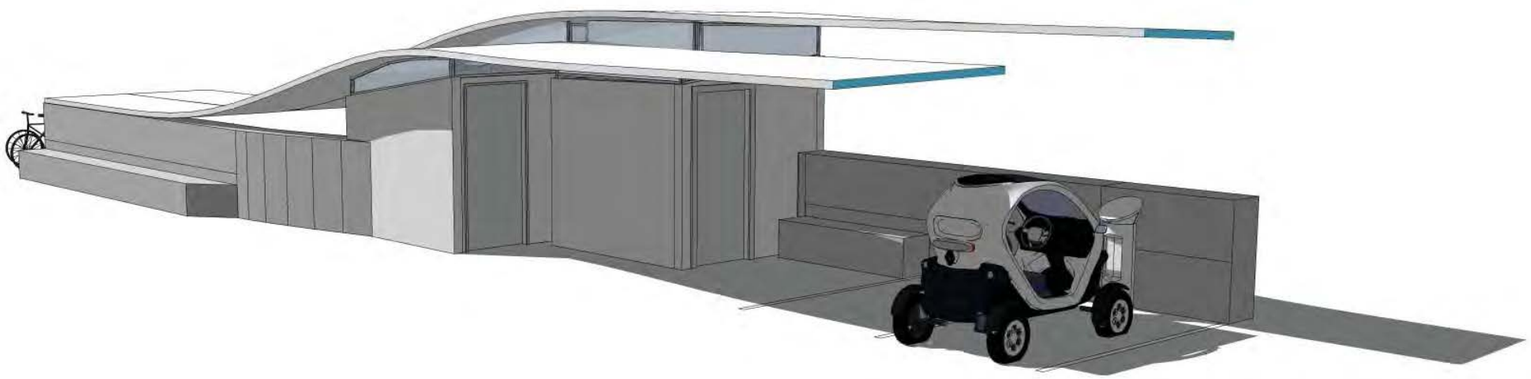
At the time of this writing, an alternative north bank alignment was being evaluated. A north bank option would provide a view to Point Happy.

Constrained area at Point Happy.

PROMONTORY PARK

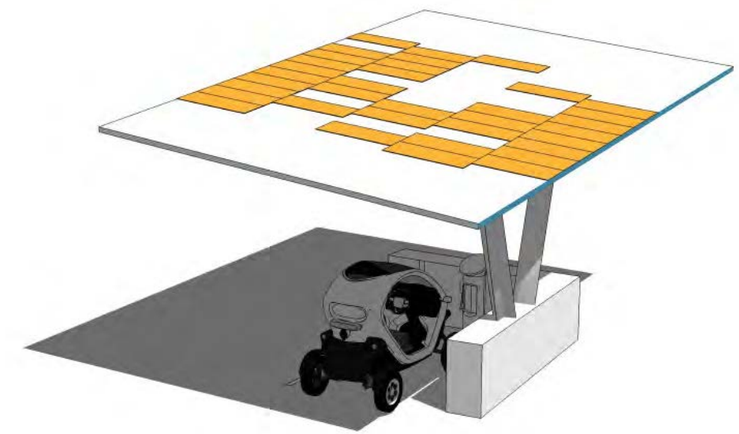
Two channels merge into one channel east of Jefferson and a vacant parcel of land provides an opportunity for Promontory Park. The proposed alignment for this area allows for speedy travel around the park as well as an opportunity to stop and enjoy the view. Planted grassy mounds, trees, seating areas, shade structures, lighting, drinking fountains, and other passive park amenities are envisioned in this area.

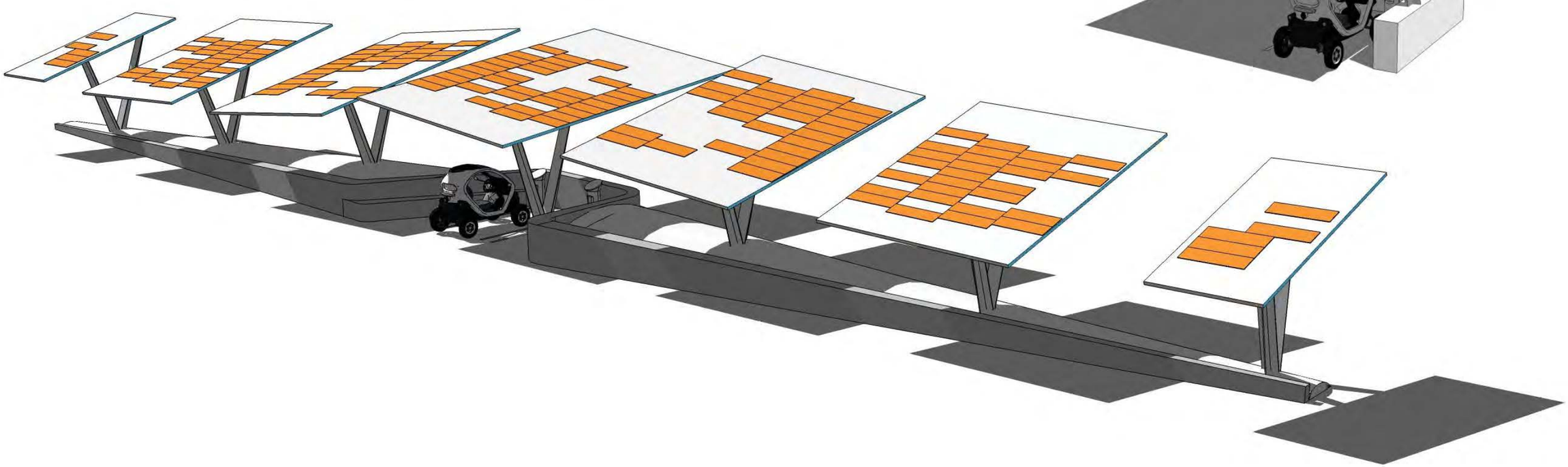




LSEV CHARGING STATIONS

Charging stations along the CV Link are essential to support electric vehicle use. Charging stations are to occur at logical destinations along the CV Link, providing adjacent activities while the vehicle charges. Shade structures at the charging stations are patterned with solar panels to power the lighting and accessories as well as charge electric vehicles. Charging stations as destinations feature restrooms and seating areas.



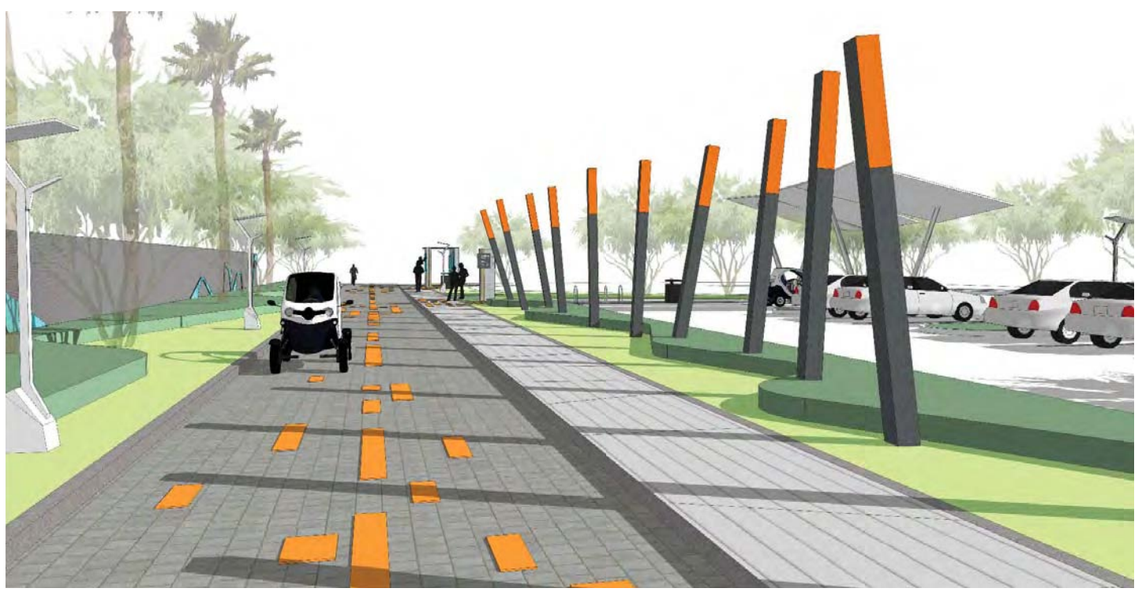


TRAILHEADS + ACCESS POINTS

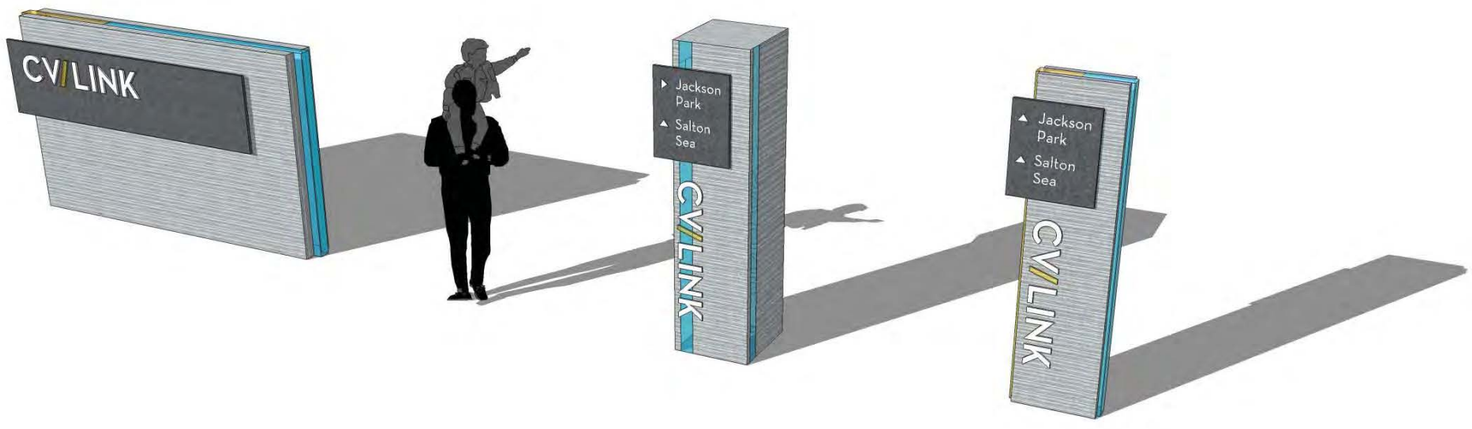
The CV Link shall be permeable to user access. Frequent access points to the facility are essential to making its use effortless. Access points shall occur at crossroads and connector trails, as well as from adjacent destinations. Access points may be as simple as controlled access from a gated community with identity signage.

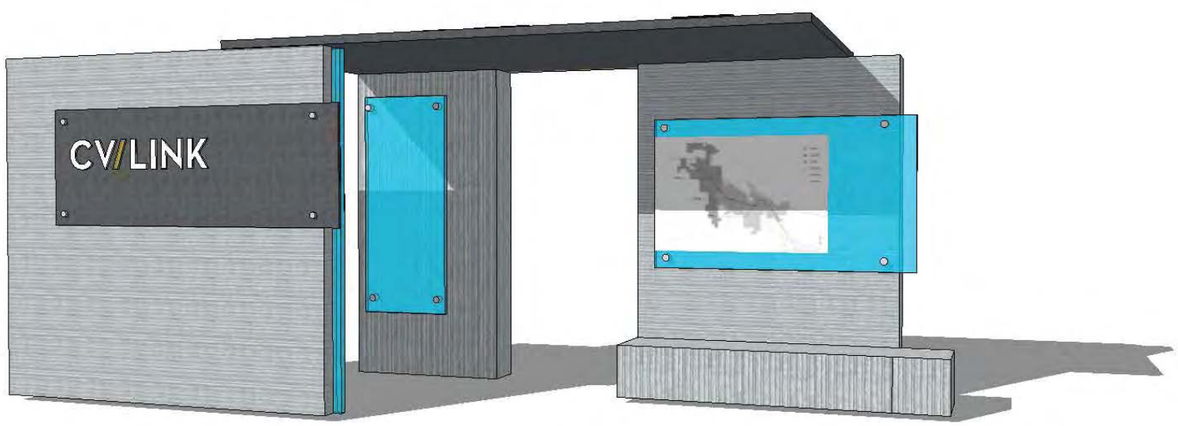
Trailheads are envisioned as occurring at vacant or surplus lands adjacent to the corridor. Trailheads may offer amenities such as restrooms, shade, system maps, drinking fountains, benches, trash receptacles, and vehicle, LSEV and bicycle parking. Trail access may also be incorporated into existing parks and area destinations such as libraries, schools, commercial centers, and health centers.

Access path with wayfinding information. Orange panels distinctively accent the ground plane.


An access path to the CV Link shall reflect the distinct pathway materials, colors and patterns of the CV Link.

Trailheads may offer parking for vehicles, LSEVs and bicycles as well as information kiosks and site furnishings.





WAYFINDING + INFORMATION

Navigating the CV Link first and foremost is to be intuitive. A distinct design including recognizable patterns, colors, forms, and materials shall instinctively keep the user on the path. Wayfinding elements such as sign monuments and way marks may be used to augment the experience. Wayfinding treatments shall be provided at key decision points, along indirect routes, as reference to the roadway network, in proximity to area destinations, or in areas with high levels of tourist activity.

The wayfinding system for the CV Link shall be composed of a family of navigational tools. Two- and four-sided sign monuments, identity signs, and way markers are all anticipated. Information kiosks shall be used at regional trailheads or access points. Kiosks may include system map with route and destinations, rules and regulations, and community and/or interpretive information. Consistent paving materials and orange center line, will enhance overall system legibility. Additionally, accent color used throughout design features shall indicate direction. Orange color accents will be visible as one travels westward and blue shall be the highlight color while travelling eastward towards the Salton Sea.

Quick Response or QR codes may be incorporated so that additional wayfinding, destination or interpretive resources may be accessed via smart phone technology. QR codes enable a greater depth of information without cluttering the landscape with large amounts of information.

MATERIALS

Material selection is a significant part of successfully establishing and supporting the CV Link identity. The design and application of distinctive materials will enhance the experience of the parkway, reinforcing the design and visually unifying the parkway valley-wide. Materials should be selected for their forward-thinking design aesthetic, practicality, durability, and responsiveness to environmental design considerations. They should have an established performance history for their proposed applications. Appropriate selections will help minimize maintenance requirements. Only materials that perform well in the extremes of the Coachella Valley's desert environment should be considered.

Materials should be selected to resist fading, deterioration, or discoloration due to intense sun exposure - (UV) light. The use of saturated colors must be implemented with careful consideration as fading damage is more pronounced than fading exhibited by muted colors. Additionally, the use of color on adjacent, dissimilar materials should be used with caution as colors will fade at different rates.

Significant diurnal temperature fluctuation experienced in the desert can cause significant thermal expansion and contraction of materials. Materials selected should be minimally affected or capable of successfully managing thermal expansion through appropriate detailing.

Exposed material surfaces will be subjected to the abrasive effects of wind-blown sand. Only materials inherently durable to this condition should be selected. Although events are episodic, the entire length of the CV Link will be subjected to blow sand with certain areas experiencing severe conditions.

Vandal and graffiti resistant properties should considered in material selection. Durable finishes, materials, and vandal-resistant attachment methods, plus the use of anti-graffiti measures, will greatly benefit the longevity and quality appearance of the project.

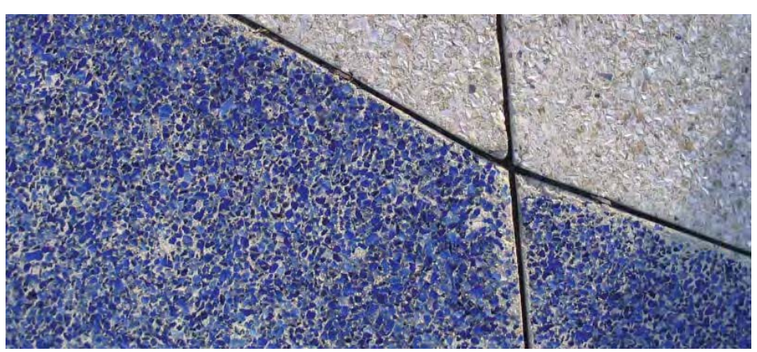
Where possible, the finish aesthetic of project materials should be achieved through the integral color/texture of the materials themselves. Minimize use of field-applied finishes (paints, stains, sealers, and coatings) – use high-performance applied finishes where necessary. Integral color/finish materials are less likely to require refinishing and better conceal defects due to normal wear or moderate vandalism.

As the entirety of the CV Link is subject to earthquake loads, structures, supports, and attachment of materials must be designed to resist the effects of earthquake motions consistent with Seismic Design Category D.

Materials incorporated into the CV Link will be affected by varied wind exposures (Categories B-D) with some areas experiencing intense wind. Materials must address wind pressures, uplift, and fatiguing considerations.

Light fixture selection/design must address light pollution and dark-sky requirements in effect. The majority of the CV Link lies within the Mt. Palomar Nighttime Lighting Policy Area – Zone B. The Observatory, located in San Diego County, requires darkness so that the night sky can be viewed clearly. The presence of this observatory requires special nighttime lighting standards in several areas in Riverside County and specifically this project. This policy is intended to limit light leakage/spillage from exterior light fixtures that may obstruct or hinder the observatory operations.

Soils in certain locations within the Coachella Valley contain a level of soluble sulfate concentrations that can have a deleterious impact on reinforced concrete in direct contact with this soil type. Soils should be tested, and where appropriate, the use of Type V and/or sulfate resistant mix designs should be employed.


Glass embedded concrete

Paving patterns and color variations

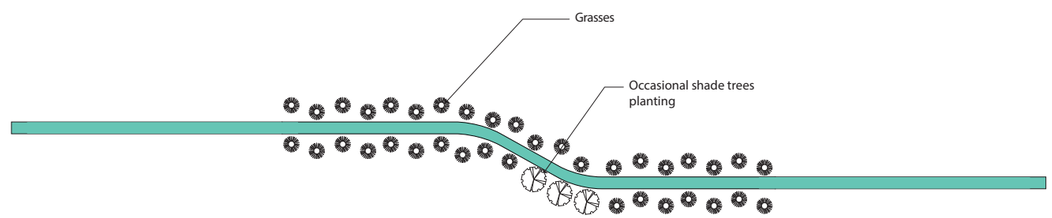
Concrete textures

Metallic light tubes

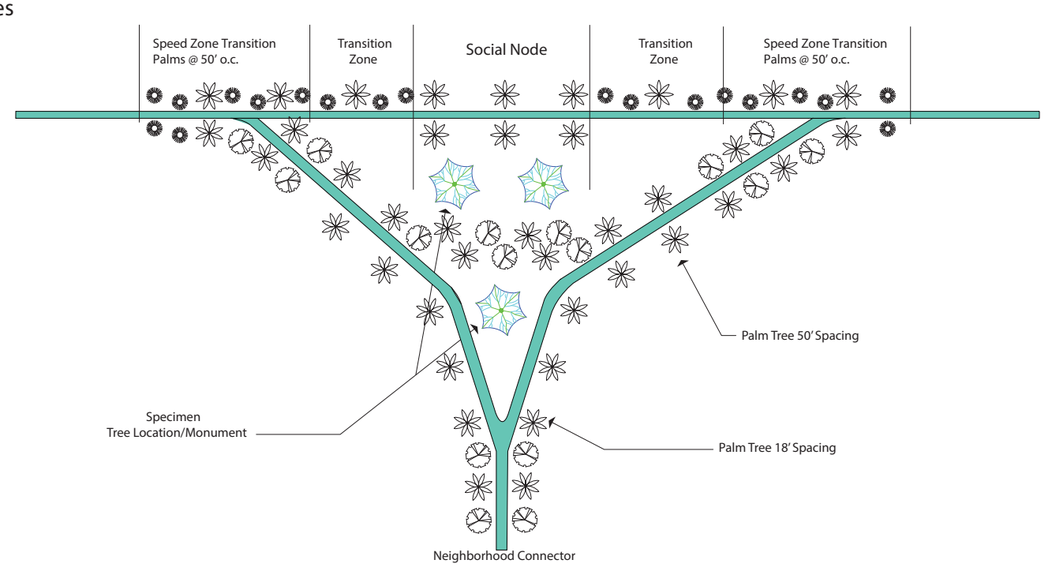
Translucent concrete

Metal mesh

Speed Zone



Social Nodes



PLANTING DESIGN

The landscape design for the CV Link has been conceived to reinforce the overall design concept of contrast by introducing color, vibrancies, and levity into the planting design. Interesting forms and textures will be derived from native species found in the Mojave and Sonoran desert environments. The use of grasses will soften the edges and provide kinetic motion.

Low water demand materials will contrast the bold, contemporary forms of architectural elements such as shade, seating, walls, and planter areas. Plants with spines, thorns, and other potentially harmful characteristics must be carefully considered to not be a danger to users. A plant palette and matrix within the technical supplement illustrates the following eight conditions along the CV Link and the preferred plant material choices that help inform the design:

- Slopes
- Barriers
- Windbreaks
- Speed zones
- Social nodes
- Connections
- Charging stations
- Channel protection

COLOR THEME

The primary choices for flowering shrubs and ground cover will be orange with contrasting accents of purple, blue, and violet. Yellow and pink will be used to complement these colors where they can be viewed and appreciated. A seasonal color chart is provided in the technical supplement.

ART

The CV Link shall include opportunities for art. Keeping with the design intent, art elements should embrace progressive and innovative materials, themes, and practices. Art elements shall focus on at least one of the following:

- The use of alternative energy sources, such as wind or solar. Use this energy to power site elements.
- Art that is interactive and inviting.
- Light and digital projection that emphasizes the innovative use of electricity while creating a dynamic experience.
- Integrate sensors responsive to light levels, motion and/or touch.
- Maintain consistency with project palette – use of concrete and metal materials and project colors.
- Build upon themes of wind and water in reference to the functions of the Whitewater Channel.

KINETIC ART

Art that moves with the wind or in response to touch creates a dynamic experience. Kinetic sculptures should harvest wind and solar energy, and use that energy to illuminate LED outdoor lights and features.

LIGHT

Light creates the opportunity for a lasting impression while highlighting the production and use of electricity. "Fish Bellies" invites Texas State University students to interact. Embedded touch sensitive controllers allow the public to select color and change light saturation levels.

Digital projection and robotic lighting fixtures create the ability to enliven a space in a dynamic way. Images may be in constant motion and are reprogrammable as often as desired. The existing concrete slope protection of the channel creates a unique venue for projected art.

SENSORS

Art elements may be equipped with sensors capable of responding to light levels, motion, or touch. A light presentation may occur in choreographed sequences or as an interactive display. Infrared cameras and radar detectors may be used to track the locations and gestures of people as well as initiate responses to these movements.

Edwin Cheong's Kinetic Sculpture captures the wind and converts it to power to energize site lighting, Singapore

A projected scene of light enlivens an underpass in Santa Clara, California

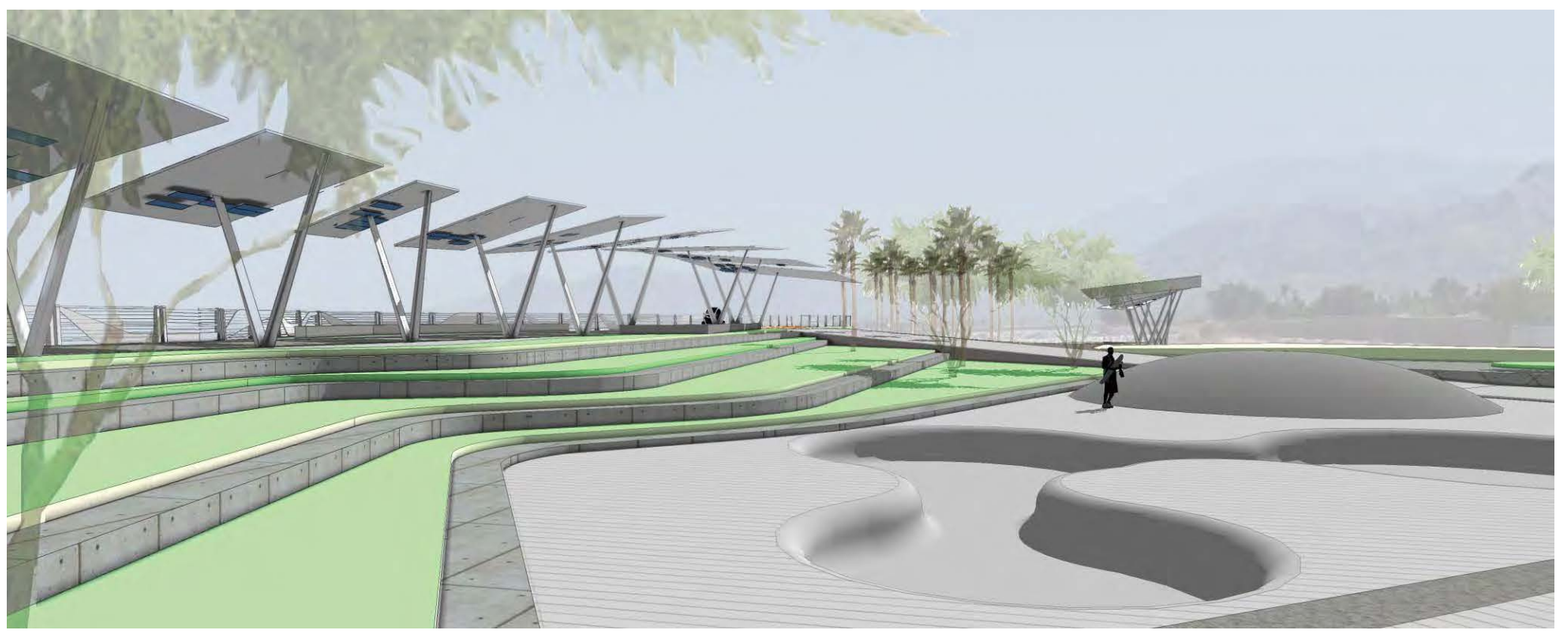
B. Hancock

"Fish Bellies," embedded with touch sensitive controllers allow the public to select light color and intensity.

Digital projection by light artist Dan Corson

Sensor-controlled illumination

Skateable art is visually intriguing even when not in use.



A skateboard facility would provide a durable amenity for surplus space between the CV Link and the Dream Homes community.

Site furnishings may also be designed to be responsive to stimuli. Sensors may respond to ambient light levels, illuminating features to partial luminosity at dusk while brightening to full illumination upon sensing the motion or touch of a pathway user. Lighting may be dimmed or extinguished as human interaction ceases or in response to increased ambient light. This creates a dynamic experience for users of the CV Link while using energy resources responsibly.

SKATEABLE ART

Interactive art needs to be durable, particularly in the public realm. Skateable art utilizes features that are visually appealing sculptural elements while not in use, but which also double as skate boarding venues, filling a community need. Skate parks provide opportunities for young people to recreate and socialize. Strategically located skate boarding surfaces focus this use, decreasing impacts to spaces where skating is undesirable.

SITE SPECIFIC ART RECOMMENDATIONS

WEST VALLEY

- Kinetic wind sculpture west of Gene Autry Trail
- Skateable art installation near Dream Homes community
- Digitally projected art after dark on concrete slope protection across from the Cathedral City Promontory
- Digital projection and light tubes at Ramon bridge

CENTRAL VALLEY

- Innovative art at Whitewater Park
- Innovative art on Magnesia Falls
- Digital projection and light tubes at Portola Ave, El Dorado, and Miles Ave bridges
- Energy-focused art at Indian Wells substation

EAST VALLEY

- Digital projection and light tubes at Washington Street, Jefferson Street, and Indio Boulevard bridges
- Mural art at Indio Boulevard undercrossing

INTERPRETATION

Interpretive or educational information shall focus primarily on valley innovations, including green technologies and their benefits. Interpretation may occur via static signs, art pieces, links to websites via Quick Response codes, or hands-on interactive opportunities.

VALLEY INNOVATIONS

- Alternative fuel public transportation system
- PEV readiness
- Wind farms
- Emerging technologies development
- Voluntary green building program
- Solar energy production
- Energy independence program
- Palm Springs Aerial Tramway
- Whitewater Channel
- All-American Canal
- Air quality monitoring stations
- Pathway user counts

Additional interpretive topics may focus on the local history, culture and environment. Cultural and historic topics may include Native Cahuilla tribe, Conchilla/Coachella name, Southern Pacific Railroad, and resort development. Topics focused on the environment might include water, mountains, geology, hot springs, Sonoran and Mojave Desert flora and fauna, wind and sculpted rock, sun, light/shade, flooding, the night sky, and the submarine. Additional potential themes by area are as follows:

WEST VALLEY

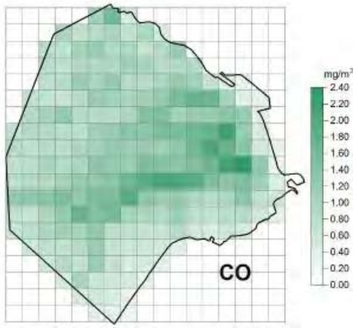
- Mid-century modern architecture
- Fringe-toed lizard preserve
- Ground water replenishment
- Lawrence Crossley History – Crossley Tract (housing for African Americans in the 1950s)
- San Andreas Fault

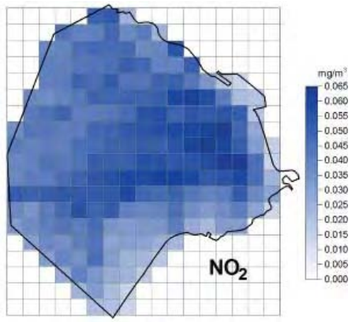
CENTRAL VALLEY

- Golf culture
- Indian Wells Tennis Tournament
- Health and wellness

EAST VALLEY

- Historic Lake Cahuilla
- Agriculture, date production
- Migrant farmworker rights, Cesar Chavez
- Coachella Fest
- Equestrians
- Aquaculture
- Salton Sea





Air quality monitoring stations may be linked to public websites offering real time readings on levels of air quality pollutants.

CV LINK

OWNER

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 FRED WARING DRIVE, SUITE 200
PALM DESERT, CA 92260
760.346.1127

PRIME CONSULTANT

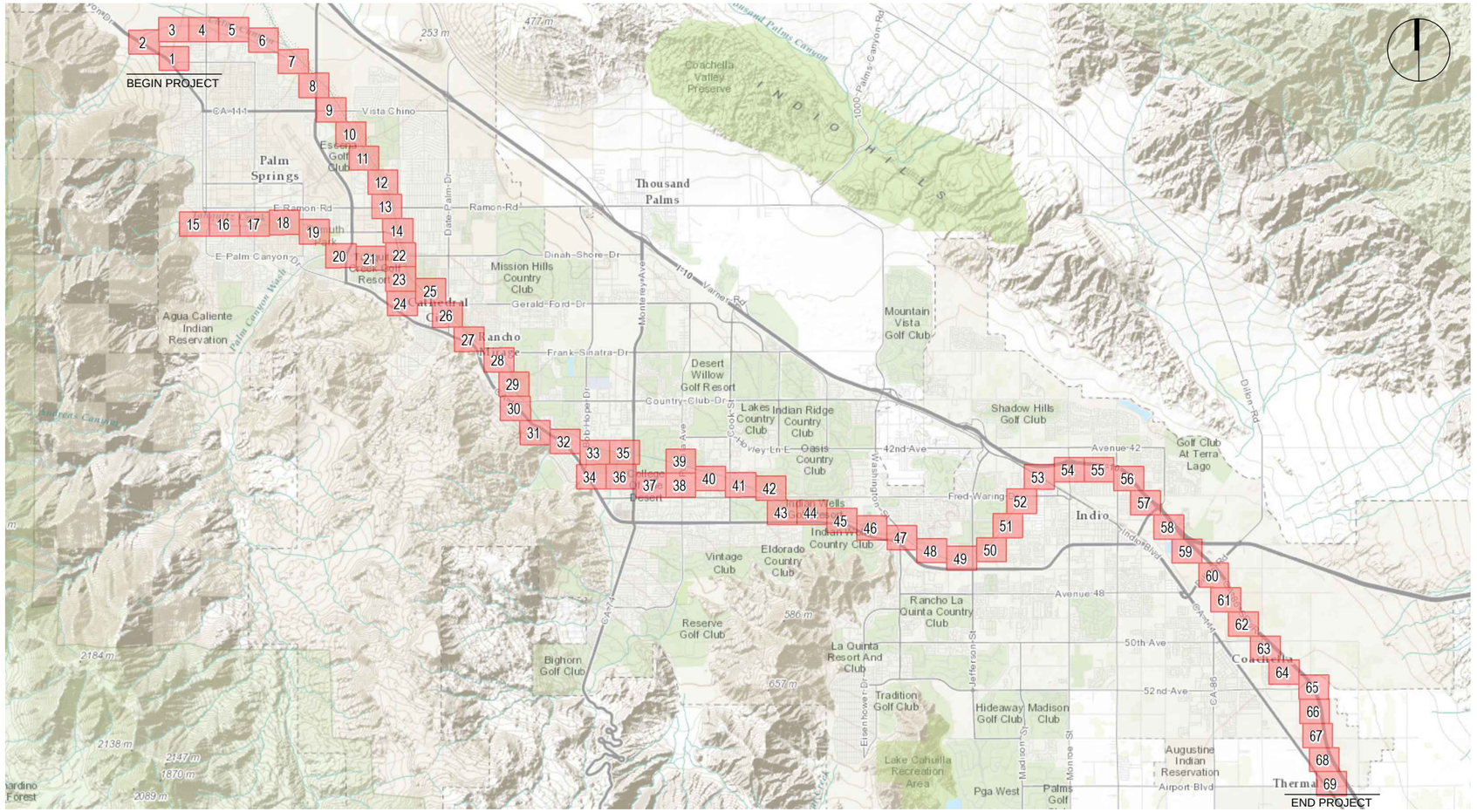
ALTA PLANNING + DESIGN, INC.
711 SE GRAND AVENUE
PORTLAND, OR 97214
503.230.9862

SUB-CONSULTANTS

LSA ASSOCIATES, INC.
901 E. TAHQUITZ CANYON WAY, SUITE B200
PALM SPRINGS, CA 92262
760.416.2075

RBF CONSULTING, A COMPANY
OF MICHAEL BAKER INTERNATIONAL
74-130 COUNTRY CLUB DRIVE, SUITE 201
PALM DESERT, CA 92260-1655
760.346.7481

MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
760.320.9811



ORDER OF SHEETS

PATHWAY DETAILS
SECTIONS: ON-STREET
SECTIONS: OFF-STREET1
SECTIONS: OFF-STREET2
SECTIONS: OFF-STREET3
SECTION DATA TABLES
10% SEGMENT MAPS
STRUCTURAL EXHIBITS
TYPICAL ONE MILE: WEST
TYPICAL ONE MILE: CENTRAL
TYPICAL ONE MILE: EAST
PATHWAY SUPPORT EXHIBITS

10% DRAFT SUBMITTAL

SHEET OF

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COACHELLA VALLEY, CA

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DATE: MAR 21 2014

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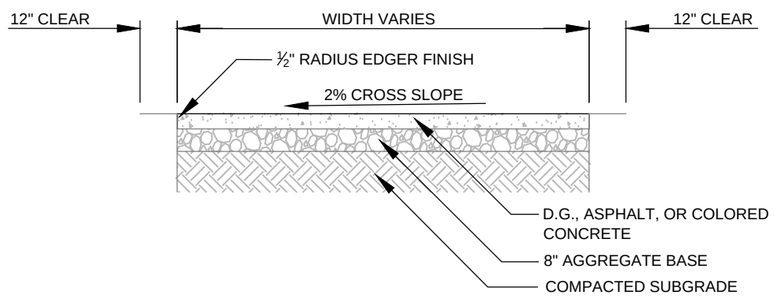
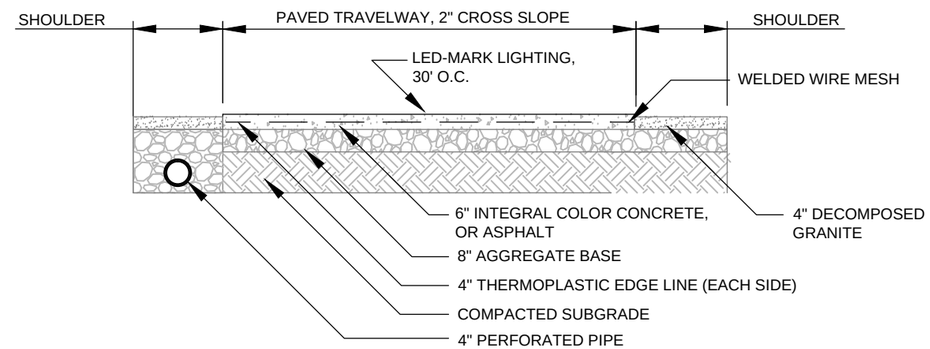


1) 8' WIDE PEDESTRIAN PATHS RECOMMENDED IN MODERATE TO HIGH USE AREAS. THESE ARE AREAS CURRENTLY DEVELOPED OR WITH DEVELOPMENT POTENTIAL ADJACENT TO BOTH SIDES OF THE PATHWAY.
2) 6' WIDE PEDESTRIAN PATHS MAY BE USED IN NON-URBAN AREAS OR AREAS NOT EXPECTED TO UNDERGO DEVELOPMENT.
3) WITH CONCRETE, MIXING AREAS MAY BE SEEDED WITH TUMBLED LANDSCAPE GLASS (LIME GREEN).
4) D.G. PATH TO HAVE 12" WIDE CONCRETE BAND EACH SIDE, WHEN NOT DIRECTLY ADJACENT TO LSEV/BIKE PATH OR RETAINING WALL.

DTL 1 **PEDESTRIAN PATH**



1) 4" WIDE BLUE/ORANGE THERMOPLASTIC CENTERLINE STRIPING TO OCCUR ON ALL LSEV/BIKE PATHS AT 3:1 GAP TO DASH RATIO.
2) SOLID CENTERLINE TO BE USED IN THE FOLLOWING CONDITIONS:
   A) FOR THE DURATION OF ANY SEGMENT HAVING LESS THAN 14' IN PAVED TRAVELWAY WIDTH.
   B) FOR THE DURATION OF ANY CURVES ON THE MAIN TRAVELWAY WITH RESTRICTED SIGHT DISTANCES OR RADII LESS THAN 74'.
3) 4" WIDE WHITE EDGE LINES TO BE USED.
4) PATH TO HAVE 2% CROSS SLOPE.
5) 5' SHOULDERS PREFERRED WHEN HAZARDS INCLUDING SLOPES ARE PRESENT.
6) GUARDRAILS TO BE USED WHEN LESS THAN 5' OF SHOULDER OR RECOVERY AREA IS PRESENT AND THE FOLLOWING CONDITIONS APPLY:
   A) ADJACENT FORESLOPE IS 1V:3H OR STEEPER AND VERTICAL DROP IS AT LEAST 6'.
   B) ADJACENT FORESLOPE IS 1V:2H OR STEEPER AND VERTICAL DROP IS AT LEAST 4'.
   C) ADJACENT FORESLOPE IS 1V:1H OR STEEPER AND VERTICAL DROP IS AT LEAST 12".
7) 24" MIN SHOULDERS MAY BE USED IN CONSTRAINED AREAS WHEN HAZARDS ARE NOT PRESENT.
8) 12" MIN SHOULDER MAY BE USED OVER SHORT DISTANCES WHEN GUARDRAILS ARE PRESENT.
9) SHOULDERS TO BE OF ¾" AGGREGATE BASE IN WINDY WEST VALLEY LOCATIONS.
10) CONCRETE TO BE SEEDED WITH TUMBLED LANDSCAPE GLASS AT SELECTION LOCATIONS, DENSITY AND PATTERN TBD.

DTL 2 **LSEV/BIKE PATH**

PATHWAY DETAILS

SHEET OF

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COACHELLA VALLEY, CA

DWG. FILE NO.SWC_#.dwg
DATE: MAR 21 2014
SCALE: AS SHOWN

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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

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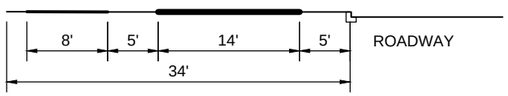
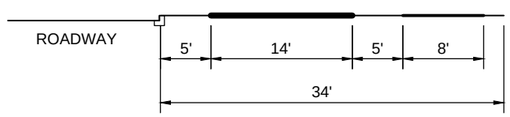


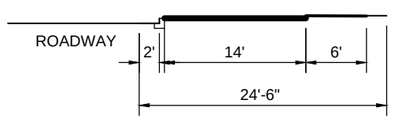
- 5' BUFFERS

A-1 **ROAD R/W - LEFT**



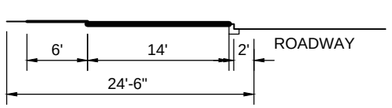
- 5' BUFFERS

A-2 **ROAD R/W - RIGHT**



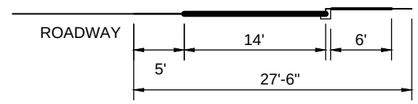
- 2-4" VERTICAL SEPARATION BETWEEN PATHS
- 2' STRIPED BUFFER

A-3 **ROAD R/W CONSTRAINED - RIGHT**



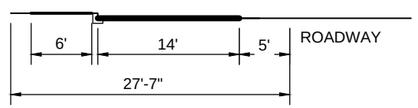
- 2-4" VERTICAL SEPARATION BETWEEN PATHS
- 2' STRIPED BUFFER

A-4 **ROAD R/W CONSTRAINED - LEFT**



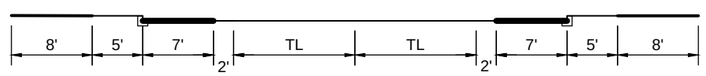
- 5' THERMOPLASTIC HATCHED BUFFER (2' MIN)
- LSEV/CYCLETRACK AT ROADWAY GRADE

A-5 **BUFFERED LSEV/BIKE LANE**
TWO-WAY ONE SIDE - RIGHT



- 5' THERMOPLASTIC HATCHED BUFFER (2' MIN)
- LSEV/CYCLETRACK AT ROADWAY GRADE

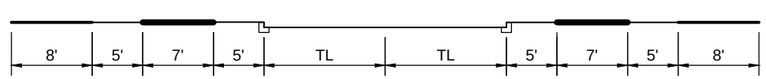
A-6 **BUFFERED LSEV/BIKE LANE**
TWO-WAY ONE SIDE - LEFT



- 2' THERMOPLASTIC HATCHED BUFFER

A-7 **BUFFERED LSEV/BIKE LANES**
ONE-WAY EACH SIDE

A-7B **AS ABOVE - LIMITED TO RESTRIPE ONLY**

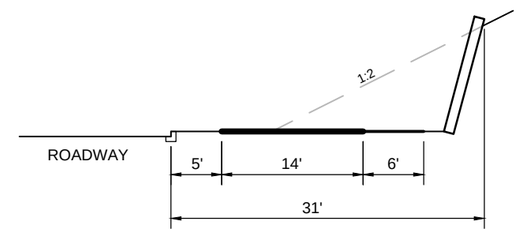


- 5' BUFFERS

A-8 **LSEV/CYCLE TRACKS, ONE-WAY EACH SIDE**

- LOW VOLUME ROADWAYS 25 MPH OR LESS
- PROVIDE WAYFINDING FOR LSEV/BIKES

A-9 **LSEV/BIKE BOULEVARD**



- WALL HEIGHT TBD BASED ON EXISTING CONDITION

A-10 **ROAD R/W**
CONSTRAINED BY TOPOGRAPHY

AT GRADE CROSSING TYPE	LOCATIONS	CURB RAMPS	CROSSWALK	LOOP DETECTOR	ADD PHASE / HARDWARE	PHB / RRFB	NEW SIGNALS
X-1	STOP / YIELD CONTROLLED	Y	Y				
X-1 ES	EXISTING SIGNALS	Y	Y	Y			
X-1 P	EXISTING SIGNALS - ADD PHASE	Y	Y	Y	Y		
X-1 PHB	MID BLOCK PEDESTRIAN HYBRID BEACON OR RRFB	Y	Y	Y		Y	
X-1 NS	NEW SIGNAL	Y	Y	Y			Y

X-1 **AT-GRADE CROSSING IMPROVEMENT**

SECTIONS: ON-STREET

SHEET OF

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COACHELLA VALLEY, CA

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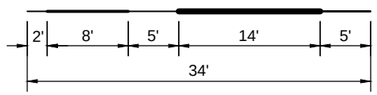
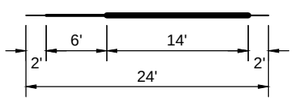
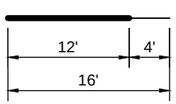


B-1 INDEPENDENT R/W

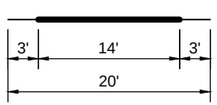


B-2 INDEPENDENT R/W - CONSTRAINED



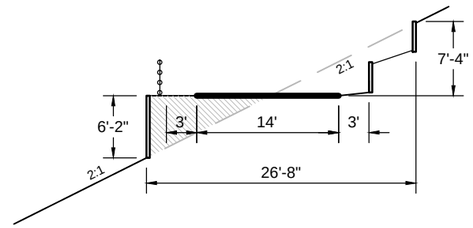
- AT PINCH POINTS OVER SHORT DISTANCES ONLY
- ALL USERS ON SINGLE TREAD
- ZONES DIFFERENTIATED BY PAVING MATERIALS

B-3 CONSTRAINED MINIMUM

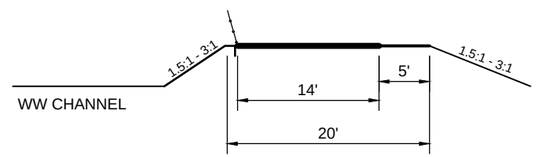


- FOR PATHWAY CONNECTORS, CHANNEL BOTTOM SEGMENTS AND OTHER CONSTRAINED LOCATIONS

B-4 CONSOLIDATED PATH

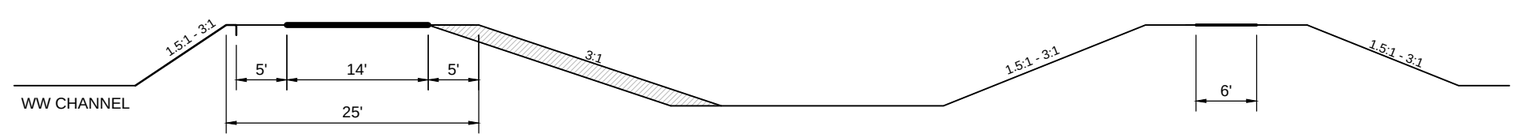


B-5 SHARED ACCESS PATH/ARTERIAL CONNECTOR
HALF BENCH

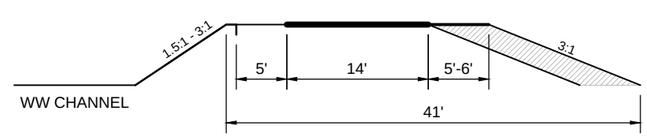


- 5' MIN PEDESTRIAN PATH

C-1 FREE STANDING LEVEE - SINGLE PATH

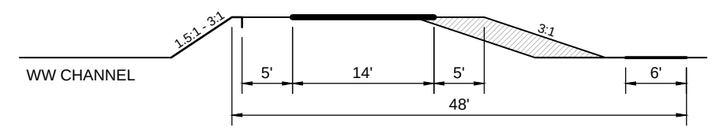


C-2 DOUBLE LEVEE - DUAL PATHS

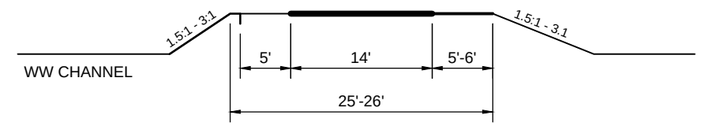


- 5'-6' MIN. PEDESTRIAN PATH

C-3 FREE STANDING LEVEE - SINGLE PATH
BENCH LESS THAN 24'



C-4 FREE STANDING LEVEE - DUAL PATHWAYS
BENCH LESS THAN 24'



- 5'-6' PEDESTRIAN PATH
- BUFFER TO BE ADDED BETWEEN PATHS WHEN LEVEE TOP MORE THAN 25' WIDE

C-5 FREE STANDING LEVEE - SINGLE PATH
BENCH 25' OR MORE

X-2 OVER CROSSING

X-3 UNDER CROSSING

SECTIONS: OFF-STREET 1

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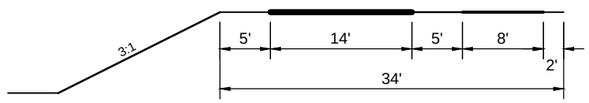
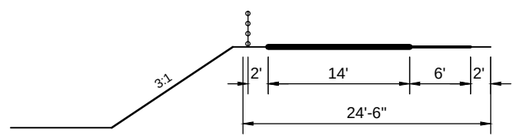
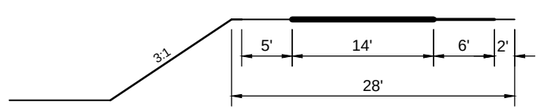


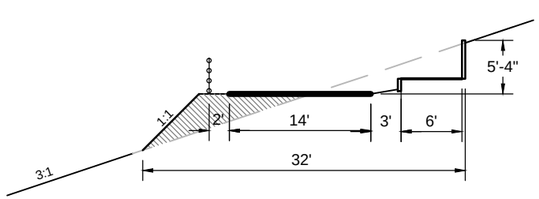
D-1 ADJACENT LEVEE - EXISTING BENCH
UNCONSTRAINED



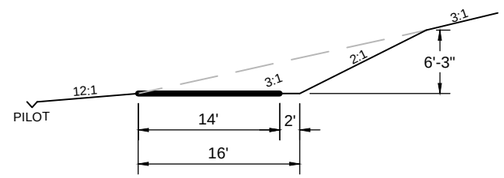
D-2 ADJACENT LEVEE - EXISTING BENCH
CONSTRAINED



D-3 ADJACENT LEVEE - EXISTING BENCH
MODERATELY CONSTRAINED

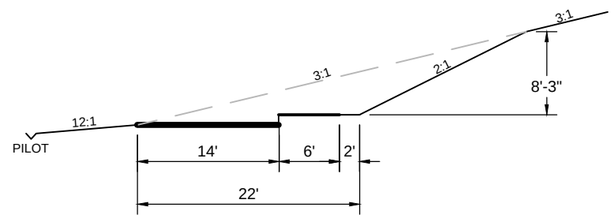


D-4 ADJACENT LEVEE - MIDSLOPE
HALF BENCH CONSTRAINED 3:1 SLOPE



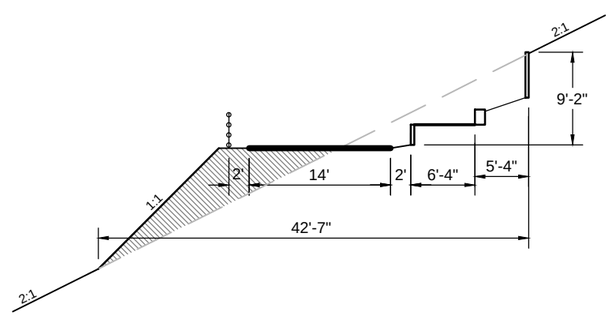
- 2:1 SLOPE ABOVE PATH TO BE LANDSCAPED.

D-5 ADJACENT LEVEE - NEAR BOTTOM OF SLOPE - CONSOLIDATED PATH
FULL BENCH CONSTRAINED VARIABLE SLOPE

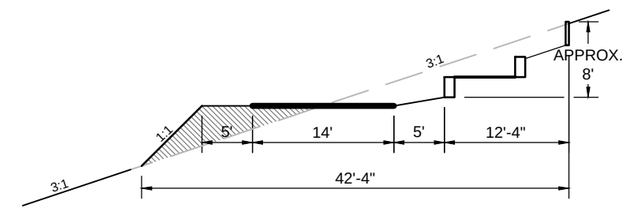


- 2:1 SLOPE ABOVE PATH TO BE LANDSCAPED.

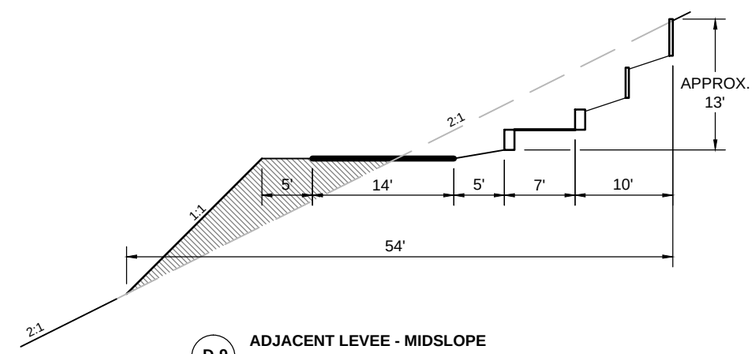
D-6 ADJACENT LEVEE - NEAR BOTTOM OF SLOPE - DUAL ADJACENT PATHS
FULL BENCH CONSTRAINED VARIABLE SLOPE



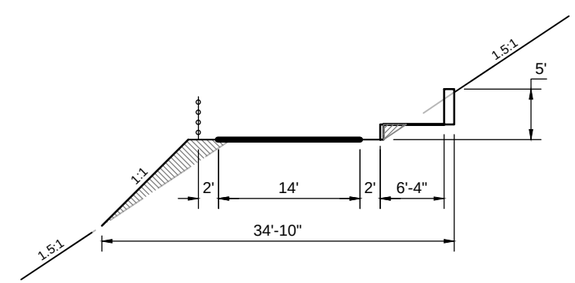
D-7 ADJACENT LEVEE - MIDSLOPE
HALF BENCH CONSTRAINED 2:1 SLOPE



D-8 ADJACENT LEVEE - MIDSLOPE
HALF BENCH UNCONSTRAINED 3:1 SLOPE



D-9 ADJACENT LEVEE - MIDSLOPE
HALF BENCH UNCONSTRAINED 2:1 SLOPE



D-10 ADJACENT LEVEE - MIDSLOPE
PARTIAL EXISTING BENCH, CONSTRAINED 1.5:1 SLOPE

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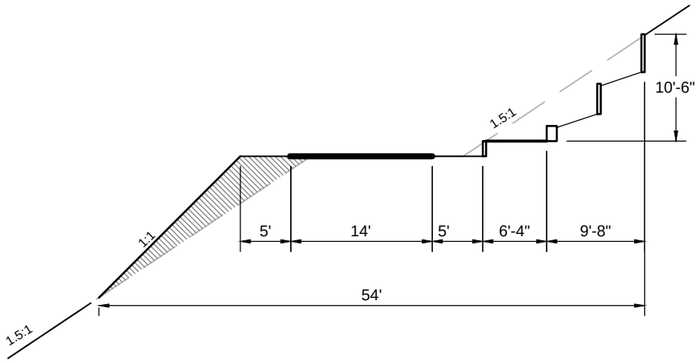
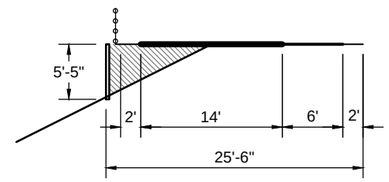
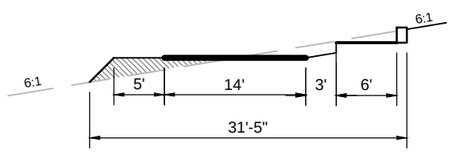


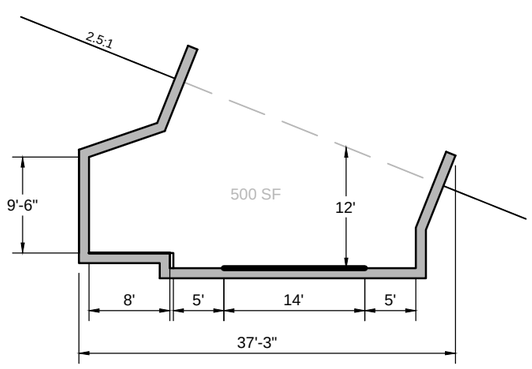
D-11 ADJACENT LEVEE - MIDSLOPE
PARTIAL EXISTING BENCH, UNCONSTRAINED 1.5:1 SLOPE



D-14 ADJACENT LEVEE
PARTIAL EXISTING BENCH



D-12 ADJACENT LEVEE - MIDSLOPE
UNCONSTRAINED 6:1 SLOPE



D-13 ADJACENT LEVEE - MIDSLOPE
SUBMERGED

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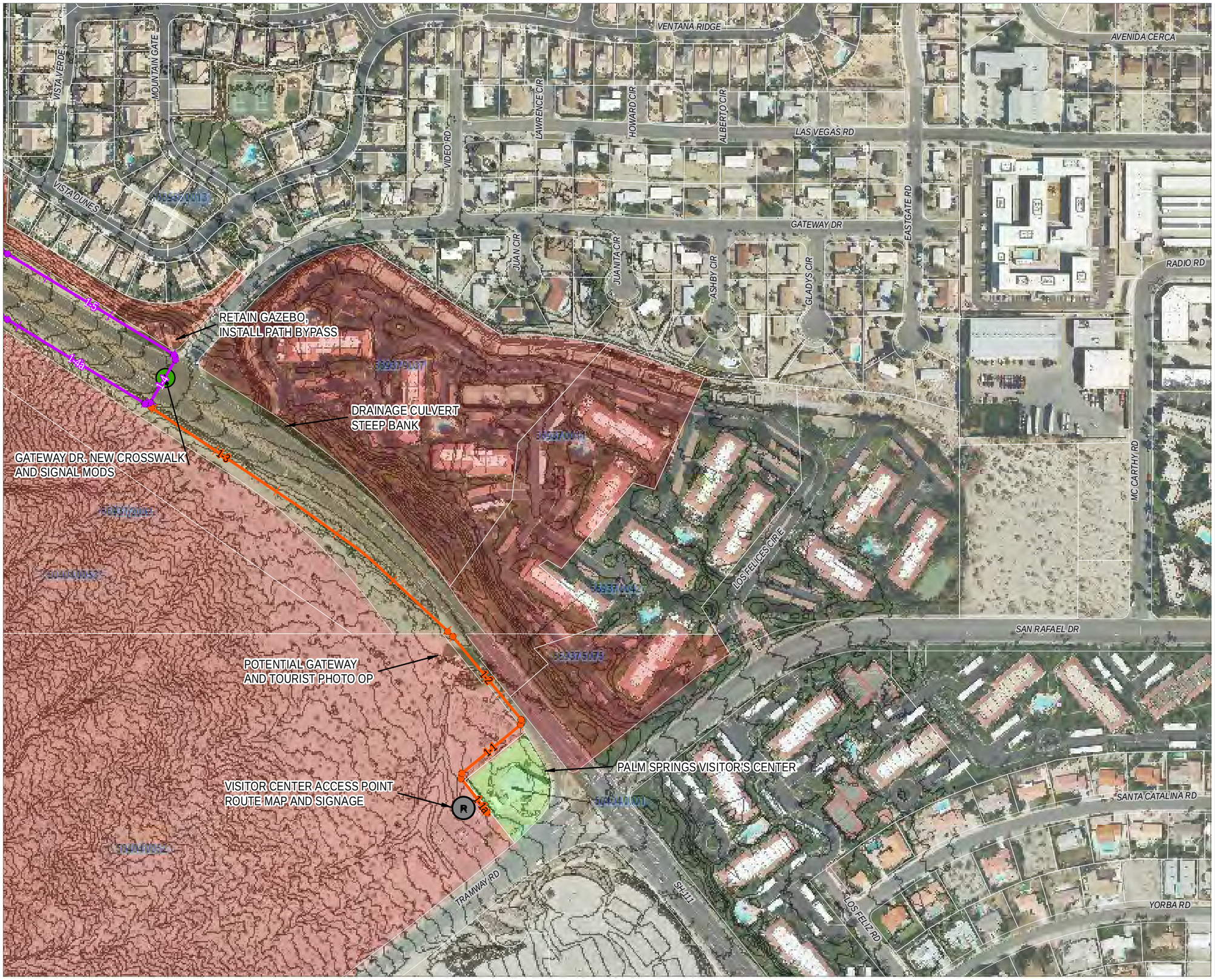

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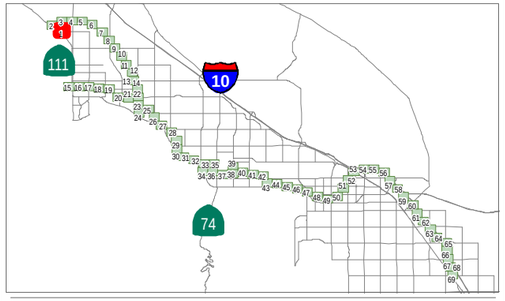

CVAG

0 125 250 FT.

1 in = 250 ft

Data obtained from CVAG, CALSIL, RCTLMA, Alta, ACBCI, MSA Consulting, Inc.

Map created 3/27/2014

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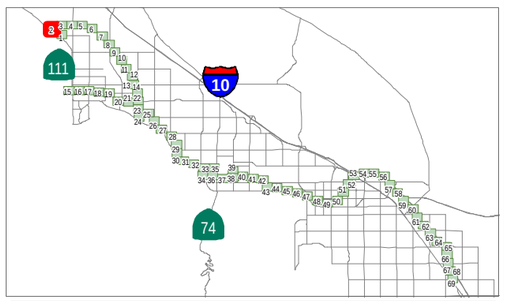

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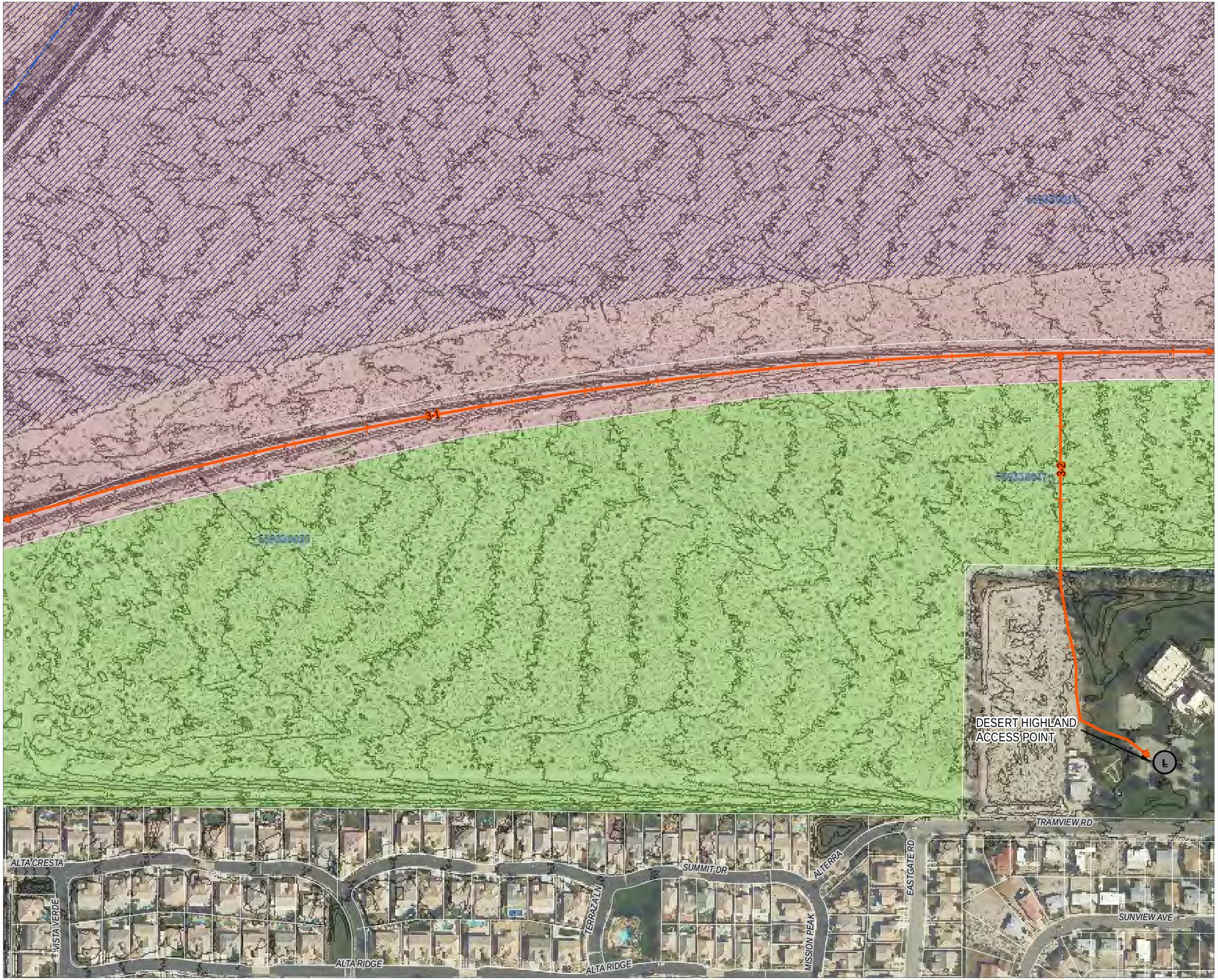

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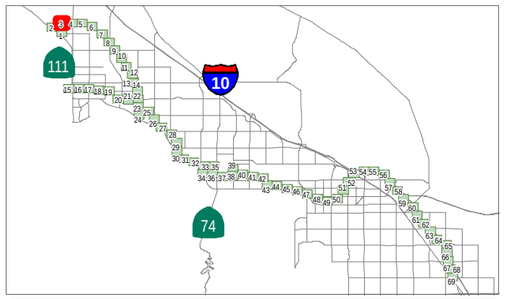

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Map created 3/27/2014

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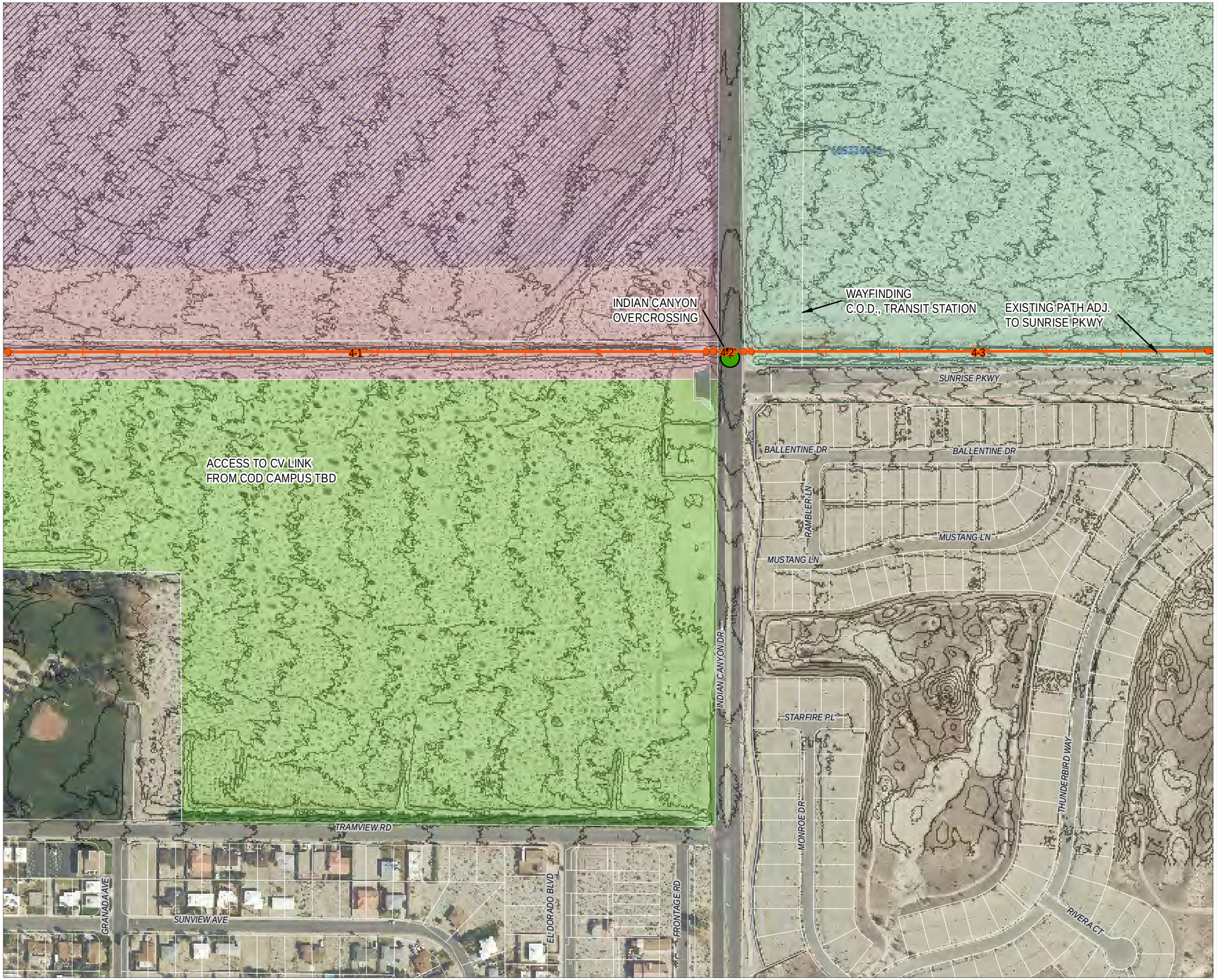

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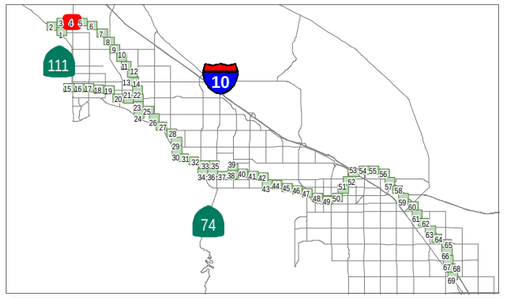

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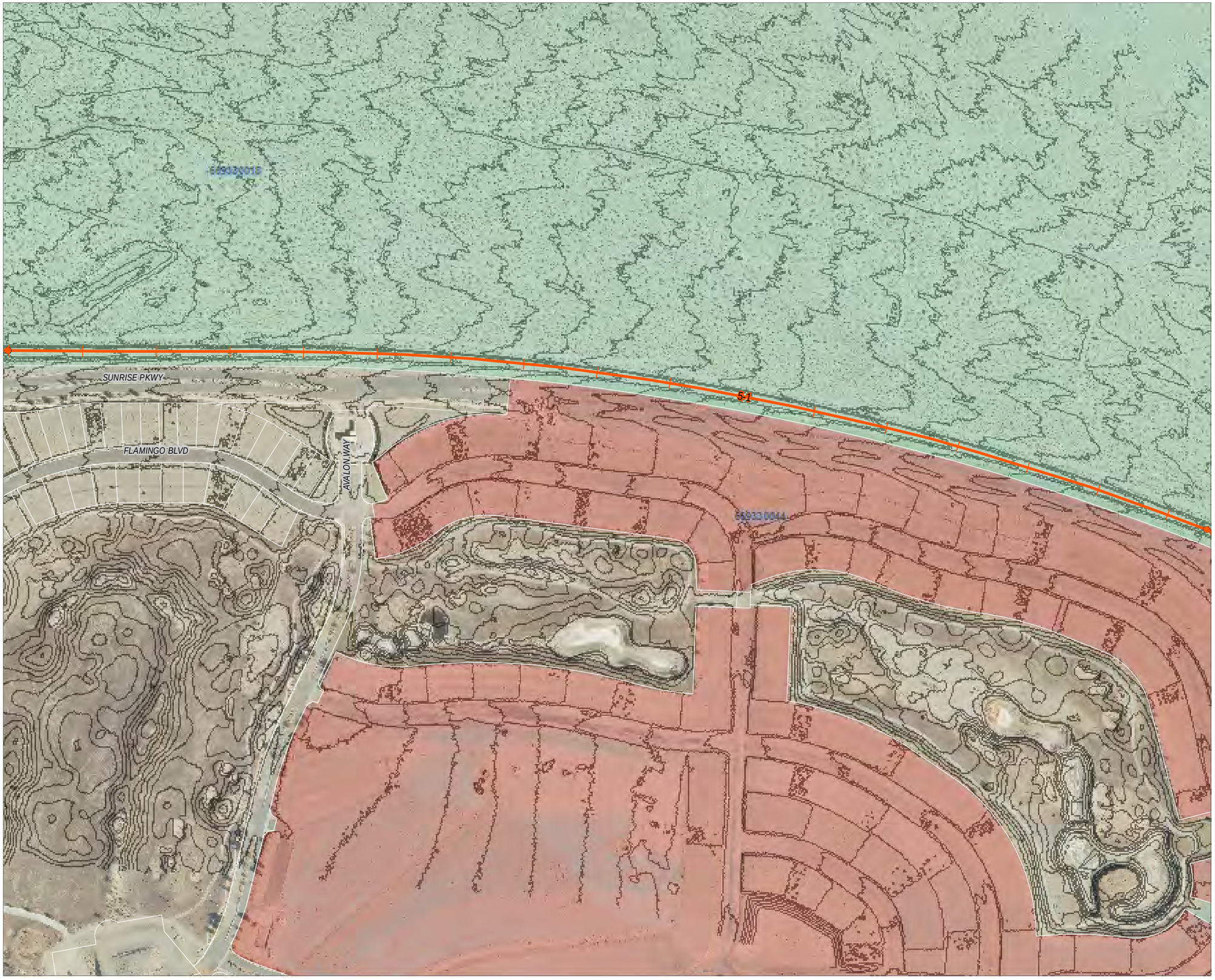

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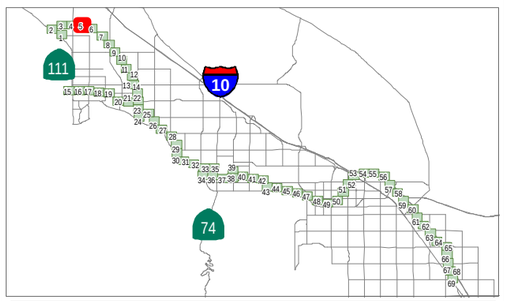

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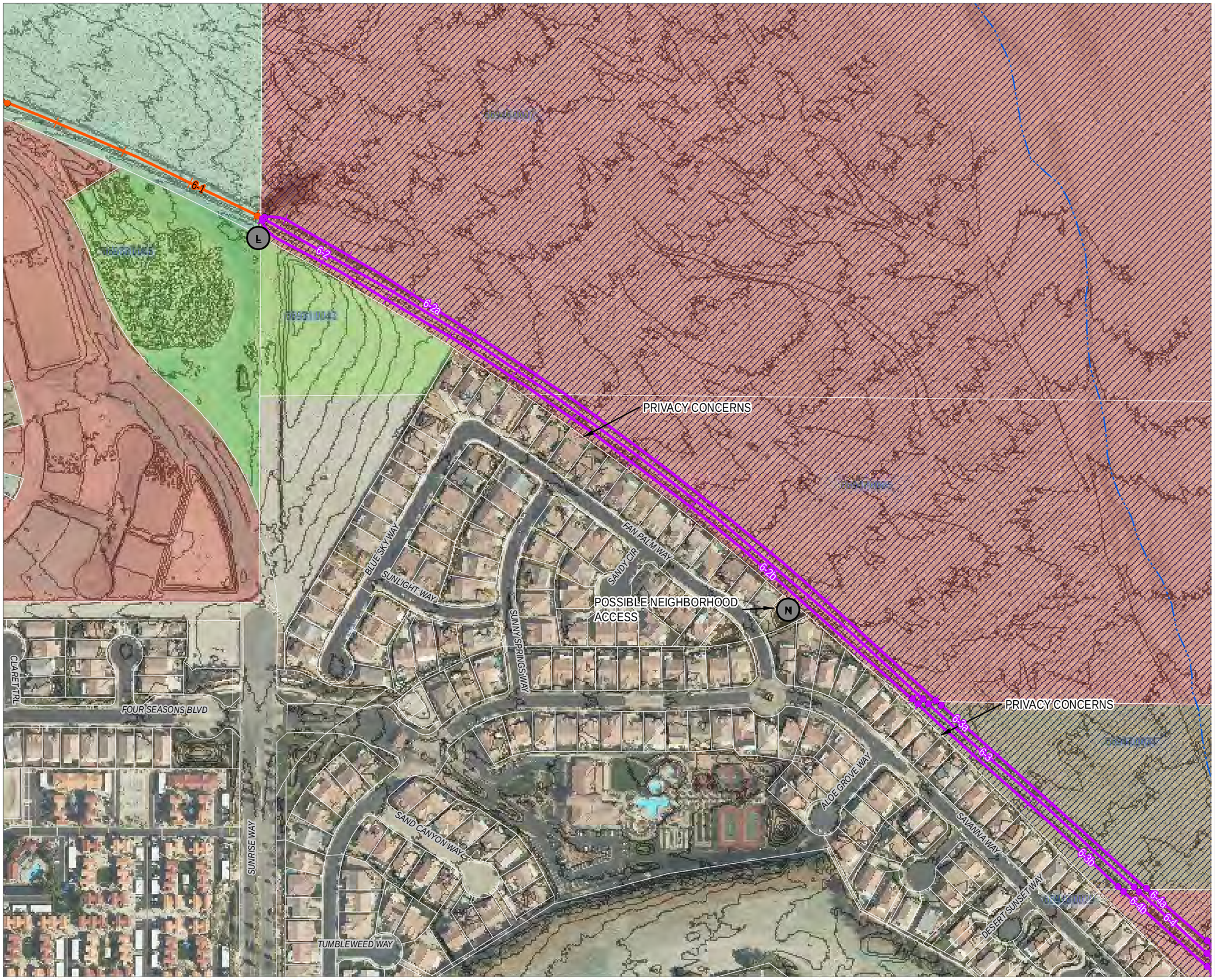

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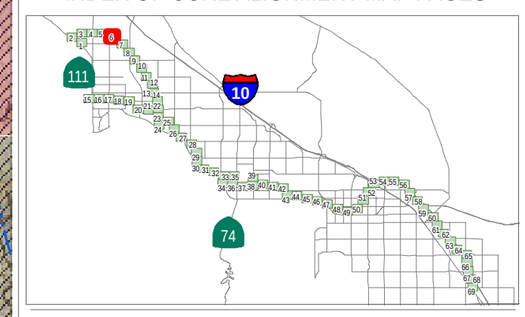

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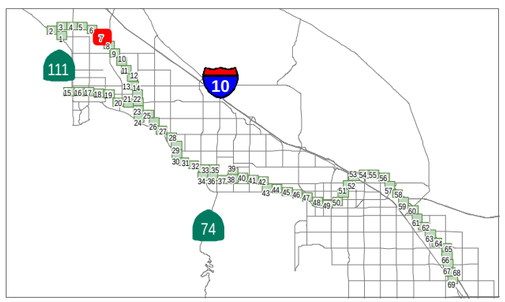

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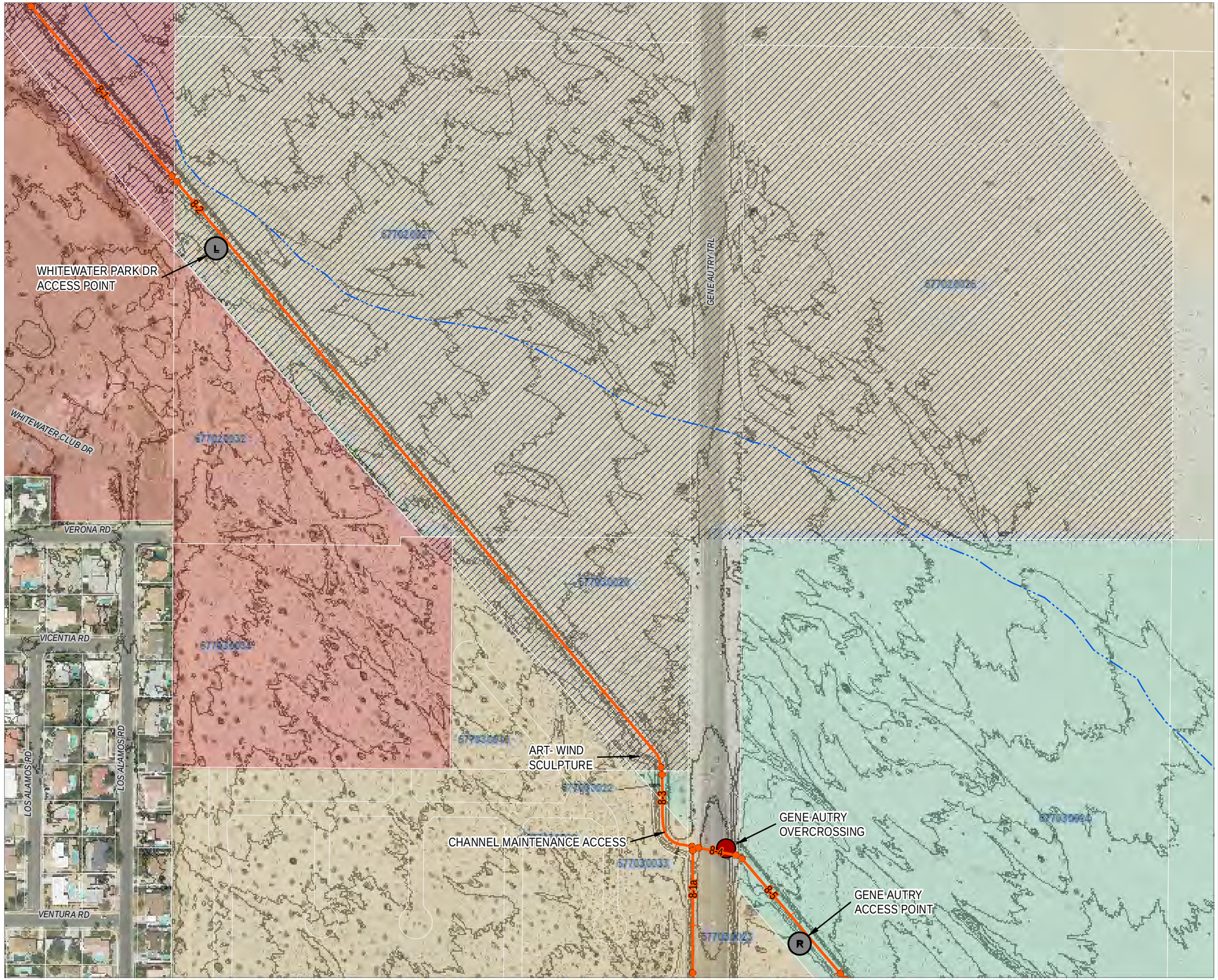

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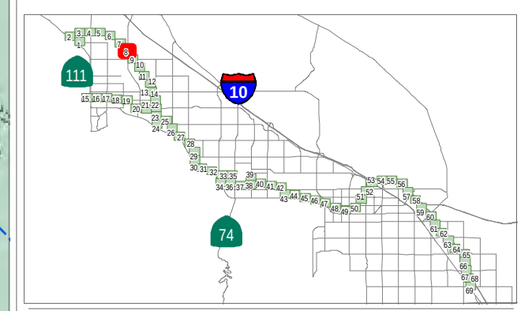

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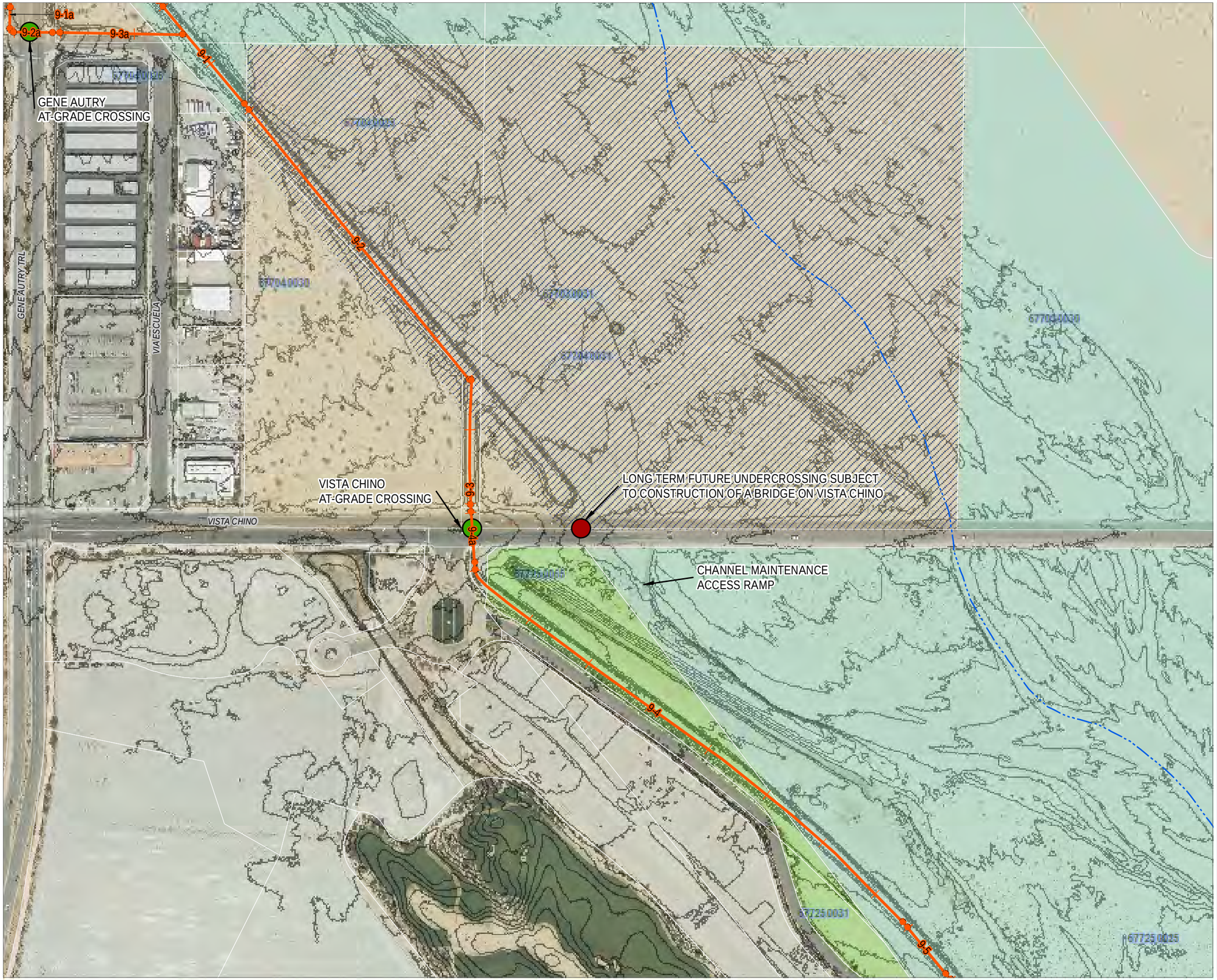

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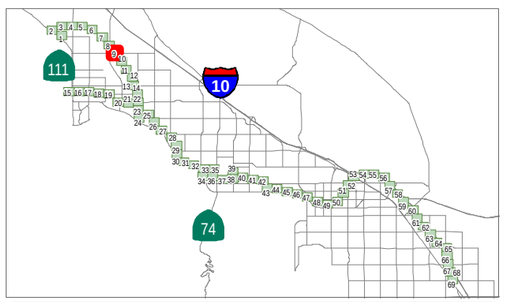

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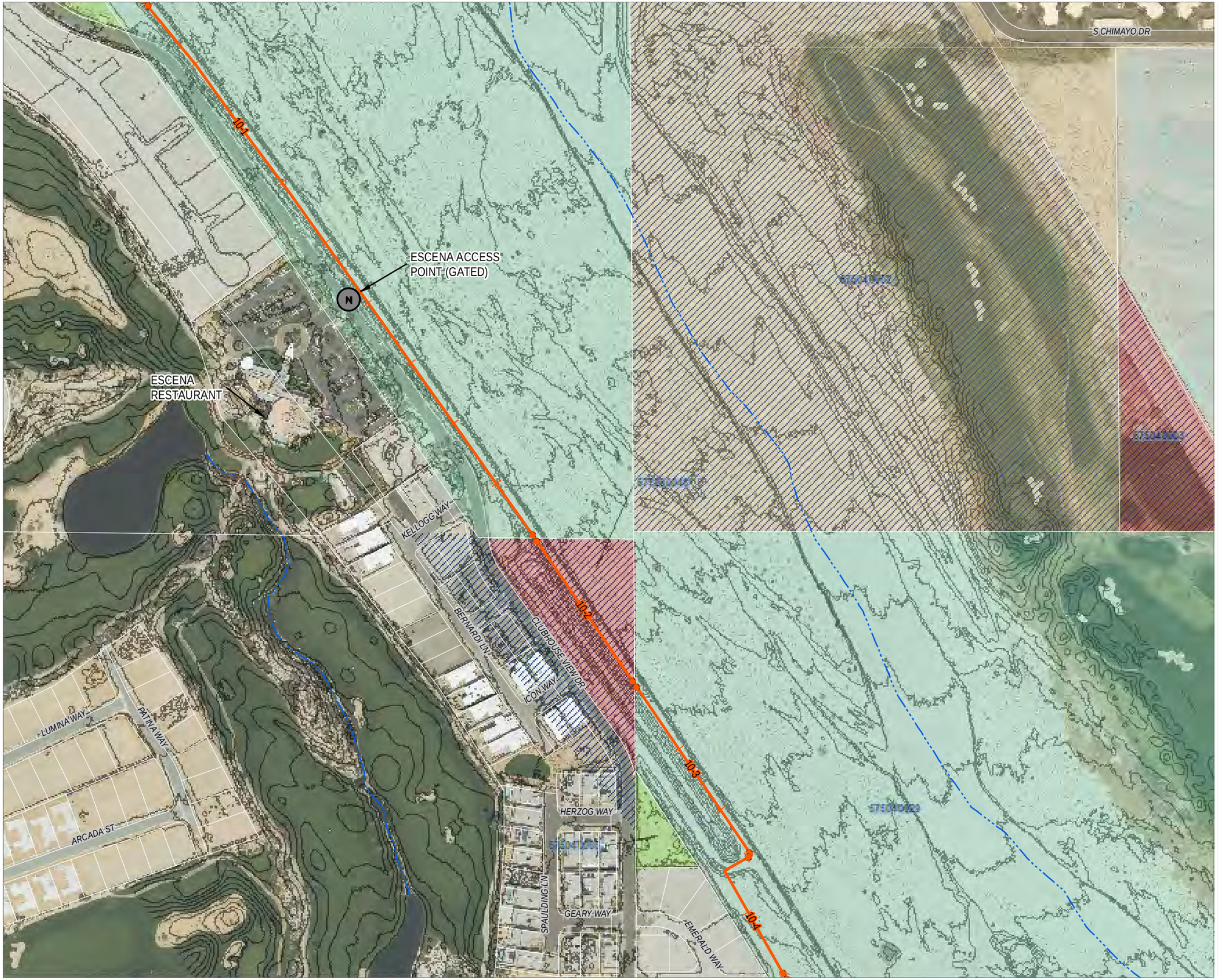

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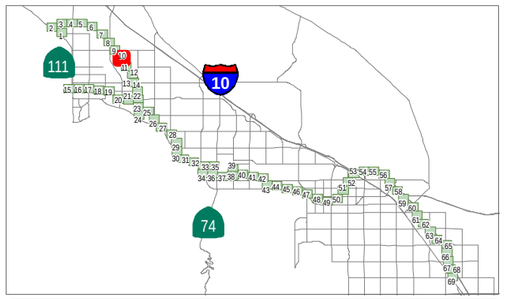

CVAG

N

0 125 250 FT.

1 in = 250 ft

Data obtained from CVAG, CALSIL, RCTLMA, Alta, ACBCI, MSA Consulting, Inc.

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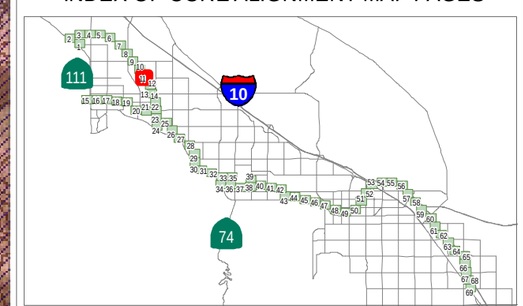

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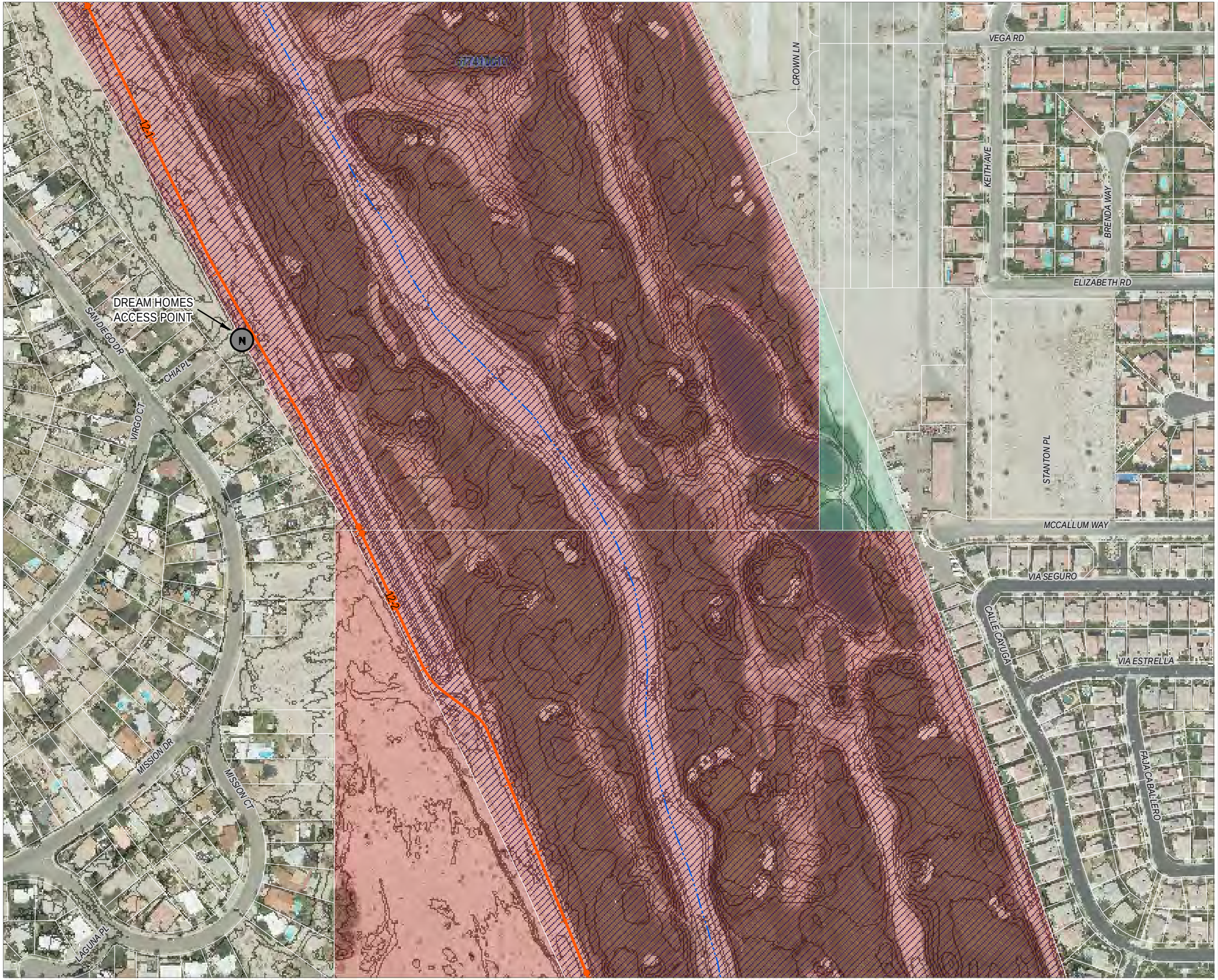

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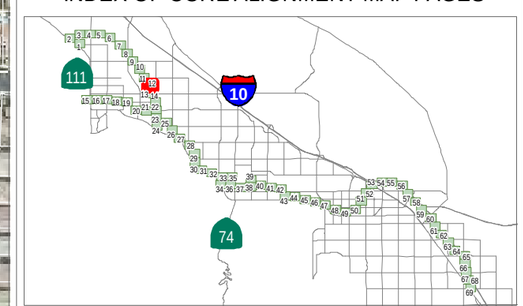

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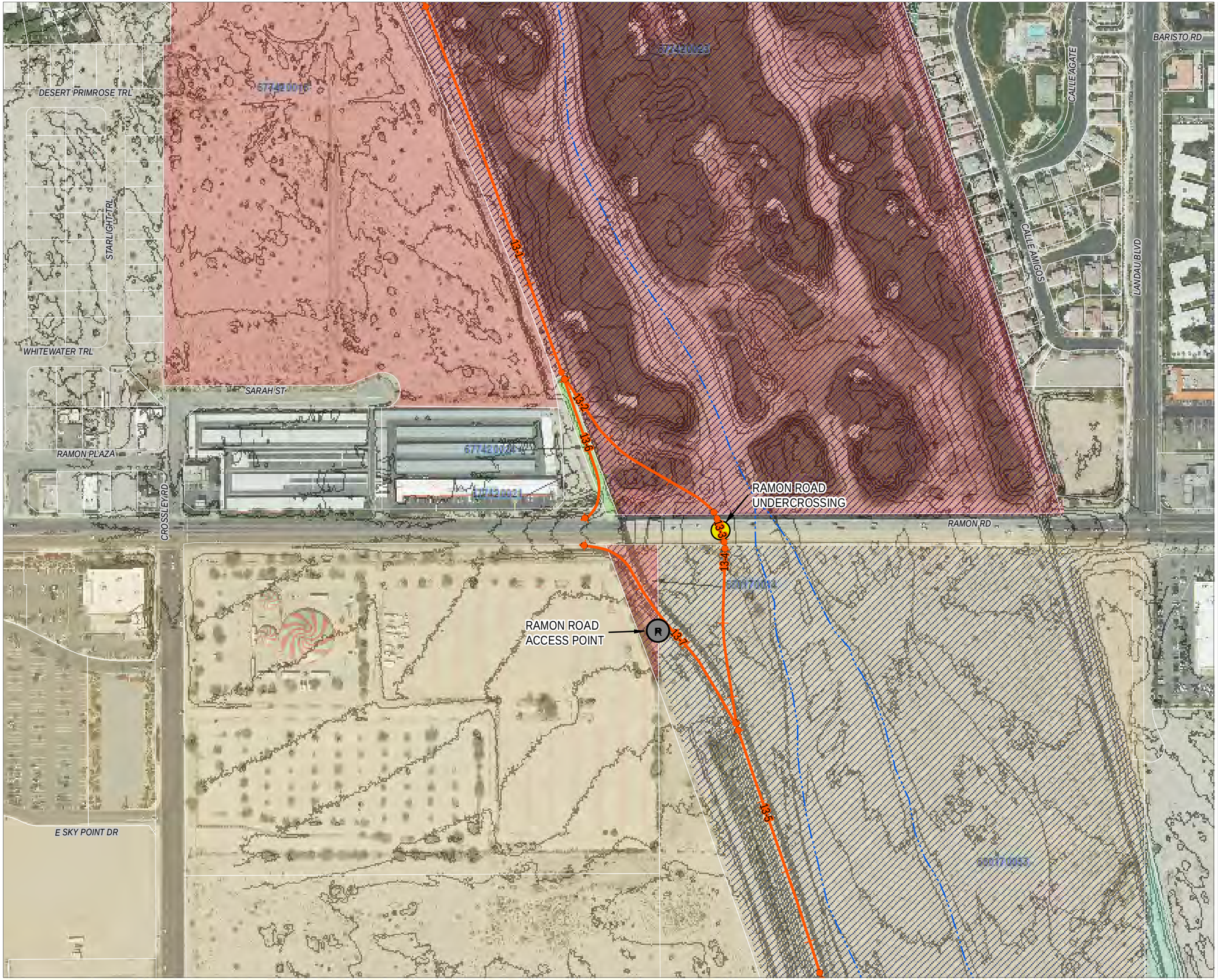

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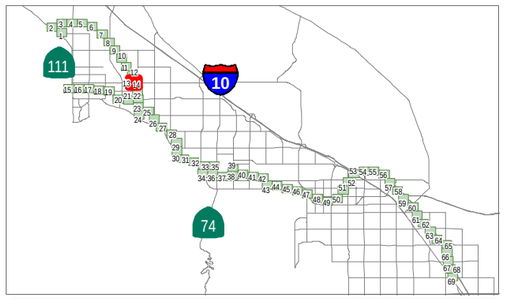

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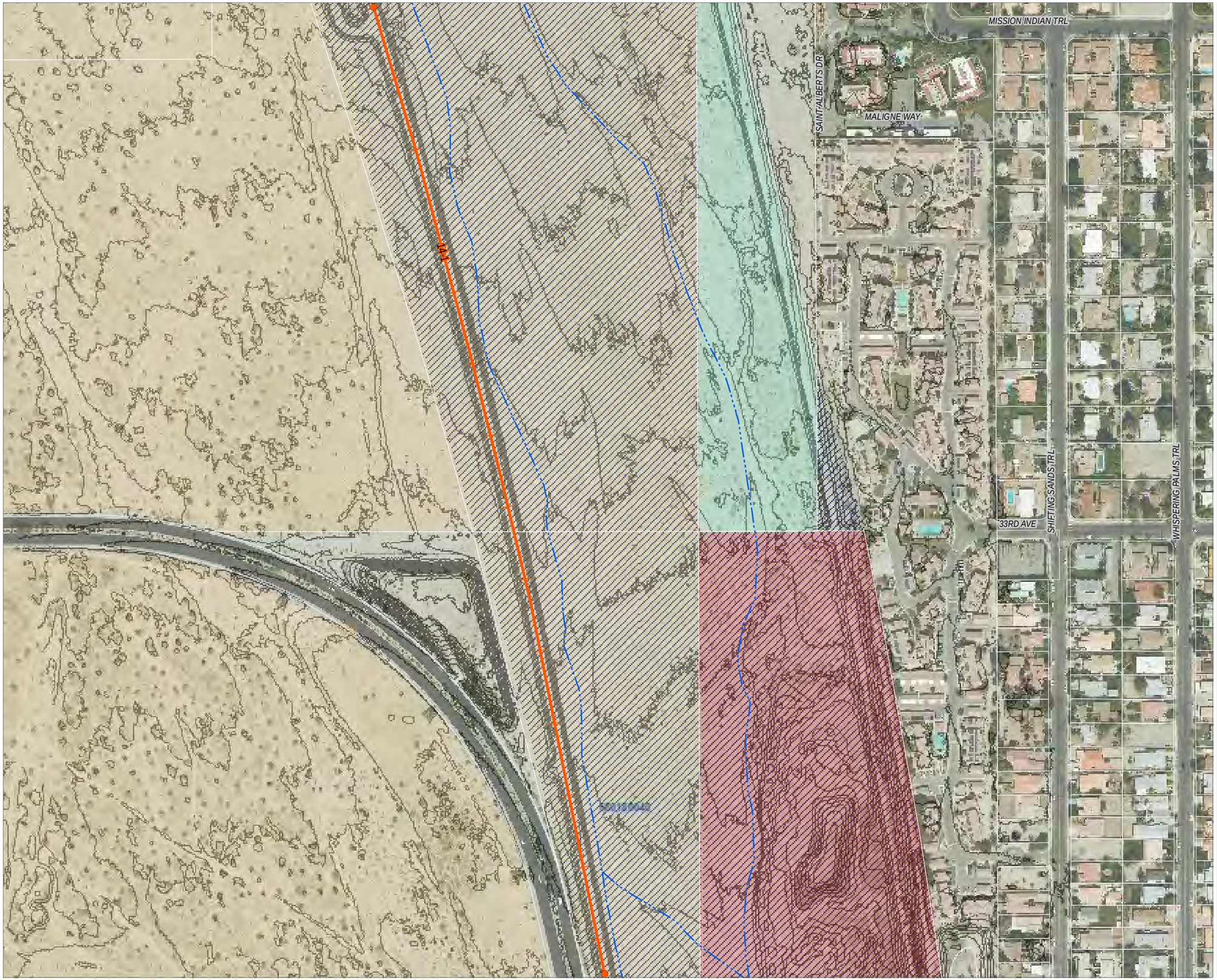

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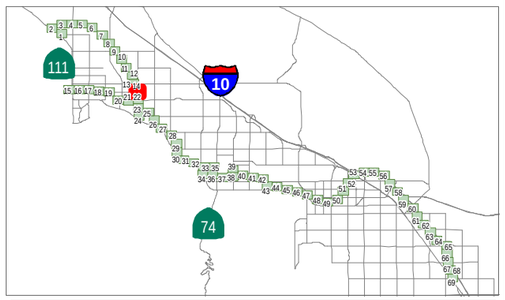

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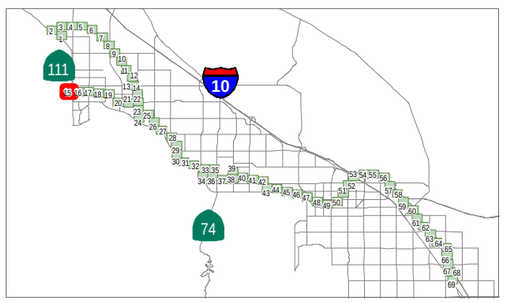

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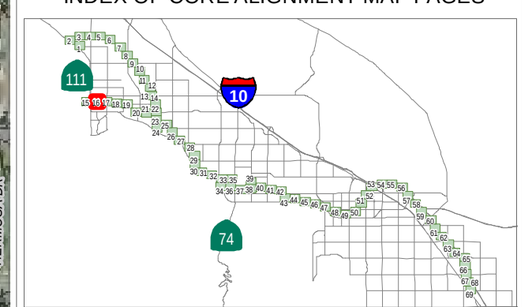

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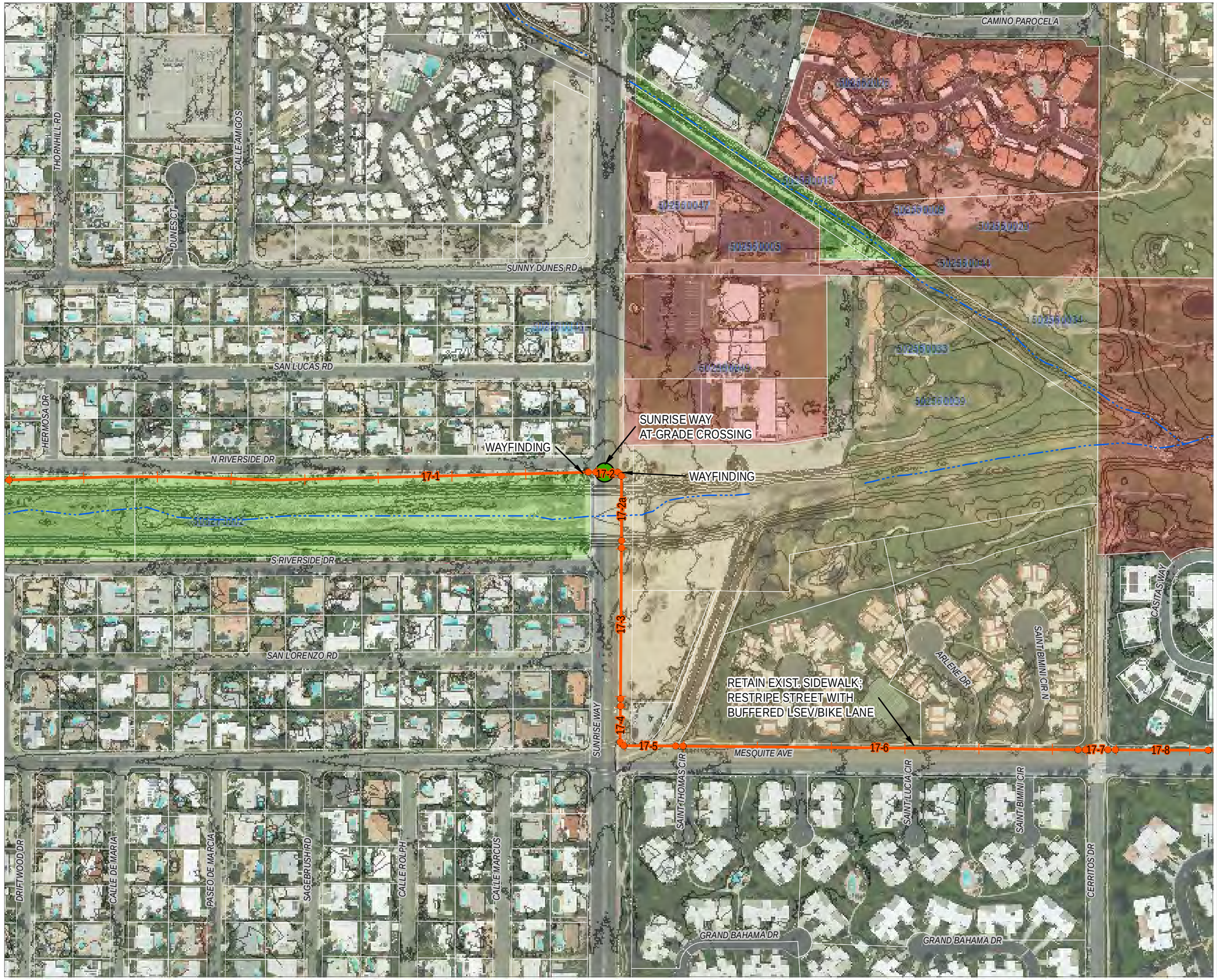

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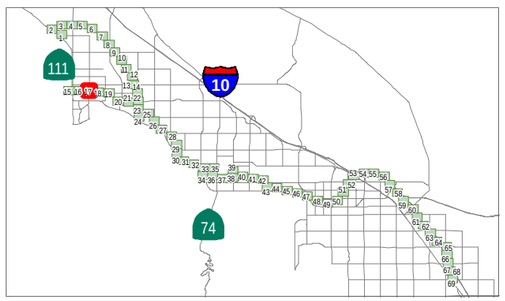

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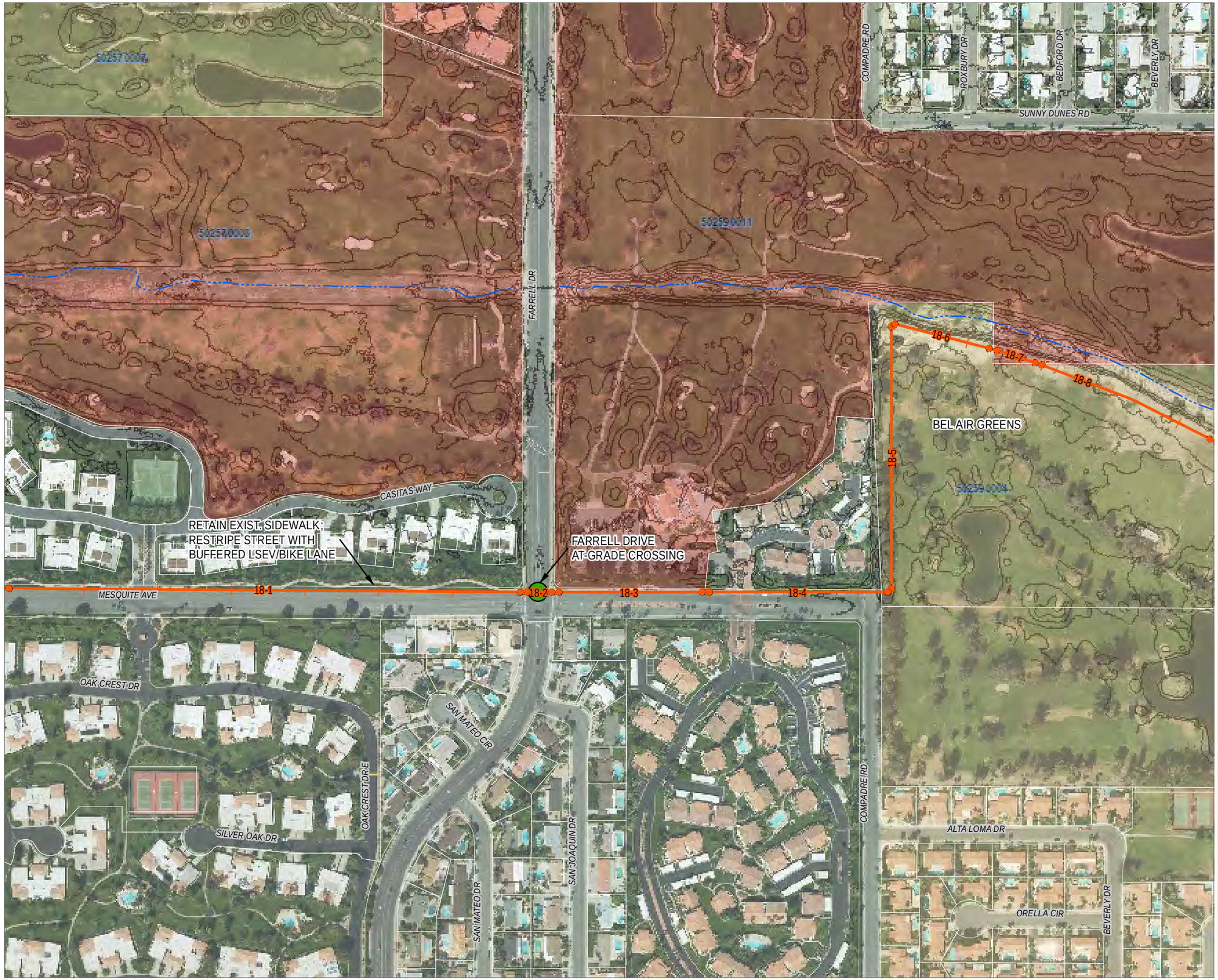

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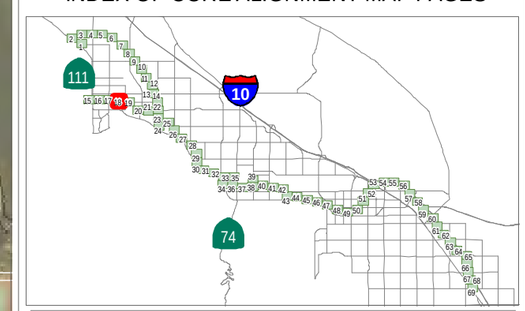

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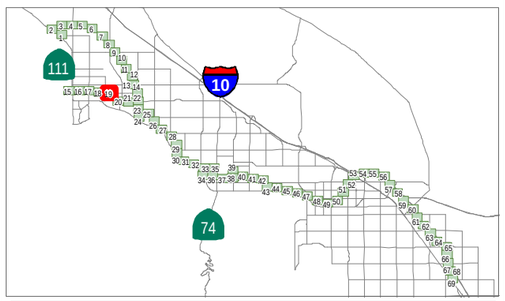

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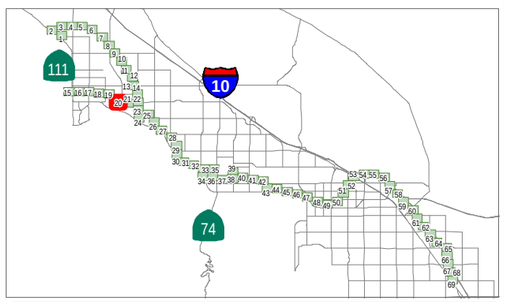

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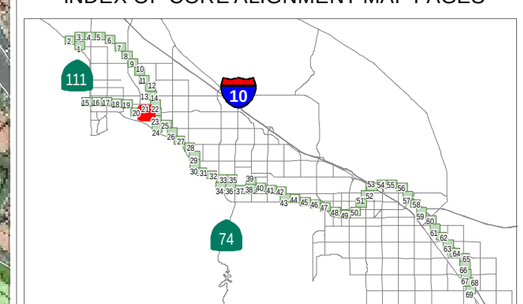

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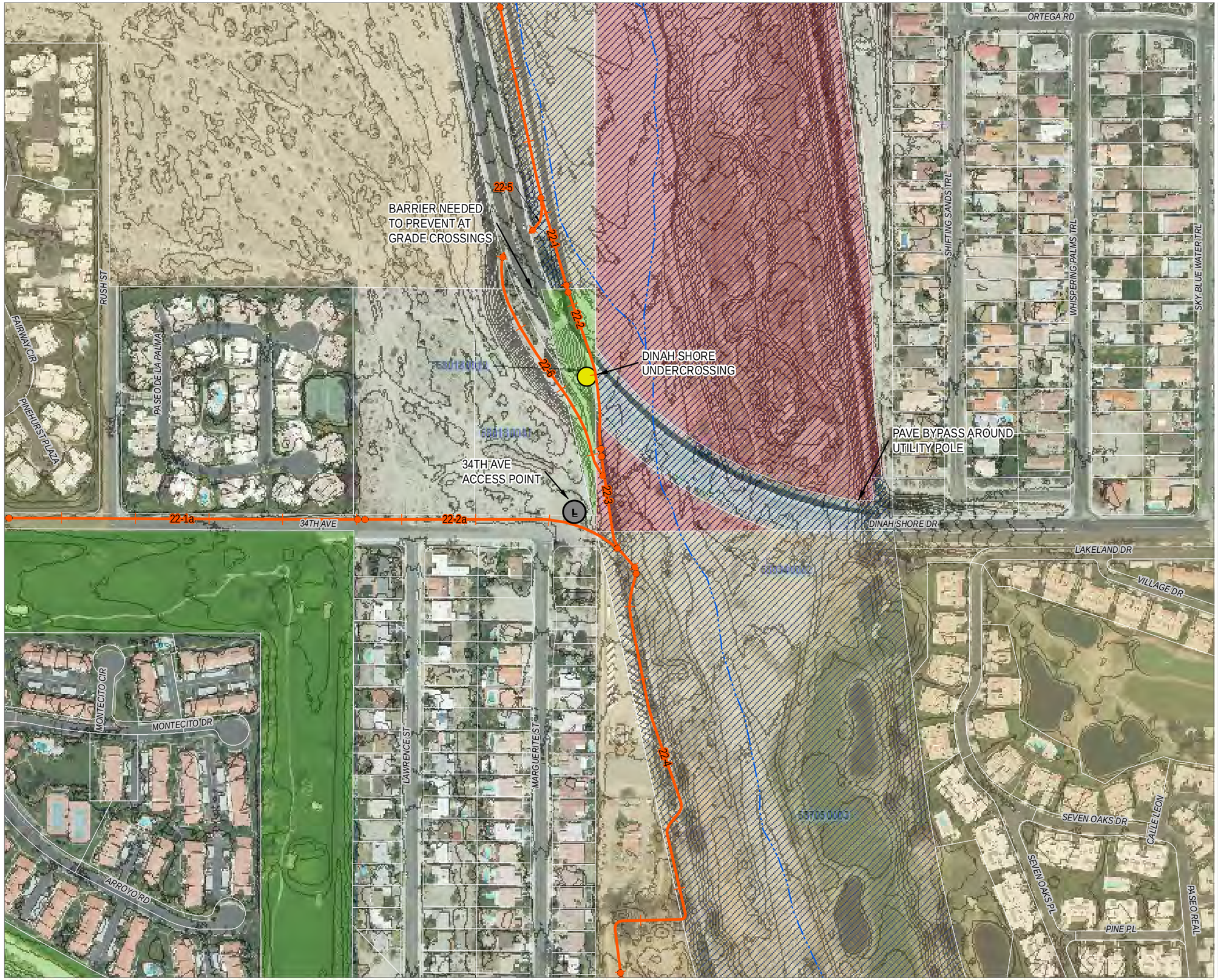

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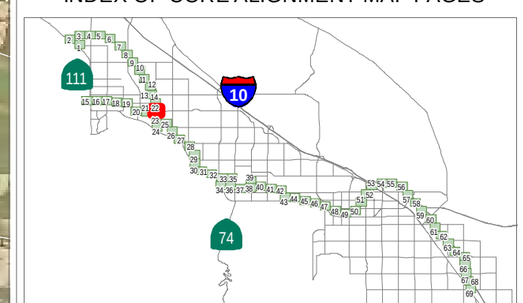

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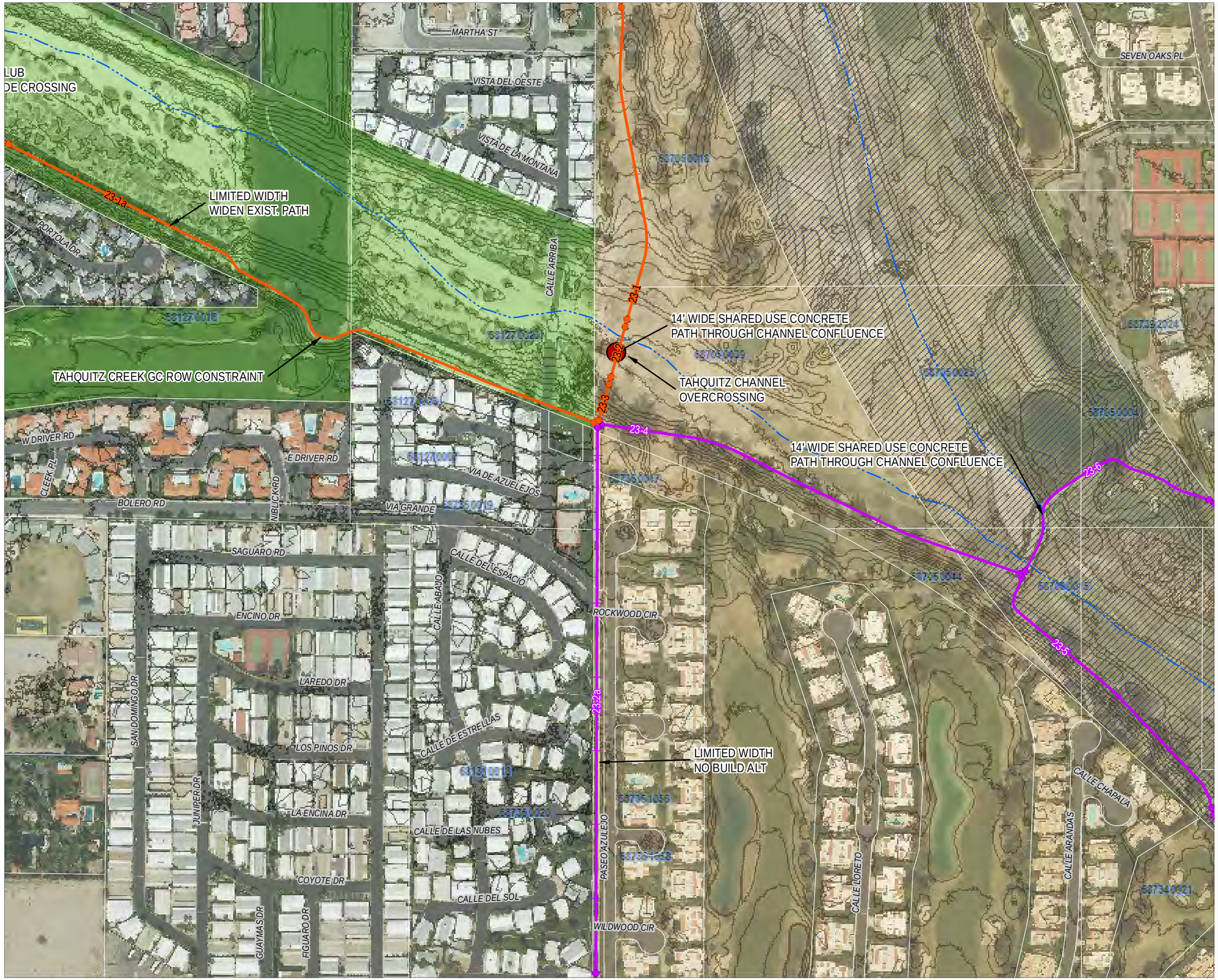

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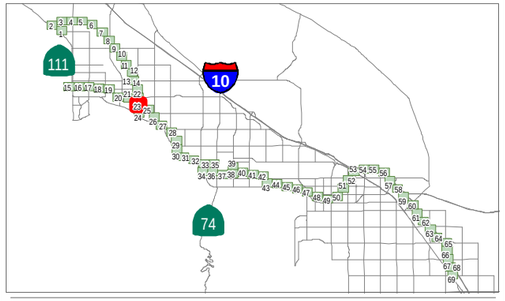

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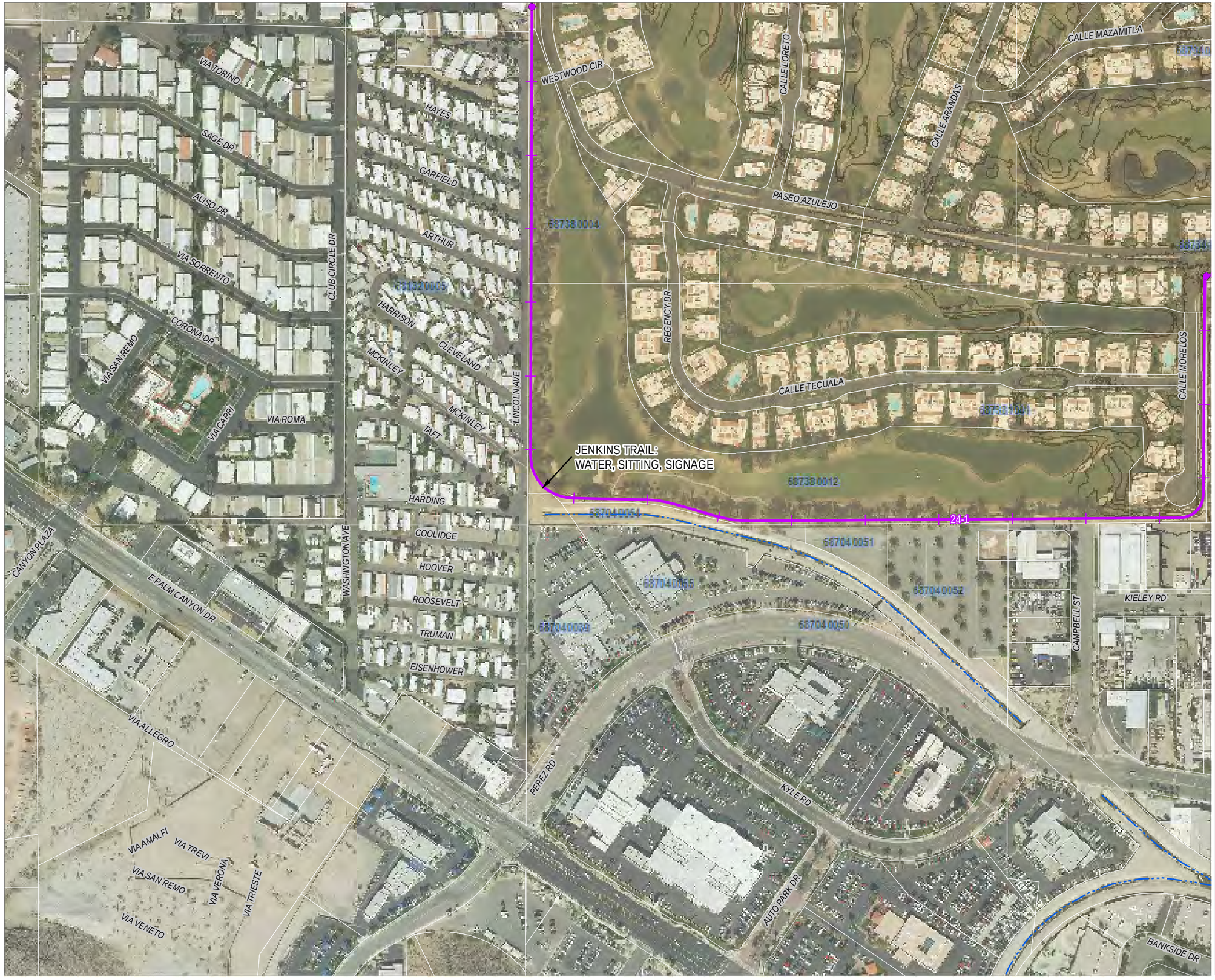

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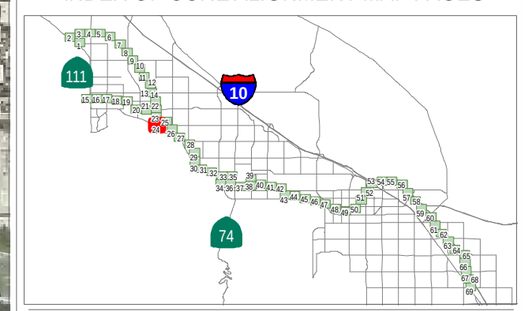

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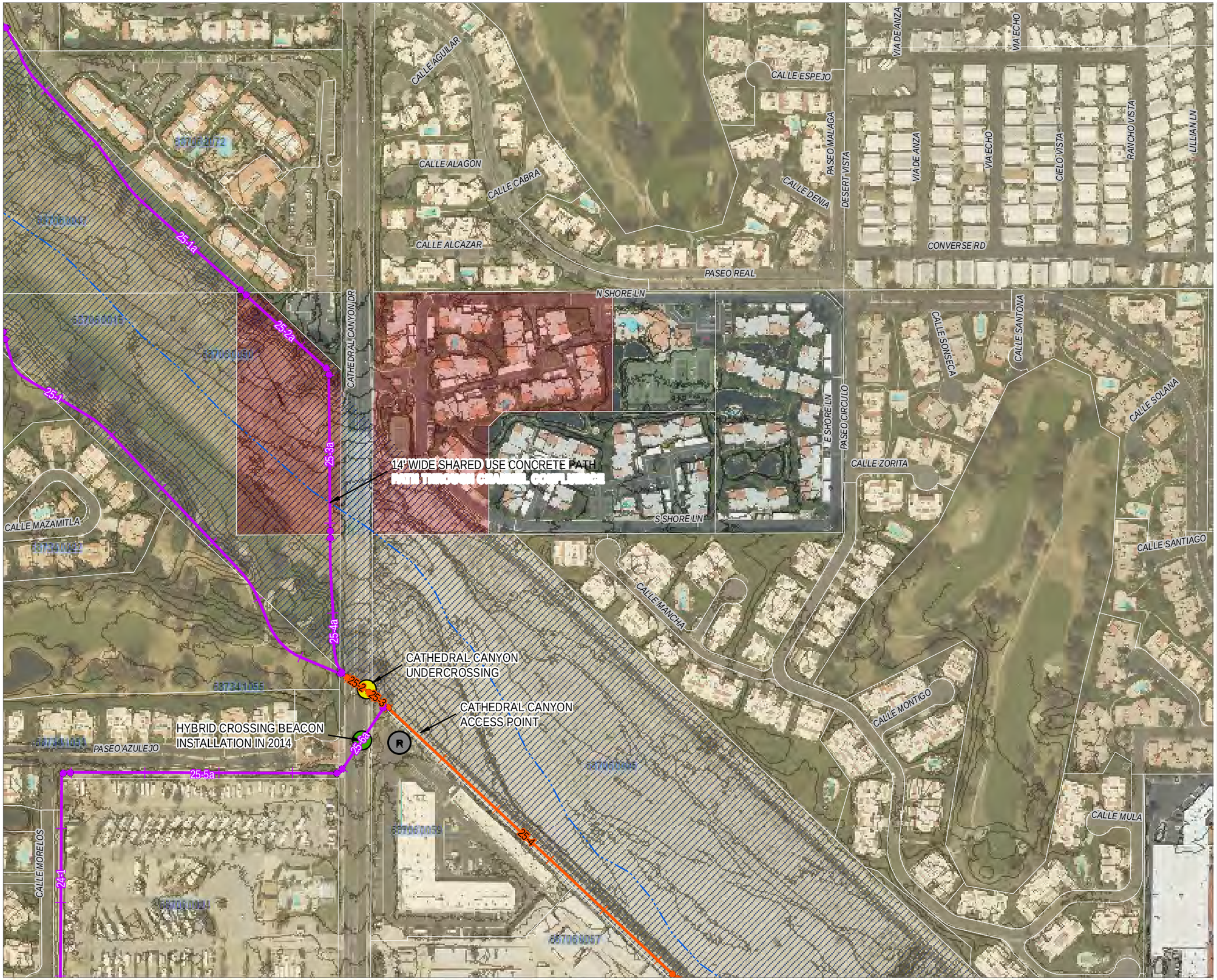

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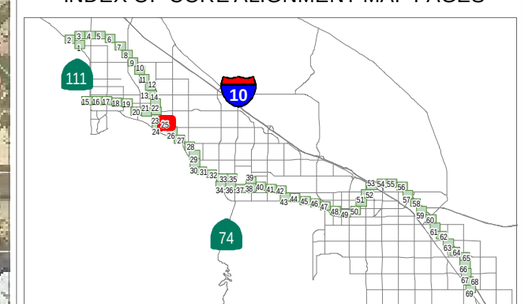

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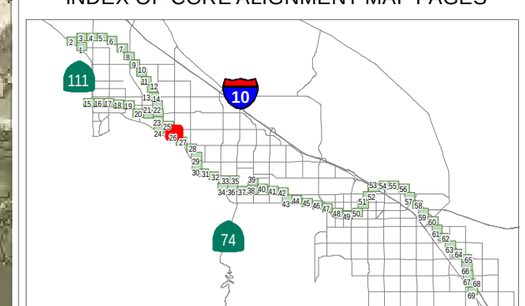

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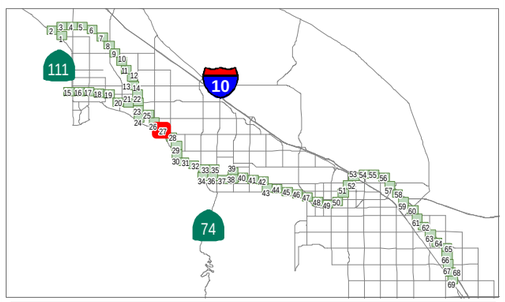

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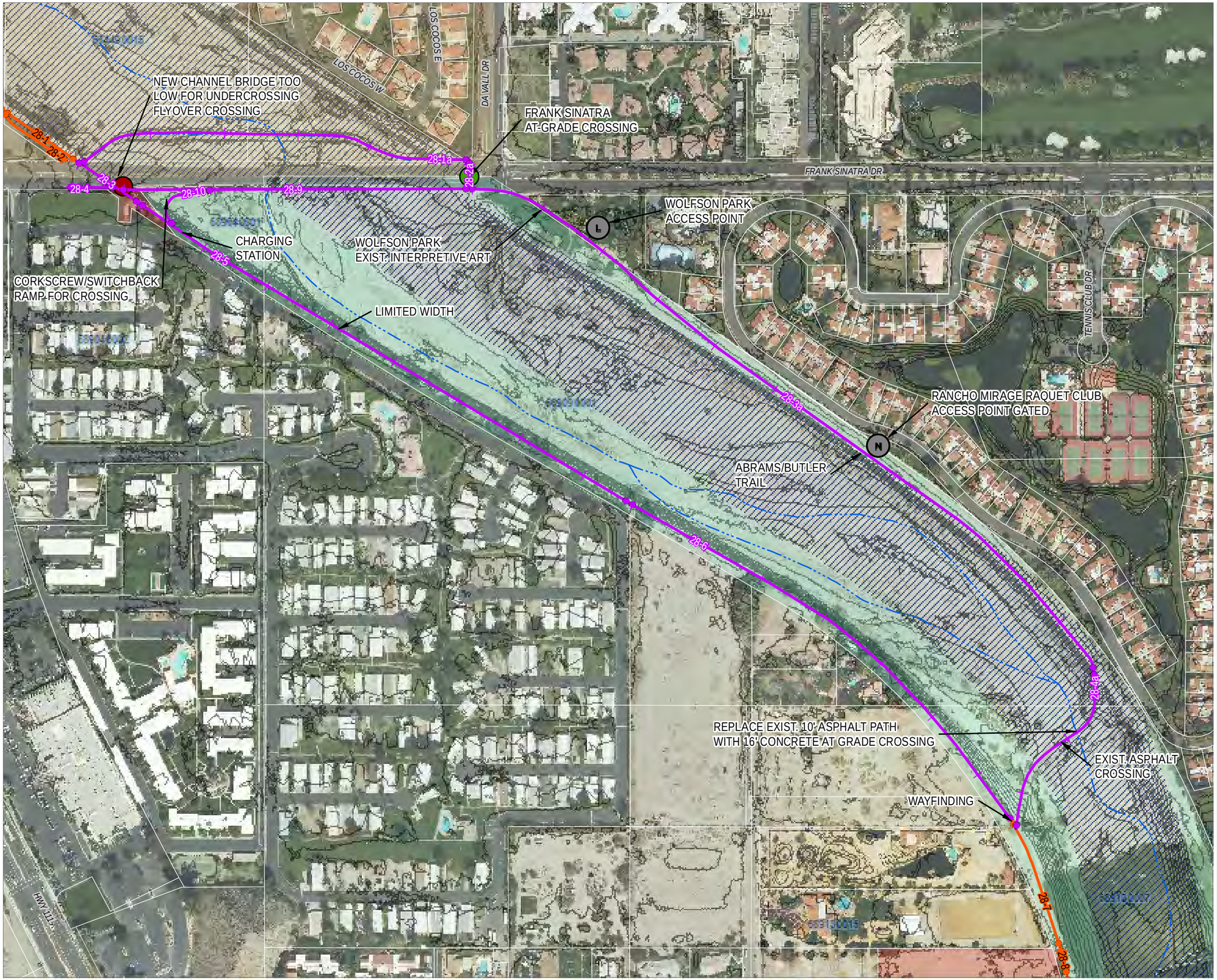

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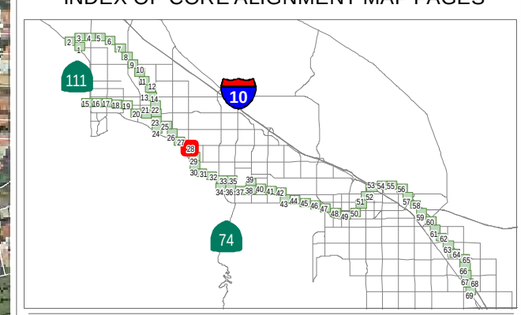

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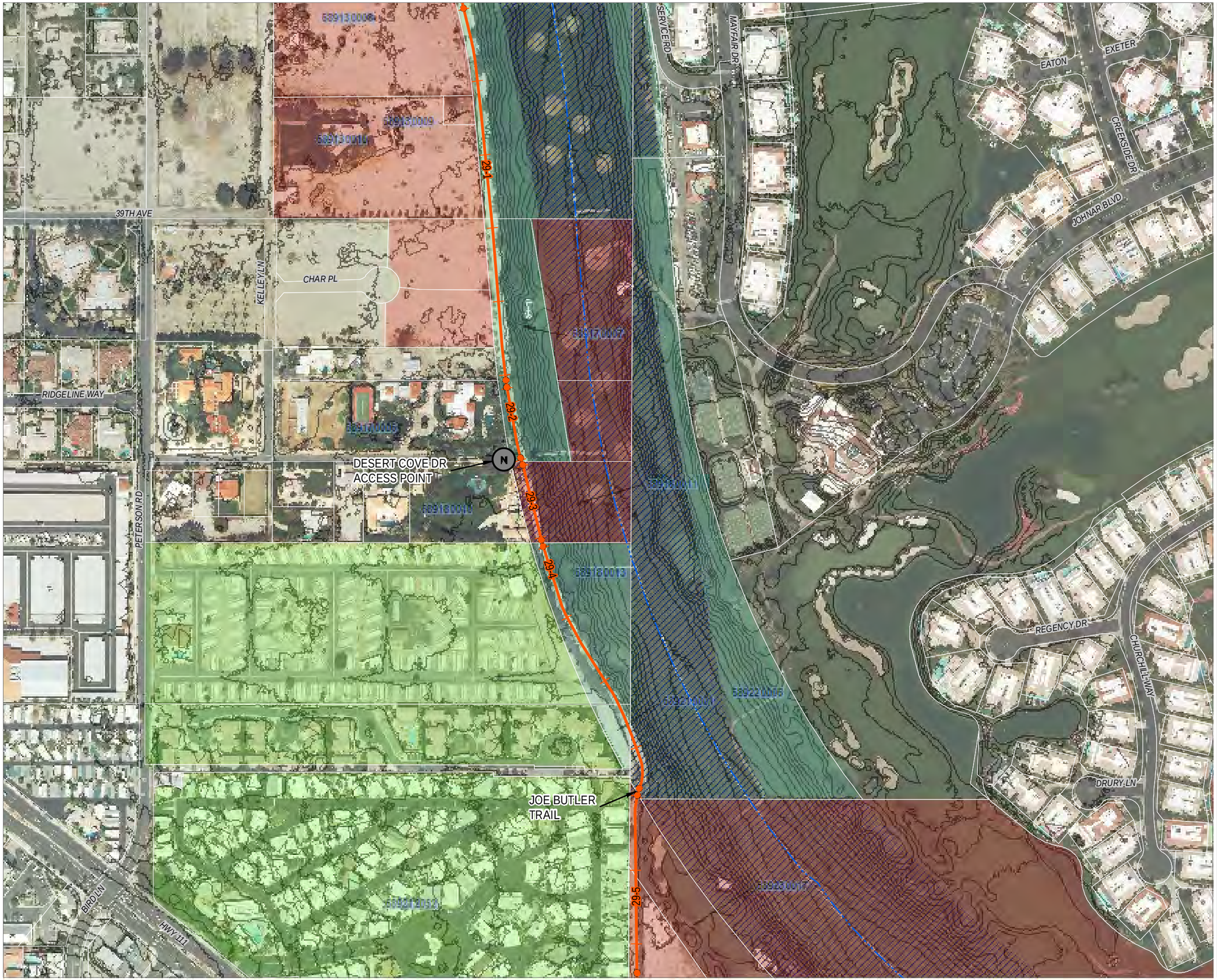

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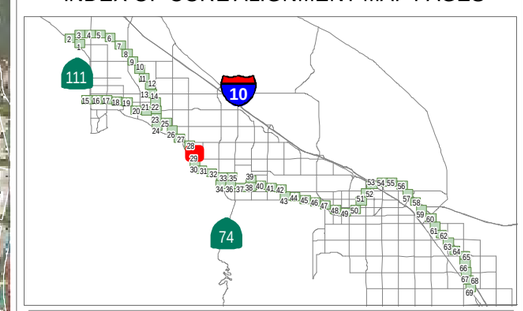

CVAG

0 125 250 FT.

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Data obtained from CVAG, CALSIL, RCTLMA, Alta, ACBCI, MSA Consulting, Inc.

Map created 3/27/2014

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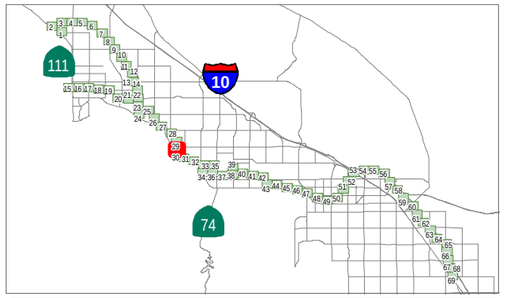

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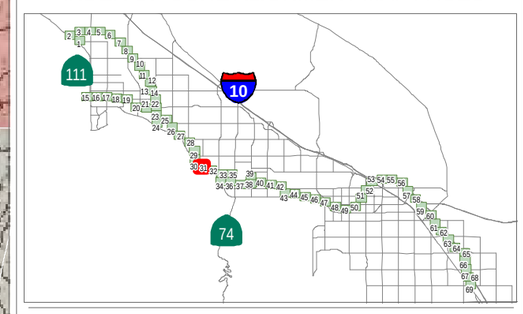

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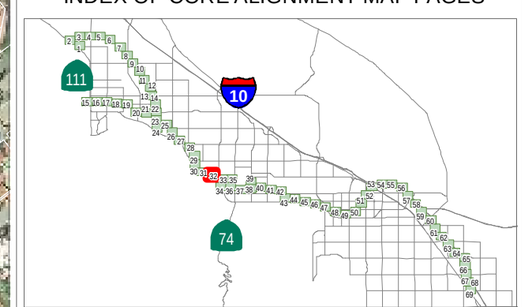

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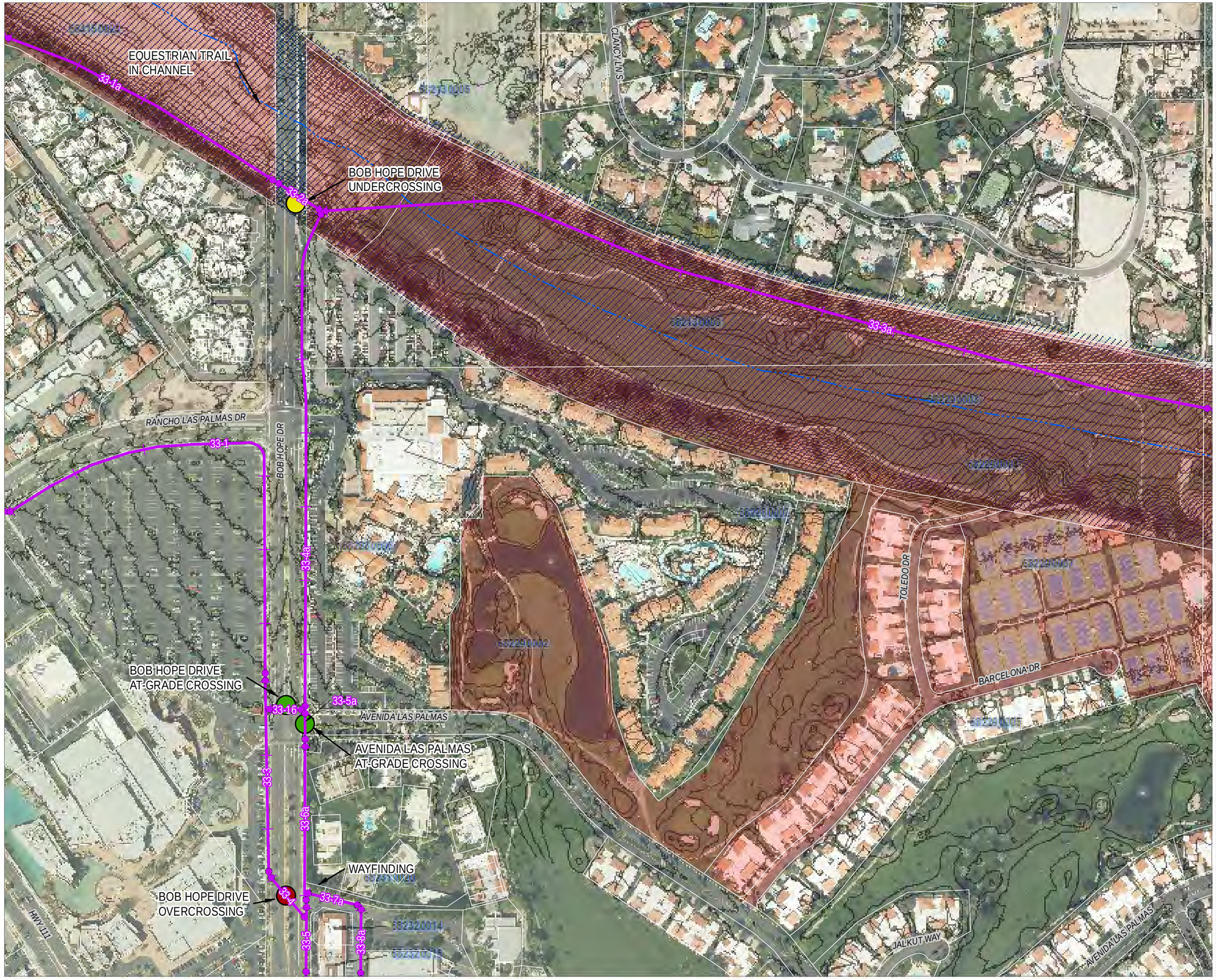

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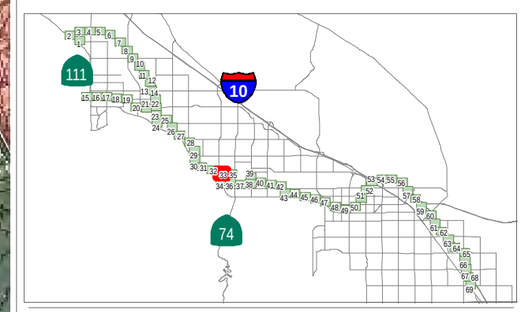

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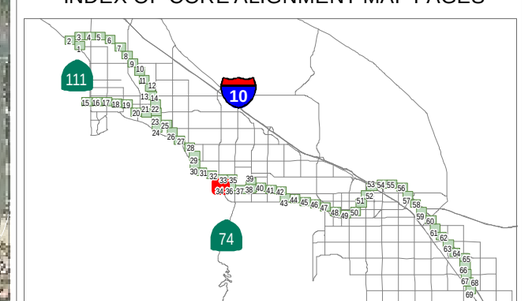

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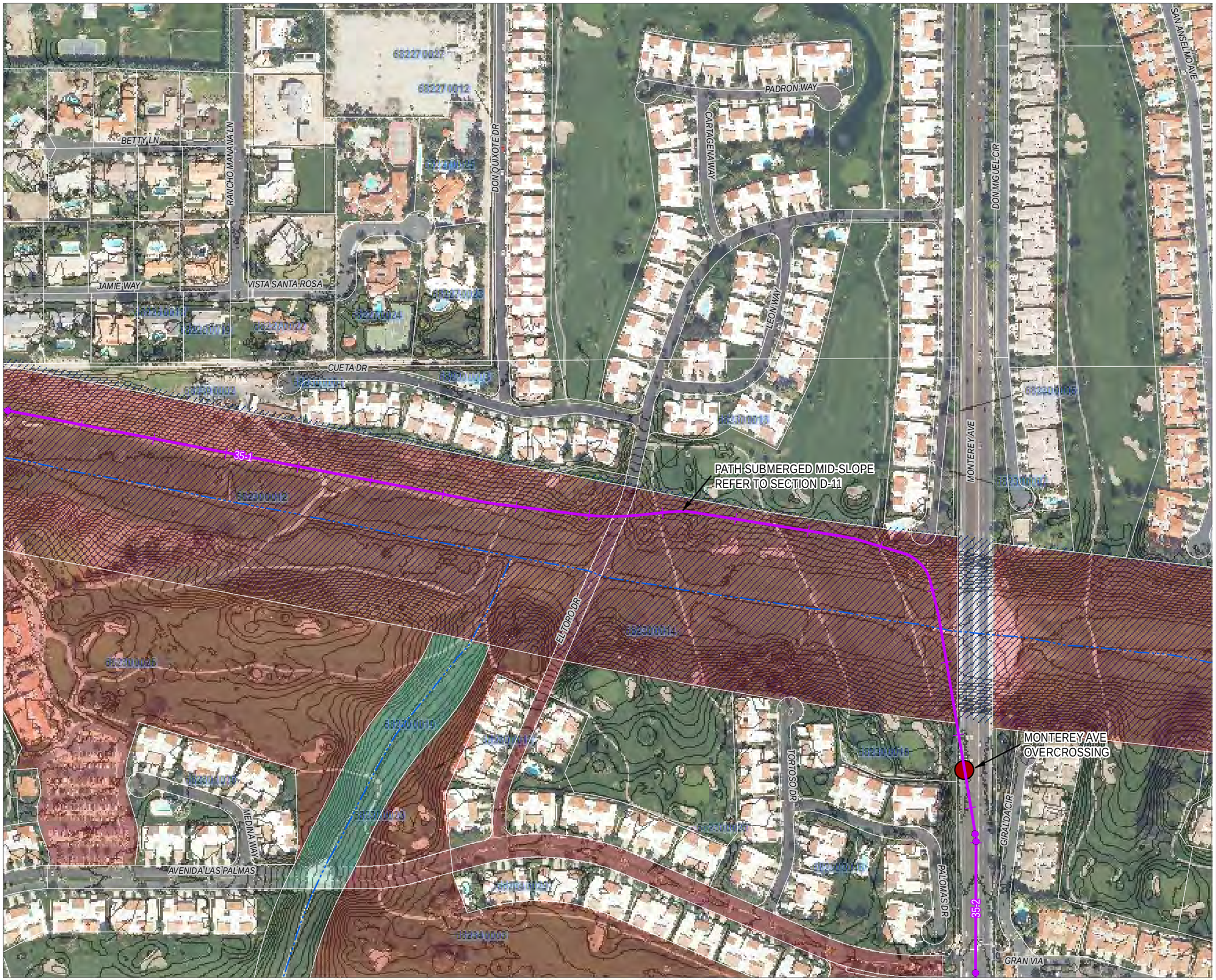

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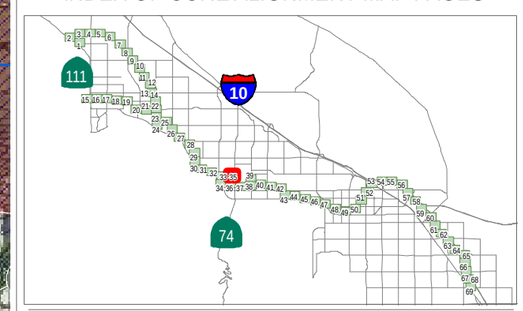

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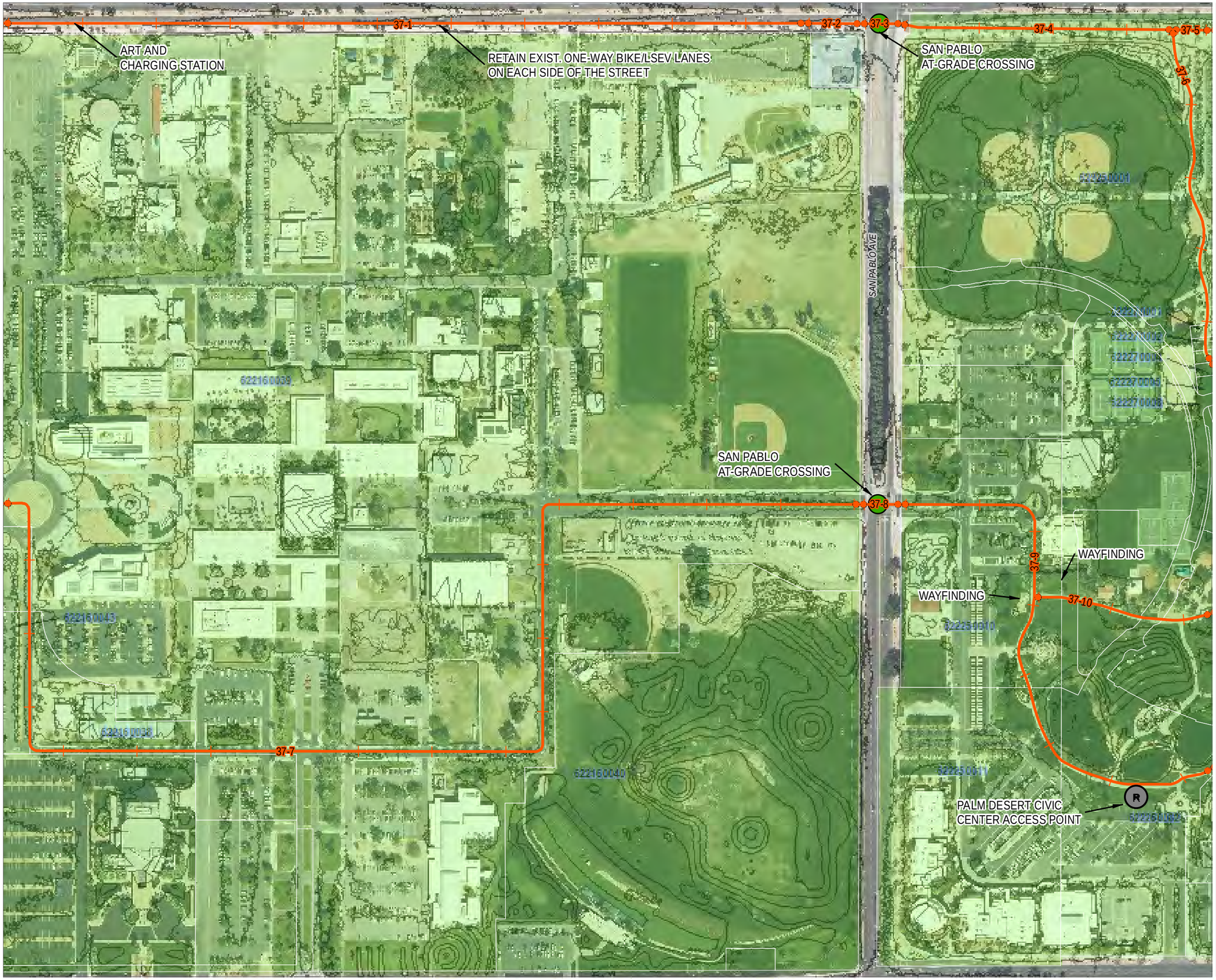

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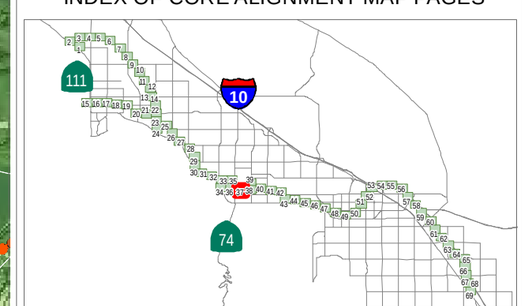

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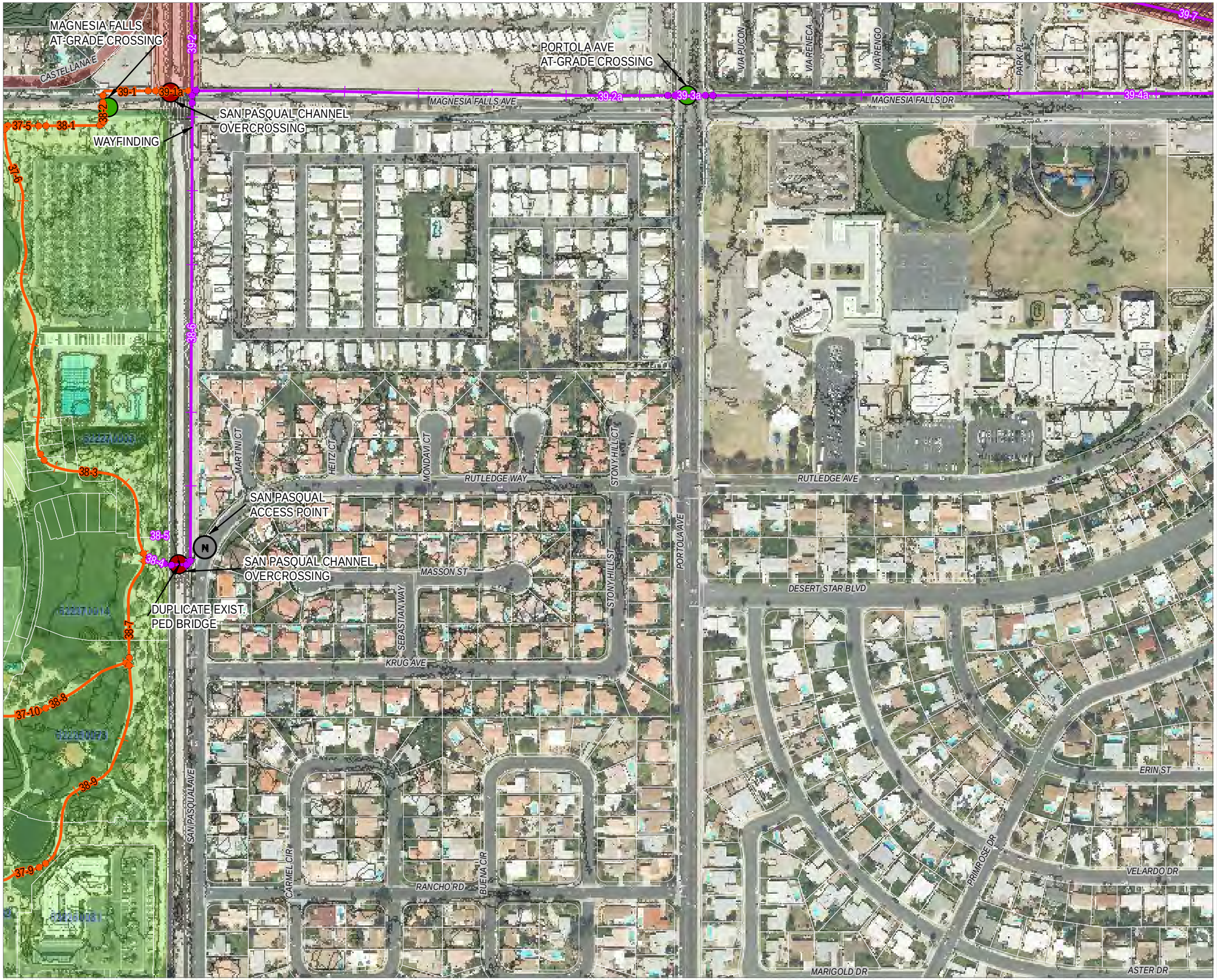

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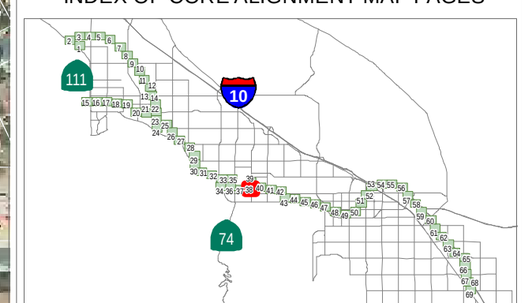

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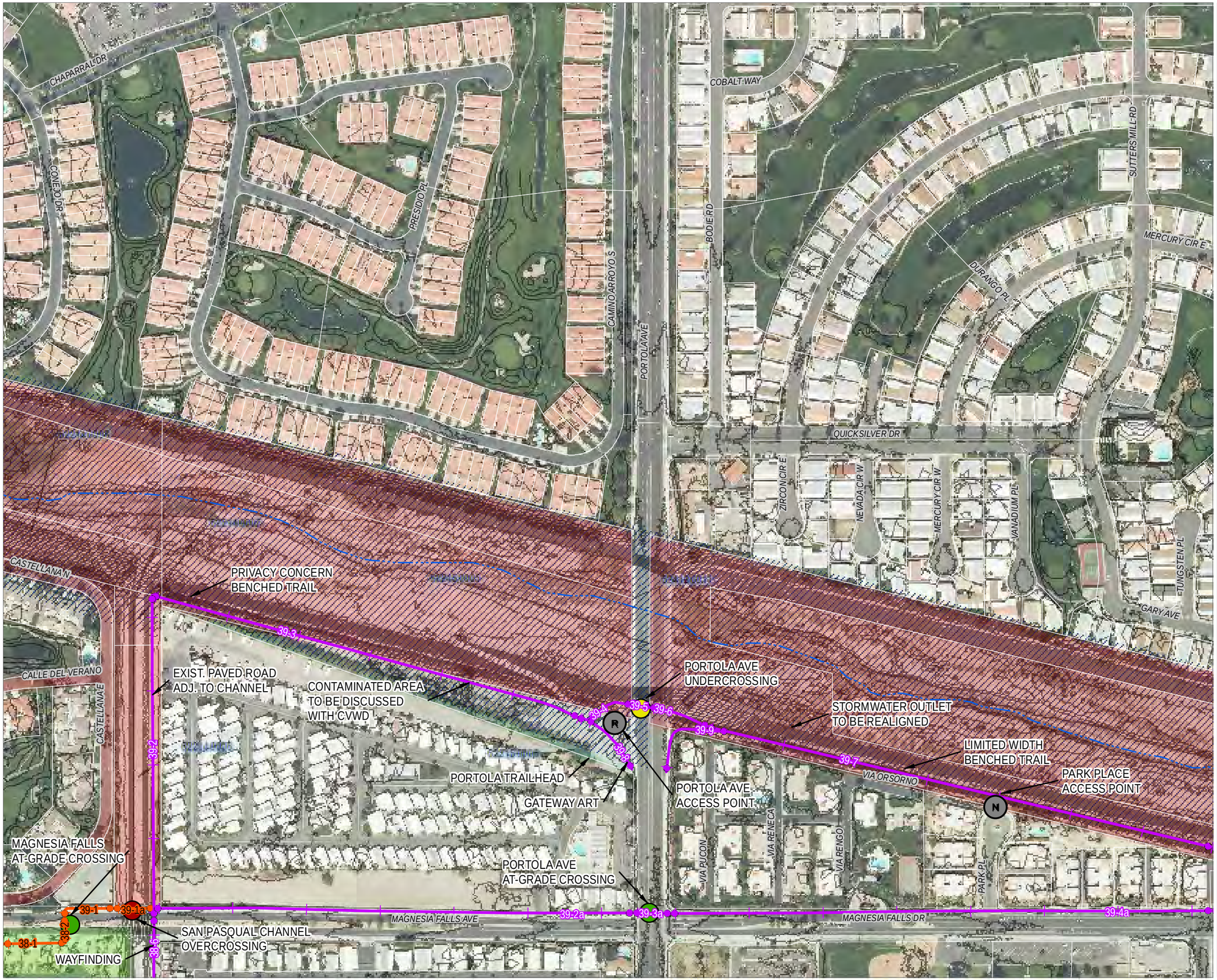

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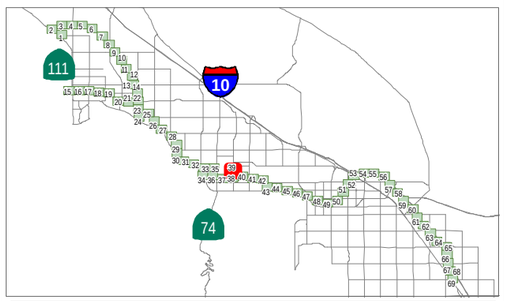

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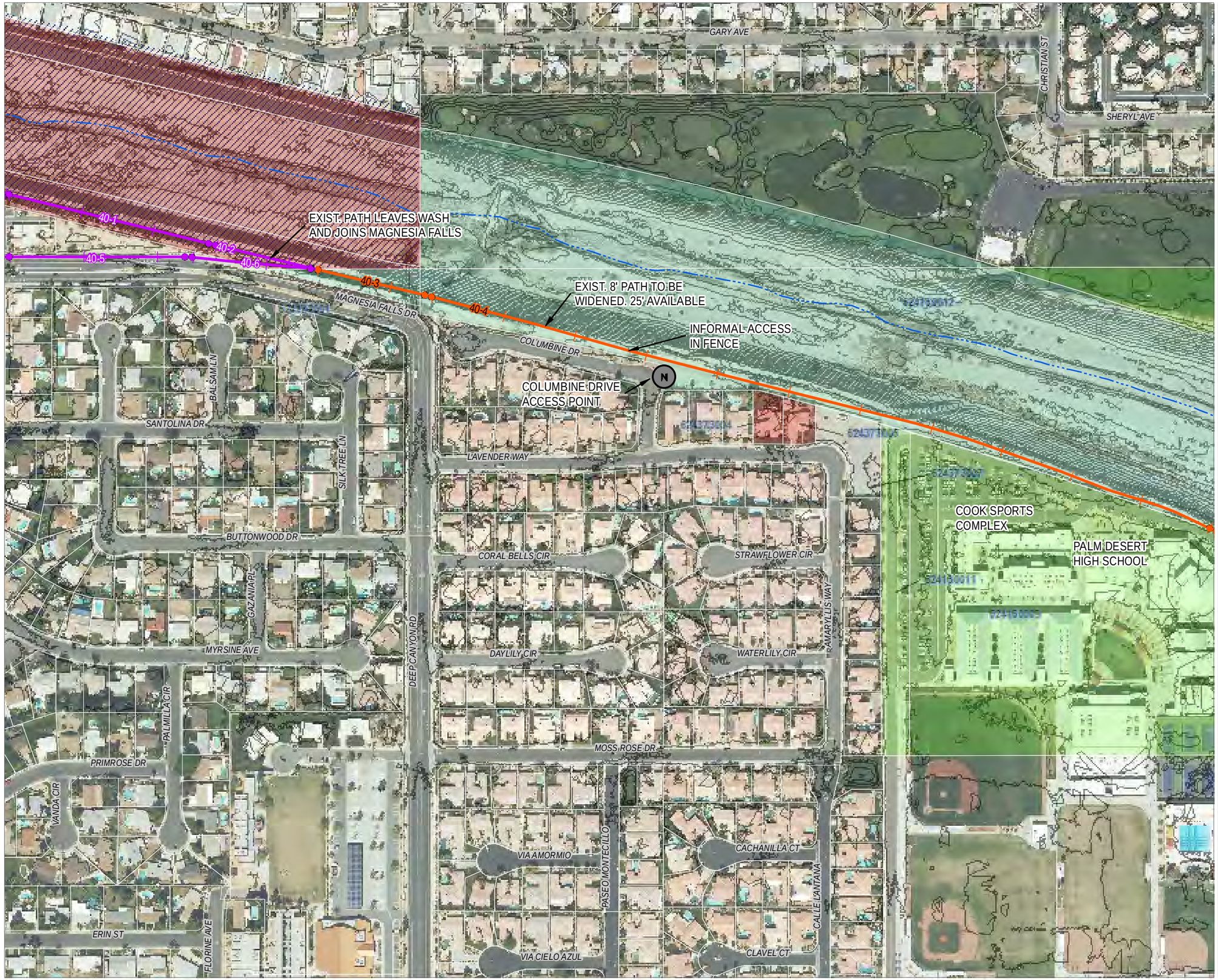

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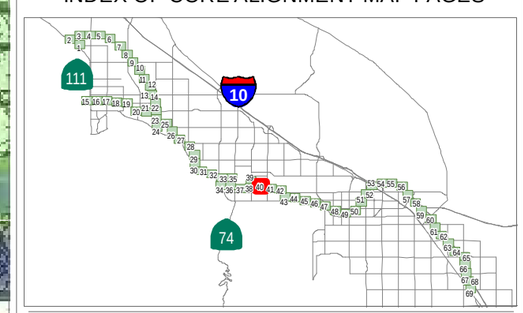

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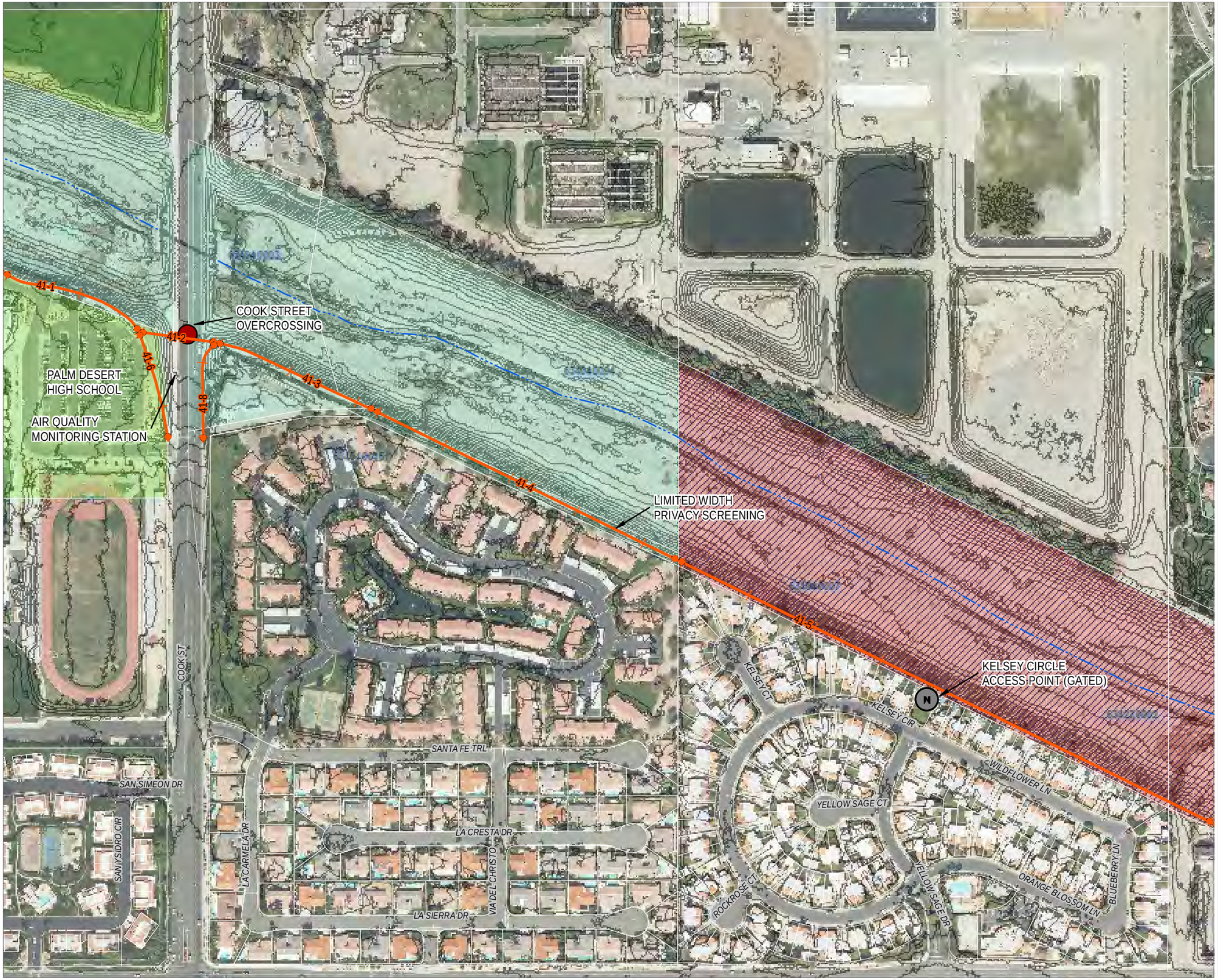

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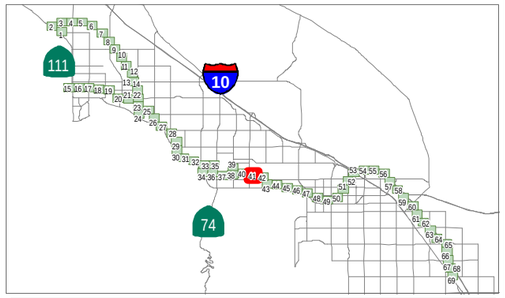

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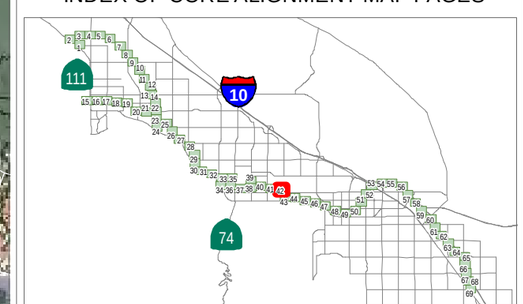

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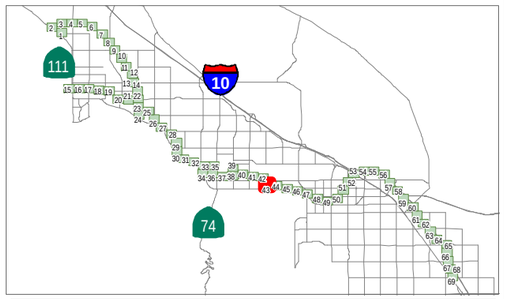

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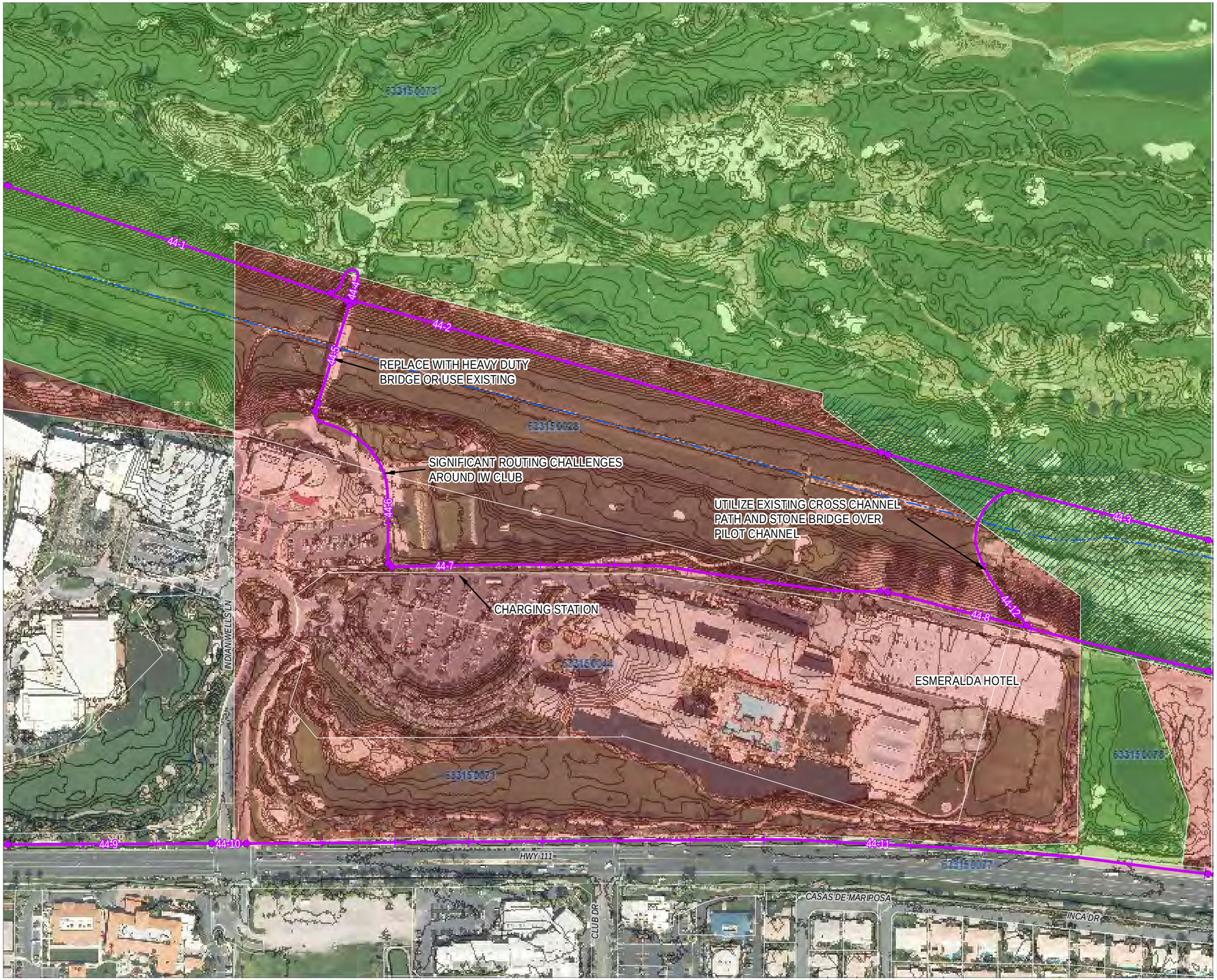

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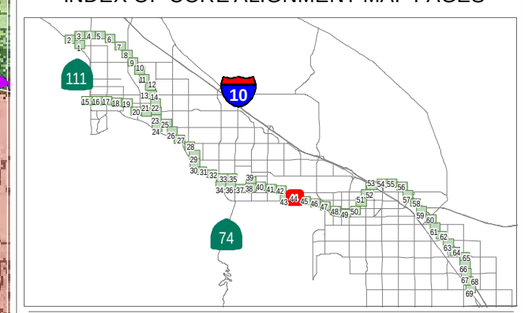

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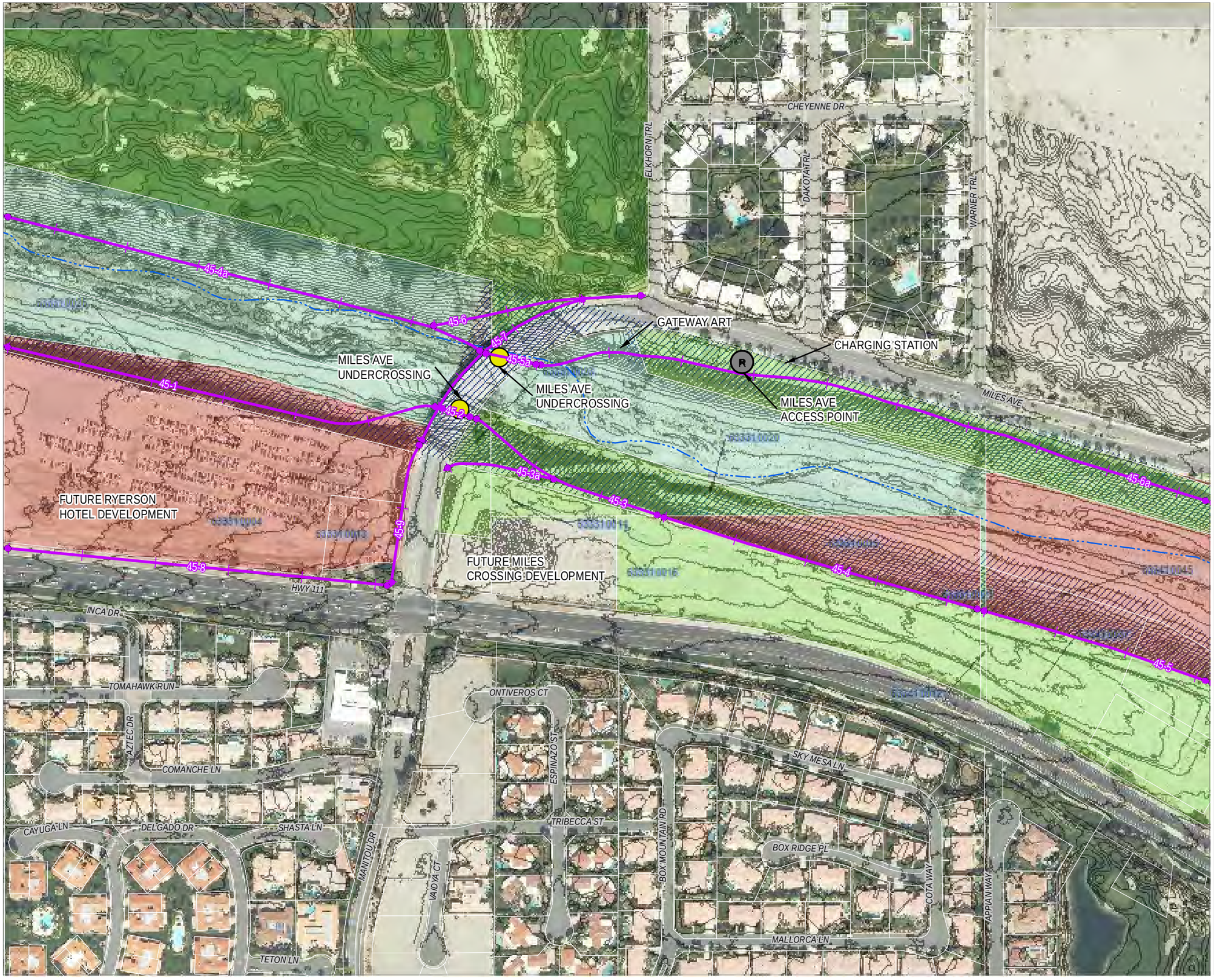

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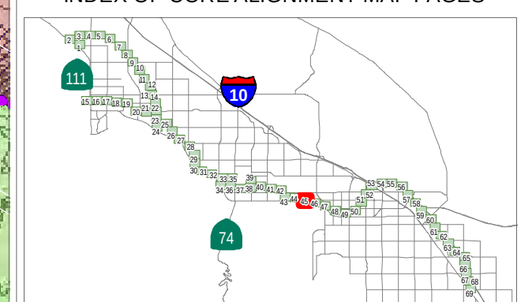

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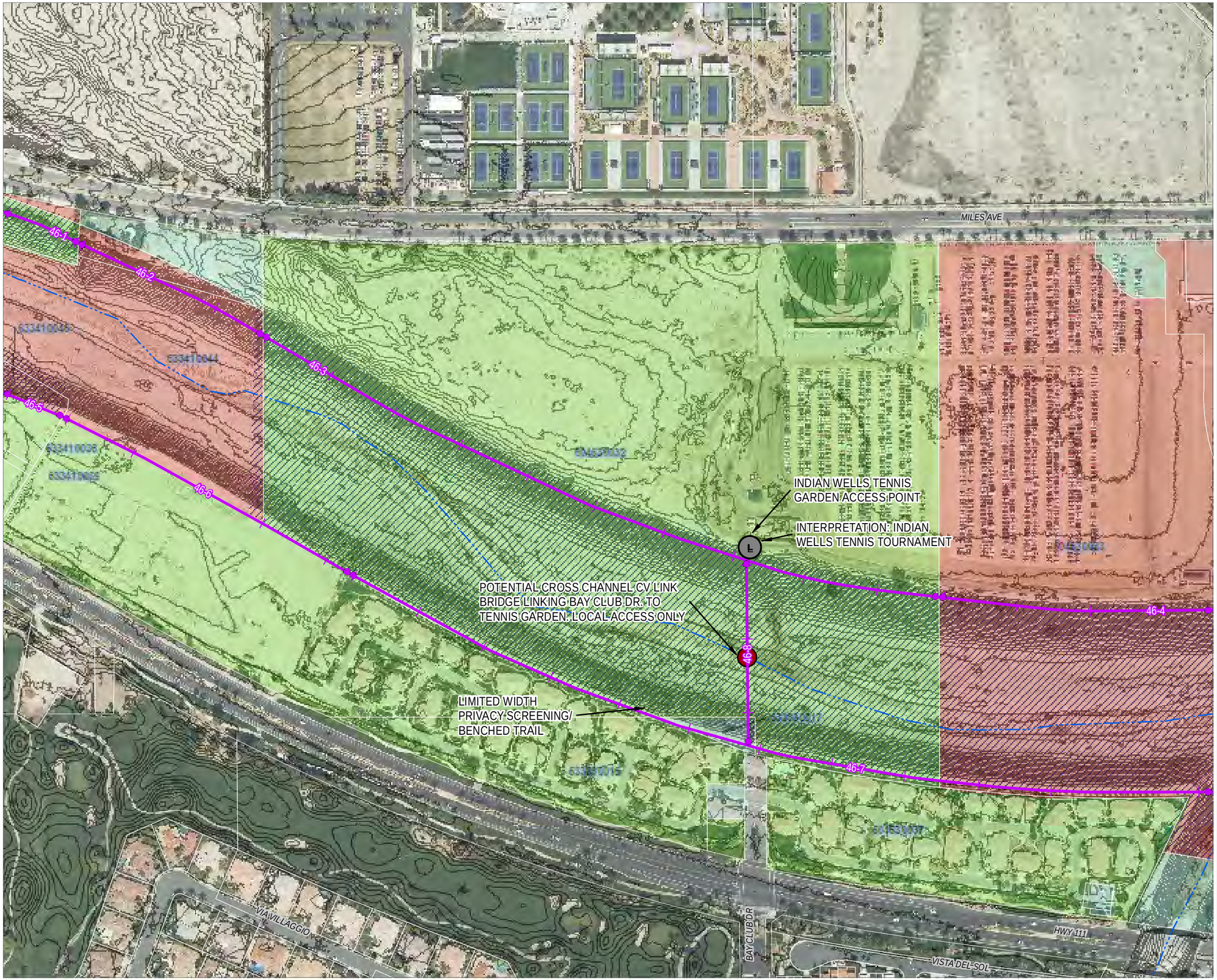

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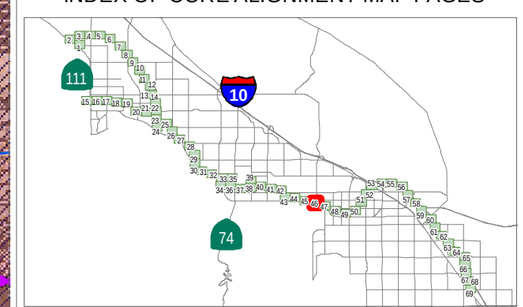

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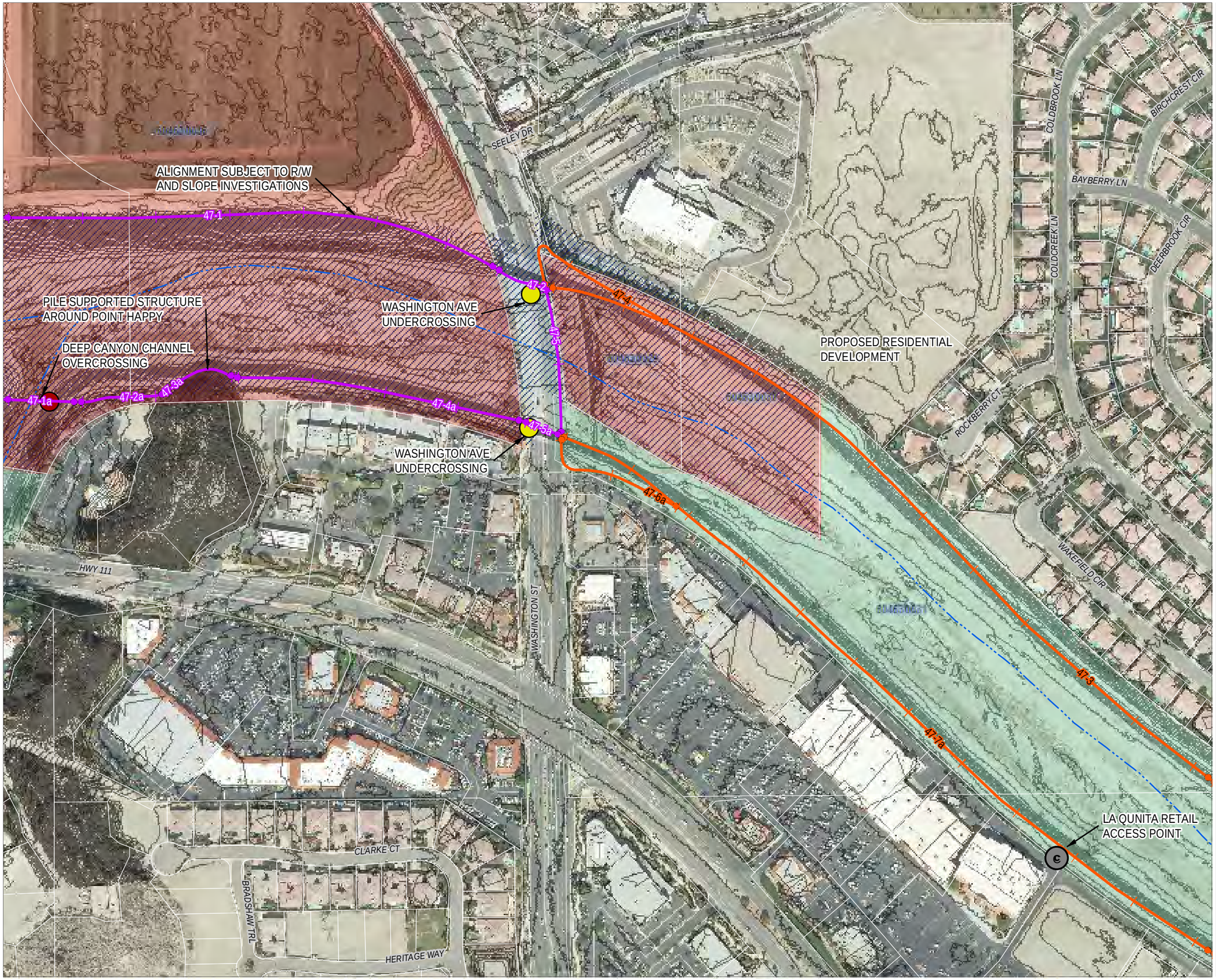

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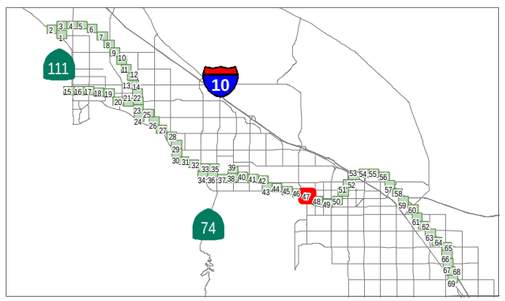

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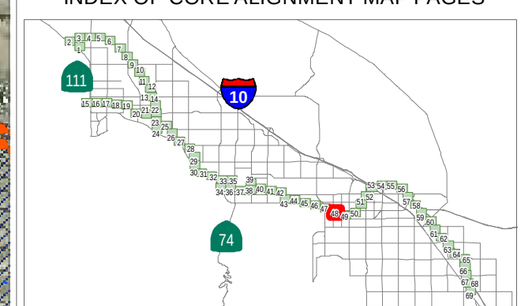

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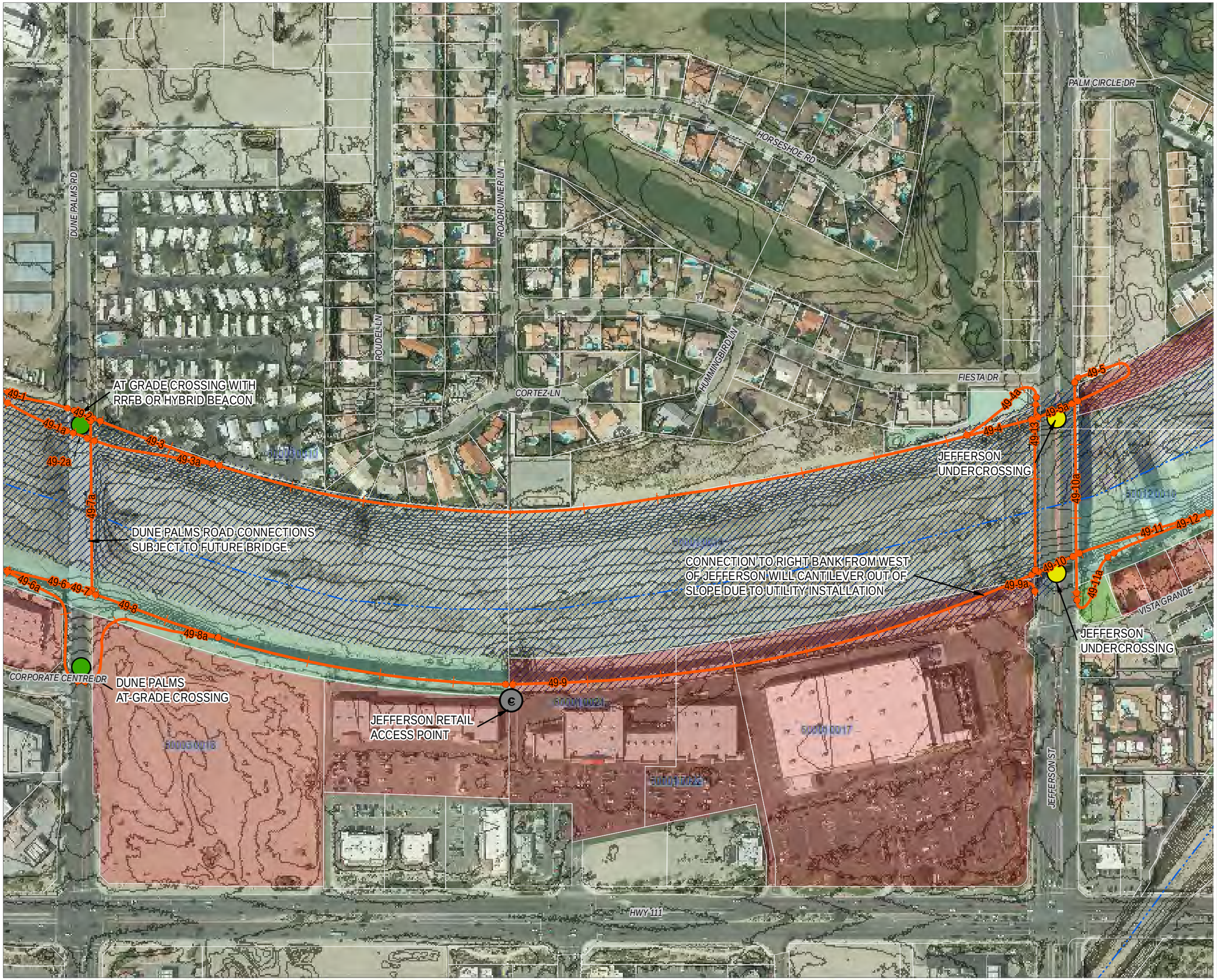
1 in = 250 ft

Data obtained from CVAG, CALSIL, RCTLMA, Alta, ACBCI, MSA Consulting, Inc.

Map created 3/27/2014



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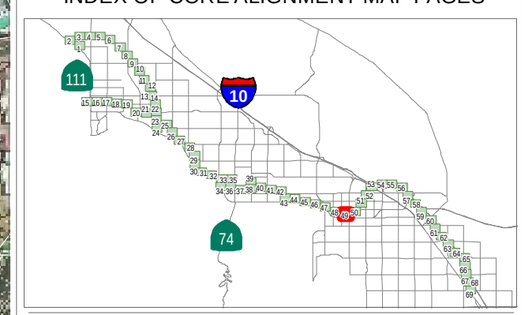

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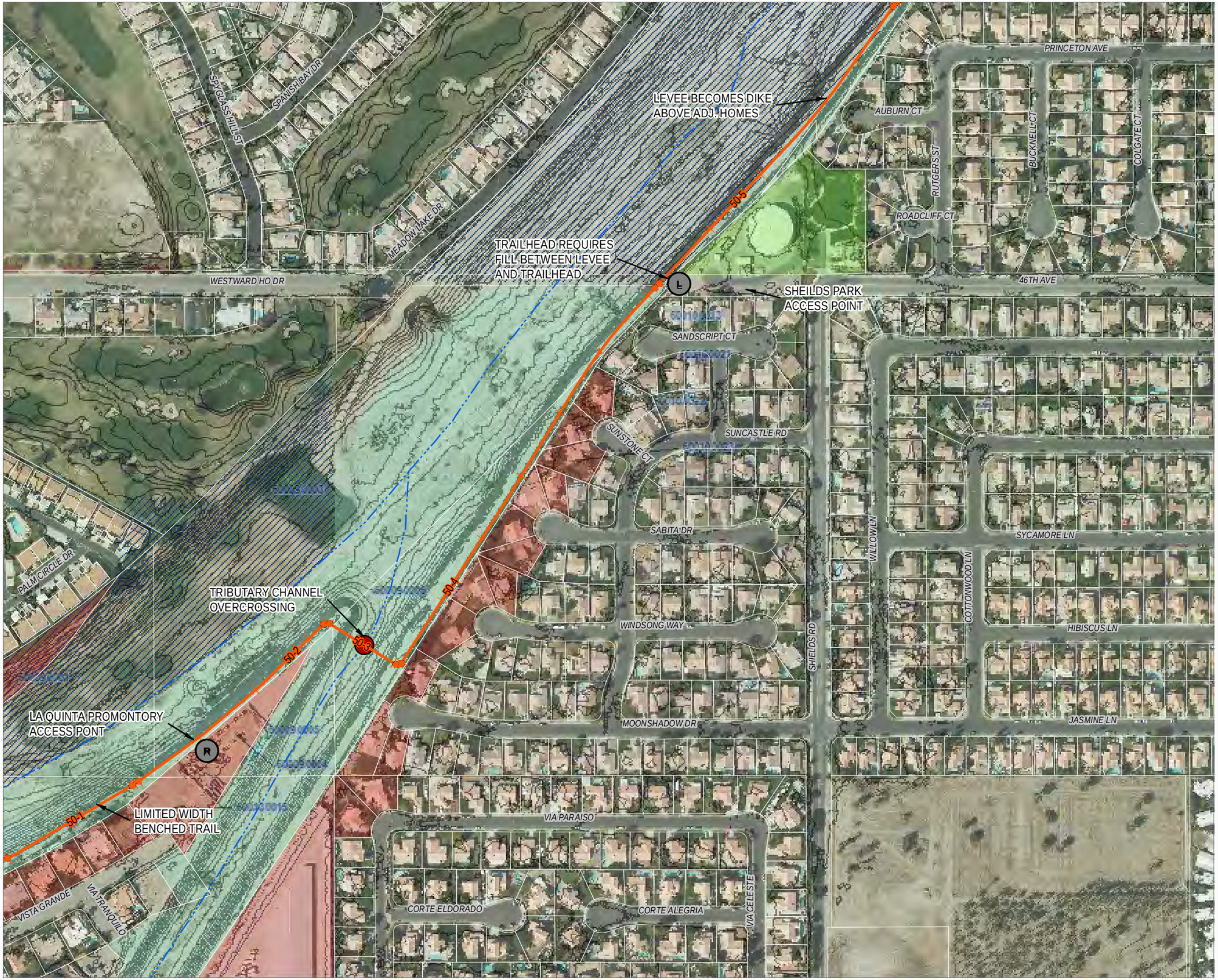

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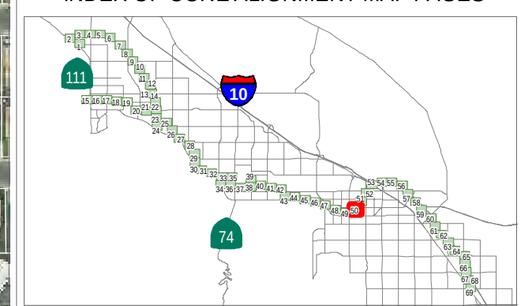

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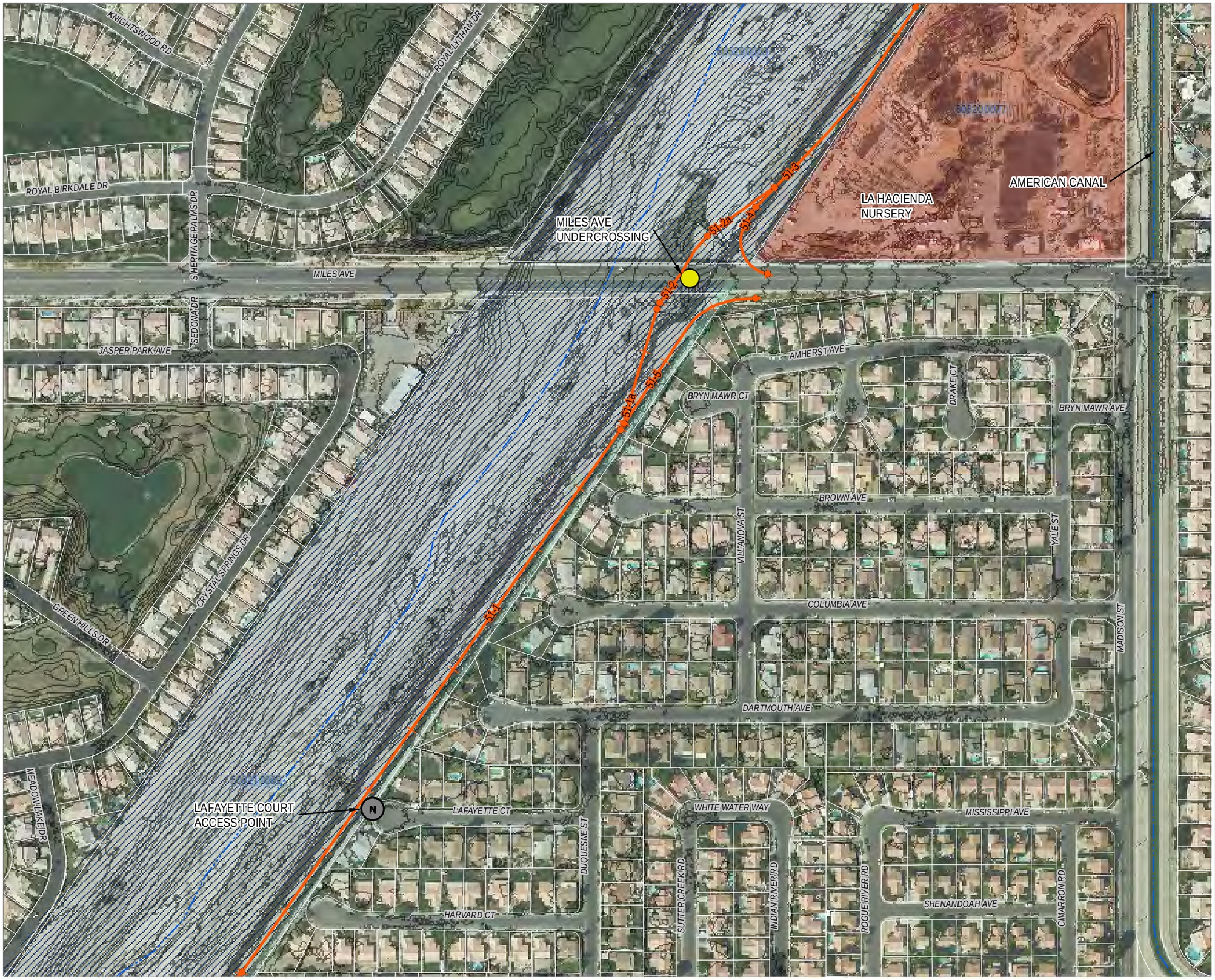

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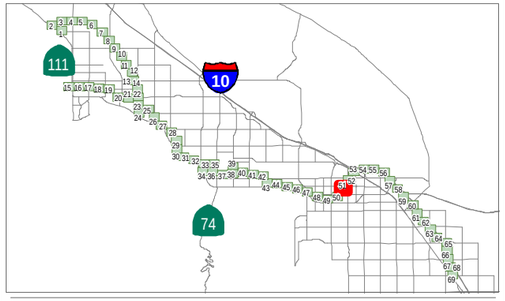

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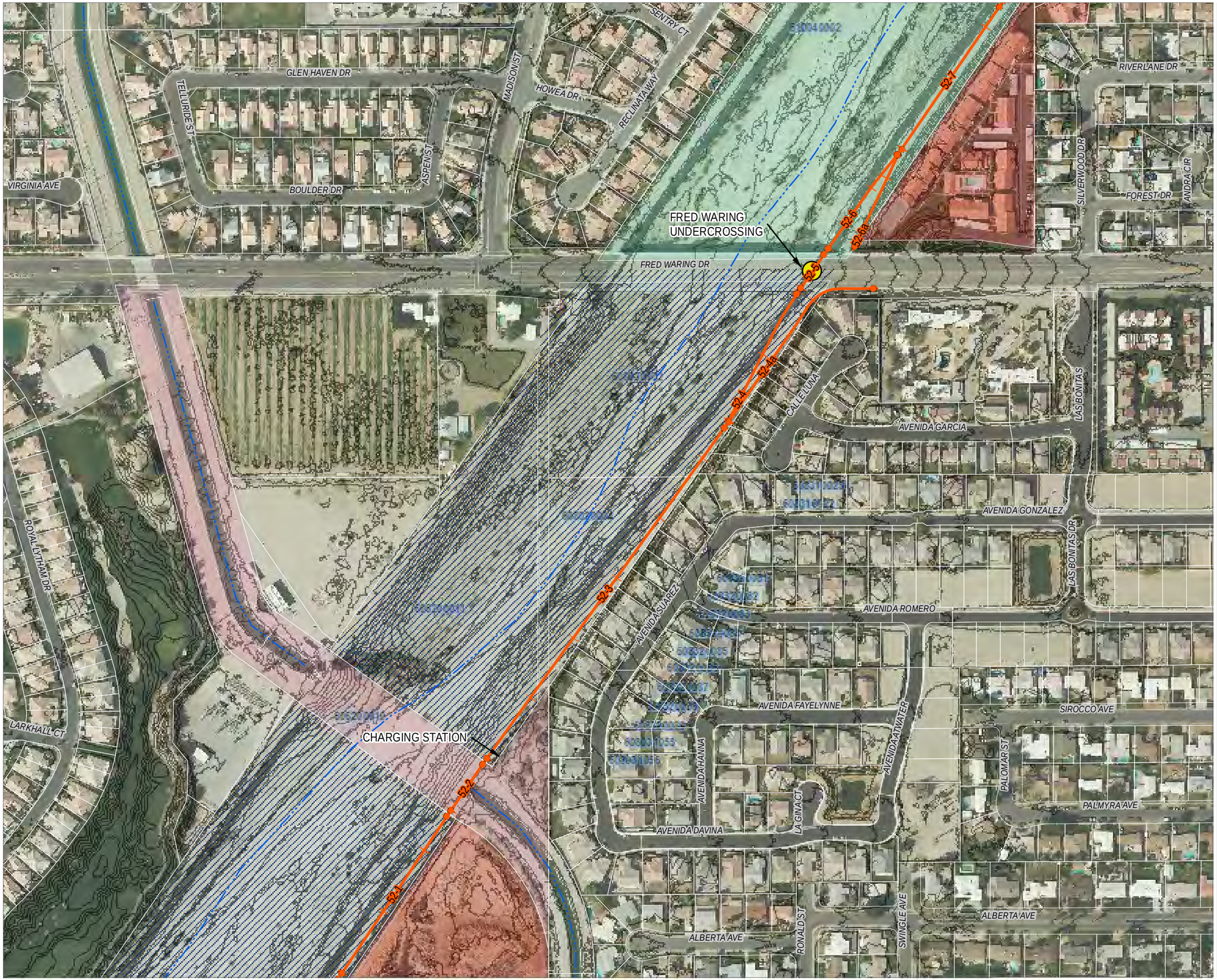

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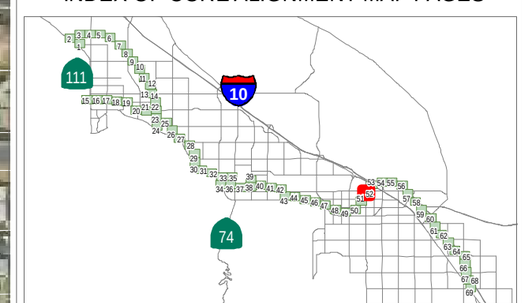

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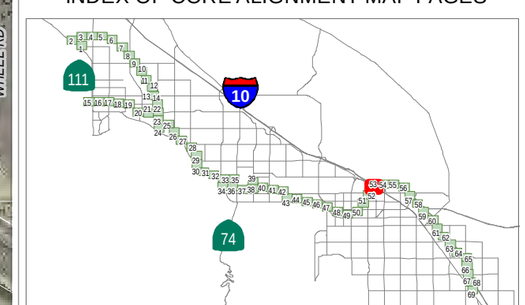

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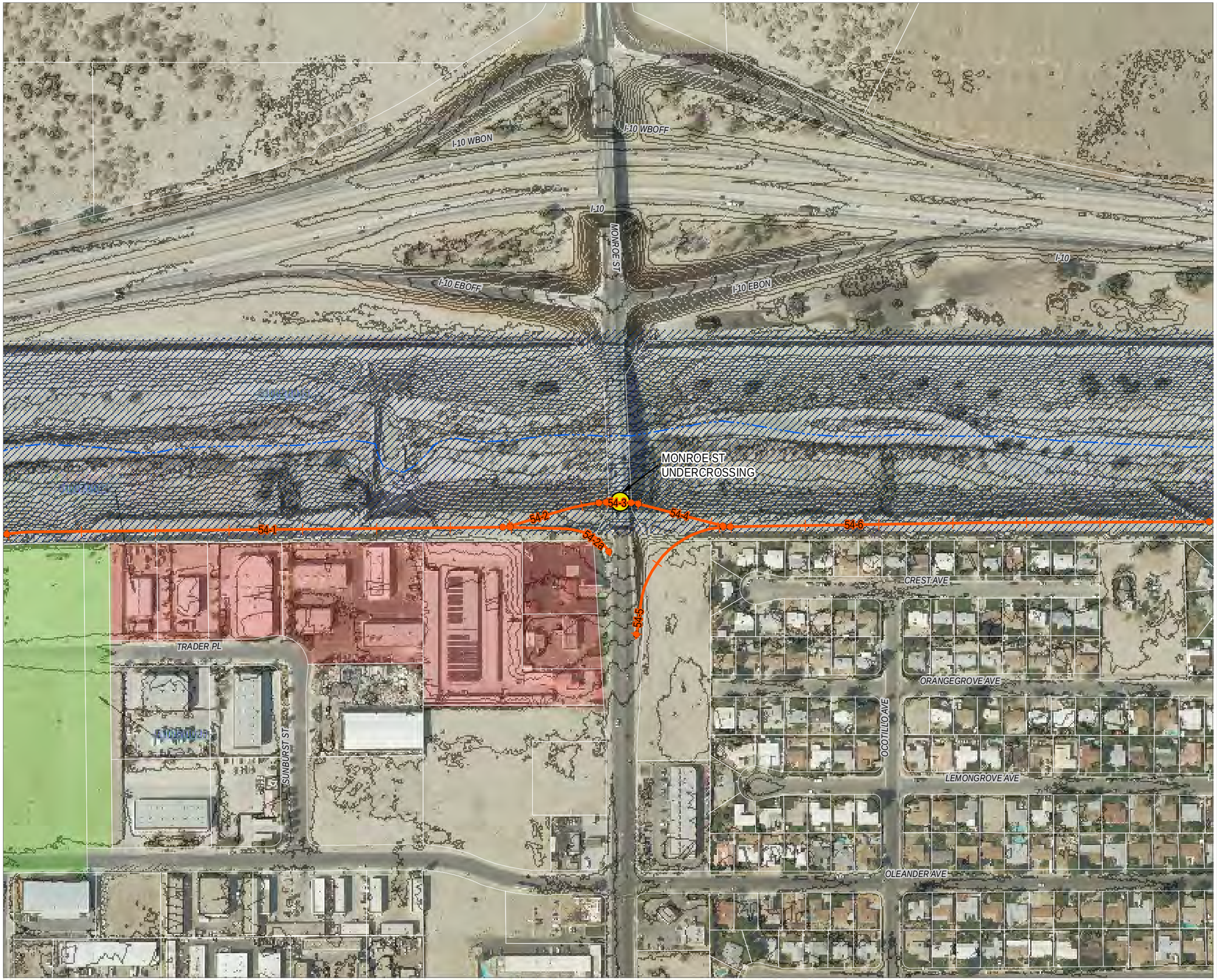

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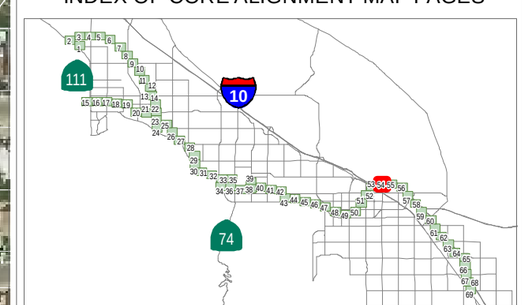

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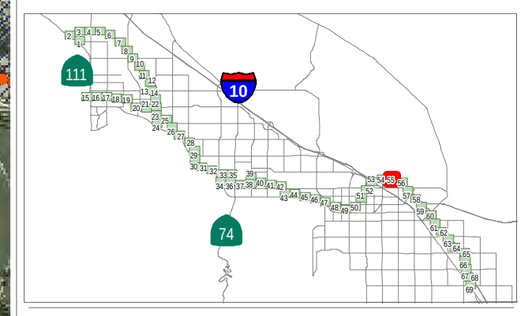

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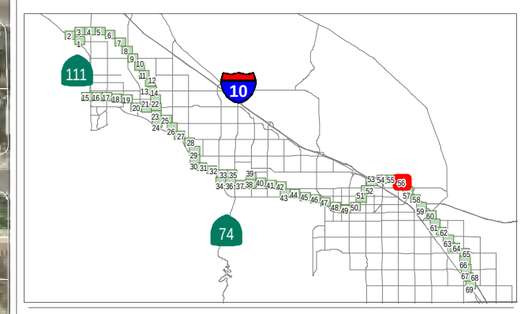

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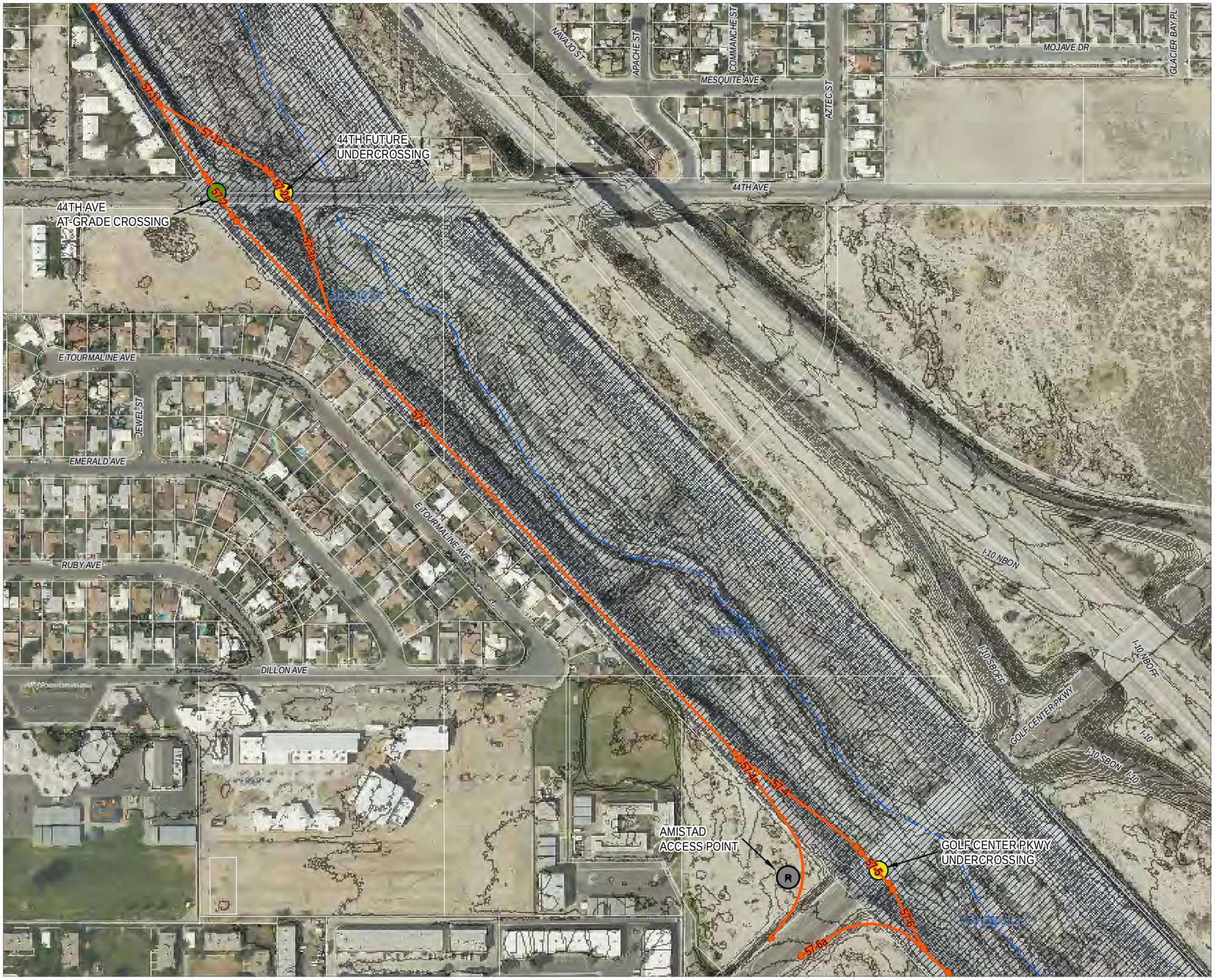

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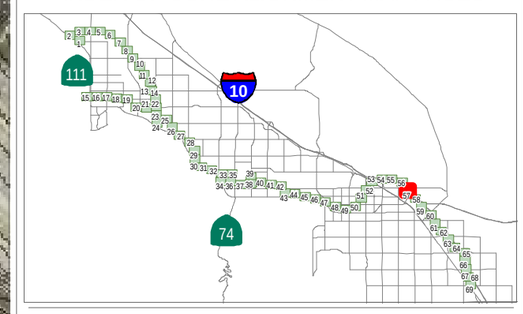

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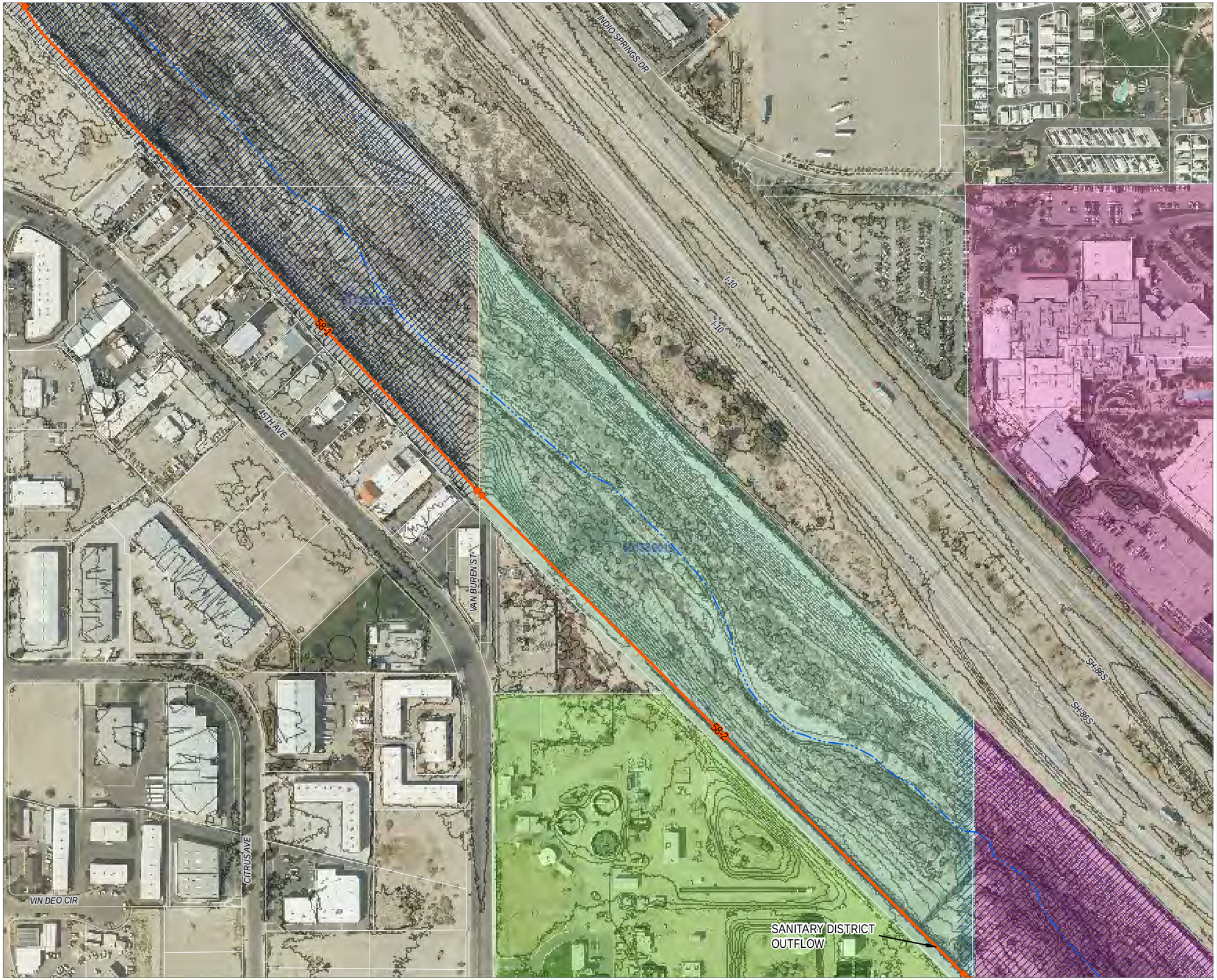

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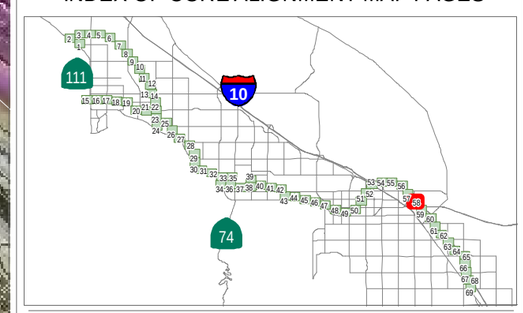

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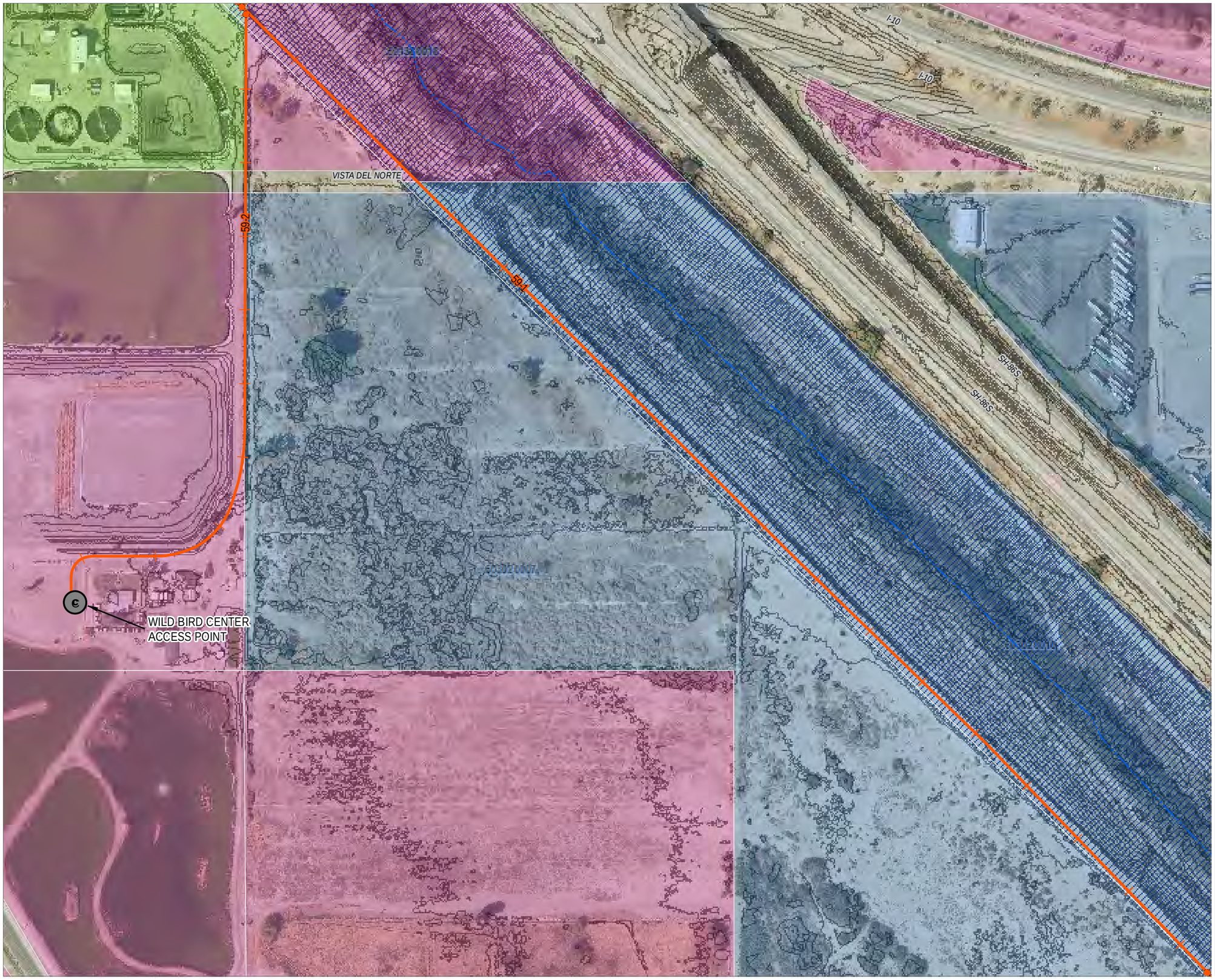

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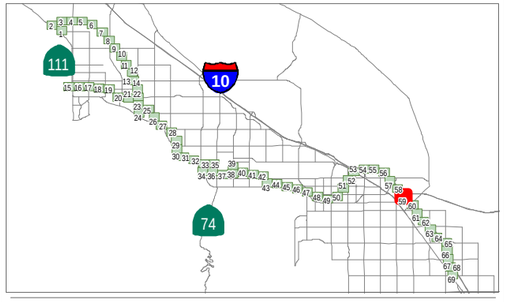

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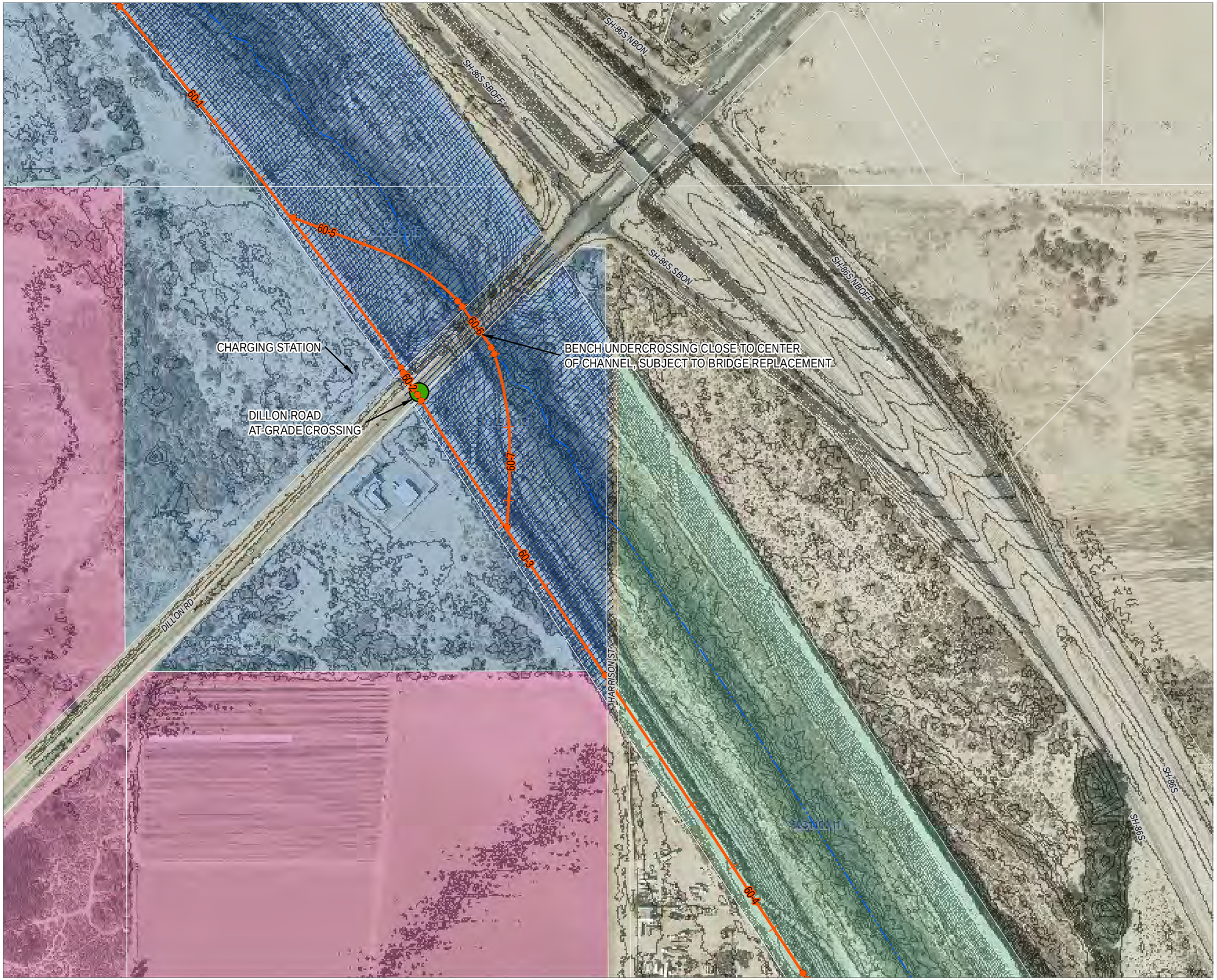

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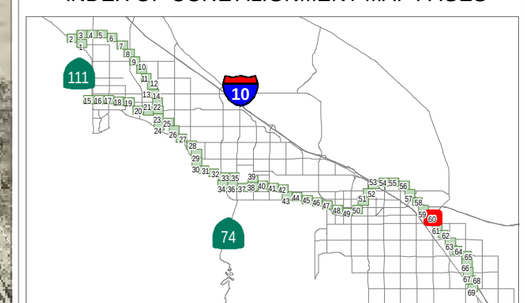

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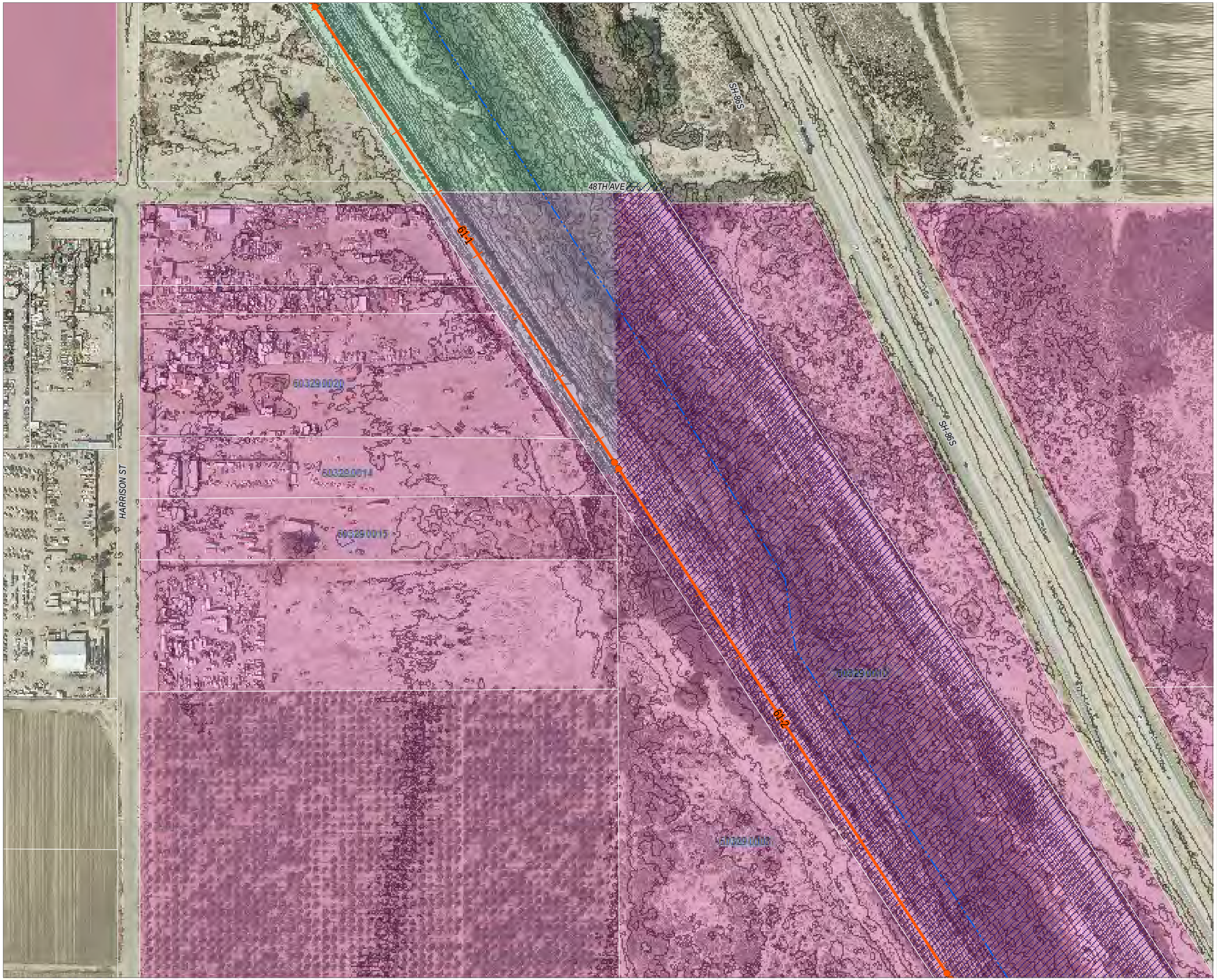

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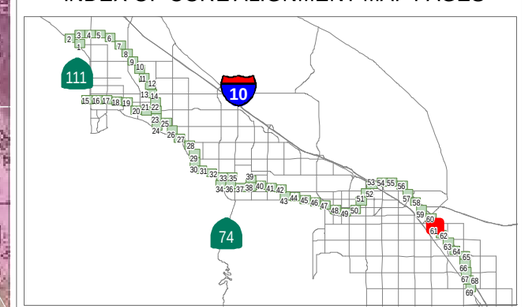

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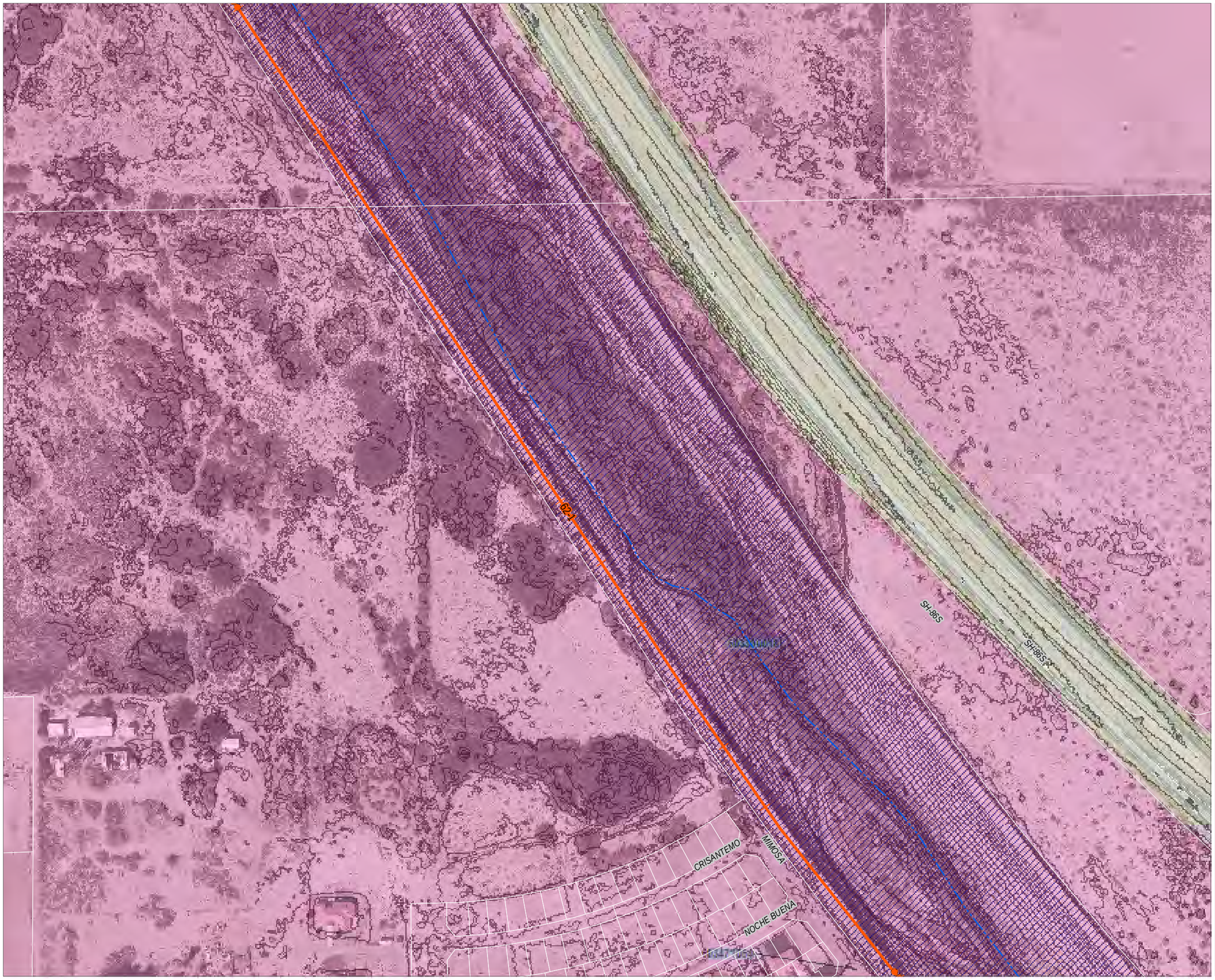

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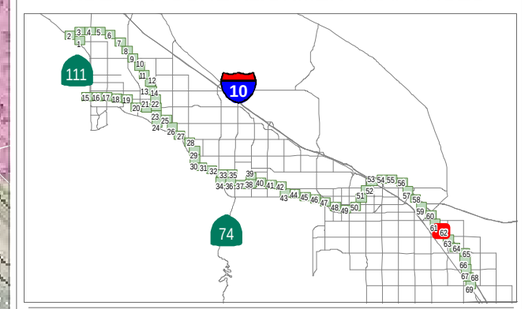

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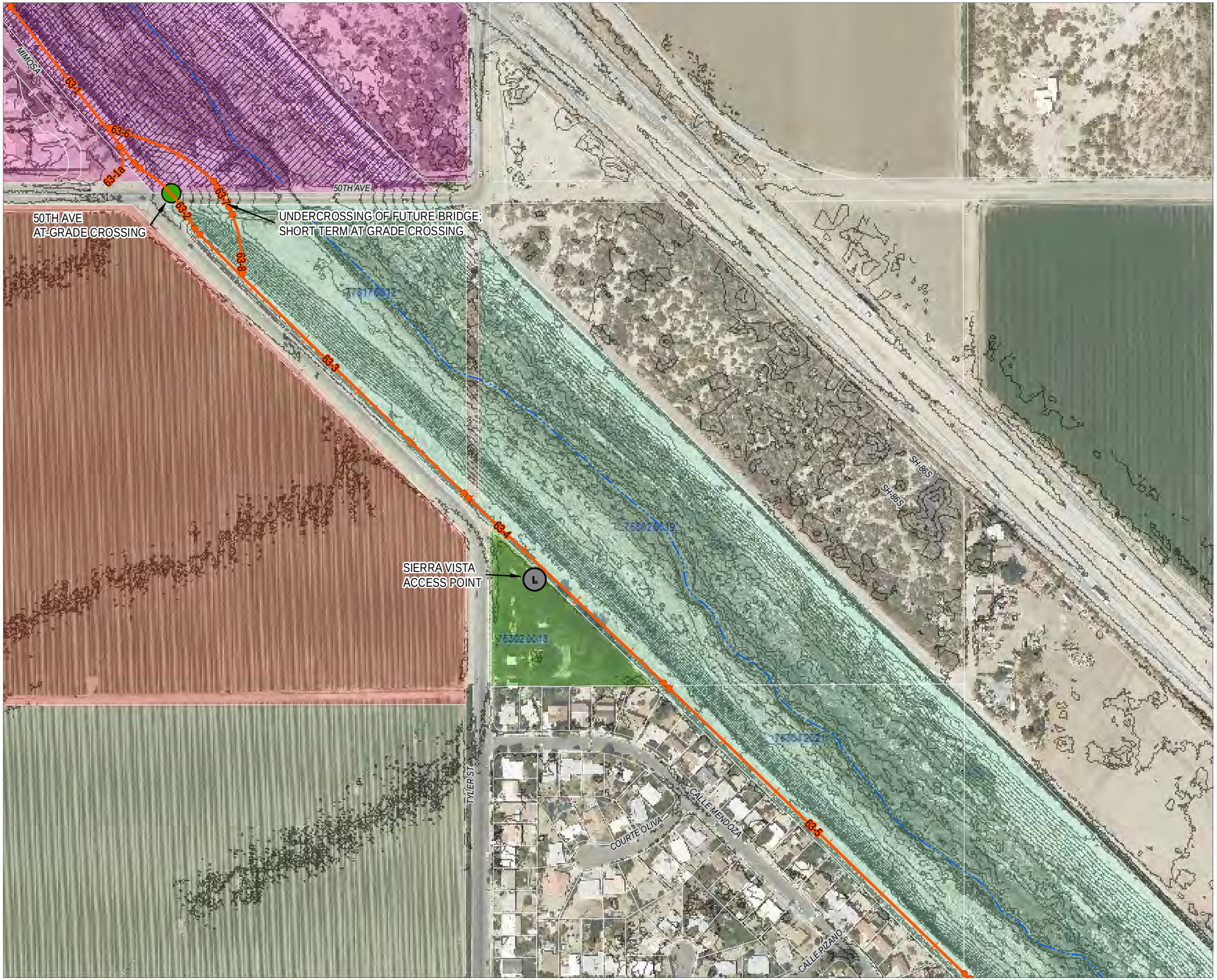

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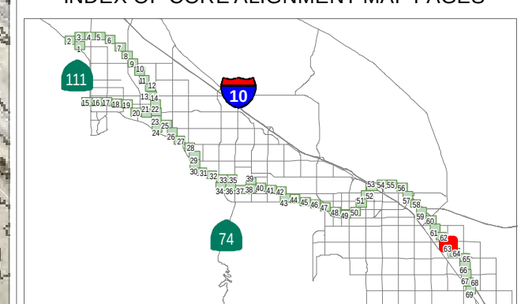

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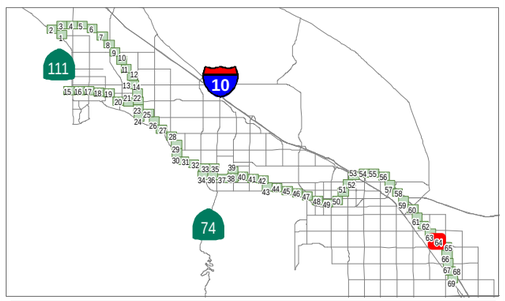

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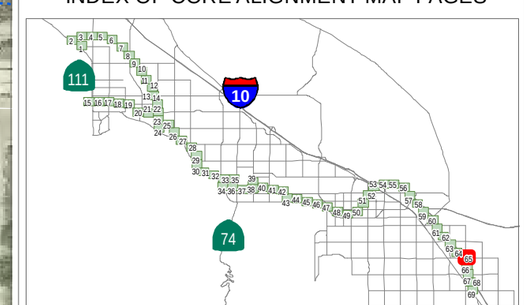

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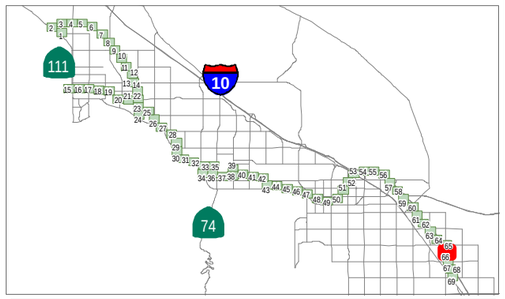


CVAG

0 125 250 FT.

1 in = 250 ft

Data obtained from CVAG, CALSIL, RCTLMA, Alta, ACBCI, MSA Consulting, Inc.

Map created 3/27/2014

CV Link

10% Schematic Maps

LEGEND

- Alignment
- Alignment Alternative
- Regional Access Point
- Local Access Point
- Commercial Access Point
- Neighborhood Access Point
- At-Grade Crossing
- Undercrossing
- Overcrossing/Bridge
- Hydrographic Feature (Stream CL)
- CVWD Easements
- ACBCI Parcels
- CMBI Parcels
- 29 Palms BMI Parcels

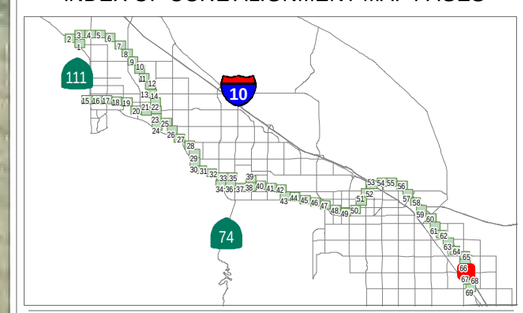
Core Alignment Private Parcel Ownership

- Private

Core Alignment Public Parcel Ownership

- Public
- CVWD Fee Ownership
- Federal
- State of Ca

INDEX OF CORE ALIGNMENT MAP PAGES



CVAG

0 125 250 FT.

1 in = 250 ft

Data obtained from CVAG, CALSIL, RCTLMA, Alta, ACBCI, MSA Consulting, Inc.

Map created 3/27/2014

CV Link

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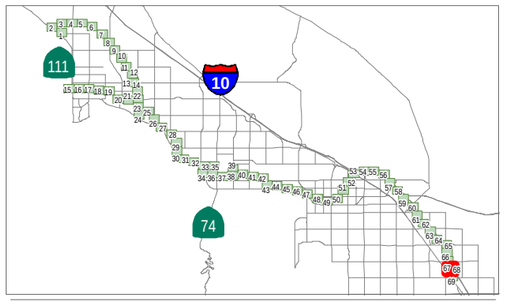
INDEX OF CORE ALIGNMENT MAP PAGES



CVAG

0 125 250 FT.

1 in = 250 ft

Data obtained from CVAG, CALSIL, RCTLMA, Alta, ACBCI, MSA Consulting, Inc.

Map created 3/27/2014

CV Link

10% Schematic Maps

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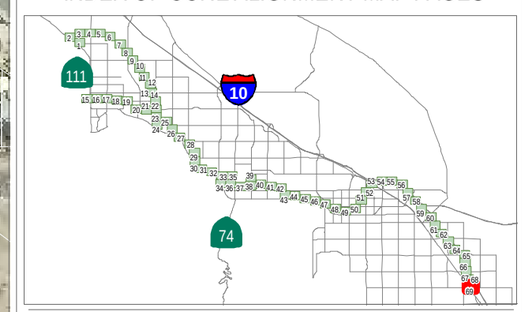
INDEX OF CORE ALIGNMENT MAP PAGES



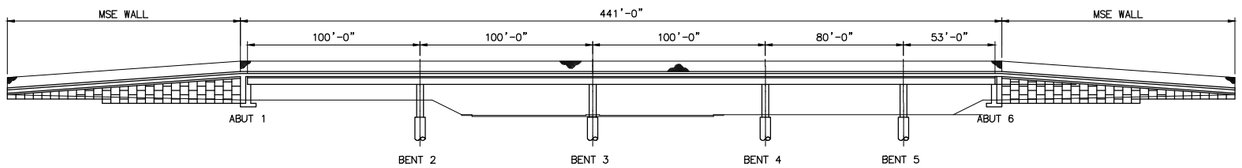
CVAG

0 125 250 FT.

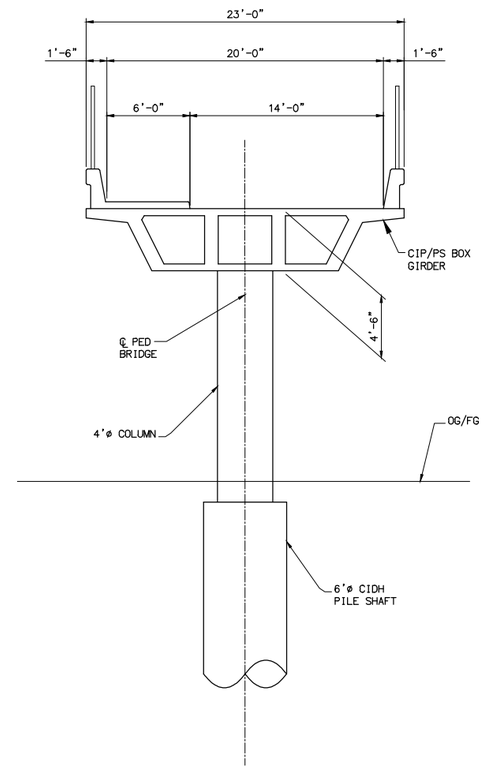
1 in = 250 ft

Data obtained from CVAG, CALSIL, RCTLMA, Alta, ACBCI, MSA Consulting, Inc.

Map created 3/27/2014



ELEVATION
SCALE: 1" = 40'



TYPICAL SECTION
SCALE: 1" = 5'

PLAN
SCALE: NO SCALE

ALTERNATIVE 1

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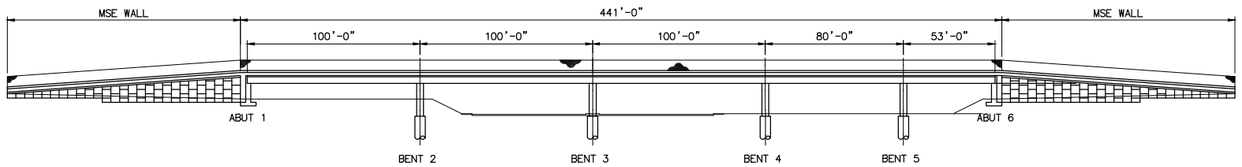
OVERCROSSING
TYPICAL GENERAL PLAN

SHEET **1** OF 15 SHTS.



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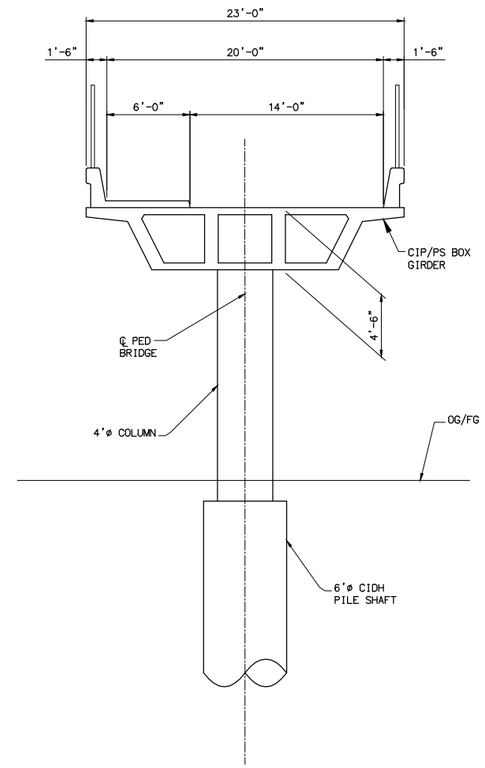
SCALE: 1" = 40'



TYPICAL SECTION
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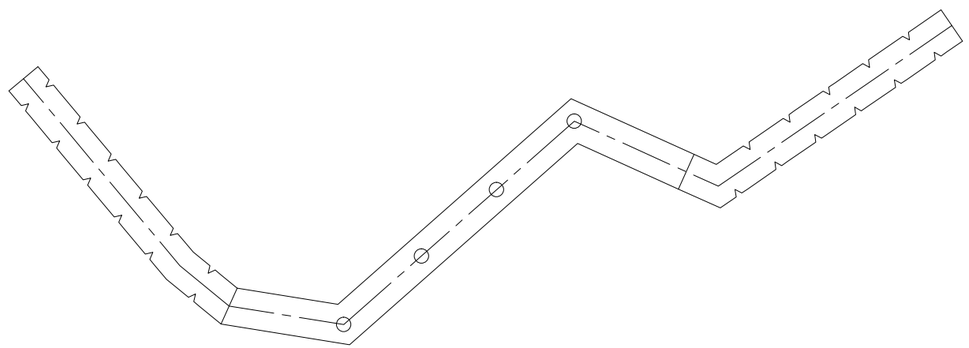

PLAN
SCALE: NO SCALE

ALTERNATIVE 2

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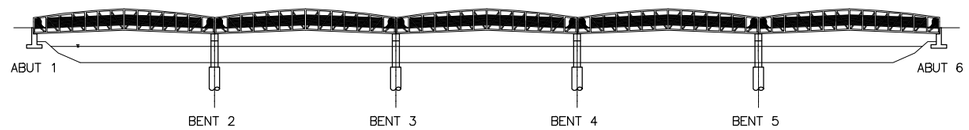
OVERCROSSING
TYPICAL GENERAL PLAN

SHEET
2
OF 15 SHTS.



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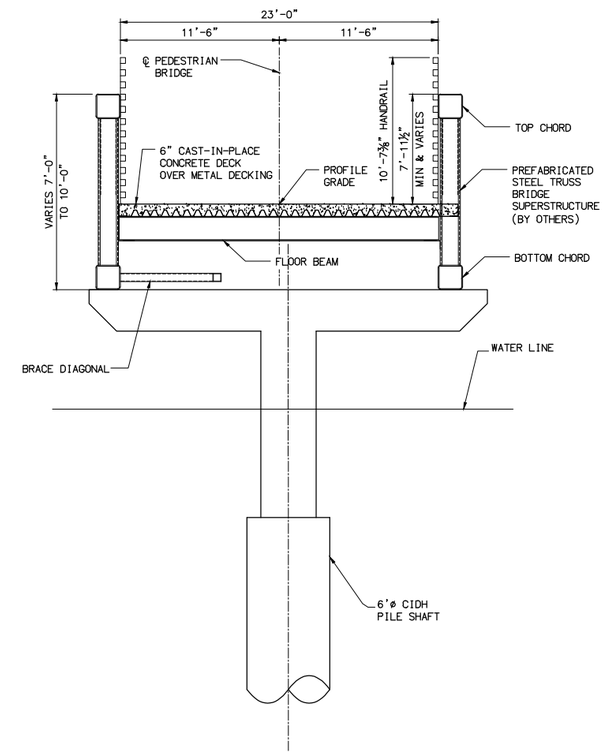
SCALE: NO SCALE



TYPICAL SECTION
SCALE: NO SCALE

PLAN
SCALE: NO SCALE

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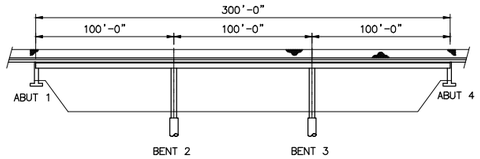
TAHQUITZ BOARDWALK OVERCROSSING
GENERAL PLAN

SHEET 3 OF 15 SHTS.



ELEVATION
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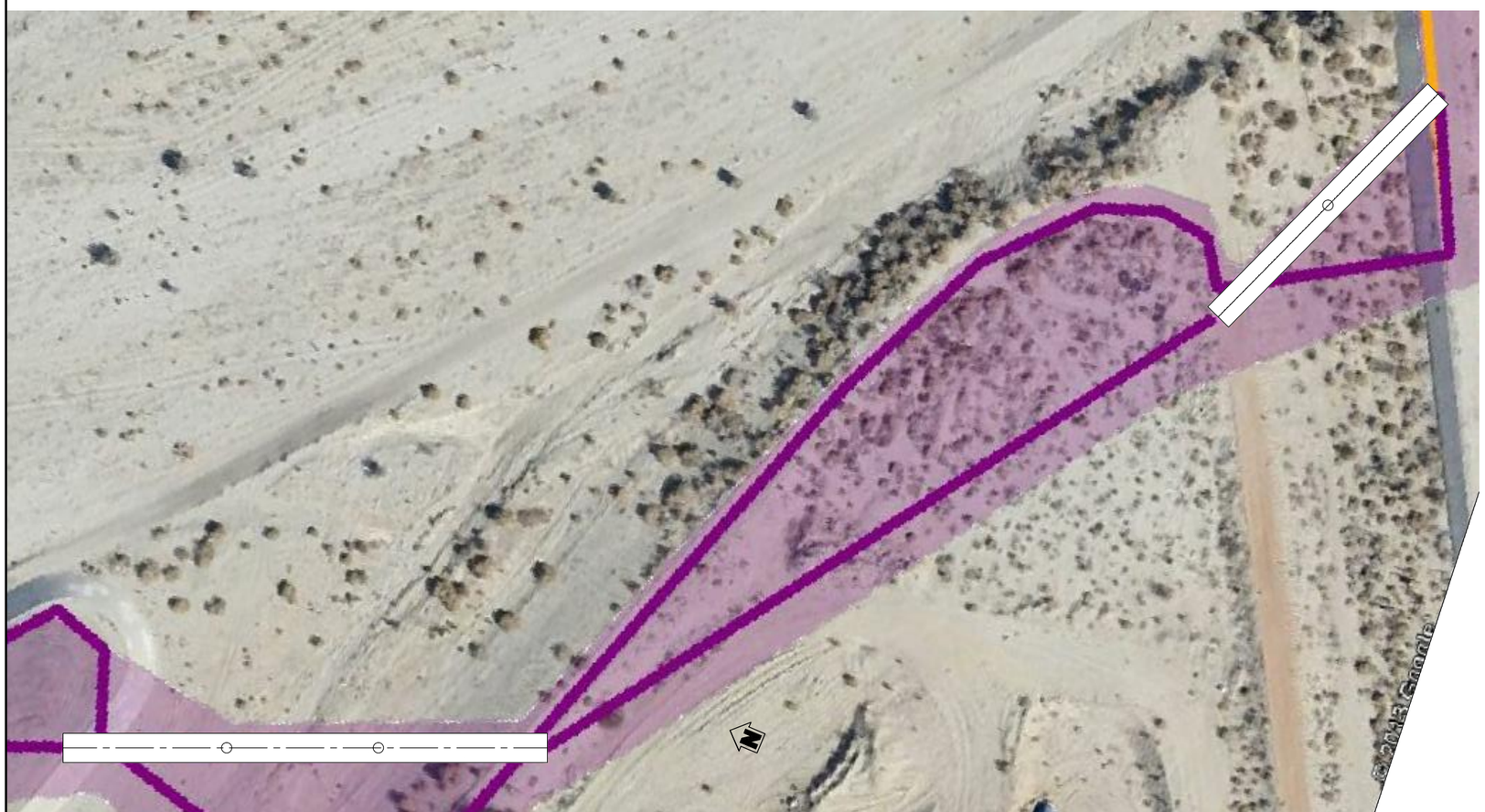
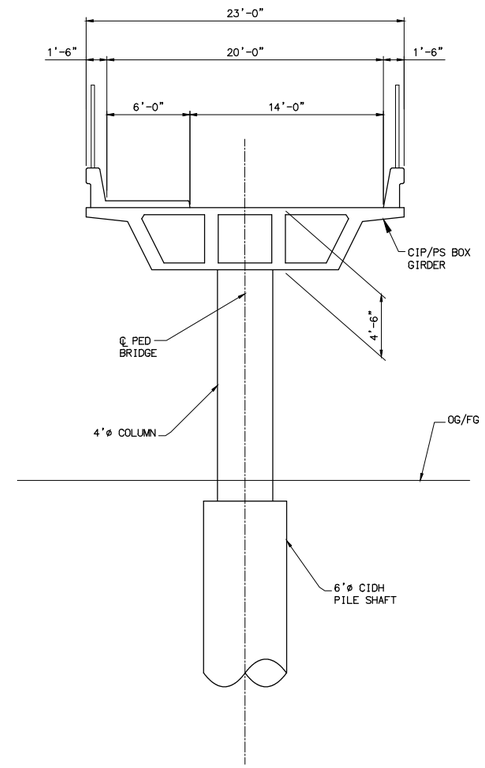


PLAN
SCALE: NO SCALE



TYPICAL SECTION
SCALE: 1" = 5'

NORTH BRIDGE SHOWN, SOUTH BRIDGE SIMILAR

ALTERNATIVE 1

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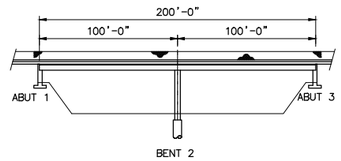
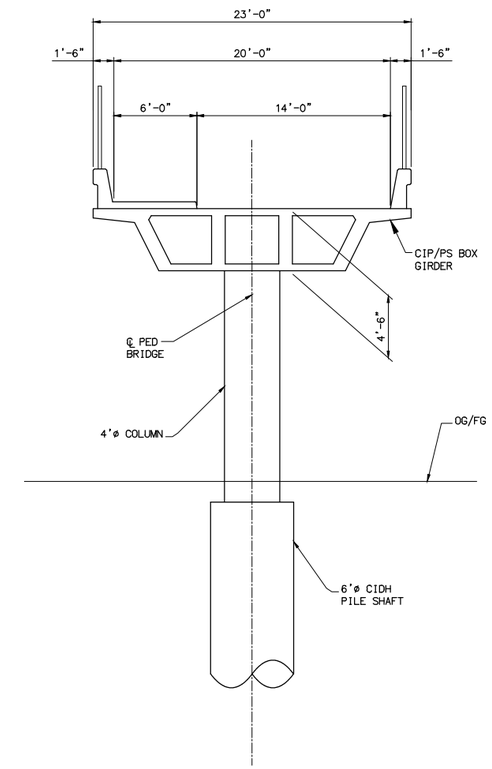
CATHEDRAL CANYON OVERCROSSING
SKEW OPTION GENERAL PLAN

SHEET **4** OF 15 SHTS.



ELEVATION
SCALE: 1" = 40'

PLAN
SCALE: NO SCALE



TYPICAL SECTION
SCALE: 1" = 5'

NORTH BRIDGE SHOWN, SOUTH BRIDGE SIMILAR

ALTERNATIVE 2

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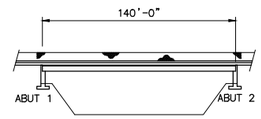
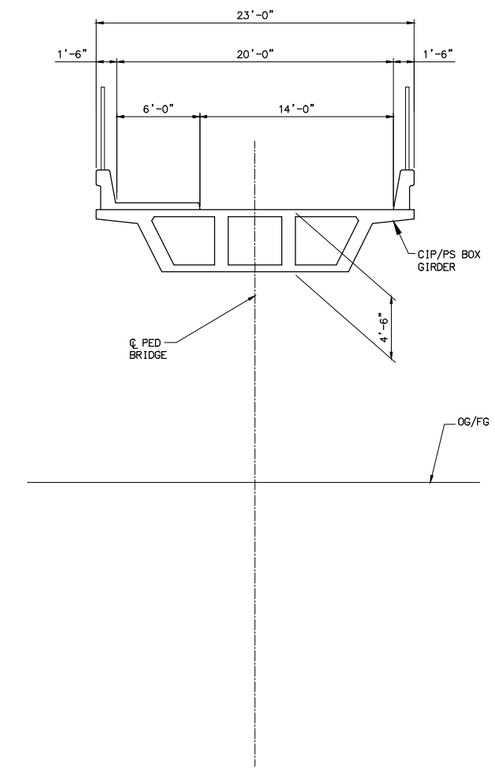
CATHEDRAL CANYON OVERCROSSING PERPENDICULAR OPTION GENERAL PLAN

SHEET **5** OF 15 SHTS.



ELEVATION
SCALE: NO SCALE

PLAN
SCALE: NO SCALE



TYPICAL SECTION
SCALE: 1" = 5'

NORTH BRIDGE SHOWN, SOUTH BRIDGE SIMILAR

ALTERNATIVE 3

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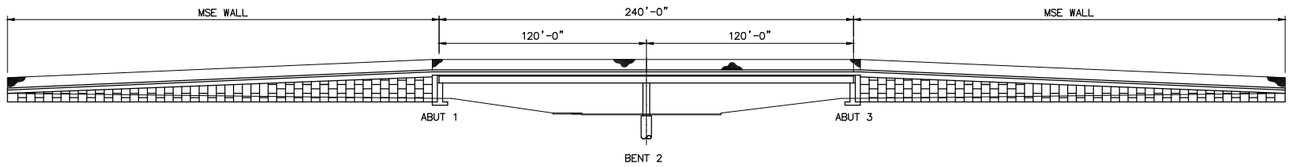
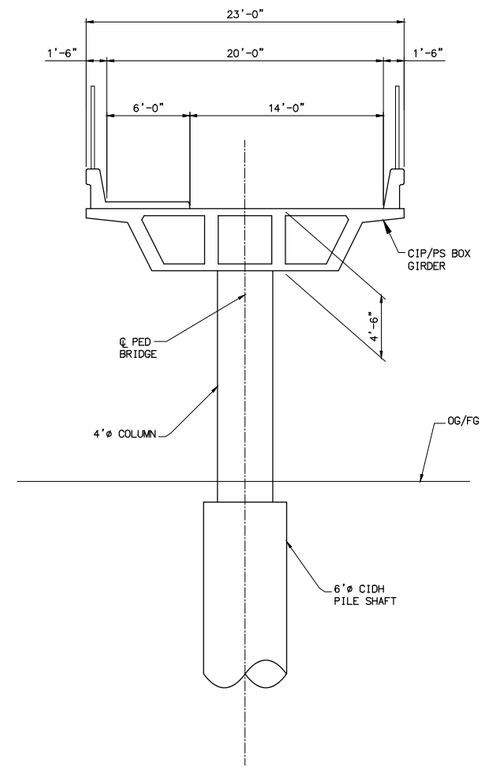
CATHEDRAL CANYON OVERCROSSING
REVISED ALIGNMENT OPTION GENERAL PLAN

SHEET
6
OF 15 SHTS.



ELEVATION
SCALE: 1" = 40'



TYPICAL SECTION
SCALE: 1" = 5'

PLAN
SCALE: NO SCALE

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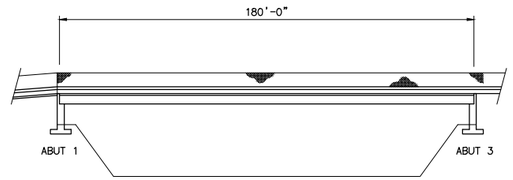
FRANK SINATRA OVERCROSSING
GENERAL PLAN

SHEET 7 OF 15 SHTS.



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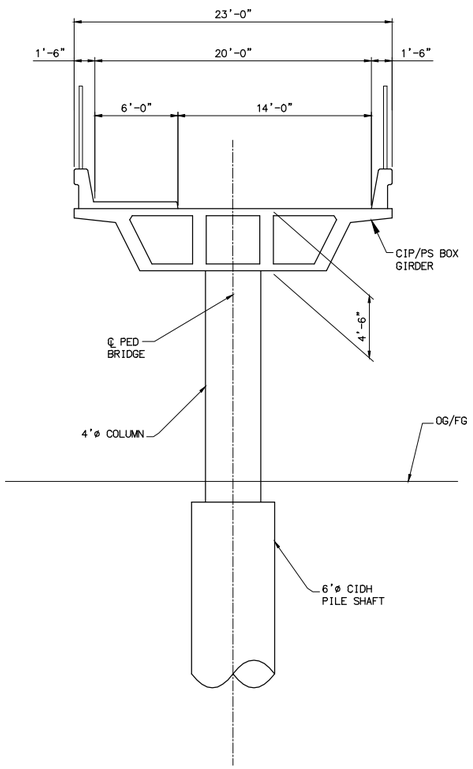

TYPICAL SECTION
SCALE: 1" = 5'

PLAN
SCALE: NO SCALE

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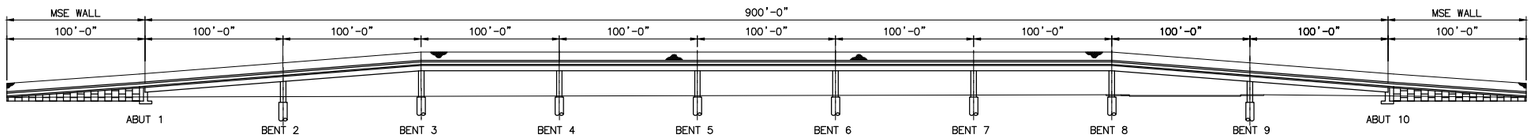
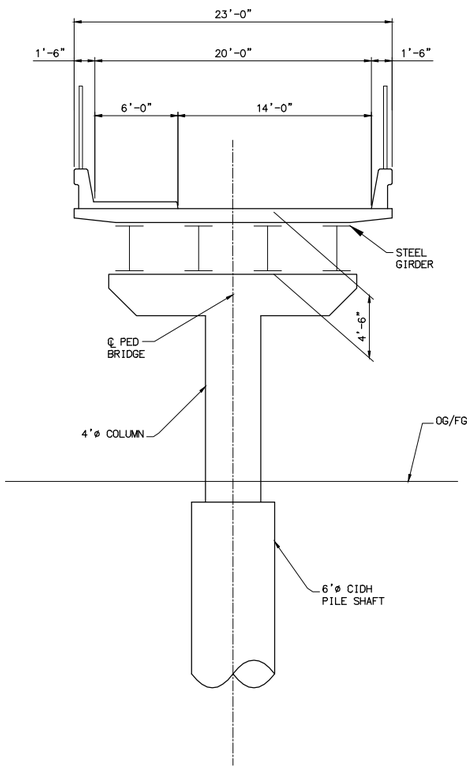
MAGNESIA CANYON OVERCROSSING
GENERAL PLAN



ELEVATION
SCALE: 1" = 50'



TYPICAL SECTION
SCALE: 1" = 5'

PLAN
SCALE: NO SCALE

NO.	DATE	REVISIONS	APP'D	DATE

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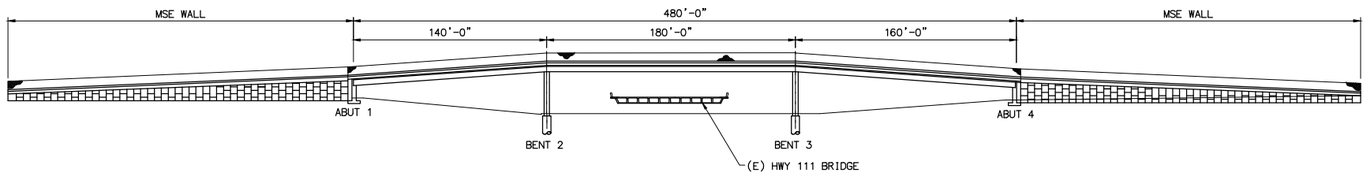
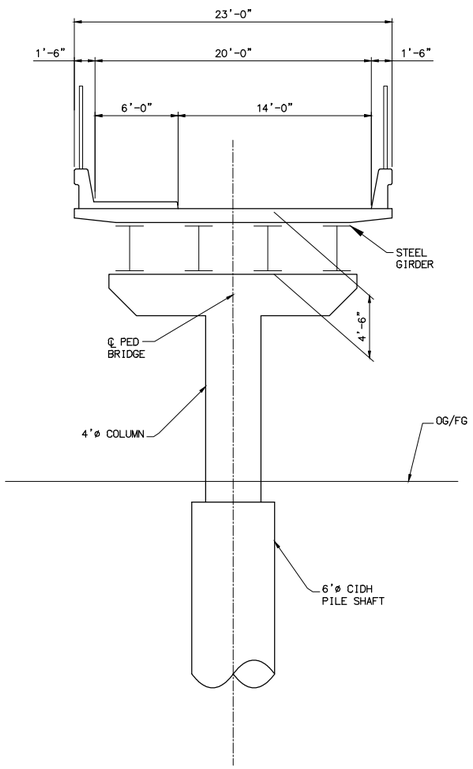
BOB HOPE DRIVE OVERCROSSING
GENERAL PLAN

SHEET 9 OF 15 SHTS.



ELEVATION
SCALE: NO SCALE



TYPICAL SECTION
SCALE: 1" = 5'

PLAN
SCALE: NO SCALE

NO.	DATE	REVISIONS	APP'D	DATE

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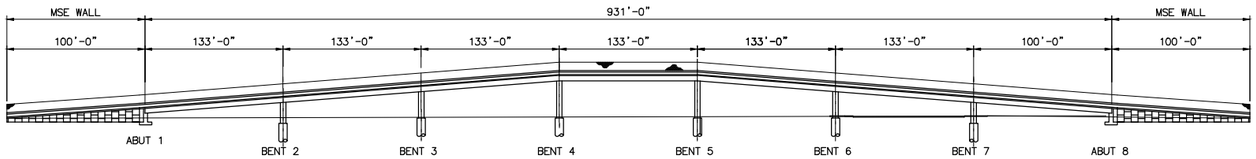
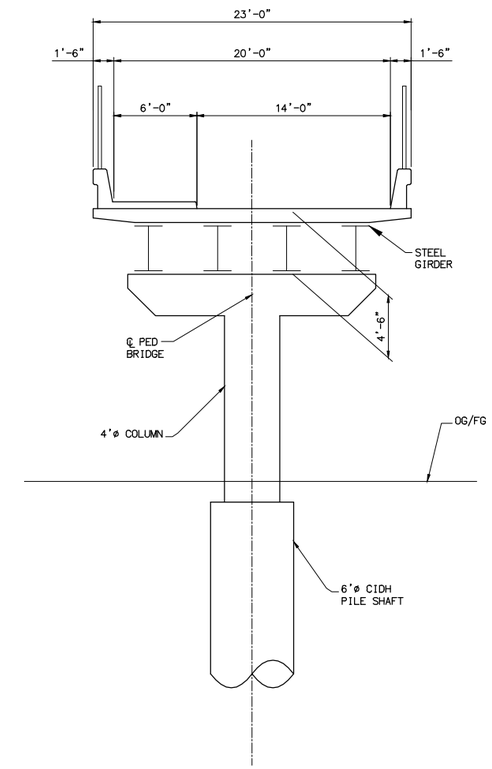
PARKVIEW CHANNEL OVERCROSSING
GENERAL PLAN

SHEET 10 OF 15 SHTS.



ELEVATION
NO SCALE

PLAN
SCALE: NO SCALE



TYPICAL SECTION
SCALE: 1" = 5'

NO.	DATE	REVISIONS	APP'D	DATE

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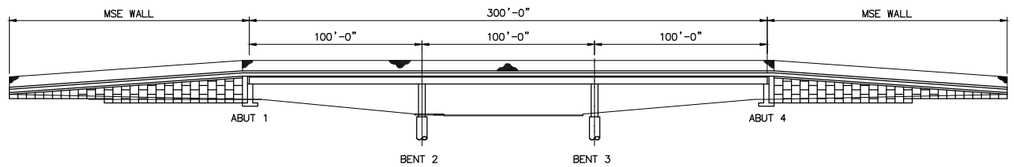
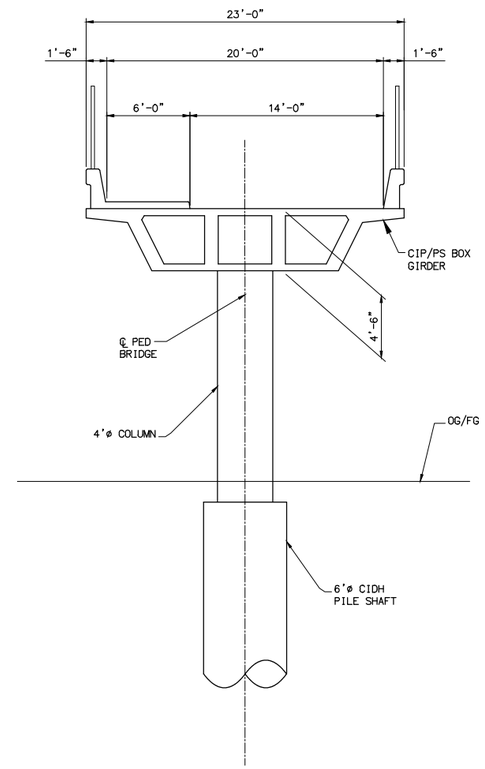
PARKVIEW/MONTEREY OVERCROSSING
GENERAL PLAN

SHEET 11 OF 15 SHTS.



ELEVATION
SCALE: 1" = 40'



TYPICAL SECTION
SCALE: 1" = 5'

PLAN
SCALE: NO SCALE

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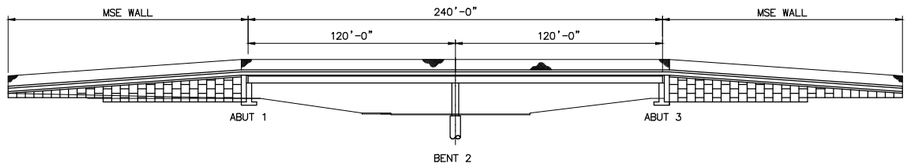
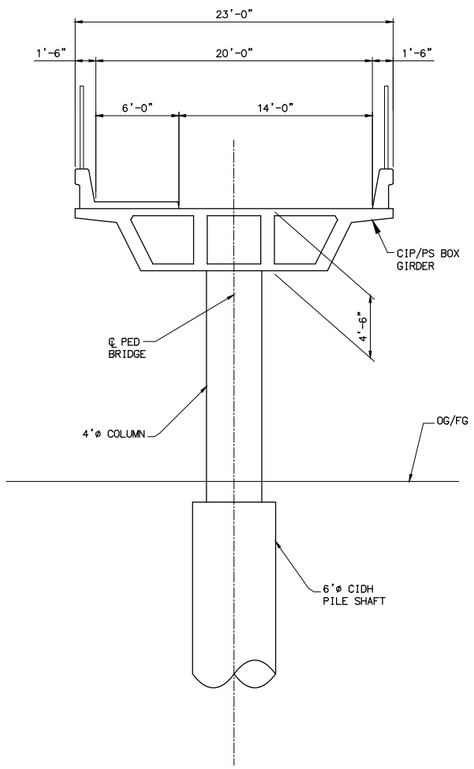
COOK STREET OVERCROSSING
GENERAL PLAN

SHEET 12 OF 15 SHTS.



ELEVATION
NO SCALE



TYPICAL SECTION
SCALE: 1" = 5'

PLAN
SCALE: NO SCALE

NORTH BRIDGE SHOWN, SOUTH BRIDGE SIMILAR

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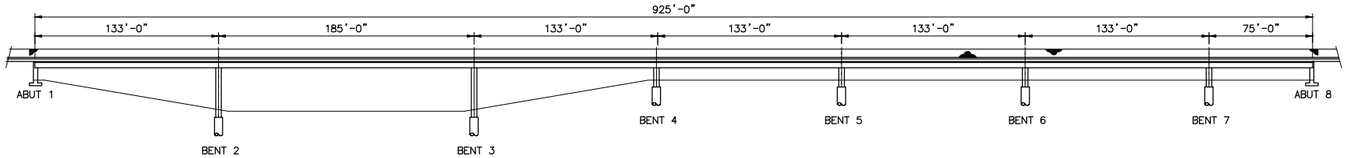
CVAG CVLINK

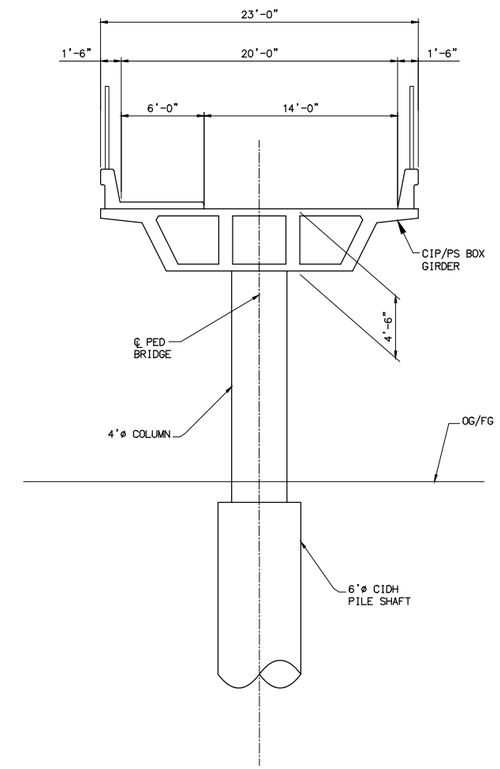
FRED WARING OVERCROSSING
GENERAL PLAN

SHEET 13 OF 15 SHTS.



ELEVATION
SCALE: NO SCALE

PLAN
SCALE: NO SCALE



TYPICAL SECTION
SCALE: 1" = 5'

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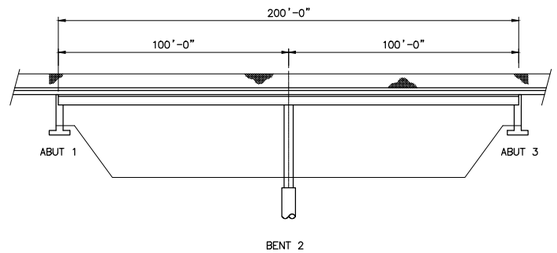
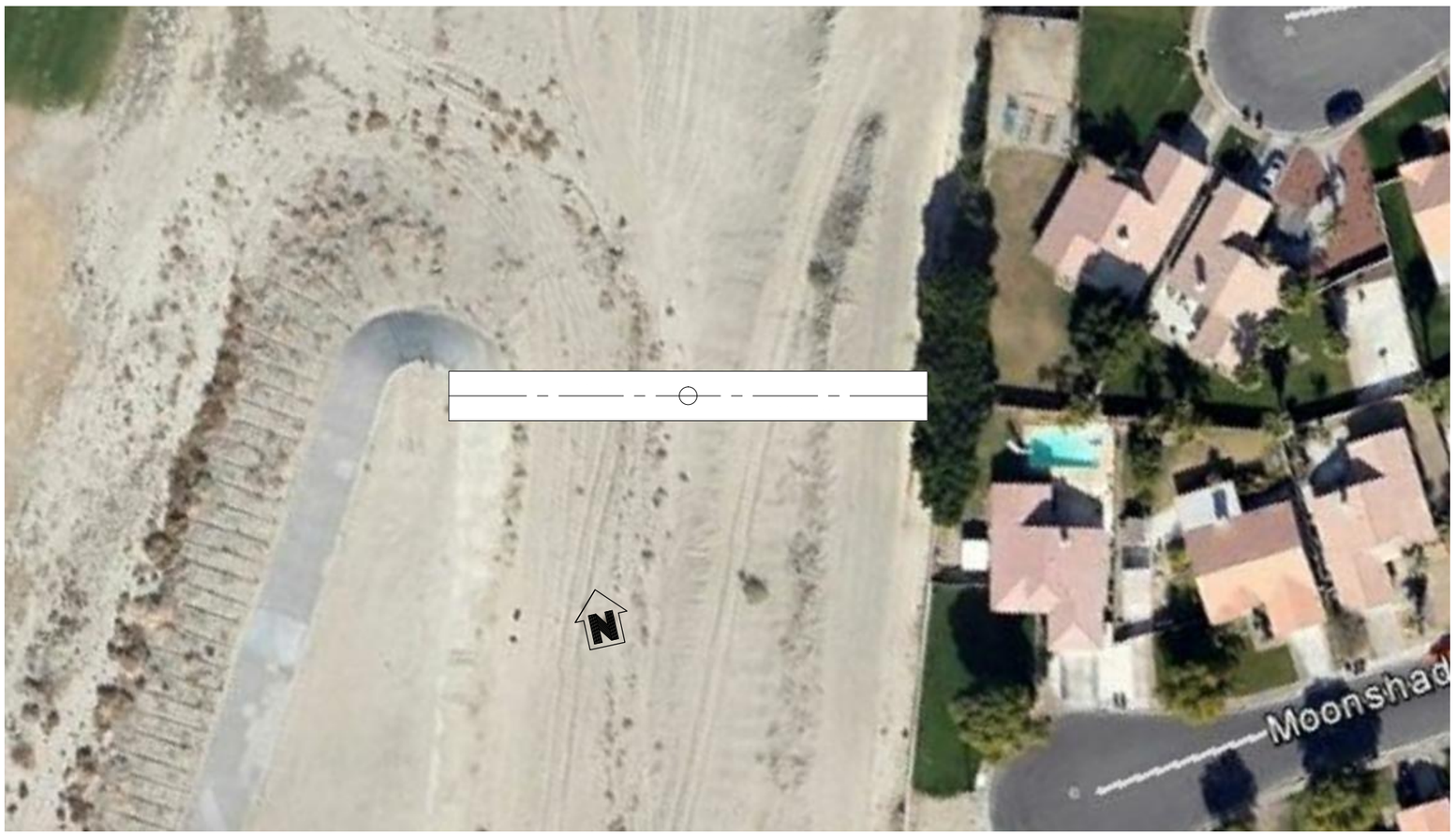
POINT HAPPY OVERCROSSING
GENERAL PLAN

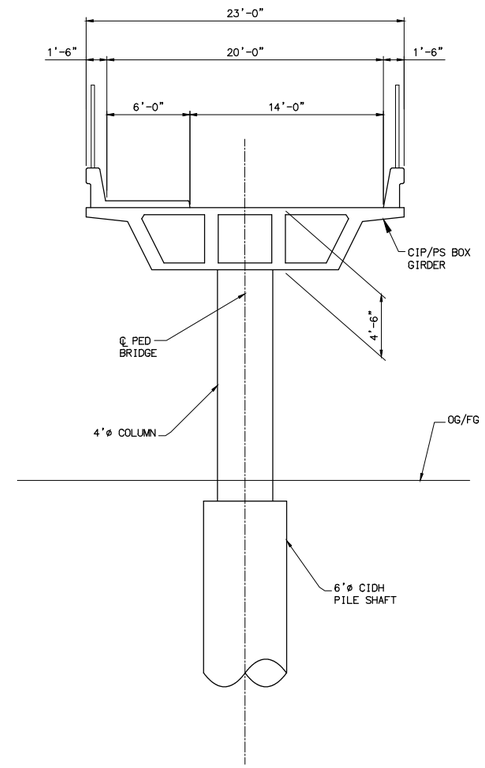
SHEET 14 OF 15 SHTS.



ELEVATION
SCALE: 1" = 40'



PLAN
SCALE: NO SCALE



TYPICAL SECTION
SCALE: 1" = 5'

NO.	DATE	REVISIONS	APP'D	DATE

DESIGNED:
DRAWN:
CHECKED:
DATE:

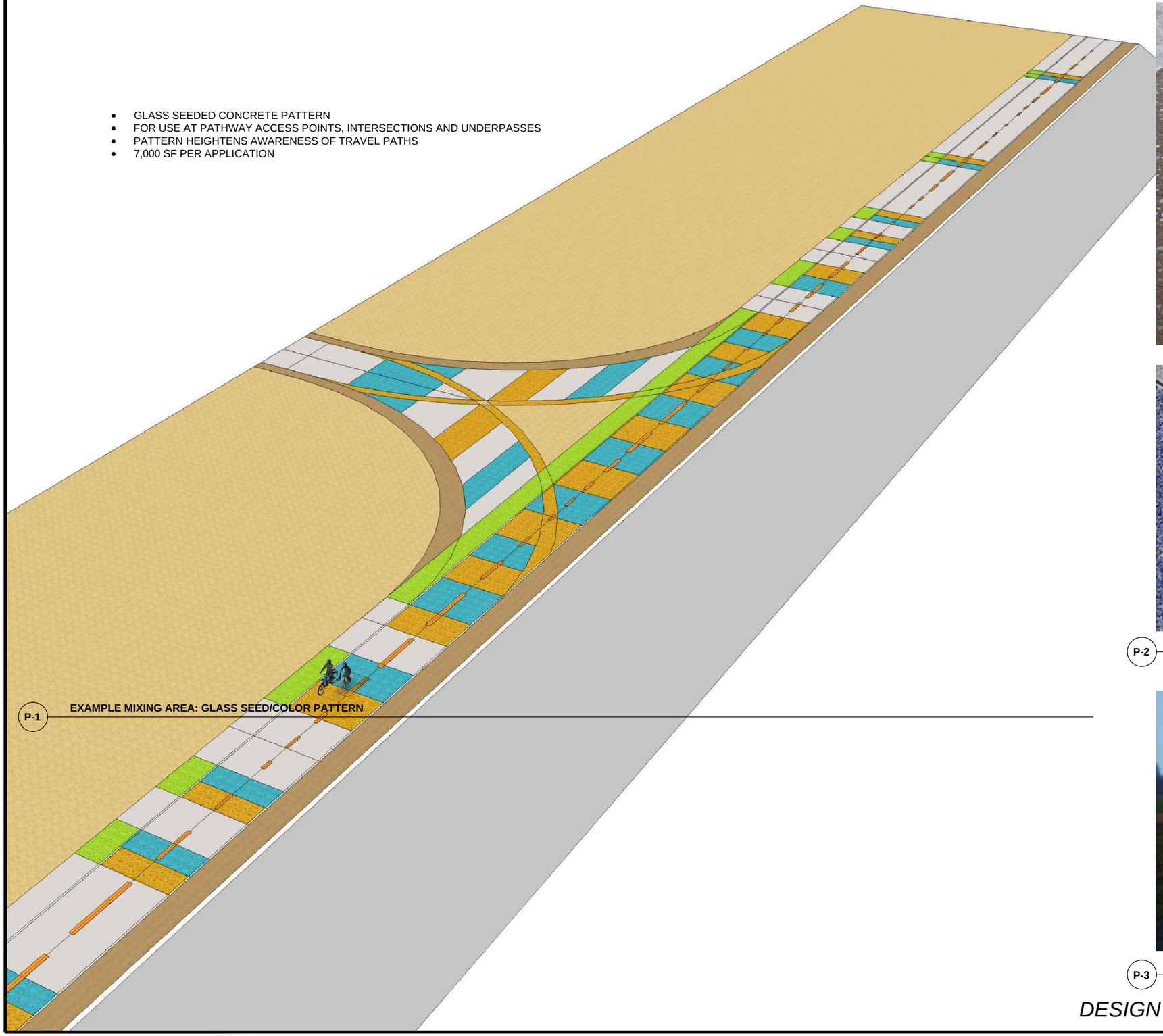
RBF CONSULTING
A [redacted] Company
14725 ALTON PARKWAY
IRVINE, CALIFORNIA 92618-2027
949.472.3505 • FAX 949.472.8373 • www.RBF.com

CVAG CVLINK

LA QUINTA OVERCROSSING
GENERAL PLAN

SHEET 15 OF 15 SHTS.

- GLASS SEEDED CONCRETE PATTERN
- FOR USE AT PATHWAY ACCESS POINTS, INTERSECTIONS AND UNDERPASSES
- PATTERN HEIGHTENS AWARENESS OF TRAVEL PATHS
- 7,000 SF PER APPLICATION



P-1 EXAMPLE MIXING AREA: GLASS SEED/COLOR PATTERN

P-2 CONCRETE PAVING SEEDED WITH RECYCLED GLASS

P-3 SOLAR POWERED LED CENTERLINE MARKER

DESIGN ELEMENTS: PAVING TREATMENTS

SHEET OF

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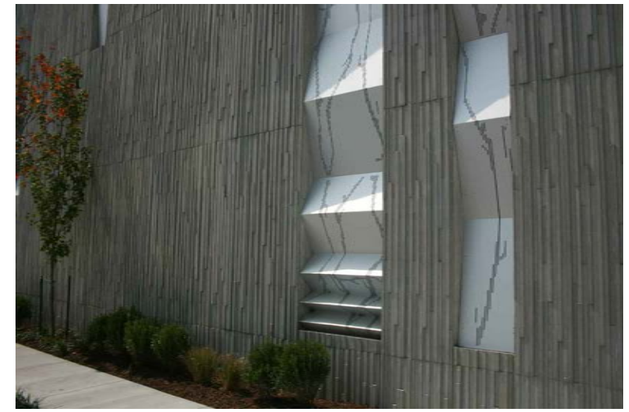
AT ACCESS POINTS AND IN TERRACED AREAS ALONG TRAIL

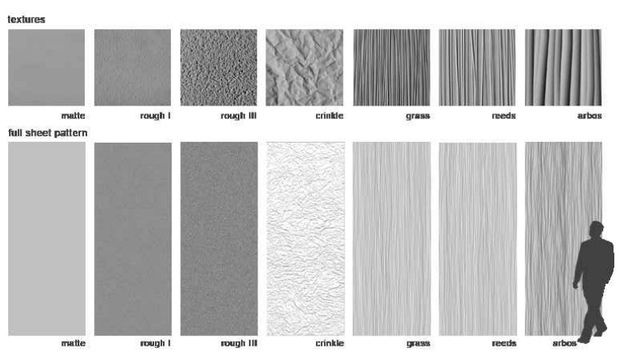
W-1 **POURED-IN-PLACE CONCRETE RETAINING WALL (FORM LINER TEXTURE)**

WALL HEIGHTS VARY, SEE CROSS-SECTION DETAILS

W-3 **EXAMPLE OF FORM LINER TEXTURE**

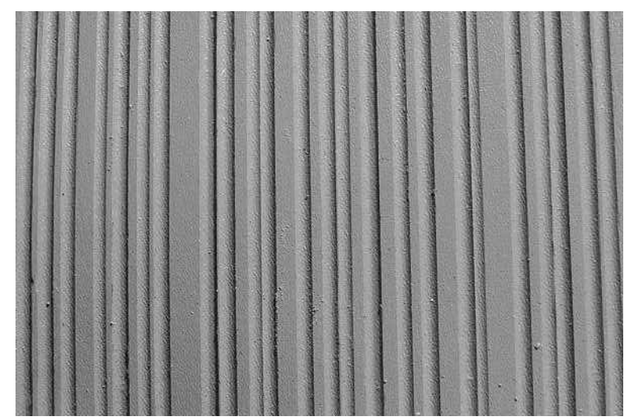


W-5 **EXAMPLE OF FORM LINER TEXTURE**



W-2 **EXAMPLE OF FORM LINER TEXTURE**

W-4 **EXAMPLE OF FORM LINER TEXTURE**



W-6 **EXAMPLE OF FORM LINER TEXTURE**

DESIGN ELEMENTS: WALL TREATMENTS

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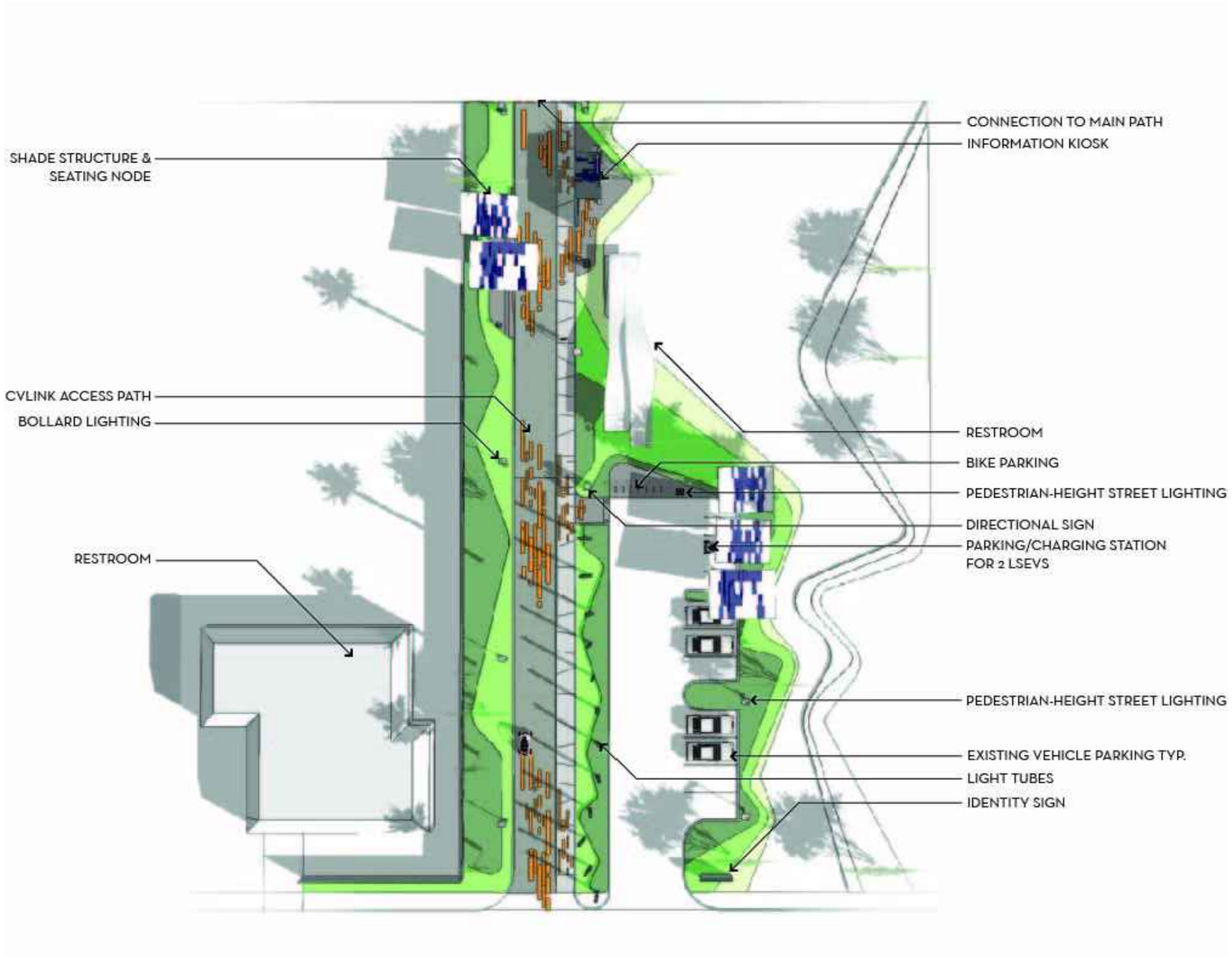

		Access Point Category				
Plan set page number	Location	Regional	Local	Commercial	Neighborhood	New CV Link Restroom
1	111/ Visitor Center	Y				
3	Desert Highland		Y			
6	Sunrise Way (north)		Y			Y
6	Fan Palm Way				Y	
8	Whitewater Park Drive		Y			
8	Gene Autry	Y				Y
10	Escena				Y	
12	Dream Homes at Chia Place				Y	
13	Ramon Road	Y				
15	Belardo Road		Y			Y
19	Demuth	Y				
22	34th Avenue		Y			Y
25	Cathedral Canyon Dr	Y				
26	Date Palm Dr: Cathedral City Promontory 1	Y				Y
28	Wolfson Park		Y			
28	Rancho Mirage Racquet Club				Y	
29	Desert Cove Dr				Y	
30	111 / Country Club Drive	Y				Y
31	111 / Rancho Mirage Library	Y				
32	Whitewater Annex	Y				
34	Rancho Las Palmas Shopping Center			Y		
34	Barbara Dr / 111		Y			Y
37	Palm Desert Civic Center	Y				
38	San Pasqual Ave				Y	
39	Portola	Y				
39	Park Pl				Y	
40	Columbine Dr				Y	
41	Kelsey Circle				Y	
42	Fred Waring	Y				Y
43	111 / Indian Wells City Hall	Y				
45	Miles Ave (west)	Y				
46	Indian Wells Tennis Garden		Y			Y
47	La Quinta Retail Center			Y		
48	Adams St	Y				
48	Corporate Center Dr			Y		
49	Jefferson Retail Center			Y		
50	Vista Grande: La Quinta Promontory 2	Y				Y
50	Shields Park		Y			
51	Lafayette Court				Y	
53	Indio Blvd	Y				Y
55	Jackson Park	Y				
57	Amistad, Golf Center Parkway	Y				Y
59	Wild Bird Center			Y		
63	Sierra Vista Park at Tyler St		Y			
65	Ave 52		Y			
69	Airport Blvd		Y			Y
	TOTALS	**19**	**12**	**5**	**10**	**13**

Access Point Definitions

Type	Typical Locations	Principal Features
Regional	Arterial roads or major parks with substantial nearby land uses and/or logical terminii	Signage, landscaping, rest area amenities, charging facility, restrooms (if specified)
Local	Collector/local streets or minor parks	Signage, landscaping, rest area amenities, charging facility, restrooms (if specified)
Commercial	Large retail destinations	Signage, landscaping, rest area amenities, charging facility (optional)
Neighborhood	Residential communities	Signage, gate (access controlled if gated community)
Restrooms	Specified where no public or private restrooms are nearby	

AP-1 REGIONAL ACCESS POINT

DESIGN ELEMENTS: ACCESS POINTS

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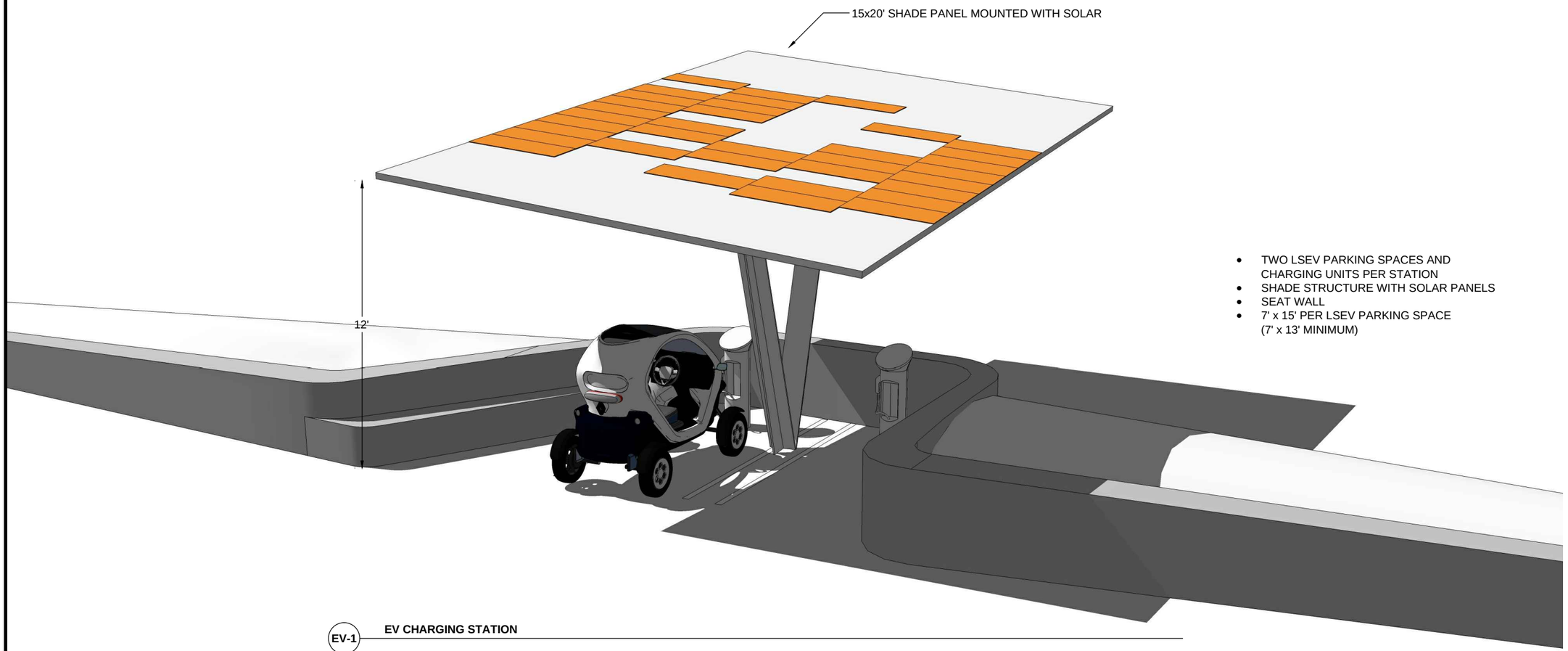

- TWO LSEV PARKING SPACES AND CHARGING UNITS PER STATION
- SHADE STRUCTURE WITH SOLAR PANELS
- SEAT WALL
- 7' x 15' PER LSEV PARKING SPACE (7' x 13' MINIMUM)

EV-1 EV CHARGING STATION

DESIGN ELEMENTS: EV CHARGING STATION

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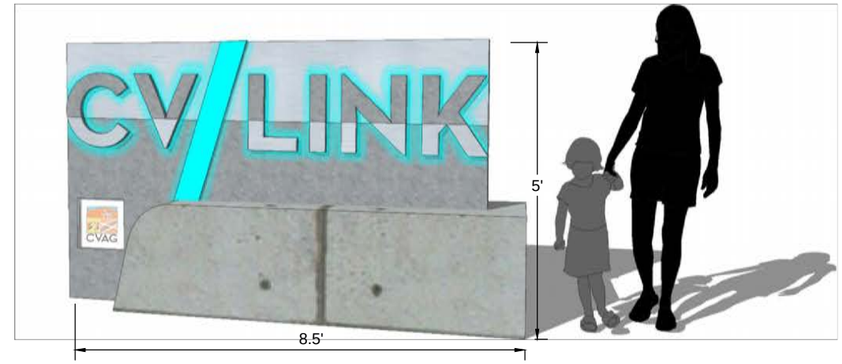
- VEHICLE ORIENTED
- 5'x15'
- INTERNALLY LIT CHANNELIZED LETTERS

S-1 **IDENTITY SIGN A**



- VEHICLE ORIENTED
- LOCATED AT ACCESS POINTS
- 5'x15'
- LETTERS WITH HALO LIGHTING

S-2 **IDENTITY SIGN B**

S-3 **INTERPRETIVE SIGN A**

S-4 **INTERPRETIVE SIGN B**

GENERAL NOTES
- FABRICATED ALUMINUM WITH HIGH PERFORMANCE PAINT
- CONCRETE BASE

DESIGN ELEMENTS: WAYFINDING & INTERPRETATION

SHEET OF

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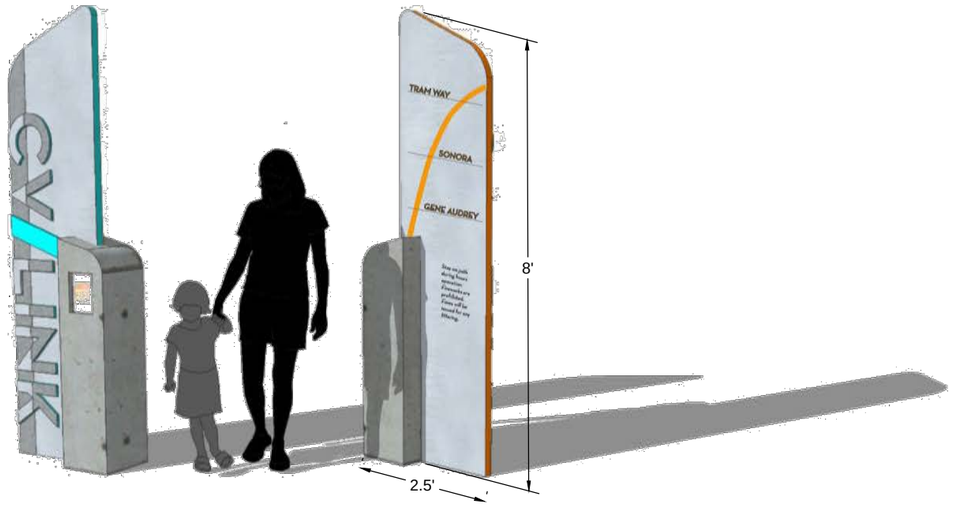
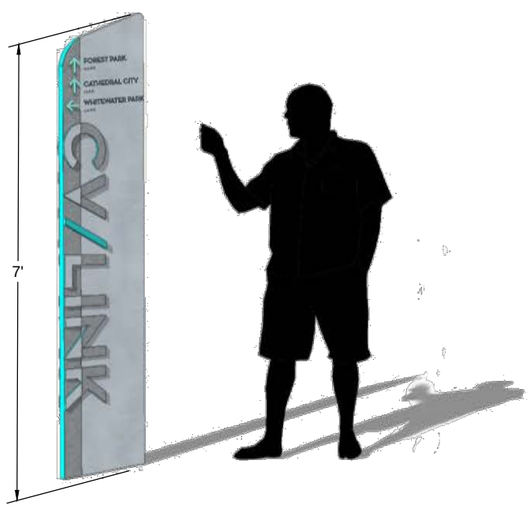


- AT PRIMARY ACCESS POINTS

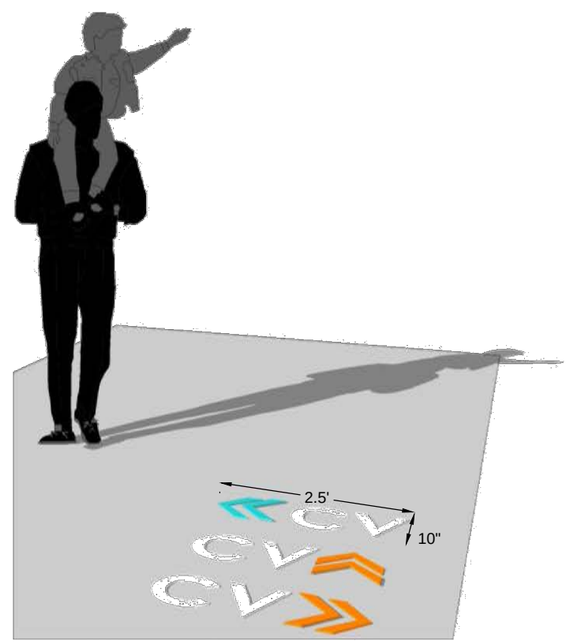
S-5 ACCESS SIGN A - FRONT & BACK

S-6 ACCESS SIGN B

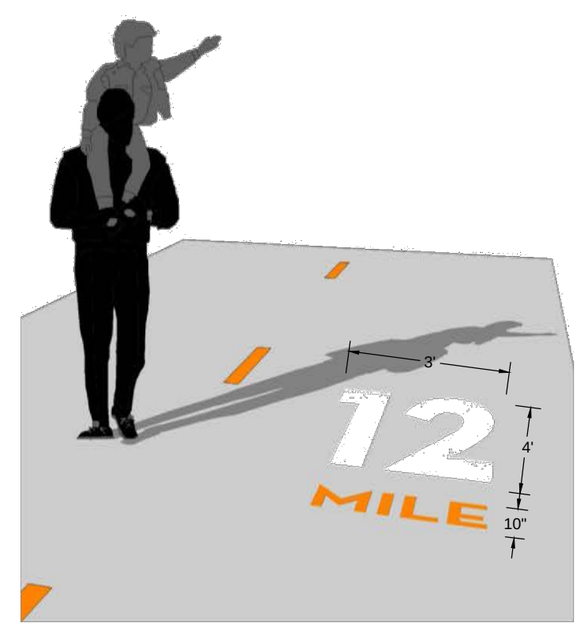


- AT PATHWAY INTERSECTIONS
- GRAPHIC MAP ON REVERSE

S-7 DIRECTIONAL SIGN



S-8 DIRECTIONAL PAVEMENT MARKERS



S-9 MILE PAVEMENT MARKERS

DESIGN ELEMENTS: WAYFINDING & INTERPRETATION

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- ALUMINUM
- 69" LONG
- PERFORATED STEEL SEAT PANELS
- ALL METAL IS POWDERCOAT FINISHED

APPROX. 3 PER MILE

A-1 **BENCH**

AT ACCESS POINTS

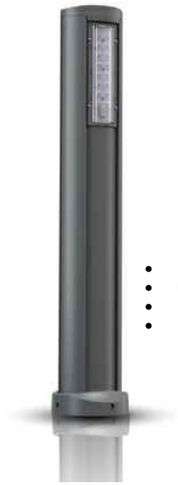
A-2 **BIKE RACK**

- ALUMINUM
- ALL METAL IS POWDERCOAT FINISHED

- SIDE- AND TOP-OPENING STYLES
- SEPARATE TRASH AND RECYCLING RECEPTACLES (TWO AT EACH LOCATION)
- LIFT-OFF POLYETHYLENE TOP ALLOWS EASY ACCESS TO LINER
- PERFORATED AT THE BOTTOM FOR VENTILATION
- ALL METAL IS POWDERCOAT FINISHED

AT ACCESS POINTS

A-3 **TRASH AND RECYCLING RECEPTACLES**



- 42" PEDESTRIAN LIGHT
- LED LAMPS
- ALUMINUM
- ALL METAL IS POWDERCOAT FINISHED

SPACING 40' O.C.

A-4 **LIGHTED BOLLARD**, WITH LIGHT CUT OFF SHIELD

- 30' PEDESTRIAN LIGHT
- LED LAMPS
- ALUMINUM
- ALL METAL IS POWDERCOAT FINISHED

AT ACCESS POINTS

A-5 **PEDESTRIAN LIGHT,** WITH LIGHT CUT OFF SHIELD

DESIGN ELEMENTS: ARCH OPTION

SHEET OF

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CVAG

- ALUMINUM
- BACKLESS STYLE
- 80" LONG
- ALL METAL IS POWDERCOAT FINISHED

APPROX. 3 PER MILE

R-1 **BENCH**

- ALUMINUM
- ALL METAL IS POWDERCOAT FINISHED

AT ACCESS POINTS

R-2 **BIKE RACK**

- SEPARATE TRASH AND RECYCLING RECEPTACLES (TWO AT EACH LOCATION)
- TOP-OPENING
- 30 GALLON CAPACITY
- FRAMES ARE POWDERCOAT FINISHED
- POLYETHYLENE BINS PIVOT OPEN AT 35 DEGREE ANGLE FOR BAG REMOVAL
- INTERNAL BAG HANGERS
- SIDE LATCH WITH KEYED LOCK

AT ACCESS POINTS

R-3 **TRASH AND RECYCLING RECEPTACLES**

- 3' HIGH PATHWAY LIGHT
- LED LAMPS, ILLUMINATION SIMILAR TO MOONLIGHT
- ALUMINUM
- ALL METAL IS POWDERCOAT FINISHED

SPACING 40' O.C.

R-4 **LIGHTED BOLLARD**, WITH LIGHT CUT OFF SHIELD

- 12' HIGH PEDESTRIAN LIGHT
- LED LAMPS, ILLUMINATION SIMILAR TO MOONLIGHT
- ALUMINUM
- ALL METAL IS POWDERCOAT FINISHED

AT ACCESS POINTS

R-5 **PEDESTRIAN LIGHT**, WITH LIGHT CUT OFF SHIELD

DESIGN ELEMENTS: RIBBON OPTION

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- 67" oval tabletop
- Seats 6
- Steel tabletop and perforated steel seat panels
- Ribbon-like steel legs support tabletop
- All metal is powdercoat finished

AT ACCESS POINTS

X-1 **PICNIC TABLES**

OPTIONAL ITEM AT LOCATIONS TO BE DETERMINED

X-3 **CALL BOXES**

AT ACCESS POINTS

X-5 **SOLAR TRASH COMPACTOR AND RECYCLING RECEPTACLE**

ONE PER MILE

X-2 **DRINKING FOUNTAINS**

OPTIONAL ITEM AT LOCATIONS TO BE DETERMINED

X-4 **SECURITY CAMERAS**

- 11' high (custom heights available)
- Stainless Steel construction
- Satin finish
- 6" diameter column
- LED lamps (custom colors available)

AT BRIDGES, UNDERPASSES AND MAJOR ROADWAY INTERSECTIONS

X-6 **LIGHT TUBE,** WITH CUSTOM COLOR INSERT

DESIGN ELEMENTS: EXTRAS

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CVAG

ACTIVE TRANSPORTATION APPENDIX

REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments

ADOPTED APRIL 2012

setting priorities that contribute to regional improvements. The goal is to integrate bicycle use in transportation projects." In addition, Metro also created a Bicycle Transportation Account Compliance Document (BTA Document) to provide an "inventory and mapping of existing and proposed facilities, and an estimate of past and future expenditures for bicycle facilities."

The Los Angeles County Department of Public Works released a draft of their revised Bicycle Master Plan in February 2011, which was developed with the over arching goal of increasing "bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure." The plan recommends the development of an interconnected network of bicycle corridors, with approximately 695 miles of bikeway facilities at a proposed cost of $284.8 million.

In addition Metro has developed a Long Range Transportation Plan that includes all of the regional bike trail projects that were identified in the BTSP as well as the Arroyo Seco Bike Trail, Compton Creek Bike Trail, Dominquez Channel Bike Trail, and the San Jose Creek Bike Trail Phase 2B.

ORANGE COUNTY

The 2009 Orange County Transportation Authority (OCTA) Commuter Bikeways Strategic Plan was developed "to encourage the enhancement of Orange County's regional bikeways network, in order to make bicycle commuting a more viable and attractive travel option." The plan identifies approximately 116 miles of priority bikeway projects, estimating $71.5 million; and is expected to be updated for 2014.

The strategic plan of the Orange County Long Range Transportation Plan also includes advanced active transportation treatments at key intersections within the Central County Major Investment Study (MIS) study area. On January 23, 2012, the OCTA Board of Directors directed staff to work with local agencies to develop the Orange County Bikeway program for strategic corridor planning, developing detailed development implementation plans, and construction of high priority projects. The goal of the program is to take advantage of grant funding opportunities by developing shelf'ready projects along regaionl bikeway corridors.

RIVERSIDE COUNTY

The Western Riverside Council of Governments (WRCOG) and the Coachella Valley Association of Governments (CVAG) have developed Non-Motorized Transportation Plans in 2010 for their respective jurisdictions covering most of Riverside County. WRCOG's 2010 Non-Motorized Transportation Plan proposes the development of over 440 miles of bikeways in order to provide a "regional backbone network of bicycle and pedestrian facilities to provide enhanced transportation mobility options." The 2010 CVAG Non-Motorized Transportation plan recognizes the "value of providing opportunities for local residents and visitors to bicycle for work and recreation, as well as to use off-road trails for hiking, equestrians and jogging."

One innovative project is Parkway 1e11, a proposed 54-mile grade separated bicycle / pedestrian / neighborhood electric vehicle path in the Coachella Valley connecting Desert Hot Springs to Palms Springs to Coachella and the cities in-between. The Parkway, in the preliminary planning stages, will provide an alternative transportation corridor to State Route 111. In addition, by the inclusion of neighborhood electric vehicles, it provides additional mobility as well as access to activities for active senior citizens. Once completed the parkway will become part of the regional bikeway Network alignment through the Coachella Valley.

SAN BERNARDINO COUNTY

The 2011 San Bernardino County Non-Motorized Transportation Plan's goals include: 1) improving pedestrian access to transit; 2) removing existing barriers to pedestrian travel; 3) developing regional trails and pathways, which provide improved pedestrian access to destinations; and 4) improving the pedestrian environment on major regional arterials and at regional activity centers.

VENTURA COUNTY

The 2007 Ventura County Bicycle Master Plan "provides a broad vision, strategies and actions for the improvement of bicycling" by maximizing funding sources for implementation; improving safety and encouraging cycling; expanding the network and support facilities; and enhancing the quality of life in Ventura County. The combined cost of the identified projects in the Ventura County Bicycle Master Plan is approximately $93.1 million

CITY FUNDS	310			310			310					310
RIV110825 Total	2,702			2,702			2,702					2,702

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
RIV151217	Riverside	SSAB		3A07057	CAX63				L	NON-EXEMPT	17
Description:							PTC	3,600	Agency	COACHELLA	

IN EASTERN RIVERSIDE COUNTY IN THE CITY OF COACHELLA - WIDENING OF AVENUE 48 FROM 2 TO 6 LANES (1 LN EA DIR TO 3 LNS EA DIR) FROM JACKSON RD TO VAN BUREN ST INCLUDING TRAFFIC SIGNAL MODIFICATIONS, STREET LIGHTING, DRAINAGE IMPROVEMENTS INCLUDING SIDEWALK AND BICYCLE LANES AND LANDSCAPING

Fund	ENG	R/W	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
STP LOCAL			2,278	2,278					2,278			2,278
CITY FUNDS	95		1,227	1,322			95		1,227			1,322
RIV151217 Total	95		3,505	3,600			95		3,505			3,600

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
RIV090102	Riverside	SSAB		3OM0701	VEN03				L	EXEMPT - 93.126	1
Description:							PTC	2,000	Agency	COACHELLA VALLEY ASSOC OF GOVERNMENTS	

IN THE COACHELLA VALLEY PM-10 PROGRAM - CLEAN VEHICLE ACQUISITION PROGRAM: FLEET ACQUISITION OF ALTERNATIVE FUEL SWEEPERS FOR REGIONAL STREET SWEEPING PROGRAM OF MAJOR ARTERIALS, FOR THE REDUCTION OF PM10 FUGITIVE DUST THROUGHOUT THE COACHELLA VALLEY ($229 TOLL CREDITS USED TO MATCH CMAQ IN CONST).

Fund	ENG	R/W	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
CMAQ			2,000	2,000				2,000				2,000
RIV090102 Total			2,000	2,000				2,000				2,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
RIV131005	Riverside	SSAB		3NL04	NCN25				L	EXEMPT - 93.126	17
Description:							PTC	65,041	Agency	COACHELLA VALLEY ASSOC OF GOVERNMENTS	

IN EASTERN RIVERSIDE COUNTY FOR CVAG: CONSTRUCT IN PHASES A NEW 50 MILE BICYCLE, PEDESTRIAN AND LOW SPEED ELECTRICAL VEHICLE PATH FROM CITY OF DESERT HOT SPRINGS TO THE SALTON SEA ROUGHLY ALONG WHITEWATER RIVER. PH I WILL CONSTRUCT LINK FROM PALM SPRINGS TO COACHELLA. FUTURE PHASES WILL CONSTRUCT LINK FROM DESERT HOT SPRINGS TO PALM SPRINGS AND COACHELLA TO THE SALTON SEA.

Fund	ENG	R/W	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
CMAQ			12,600	12,600							12,600	12,600
AGENCY	11,891	7,100	20,700	39,691		300	591	1,400	16,700		20,700	39,691
COUNTY	750			750		250	350	150				750
PRIVATE FUNDS			10,000	10,000							10,000	10,000
STIP ADVANCE CON-RIP			2,000	2,000							2,000	2,000
RIV131005 Total	12,641	7,100	45,300	65,041		550	941	1,550	16,700		45,300	65,041

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
RIV010209	Riverside	SCAB		RIV010209	CAN67				L	NON-EXEMPT	17
Description:							PTC	67,481	Agency	CORONA	

IN THE CITY OF CORONA - CONSTRUCT FOOTHILL PARKWAY WESTERLY EXTENSION 4 LANE ROAD FROM LINCOLN AVE TO PASEO GRANDE (APPROX 2.5 MILES)

Fund	ENG	R/W	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
CITY FUNDS	500	3,500	14,481	18,481	4,000	2,518	11,963					18,481

Community/Government Support

Dozens of organizations, individuals and agencies have indicated their support for the project. The organizations represent business and real estate groups, the tourist industry, regional governments, environmental groups, hospitals and public health care organizations, and others. The breadth of support reflects the project's public health, recreation, economic development, congestion relief, and air quality benefits.

In addition to the numerous support letters from organizations we have received for the project, two other sources of support have been solicited by private proponents. Attached are letters from supporters of the CV Link. At the time they were written in 2012, the project was known as Parkway 1e11 but the name has since been changed to CV Link.

Community/Government Support

List of Supporters

Newspaper Editorial
The Desert Sun

Business and Tourism
Building Industry Association of So. California
Cabot's Pueblo Museum
Coachella Valley Economic Partnership
Desert Contractor's Association
Desert Security Systems
Desert Valleys Builders Association
Granite Construction
Hospitality Industry & Business Council
Palm Springs Chamber of Commerce
Palm Springs Desert Resort Communities CVA
Palm Springs Hospitality Association
Palm Springs Restaurant Association

Community Organization
Camp of Champions
Coachella Valley Community Trails Alliance
Desert Hot Springs All American Football
Desert Hot Springs AYSO
Desert Hot Springs Little League
La Quinta Cove Neighborhood Association
Mizell Senior Center Palm Springs

Education
Cal State Univ. Palm Desert Campus
Coachella Valley Unified School District
College of the Desert
Desert Sands Unified School District
Palm Springs Unified School District
So.Cal. Research Initiative for Solar Energy/UCR
UCR Office of Sustainability
UCR Palm Desert Graduate Center

Electric Vehicle
American Golf Cart Services
Coachella Valley Electric Vehicle Collaborative
Renova
Powerstride Golf Cars & Battery Co.
R&R Golf Cars

Environmental Organization
Friends of the Desert Mountains
MoveLA (a Project of Community Partners)
Sierra Club
USGBC Inland Empire Chapter, Inc.

Health
American Lung Association in California (ALAC)
Desert Healthcare District
Desert Regional Medical Center
Eisenhower Medical Center
Healthy Eating Active Living Cities Campaign
JFK Memorial Hospital
Kaiser Permanente
RivCo Community Health Agency/Public Health
UCR School of Medicine

Other
California Strategic Growth Council
Santa Rosa and San Jacinto Mountains National Monument

Recreation
Desert Recreation District
Palm Springs Track Club
League of American Bicyclists
RivCo Regional Park & Open-Space District

Regional & Transportation Planning Agency
California Dept. of Transportation (Caltrans)
Riverside County Transportation Agency
Southern California Association of Governments

Utility
Coachella Valley Water District
Southern California Edison

The Desert Sun

WEDNESDAY, OCTOBER 16, 2013 WWW.MYDESERT.COM A GANNETT COMPANY

SERVING THE COACHELLA VALLEY SINCE 1927

ENVIRONMENT: GREEN PARKWAY PROJECT

'Game-changer' experience

Coachella Valley officials want to build a 52-mile green parkway along the Whitewater River wash. The paved plan, as envisioned here, would be open to pedestrians, bikes, golf carts and neighborhood electric vehicles. IMAGE COURTESY OF CVAG

BOYS & GIRLS CLUB
OF PALM SPRINGS

Boys & Girls Club
of Palm Springs
450 South Sunrise Way
Palm Springs, CA 92262
Tel. (760) 327-1304
Fax. (760) 322-4752
www.bgcps.org

January 3, 2014

Michael Shoberg
Transportation Program Manager
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Ste 200
Palm Desert, CA 92260

RE: LETTER OF SUPPORT FOR CV LINK PROJECT

Dear Mike:

On behalf of the Boys & Girls Club of Palm Springs, I am pleased to provide a letter of support for CVAG's CV Link Project. The proposed 50 mile Project is designed to allow low speed electric vehicles, bicycles, and pedestrians to travel along the Whitewater River and other connecting routes. Using the CV Link will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog. This project also supports regional efforts to create a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health and improving air quality.

Another very important benefit of the project is the opportunity to create a safe route for young people to travel to school, parks, and other places. Additionally, we believe such a parkway helps battle the obesity epidemic that hits low income and minority children especially hard.

We support and applaud CVAG's efforts to create a sustainable and healthy transportation alternative. Feel free to contact me should you need any further assistance.

Sincerely,

Andrea Madrigal
Chief Professional Officer

BOYS & GIRLS CLUBS OF AMERICA

Member Organization
Boys & Girls Clubs of America
United Way of the Desert

United Way of the Desert

RAUL RUIZ, M.D.
36TH DISTRICT, CALIFORNIA

Congress of the United States
House of Representatives
Washington, DC 20515–0536

1319 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
P: (202) 225-5330
F: (202) 225-1238

777 EAST TAHQUITZ CANYON WAY, SUITE 338
PALM SPRINGS, CA 92262
P: (760) 424-8888
F: (760) 424-8993

445 EAST FLORIDA AVENUE
HEMET, CA 92543

April 25, 2014

Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: Letter of Support for CV Link Project

Dear Mr. Kirk:

As the Representative of California's Thirty-Sixth Congressional District, I am pleased to provide a letter of support for the Coachella Valley Association of Governments' (CVAG) CV Link Project.

CVAG has a long commitment to improving the region's quality of life. The proposed 50 mile CV Link Project will connect eight Coachella Valley cities with a low speed electric vehicle/bicycle/walking path and allow travel along the Whitewater River from Palm Springs to Coachella.

The CV Link Project supports SCAG's Active Transportation component of the Draft 2012-2035 Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS) that encourages the development of a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region, which is essential for bicycling and walking to become more practical and desirable choice for travel. Increasing non-motorized transportation options within the region will reduce road congestion, enhance public health, and improve air quality for all Coachella Valley residents and visitors.

Constructing this "Low Speed Electric Vehicle" corridor will provide our community with a dedicated, environmentally friendly roadway, which will be the longest electric vehicle corridor in the State and perhaps the first of its kind in the Nation. CV Link will provide congestion relief along the Coachella Valley's most congested corridor while:

- Stimulating infill and revitalization opportunities in the most intense commercial and residential corridors;
- Leveraging substantial investment in electric cars and providing a trunk line that will connect to existing and future local paths;
- Becoming a showpiece for innovating electric vehicle technologies;
- Providing a low or no cost transportation option that is centrally located and parallel to the region's highest frequency bus route (Route 111);
- Creating short term construction jobs and long term jobs associated with new technologies, increased tourism, and economic activity.

PRINTED ON RECYCLED PAPER

I commit my full support to CVAG's efforts in seeking sustainability, air quality, TIGER, and other grants for this innovative project. I look forward to seeing their progress with this endeavor.

Sincerely,

Raul Ruiz, M.D.
Member of Congress (CA-36)

RCTC
Riverside County Transportation Commission

4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

RECEIVED
FEB 16 2012
By

February 14, 2012

Mr. Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Subject: Letter of Support for Parkway 1e11 Project

Dear Mr. Kirk:

As the Executive Director of the Riverside County Transportation Commission (RCTC), I am pleased to provide a letter of support for CVAG's Parkway 1e11 project. We understand that the proposed 54-mile parkway project is designed to be multimodal, allowing neighborhood electric vehicles, bicycles, and pedestrians to travel along the Whitewater River and other connecting routes.

CVAG has been a long-time partner with RCTC in improving mobility in Riverside County and managing the transportation program for the Coachella Valley. The Parkway 1e11 project will benefit the Coachella Valley by relieving traffic congestion on Highway 111, improving air quality, and stimulating the economy with new jobs. The project also aligns well with RCTC's Policy Goals to: 1) "Support Transportation Choices Through Intermodalism and Accessibility" through the development of transportation alternatives and travel options that consider the needs of a wide range of citizens; and 2) "Encourage Economic Development" through support of local projects, consistent with countywide transportation goals, which enhance business development, local employment, and area tourism.

Using the Parkway 1e11 project will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog. This project also supports SCAG's Active Transportation component of the 2012 Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS), which supports development of a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health, and improving air quality.

Making this corridor a "Neighborhood Electric Vehicle" corridor will provide the longest, continuous, dedicated electric vehicle corridor in the state and perhaps the first of its kind in the nation. I believe the Parkway 1e11 project is a transformational undertaking for both the state of California and the Inland Empire and prove to the nation, once again, that California communities are cutting edge innovators who effectively plan for the future.

We support and applaud CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Please contact me should you need any further assistance.

Sincerely,

Anne Mayer

Anne Mayer
Executive Director

renova tm
making renewable energy a way of life
Solar Design & Installation · Energy Efficiencies · Financing

February 6, 2012

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express our support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the *Parkway 1e11* project. As co-chair of the Coachella Valley Electric Vehicle Collaborative, I strongly support CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. The EV Collaborative hosted the first Coachella Valley Electric Vehicle Rally in October 2010 and continues to promote efforts to develop infrastructure to support the use of electric vehicles and other transportation alternatives. This project will also benefit our air quality and efforts to promote healthy and sustainable living. We would be interested in working cooperatively with CVAG in planning for the *Parkway 1e11* project.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs.

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal. Thank you

Sincerely,

Vincent Battaglia
Coachella Valley Electric Vehicle Collaborative
760.568.3413 fax 760.568.3447
75-181 Mediterranean Ave. Palm Desert, CA 92260
www.renova360.com

RIVERSIDE COUNTY
Regional Park And Open-Space District

4600 Crestmore Road • Riverside, CA 92509-6858 • (951) 955-4310 • Fax (951) 955-4305

SCOTT BANGLE
General Manager/Parks Director

February 8, 2012

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

RE: Support for Parkway 1e11 Project (Whitewater River Trail)

Dear Mr. Kirk:

The Riverside County Regional Park and Open-Space District (District) is pleased to support and partner with the Coachella Valley Association of Governments (CVAG) in the innovative Parkway 1e11 project.

In 2009, the District provided funding for the Desert Recreation District to complete the Whitewater River, All-American Canal and Dillon Road Regional Trails Corridor Study. The vision for the Whitewater River portion was to develop a walking and biking recreational corridor that would appeal to young and old alike, regardless of skill or economic condition, in order to enhance the quality of life in the region. The Parkway 1e11 project advances the initial concept with a twenty-first century urban planning alternative, resulting in a progressive transportation pathway which links people and places while reducing greenhouse emissions.

Parkway 1e11 will afford a significant regional identity providing community benefits by expanding outdoor jogging, walking, and bicycling opportunities. The District is confident that introducing Neighborhood Electric Vehicles (NEV) will result in a significant reduction in automobile usage, thus improving air and water quality in the region. Beyond the obvious benefits, the District envisions a safe place for exploration of nature, culture, science, adventure and friendships. Moreover, it is expected that the parkway will facilitate easy access to grocery stores, hardware stores, hospitals and recreational areas, just to name a few. Soon, this Parkway will be known as a "healthway" attracting hundreds of thousands of users and supporting a way of life that is meaningful for the environment and both socially and economically sustainable.

The District recently recommended that the Riverside County Board of Supervisors support a $750,000 allocation to the Whitewater Trail Project. The Board unanimously approved the recommendation, ensuring that this important project will continue to maintain momentum. The District is pleased to be a partner in the development of the Parkway 1e11 Project.

Sincerely,

Scott Bangle
General Manager

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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Bill Jahn, Big Bear Lake

Energy & Environment
Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

February 8, 2012

Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: Letter of Support for Parkway 1e11 Project

Dear Mr. Kirk:

As the Executive Director of the Southern California Association of Governments (SCAG), I am pleased to provide a letter of support for Coachella Valley Association of Governments (CVAG) Parkway 1e11 Project.

CVAG has been a long time partner with SCAG in improving the region's quality of life. The proposed 54 mile Parkway Project will connect all nine Coachella Valley cities with a neighborhood electric vehicle/bicycle/walking path and allow travel along the Whitewater River from Palm Springs to Coachella.

Parkway 1e11 Project supports SCAG's Active Transportation component of the Draft 2012-2035 Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS), which encourages development of a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region in order for bicycling and walking to become more practical and a desirable choice for travel. Increasing non-motorized transportation options within the region will reduce road congestion, enhance public health, and improve the air quality for all Coachella Valley residents and visitors.

Making this a "Neighborhood Electric Vehicle" corridor will provide the longest continuous dedicated electric vehicle corridor in the State, and perhaps the first of its kind in the Nation. Parkway 1e11 will provide congestion relief along the Coachella Valley's most congested corridor while:

- Stimulating infill and revitalization opportunities in the most intense commercial and residential corridor in the subregion;
- Leveraging this subregion's substantial investment in electric cars and providing a trunk line that will connect to existing and future local paths;
- Becoming a showpiece for innovating electric vehicle technologies;
- Providing a low or no cost transportation option that is centrally located and parallel to the region's highest frequency bus route (Route "111");
- Creating short term construction jobs and long term jobs associated with new technologies, increased tourism, and economic activity.

We support and applaud CVAG's efforts to seek sustainability, air quality, and other grants for this innovative project. If you have questions, please feel free to contact me at (213) 236-1944 or Ikhrata@scag.ca.gov.

Sincerely,

Hasan Ikhrata
Executive Director
HI:ds

The Regional Council is comprised of 84 elected officials representing 191 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

7.1.11

SOUTHERN CALIFORNIA
EDISON
An EDISON INTERNATIONAL® Company

February 10, 2012

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express my SCE's support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the *Parkway 1e11* project. May this letter serve as an endorsement by Southern California Edison for CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation, electric vehicle use, and sustainable community planning in the Coachella Valley. Southern California Edison is actively involved in promoting electric vehicle infrastructure, energy efficiency, renewable energy and alternative technologies. We have a strong collaborative partnership with CVAG and would be pleased to work with them to plan for electric vehicle infrastructure for the *Parkway 1e11* project and the region.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project; which will revitalize our communities by creating a new network for alternative forms of transportation, and stimulating the local economy with new jobs.

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community; and will benefit our area by promoting a reduction in automobile usage and fuel consumption, which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal. Thank you

Sincerely,

Lin Juniper
Eastern Regional Projects Manager
SCE Local Public Affairs

36100 Cathedral Canyon Dr.
Cathedral City, CA 92234

SCRISE
Southern California Research Initiative for Solar Energy

University of California, Riverside
Bourns College of Engineering
1084 Columbia Ave.
Riverside, CA 92507
951-781-5791
www.scrise.ucr.edu

February 13, 2012

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express my support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the *Parkway 1e11* project. May this letter serve as an endorsement by the Southern California Research Initiative for Solar Energy (SC-RISE) at the University of California Riverside for CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. The University of California, Riverside and the Southern California-Research Initiative for Solar Energy are actively involved in renewable energy, smartgrid technology, electric vehicles and battery technology research, all which would complement the current efforts by CVAG. We would be pleased to collaborate with CVAG to explore opportunities for innovation and clean technology development related to the *Parkway 1e11* project. This project would present an ideal opportunity for our students and researchers to get actively involved in revitalizing our communities by creating a new network for alternative forms of transportation and stimulating the local economy via innovation and the implementation of new technologies.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. I encourage your favorable consideration of the CVAG proposal. Thank you.

Sincerely,

Alfredo A. Martinez-Morales, Ph.D.
Managing Director
Research Faculty
Southern California-Research Initiative for Solar Energy
University of California, Riverside
1084 Columbia Avenue
Riverside, CA 92507
Tel. (951) 781-5652; Fax (951) 781-5790

Office of Sustainability

UC RIVERSIDE www.sustainability.ucr.edu

February 8, 2012

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express my support for the Coachella Valley Association of Government's (CVAG) application for grants and other funding opportunities in support of the *Parkway 1e11* project. May this letter serve as an endorsement by the Office of Sustainability at the University of California Riverside for CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. The University of California, Riverside, the Office of Sustainability and the Southern California-Research Initiative for Solar Energy are actively involved in renewable energy and battery technology research. We would be pleased to collaborate with CVAG to explore opportunities for innovation and clean technology development related to the *Parkway 1e11* project.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs.

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal. Thank you

Sincerely,

John J. Cook, Ph.D.
Campus Sustainability Coordinator

UC RIVERSIDE UNIVERSITY OF CALIFORNIA

School of Medicine

RECEIVED
FEB 08 2012
By

February 6, 2012

Mr. Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Mr. Kirk:

900 University Avenue
Riverside, CA 92521
Tel 951.827.4568
Fax 951.827.7688
www.medschool.ucr.edu

We are well aware of the Coachella Valley Association of Governments (CVAG) good track record of health related regional projects, e.g., the Coachella Valley Health Collaborative and working with local government, health care agencies and community based organizations.

We are pleased that CVAG is continuing its successful role with the ***Parkway 1e11 Project***. We understand that the proposed 54 mile Parkway is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connecting areas. The UCR School of Medicine is particularly interested in such projects because of our focus on wellness and prevention. In addition, one of our founding missions is to improve the health of the community we serve. This project is very consistent with these goals.

This project will specifically benefit the Coachella Valley by relieving traffic congestion on Highway 111, improving our air quality and stimulating the economy with new jobs. Particularly important for the region are the public health benefits for residents and visitors alike. We know that based on findings from the 2010 HARC Monitor that 58.5% of adults in the Coachella Valley are overweight or obese and that overweight and obese children make up 41.6% of the child population in Eastern Riverside County. According to the Riverside County's 2011 Community Indicators Report, chronic illness – including asthma, diabetes and obesity are largely preventable yet cause about 70% of deaths in the US each year and account for about 75% of the nation's health related costs.

Using the ***Parkway 1e11 Project*** will give our residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog.

We support CVAG's efforts to seek funding for this enormous undertaking. Feel free to contact me should you need any further assistance.

Sincerely,

G. Richard Olds, MD
Dean, School of Medicine
Vice Chancellor, Health Affairs

AMERICAN LUNG ASSOCIATION®
IN CALIFORNIA

424 Pendleton Way
Oakland, CA 94621
510-638-5864 phone
510-638-8984 fax

lungusa.org/california

May 7, 2012

Tom Kirk, Executive Director
Coachella Valley Association of Governments
73710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

Dear Mr. Kirk:

The American Lung Association in California is please to support the proposed project of the Coachella Valley Association of Governments to build a 54-mile neighborhood electric vehicle, pedestrian and bicycle path connecting all nine cities in the valley. The Lung Association is committed to healthy and smart growth to reduce the burden of disease caused by air pollution and applauds this project as a major step forward in providing Coachella Valley residents with safe and inviting alternatives to driving.

We're pleased that the recently adopted Southern California Association of Governments' Sustainable Communities Strategy (SCS) includes a strong active transportation component and this project also will help to further the goals of the SCS to reduce vehicle emissions and promote healthier growth.

There are huge economic and health benefits to driving less. Research from the American Lung Association in California shows that the ***Southern California region could avoid over $16 billion in cumulative health and societal costs between now and 2035*** through reasonable and achievable reductions in both vehicle traffic and fuel consumption.

These dramatic health and societal savings make obvious the need for projects like a multi-use pathway that expand active transportation and transit options that help get people out of their cars.

We thank you for your continued leadership in the Coachella Valley and for advancing this important project. We look forward to working with you to ensure a healthy future for the Valley. Please contact me if we can be of any help to you or provide you with additional information. You may reach me at jane.warner@lung.org.

Sincere regards,

Jane Warner

Jane Warner
President and Chief Executive Officer
American Lung Association in California

DESERT HEALTHCARE DISTRICT

Doing Healthy Deeds

April 26, 2012

Dr. William A. Burke, Chair &
The Members of the Governing Board of the South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765

RE: PARKWAY 1e11/WHITEWATER RIVER TRAIL

Dear Dr. Burke,

This letter represents the support of the Board of Directors of the Desert Healthcare District (District) for the proposed Parkway 1e11/Whitewater River Trail project. The Coachella Valley Association of Governments (CVAG) is preparing to submit an application for up to $40 million in funding to the South Coast Air Quality Management District for the regional trail project. This funding is very valuable to the continuing efforts that CVAG is making to enhance the benefits the project will have on the public health and well being of Valley residents.

The District's Board of Directors agreed at its April 24, 2012 meeting to a commitment of up to $10 million in District funds to support Parkway 1e11/Whitewater River Trail project. The commitment is an investment of the District's funds to leverage CVAG's commitment of $20 million in matching transportation funds to fund the project.

Through this collaboration, the District will promote and measure the public health impact associated with this project.

Respectfully,

Mark Matthews

Mark Matthews, President
Board of Directors

cc: Barry Wallerstein, Executive Officer, SCAQMD
Tom Kirk, Executive Director, CVAG
Kathy Greco, Chief Executive Officer, DHCD

March 8, 2012

Riverside
County Chapter

Building Industry Association
of Southern California

3891 11th Street
Riverside, California 92501
(951) 781-7310
Fax (951) 781-0509

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

RE: LETTER OF SUPPORT FOR PARKWAY 1e11 PROJECT

Dear Mr. Kirk,

On behalf of the Riverside County Chapter of Building Industry Association of Southern California (BIA), I am pleased to provide a letter of support for CVAG's Parkway 1e11 Project. The proposed 54 mile Parkway Project is designed to allow neighborhood electric vehicles, bicycles and pedestrians to travel along the Whitewater River and other connecting routes. Using the Parkway 1e11 Project will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog.

This project also supports regional efforts to create a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health and improving air quality. Making this corridor a "Neighborhood Electric Vehicle" corridor will provide the longest, continuous dedicated electric vehicle corridor in the State.

Parkway 1e11 provides congestion relief along the Coachella Valley's most congested corridor WHILE:

- Stimulating infill development and revitalization opportunities in the most intense commercial and residential corridor in the desert;
- Leveraging the Coachella Valley's substantial investment in electric cars and providing a trunk line that will connect to existing and future local paths.
- Becoming a showpiece for innovating electric vehicle technologies.
- Providing a low or no cost transportation option that is centrally located and parallel to the region's highest frequency bus route (Route "111")

Another very important benefit of the project is the opportunity to create local engineering, survey, landscape architecture, and construction jobs. Additionally, we believe such a parkway creates other job opportunities associated with new technologies, increased tourism, and economic activity.

We support and applaud CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Feel free to contact me should you need any further assistance.

Sincerely,

Bill Blankenship
Chief Executive Officer

California
Strategic Growth Council

CALIFORNIA natural resources AGENCY

CHHS California Health & Human Services Agency

California Environmental Protection Agency

RECEIVED
JUN 04 2012
By_____

May 24, 2012

Michael Shoberg
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Dear Mr. Shoberg:

On behalf of the Strategic Growth Council, it is my pleasure to inform you that your proposal has been selected for funding under the Sustainable Communities Planning Grant and Incentives Program. The 2012 program will provide approximately $24.6 million for a total of 43 grants statewide. The Strategic Growth Council received 137 eligible applications requesting over $73 million.

We are very pleased to have received so many quality proposals that demonstrate a strong commitment to sustainable California communities. Based on the Review Committee's recommendations and the approval of the Strategic Growth Council, $999,982 in funding will be awarded to you. In the near future, our grants staff will contact you with information on the next steps of contract development.

We wish you success in implementing your work plan and will work with you to ensure that success. Should you have any questions, please contact the Sustainable Communities Planning Grant and Incentives Program grant administrators: Gwen Oliver, (916) 323-4160 and Ken Murray, (916) 324-0871 or email the Sustainable Communities Planning Grant and Incentives Program at SGCSustainablecommunities@conservation.ca.gov .

Again, congratulations. We look forward to working with you and appreciate your interest in a more sustainable future for California.

Sincerely,

Heather Fargo

Heather Fargo
Executive Director

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DISTRICT DIRECTOR
464 WEST FOURTH STREET, MS 1201
SAN BERNARDINO, CA 92401-1400
MAIN (909) 383-4561
DIRECT (909) 383-4055
FAX (909) 383-6239
TTY 711
www.dot.ca.gov/dist8

Flex your power!
Be energy efficient!

March 23, 2012

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

Dear Mr. Kirk:

One of the California Department of Transportation's (Department) primary goals is "Improving Mobility Across California". To accomplish that goal, and in support of State and Federal transportation policy, the Department has implemented a Complete Streets program. This program is intended to improve access, safety and mobility for all travelers in California regardless of age, physical ability or income.

The Coachella Valley Association of Government's (CVAG) Parkway 1e11 project will complement Department efforts by providing pedestrian, biking, hiking, wheelchair and electric vehicle access throughout the Coachella Valley (Valley). The project will provide many options for travelers to move between the Valley's nine cities without increasing traffic congestion or greenhouse gas emissions. By providing a separate facility for biking and walking, the Parkway 1e11 project will create a more "walkable" community which will ultimately lead to a healthier and more active population.

The Parkway 1e11 facility will run roughly parallel to Interstate 10, Highway 111 and State Route 62. Therefore, it will provide additional traveler options on long-established commuter, transit and travel routes. It would be prohibitively expensive and physically difficult to retrofit the highway and major arterial routes listed above to accommodate all the facilities that Parkway 1e11 will provide. CVAG's project overcomes those obstacles by moving the new facility out of physically constrained highway rights of way onto a continuous corridor that will be away from automobile traffic and more attractive to residents and visitors.

The Department supports CVAG's efforts to develop this innovative project. It will improve air quality and the general quality of life in the Coachella Valley. If you have any questions, please call me at (909) 383-4055.

Sincerely,

RAYMOND W. WOLFE, PhD
District 8 Director

DESERT REGIONAL MEDICAL CENTER

The Hospital You Trust
To Care For Those You Love

March 27, 2012

Mr. Tom Kirk, Executive Director
Coachella Valley Association of Governments
73710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Tom:

We are well aware of the Coachella Valley Association of Governments (CVAG) good track record of public health regional projects, e.g., the Coachella Valley Health Collaborative and working with local government, health care agencies and community based organizations.

We are pleased that CVAG is continuing its successful role with the **Parkway 1*e*11 Project**. We understand that the proposed 54 mile Parkway is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connecting areas.

This project will benefit the Coachella Valley by relieving traffic congestion on Highway 111, improving our air quality and stimulating the economy with new jobs. Particularly important for the region are the public health benefits for residents and visitors alike. We know that based on findings from the 2010 HARC Monitor that 58.5% of adults in the Coachella Valley are overweight or obese and that overweight and obese children make up 41.6% of the child population in Eastern Riverside County. According to the Riverside County's 2011 Community Indicators Report, chronic illness – including asthma, diabetes and obesity are largely preventable yet cause about 70% of deaths in the US each year and account for about 75% of the nation's health related costs.

As a major medical center, we make up part of the local public health infrastructure but with a strong commitment to the health of our communities. Promoting the **Parkway 1*e*11 Project** ensures a healthy environment and will promote healthy behavior by giving Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog.

We support CVAG's efforts to seek funding for this important undertaking. Feel free to contact me should you need any further assistance.

Sincerely,

Karolee M. Sowle, FACHE
President/CEO

1150 N Indian Canyon Drive, Palm Springs CA 92262

DESERT SECURITY SERVICES

Corporate Mailing Address: Post Office Box 2130 El Centro, California 92244
Coachella Valley Office: 41-921 Beacon Hill, Suite B, Palm Desert, Ca. 92211
Imperial Valley Office: 770 Main Street El Centro, Ca. 92243
Yuma Valley Office: 256 South Second Ave. Suite A, Yuma, Az. 85364
OFFICE (760) 370-5700 FACSIMILE (760) 370-3085 WWW.DESERTSECURITYSERVICES.COM

February 23, 2012

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

RE: Letter of Support for the Whitewater River Wash Project

Dear Mr. Kirk,

On Thursday February 16th you made a presentation on the Whitewater River Wash Project at the Palm Springs Business Network Breakfast. In attendance was my Branch Manager, Tom Chason. He called me shortly after your presentation to bring this proposed project to my attention. I went onto your CVAG website to get an overview of this proposed project and found the concept very interesting. As the Chairman for the Imperial County Workforce Development Board and as a City Councilman for the City of El Centro, I can see the benefits of a project such as this. Certainly, from the perspective of job creation in a Region experiencing record high unemployment numbers, this project would most certainly be an immediate "shot in the arm" to the local workforce. Additionally, and maybe more importantly; the long term jobs and or services that could be associated with the management, operation and upkeep of the project over the long haul would create an economic benefit to the Region for decades to come. From the perspective of transportation, recreation and the reduction of emissions, establishing a "Green" transportation corridor that would connect all of the cities throughout your region is momentous, and if realized would probably serve as a model for other regions throughout the State and maybe even the Nation. I commend you, your staff and the CVAG board in resurrecting this concept and moving forward with the "real" work of identifying new potential funding sources. If there is anything I can do to assist you in your efforts, please do not hesitate to give me a call. I certainly understand that worthy projects such as these seldom move from the "conceptual" stage to the "construction" stage. However, having CVAG take the lead will certainly increase the odds in seeing this project come to fruition and ultimately becoming a benefit to the residents of your region.

Sincerely,

Jason Jackson
General Manager
Desert Security Services
(760) 791-5576
jjackson@desertsecurityservices.com

4/11/12

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

RE: LETTER OF SUPPORT FOR PARKWAY 1e11 PROJECT

Dear Tom:

On behalf of the Desert Hot springs American Youth Soccer Organization, I am pleased to provide a letter of support for CVAG's Parkway 1e11 Project. The proposed 54 mile Parkway Project is designed to allow neighborhood electric vehicles, bicycles and pedestrians to travel along the Whitewater River and other connecting routes. Using the Parkway 1e11 Project will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog. This project also supports regional efforts to create a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health and improving air quality.

Making this corridor a "Neighborhood Electric Vehicle" corridor will provide the longest, continuous dedicated electric vehicle corridor in the State and perhaps the first of its kind in the Nation. Parkway 1e11 provides congestion relief along the Coachella Valley's most congested corridor WHILE:

- Stimulating infill development and revitalization opportunities in the most intense commercial and residential corridor in the desert;
- Leveraging the Coachella Valley's substantial investment in electric cars and providing a trunk line that will connect to existing and future local paths.
- Becoming a showpiece for innovating electric vehicle technologies.
- Providing a low or no cost transportation option that is centrally located and parallel to the region's highest frequency bus route (Route "111")

Another very important benefit of the project is the opportunity to create local engineering, survey, landscape architecture, and construction jobs. Additionally, we believe such a parkway creates other job opportunities associated with new technologies, increased tourism, and economic activity.

We support and applaud CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Feel free to contact me should you need any further assistance.

Sincerely,

Roger Rice
Regional Commissioner
D.H.S AYSO Region 588

TIM INGRAM
DIRECTOR
760.660.3372
760.671.5494

CAMPOFCHAMPS.INFO

64477 SPYGLASS AVE.
DESERT HOT SPRINGS, CA 92240

CAMPOFCHAMPIONS@ROADRUNNER.COM

May 7, 2012

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

RE: LETTER OF SUPPORT FOR PARKWAY 1e11 PROJECT

Dear Tom,

Camp of Champions A & M, a 501(c)3 children's charity serving 15,000 youth annually, would like to lend its support to the proposed PATHWAY project. Our goal is to provide ways for our youth to develop healthy lifestyles. We believe that this project compliments our vision of healthy and active lifestyles for our youth in a safe and exciting environment.

We are also very excited about the potential benefits that may result from this project. We envision that, when completed, this PATHWAY project may provide a resource for charities to implement fundraising initiatives and hold events to further their programs. Please count on Camp of Champions as a supporter of the plan. We believe it will create a brighter future for Coachella Valley youth, their families, and the overall community.

Feel free to contact me should you need any further assistance.

Sincerely,

Tim Ingram
Director

POWERED BY
Cadillac of La Quinta
Chevrolet of La Quinta
Acura of The Desert
Honda of The Desert
Toyota of The Desert

4/11/12

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

RE: LETTER OF SUPPORT FOR PARKWAY 1e11 PROJECT

Dear Tom:

On behalf of the Desert Hot Springs Junior All American Football, I am pleased to provide a letter of support for CVAG's Parkway 1e11 Project. The proposed 54 mile Parkway Project is designed to allow neighborhood electric vehicles, bicycles and pedestrians to travel along the Whitewater River and other connecting routes. Using the Parkway 1e11 Project will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog. This project also supports regional efforts to create a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health and improving air quality.

Making this corridor a "Neighborhood Electric Vehicle" corridor will provide the longest, continuous dedicated electric vehicle corridor in the State and perhaps the first of its kind in the Nation. Parkway 1e11 provides congestion relief along the Coachella Valley's most congested corridor WHILE:

- Stimulating infill development and revitalization opportunities in the most intense commercial and residential corridor in the desert;
- Leveraging the Coachella Valley's substantial investment in electric cars and providing a trunk line that will connect to existing and future local paths.
- Becoming a showpiece for innovating electric vehicle technologies.
- Providing a low or no cost transportation option that is centrally located and parallel to the region's highest frequency bus route (Route "111")

Another very important benefit of the project is the opportunity to create local engineering, survey, landscape architecture, and construction jobs. Additionally, we believe such a parkway creates other job opportunities associated with new technologies, increased tourism, and economic activity.

We support and applaud CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Feel free to contact me should you need any further assistance.

Sincerely,

John Martin

4/11/12

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

RE: LETTER OF SUPPORT FOR PARKWAY 1e11 PROJECT

Dear Tom:

On behalf of the Desert Hot Springs Little League, I am pleased to provide a letter of support for CVAG's Parkway 1e11 Project. The proposed 54 mile Parkway Project is designed to allow neighborhood electric vehicles, bicycles and pedestrians to travel along the Whitewater River and other connecting routes. Using the Parkway 1e11 Project will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog. This project also supports regional efforts to create a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health and improving air quality.

Making this corridor a "Neighborhood Electric Vehicle" corridor will provide the longest, continuous dedicated electric vehicle corridor in the State and perhaps the first of its kind in the Nation. Parkway 1e11 provides congestion relief along the Coachella Valley's most congested corridor WHILE:

- Stimulating infill development and revitalization opportunities in the most intense commercial and residential corridor in the desert;
- Leveraging the Coachella Valley's substantial investment in electric cars and providing a trunk line that will connect to existing and future local paths.
- Becoming a showpiece for innovating electric vehicle technologies.
- Providing a low or no cost transportation option that is centrally located and parallel to the region's highest frequency bus route (Route "111")

Another very important benefit of the project is the opportunity to create local engineering, survey, landscape architecture, and construction jobs. Additionally, we believe such a parkway creates other job opportunities associated with new technologies, increased tourism, and economic activity.

We support and applaud CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Feel free to contact me should you need any further assistance.

Sincerely,

Mike Platt

desert valleys builders association
34-360 Gateway Drive, Palm Desert, CA 92211

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MSA Consulting Inc
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Smith-Kandal Insurance/Real Estate
Patrick Swarthout
Imperial Irrigation District
Jeff Wattenbarger
Wattenbarger Construction

March 13, 2012

Coachella Valley Association of Governments
73710 Fred Waring Drive
Palm Desert, CA 92260

RE: PARKWAY 1e11 PROJECT

On behalf of the Desert Valleys Builders Association (DVBA), representing over 100 builders, trade contractors and associates throughout the Coachella and Imperial Valleys, we support a feasibility study as the first step towards review of the Parkway 1e11 Project and its potential benefits to the Coachella Valley.

Of importance to our industry is the creation of jobs, which are vital to the local economic base and to aid in the continued recovery of the region.

We support CVAG's efforts to seek the completion of the study to review the Parkway Project. Upon completion of the study, we would request the opportunity to provide further comments and input to the proposed project. Please contact us should you require further assistance.

Best regards,

Gretchen Gutierrez
CEO Desert Valleys Builders Association

GRANITE™

Granite Construction Company
Southern California Region
38000 Monroe Street, Indio, CA 92203
P 760.775.7500 / F 760.775.8227
www.graniteconstruction.com

March 26, 2012

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

Granite Construction Company is providing this letter of support for CVAG's ***Parkway 1e11 Project.*** The proposed 54 mile Parkway Project is designed to allow neighborhood electric vehicles, bicycles and pedestrians to travel along the Whitewater River and other connecting routes. Coachella Valley residents and visitors who use the ***Parkway 1e11 Project*** will be able to enjoy this healthy lifestyle opportunity to walk, bicycle, and jog. This project also supports regional efforts to build an interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options. For years the region has been searching for ways to make bicycling and walking a more practical and desirable choice for travel. The project will assist in reducing road congestion, enhancing public health and improving air quality.

Making this corridor a "Neighborhood Electric Vehicle" corridor will provide the longest, continuous dedicated electric vehicle corridor in California and perhaps the first of its kind in the Nation. Parkway 1e11 provides congestion relief along the Coachella Valley's most congested corridor. It will also help to:

- Stimulate infill development and revitalization opportunities in the most intense commercial and residential corridor in the desert;
- Leverage the Coachella Valley's substantial investment in electric cars and provide a trunk line that will connect to existing and future local paths;
- Become a showpiece for innovating electric vehicle technologies;
- Provide a low or no cost transportation option that is centrally located and parallel to the region's highest frequency bus route (Route "111").

The project will create local jobs! Local engineering, survey, landscape architecture, and construction jobs will be needed to build ***Parkway 1e11***. Additionally, we believe such a parkway creates other job opportunities associated with new technologies, increased tourism, and economic activity.

We support and encourage CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Please contact me should you need any further assistance.

Sincerely,

Pat Kelly
Indio Area Manager

HEALTHY EATING
ACTIVE LIVING
CITIES
CAMPAIGN

2201 Broadway, Suite 502
Oakland, CA 94612
(510) 302-3387 phone
(510) 444-8253 fax
www.healcitiescampaign.org

Promoting physical activity and nutrition policies in California cities

May 30, 2012

RECEIVED
JUN 04 2012
By

Tom Kirk, Executive Director

Coachella Valley Association of Governments

73710 Fred Waring Drive, Suite 200

Palm Desert, California 92230

RE: **Letter of Support for "Parkway 1e11 Project"**

Dear Tom,

I am writing to offer my enthusiastic support for Coachella Valley Association of Governments (CVAG) **Parkway 1e11 Project.**

I am aware that the proposed 54 mile Parkway Project will connect all nine Coachella Valley cities with a multi-modal parkway, allowing neighborhood electric vehicles, bicycles, and pedestrians to travel along the Whitewater River from Palm Springs to Coachella.

In 2011, the City of Palm Spring has joined the HEAL Cities Campaign through a resolution stating that the city should make every effort to plan and construct a built environment that encourages walking, biking, and other forms of physical activity, and address walking and biking connectivity between residential neighborhoods and schools, parks, and recreational resources.

The Parkway 1e11 Project would greatly help Palm Springs achieve its HEAL Cities Campaign goals by providing an environment for opportunities to walk, bicycle, and jog.

For this reason, the HEAL Cities Campaign supports theCVAG's efforts to seek funding for the **Parkway 1e11 Project.**

Sincerely,

Charlotte Dickson

Director, HEAL Cities Campaign

HOSPITALITY INDUSTRY AND BUSINESS COUNCIL, INC.

Allan Farwell, Chairman
Hyatt Grand Champions Resort, Villas & Spa

Julius Kazen, Vice Chairman
Spa Resort Casino

Tony Bruggemans, Secretary
Le Vallauris

Bruce Abney
El Morocco Inn & Spa

Lorraine Becker
Cabot's Pueblo Museum

Jamey Canfield
Palm Springs Convention Center

Gary Cardiff
Cardiff Limousine & Transportation

Robert Carey, Jr.
PRA Destination Management

Jay Chesterton
Fantasy Springs Resort Casino

Aftab Dada
Hilton Palm Springs

John Daw
Renaissance Palm Springs Hotel

Robert Del Mas
Empire Polo Club & Event Facility

Tim Ellis
Palm Mountain Resort

Nick Gronkowski
Marquis Villas

Rolf Hoehn
Indian Wells Tennis Garden

Stacey Johnson
The Living Desert

Stan Kantowski
Miramonte Resort & Spa

Karl Kruger
KK Hospitality

Jay Mainthia
Indio Super 8 & Suites

Ross Meredith
The Westin Mission Hills Resort & Spa

Richard Mogensen
Desert Willow Golf Resort

Lee Morcus, Immediate Past Chair
Kaiser Restaurant Group

Thomas Nolan
Palm Springs International Airport

Don Perry
Coachella Valley Economic Partnership

Brad Poncher
Homewood Suites by Hilton, La Quinta

Ken Schwartz
JW Marriott Desert Springs Resort and Spa

April Shute
Rancho Las Palmas Resort & Spa

Gary Sims
La Quinta Resort & Club and PGA West

Tim Sullivan
Renaissance Esmeralda Resort and Spa

Elie Zod
Doral Desert Princess Resort

JPA Executive Committee
Kathleen DeRosa
City of Cathedral City

Bill Powers
City of Indian Wells

RESOLUTION NO. HIBC 2012-001

A RESOLUTION OF THE HOSPITALITY INDUSTRY BUSINESS COUNCIL OF THE PALM SPRINGS DESERT RESORT COMMUNITIES CONVENTION AND VISITORS AUTHORITY SUPPORTING THE PROPOSED WHITEWATER RIVER NEIGHBORHOOD ELECTRIC VEHICLE - BIKE - PEDESTRIAN CORRIDOR PATHWAY

WHEREAS, the Palm Springs Desert Resort Communities Convention and Visitors Authority ("CVA") is a joint powers authority operating under the Joint Exercise of Powers Act (California Government Code §§6500 *et seq.*), located in the County of Riverside, State of California; and

WHEREAS, the Hospitality Industry Business Council serves as the Advisory Board for the Tourism Business Improvement District; and

WHEREAS, the Coachella Valley Association of Governments ("CVAG") conducted a Preliminary Study Report that assessed the viability of building an alternative transportation corridor along the Whitewater River for users of neighborhood electric vehicles (NEVs) and golf carts, bicyclists, joggers, pedestrians and mobility device-reliant persons ("proposed Pathway"); and

WHEREAS, the proposed Pathway would be the largest such facility in the United States and would bring attention to the Coachella Valley as a leader in green transportation infrastructure; and

WHEREAS, the proposed Pathway will serve as a backbone for a larger regional trail network that will extend throughout the Coachella Valley; and

WHEREAS, the proposed benefits of the proposed Pathway include: (a) air quality improvements; (b) community cohesion; (c) energy savings; (d) less expensive transportation; (e) improved mobility and independence for aging and disabled drivers; (f) health benefits from active transportation and recreation (bicycling and walking); (g) job generation; and (h) economic stimulus; and

WHEREAS, tourism is a cornerstone of the Coachella Valley economy and the proposed Pathway is expected to attract more visitors seeking places for outdoor recreation that will complement the tourism industry; and

WHEREAS, the proposed Pathway will provide opportunities for those growing visitors who seek outdoor recreation activities such as bicycling, walking and hiking; and

WHEREAS, outdoor recreation oriented visitors will likely stay at various hotels, resorts and other lodging establishments, dine at various restaurants and visit many of the tourists destination attractions and facilities within the Coachella Valley; and

WHEREAS, by adopting this resolution supporting the proposed Pathway, the Hospitality Industry Business Council will be expressing its support for a project that will help promote tourism in the Coachella Valley.

NOW, THEREFORE, the Hospitality Industry Business Council hereby resolves as follows:

Section 1. Recitals.

That the recitals set forth above are true and correct.

Section 2. Support

That the Hospitality Industry Business Council of the Palm Springs Desert Resort Communities Convention and Visitors Authority supports CVAG's efforts to design, plan and develop the proposed pathway along the Whitewater River for users of neighborhood electric vehicles (NEVs) and golf carts, bicyclists, joggers, pedestrians and mobility device-reliant persons design, since it will help promote tourism in the Coachella Valley.

Section 3. Effective Date.

That this Resolution shall take effect immediately.

[THE REMAINDER OF THIS PAGE LEFT INTENTIONALLY BLANK]

PASSED, APPROVED AND ADOPTED this First day of March, 2011.

Allan Farwell, Chair
Hospitality Industry Business Council

ATTEST:

Tony Bruggemans, Secretary
Hospitality Industry Business Council

APPROVED AS TO CONTENT:

Scott White, President and CEO

APPROVED AS TO FORM:

Steven B. Quintanilla, General Counsel

KAISER PERMANENTE®

Kaiser Foundation Hospitals

February 14, 2012

RECEIVED
MAR 15 2012
By

Mr. Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Mr. Kirk:

We, at Kaiser Foundation Hospitals are well aware of the Coachella Valley Association of Governments (CVAG) good track record of health related regional projects, e.g., the Coachella Valley Health Collaborative (CVHC) and working with local government, health care agencies and community based organizations.

We are pleased that CVAG is continuing its successful role with the ***Parkway 1e11 Project***. We understand that the proposed 54 mile Parkway is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connecting areas.

This project will benefit the Coachella Valley by relieving traffic congestion on Highway 111, improving our air quality and stimulating the economy with new jobs. Particularly important for the region are the public health benefits for residents and visitors alike. We know that based on findings from the 2010 HARC Monitor that 58.5% of adults in the Coachella Valley are overweight or obese and that overweight and obese children make up 41.6% of the child population in Eastern Riverside County. According to the Riverside County's 2011 Community Indicators Report, chronic illness – including asthma, diabetes and obesity are largely preventable yet cause about 70% of deaths in the US each year and account for about 75% of the nation's health related costs.

Using the ***Parkway 1e11 Project*** will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog.

We support CVAG's efforts to seek funding for this enormous undertaking. Feel free to contact me should you need any further assistance.

Sincerely,

Vita M. Willett

Vita Willett
Executive Director,
Kaiser Foundation Hospital and Health Plan

10800 Magnolia Avenue
Riverside, California 92505

Connect The Dots

Linking Nonprofits to Resources

May 30, 2012

To: Tom Kirk, Executive Director, CVAG

From: Lorraine Becker, Immediate Past President, Cabot's Museum Foundation

Subject: Letters from Organizations in DHS in Support of Parkway

Attached please find the letters that have been secured from a variety of organizations in the City of Desert Hot Springs. As I stated in my email, there is a very strong core group of individuals who are very positive about this project and see the value to building a healthy community with more resources in wellness and a healthy economy. A graphic power point presentation was made to the DHS City Council on May 15, 2012 and is available to you for your arsenal!

A pleasure to work with you!

66903 Rayo Del Sol
Desert Hot Springs, CA 92240-1858

(760) 671-6388
760-831-4115

1612 K Street NW Suite 510 Washington, DC 20006
Phone 202-822-1333 Fax 202-822-1334
www.bikeleague.org

June 1, 2012

To: Whom it May Concern:
From: Andy Clarke
RE: Whitewater River NEV Parkway

The League of American Bicyclists is pleased to support the Whitewater River Parkway project (Parkway Project 1e11). This is the type of innovative regional project that will have a national impact, demonstrating the benefits of non-motorized transportation and NEV facilities.

High quality off-road facilities help attract people who would normally walk or bicycle. The NEV aspect of the project adds a unique element that will serve as a model for cities and regions around the country. We strongly believe that this type of facility is one of the best long term investments that can be made.

Sincerely,

Andy Clarke

President
League of American Bicyclists

CALIFORNIA STATE UNIVERSITY, SAN BERNARDINO
PALM DESERT CAMPUS

February 13, 2012

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

RE: Support for grant and other applications for financial support of the Parkway 1e11 project, also known as the Whitewater River project.

Dear Mr. Kirk:

The Palm Desert Campus of California State University, San Bernardino, has been offering classes in the Coachella Valley for twenty-six years. The campus now enrolls some 1000 students in B.A./B.S., M.A./M.S., and Ed.D. programs. The campus also hosts the Coachella Valley Health Collaborative and the Palm Springs Institute for Environmental Sustainability. Over the years the campus has developed a focus on helping meet the need for teachers and health care professionals along with other programs for Coachella Valley youth.

The campus stands in support of the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the Parkway 1e11 project. May this letter serve as an endorsement of CVAG's application for the proposed Parkway 1e11 project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. The California State University – Palm Desert Campus and our Palm Springs Institute for Environmental Sustainability are actively involved in research and education to promote environmental sustainability. We are ready and willing to assist CVAG in their efforts to plan and develop the Parkway 1e11 project.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile Parkway 1e11 is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs. We look forward to the many opportunities for student involvement.

760.341.2883 • fax: 909.537.8180
37-500 COOK STREET, PALM DESERT, CA 92211-2900

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal.

Sincerely,

Fred E. Jandt

Fred E. Jandt, Ph.D.
Dean
Palm Desert Campus

480 South Sunrise Way • Palm Springs • California 92262-7641
Phone (760) 323-5689 • Fax (760) 320-9373

www.mizell.org • info@mizell.org
Tax ID #95-3464835

MIZELL SENIOR CENTER
PALM SPRINGS

RECEIVED
JUN 01 2012
By

May 29, 2012

Mr. Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Mr. Kirk:

As the Executive Director of the Mizell Senior Center in Palm Springs, we are well aware of the Coachella Valley Association of Governments (CVAG) good track record of health related regional projects, e.g., the Coachella Valley Health Collaborative and working with local government, health care agencies and community based organizations.

We are pleased that CVAG is continuing its successful role with the **Parkway 1e11 Project**. We understand that the proposed 54 mile Parkway is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connecting areas.

This project will benefit the Coachella Valley by relieving traffic congestion on Highway 111, improving our air quality and stimulating the economy with new jobs. Particularly important for the region are the public health benefits for our senior residents and visitors alike. We know that based on findings from the 2010 HARC Monitor that over half (55.8%) of seniors in the Coachella Valley are overweight or obese but that only 10.4 percent of seniors were given advice to lose weight by a health care provider. In addition, over half (52.8%) did not do activities to strengthen their muscles in the past seven days.

Using the **Parkway 1e11 Project** will give Coachella Valley seniors a free and healthy lifestyle opportunity to walk, bicycle, and jog.

We support CVAG's efforts to seek funding for this enormous undertaking. Feel free to contact me should you need any further assistance.

Sincerely,

Ginny Foat
Executive Director

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Building a Coalition for a Comprehensive
Transportation System in Los Angeles County

634 S. Spring Street, #818, Los Angeles, CA 90014
www.movela.org

April 16, 2012

Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: Letter of Support for Parkway 1e11 Project

Dear Mr. Kirk:

Congratulations on the remarkable spirit of innovation shown by CVAG in the development of the Parkway 1e11 Project. Though not a resident of the Coachella Valley, I could not help but be drawn to this proposal. It truly embodies the spirit as well as the substance of "active transportation" so prominent in the recent discussions of the Regional Transportation Plan and the Sustainable Communities Strategy adopted by the SCAG Regional Council this last month.

I understand the proposed 52-mile project will connect all nine Coachella Valley cities with a parkway (we cannot call it a road – that would be a real misnomer) that will allow residents and visitors alike to travel for employment, or recreation, or business, or whatever purpose they may have using neighborhood electric vehicles, bicycles, or even just walking or jogging along the Whitewater River. Such a program swings right to the heart of the RTP/SCS adopted by SCAG, with a remarkable level of community involvement. The RTP/SCS encourages development of such comprehensive and interconnected networks of bicycle and pedestrian facilities. It envisions such systems throughout the region to make bicycling and walking both a practical and enjoyable transportation choice.

Clearly such a system as Parkway 1e11 Project will make a very real contribution to cleaning our air, and will also encourage more healthful lifestyles for our residents and visitors. Its location adjacent to the urban core of your communities with easy access to downtown areas across the valley will make access to jobs and shopping easier as well. It will not surprise me if this system also becomes another memorable attraction for the many visitors to the Coachella Valley each year and thereby a contributor to a healthy economy as well.

As co-residents of a region in need of just such imagination and innovation for clean air and healthy living, Move LA supports and applauds CVAG's efforts to seek sustainability, air quality, and other grants for this innovative project.

Can I get one for my hometown, Santa Monica, as well?

Best Regards,

Denny Zane
Executive Director
Move LA

P.S. I LOVE YOU
PALM SPRINGS
Chamber of Commerce
190 W. Amado Road | Palm Springs, CA 92262
760.325.1577 | FAX 760.325.8549

Nona Watson, ACE
Chief Executive Officer

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RECEIVED
FEB 27 2012
By

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

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Tom:

On behalf of the Palm Springs Chamber of Commerce, I am pleased to provide a letter of support for CVAG's ***Parkway 1e11 Project***.

The proposed 54 mile Parkway Project is designed to allow neighborhood electric vehicles, bicycles and pedestrians to travel along the Whitewater River and other connecting routes. Using the ***Parkway 1e11 Project*** will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog. This project also supports regional efforts to create a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health and improving air quality.

Another very important benefit of the project is the opportunity to create local engineering, survey, landscape architecture, and construction jobs. Creating jobs and stimulating the local economy is vitally important and a key issue for the Palm Springs Chamber. Additionally, we believe such a parkway creates other job opportunities associated with new technologies, increased tourism, and economic activity.

The Palm Springs Chamber supports CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Feel free to contact me should you need any further assistance.

Sincerely

Tim Ellis, President
Palm Springs Chamber of Commerce

CABOT'S PUEBLO MUSEUM
NATIONAL REGISTER OF HISTORIC PLACES

May 20, 2012

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

RE: LETTER OF SUPPORT FOR PARKWAY 1e11 PROJECT

Dear Tom:

After a vote of the Board of Directors of the Cabot's Museum Foundation, I am pleased to provide a letter of support for CVAG's Parkway 1e11 Project with the caveat that The Foundation Board believes very strongly that there needs to be sufficient financial resources (other than city funding), to sustain the parkway *fully* including ongoing maintenance, supervision/security to ensure the health and safety of those using the parkway. The letter of support from Cabot's Museum Foundation is specific to a long term vision of creating a signature Parkway project that is not reliant on any one source of funding and would do the following:

- Enhance connectivity between the communities of the Coachella Valley
- Increase economic development over multiple years in the build out of the Parkway as well as the economic stimulus from increased tourism
- Promote and increase the assets of the Valley for health and wellness activities

We feel Cabot's Pueblo Museum is an important point of origin for the Parkway in the City of Desert Hot Springs because it is the largest attraction for local valley residents as well as visitors to the Coachella Valley. Our desire is for the Parkway to leverage this vital community asset that was recently recognized on the National Register of Historic Places. Cabot's Pueblo Museum is also prominently featured in the Sand to Snow National Monument project sponsored by Senator Diane Feinstein that would further connect the unique natural resources of Joshua National Park and the Santa Rosa Mountains.

Desert Hot Springs also has the opportunity and the vision to create its own community loop that would originate at the Parkway entrance at Cabot's Pueblo Museum and link to the all of the schools, parks, spas and businesses within the City in addition to the rest of the Coachella Valley. Further, we support the DHS community loop and the 1e11 Parkway project because it has the potential to decrease the geographical, economic, social, cultural and political isolation and disparity that exists between the City and other cities in the Valley.

We support the DHS loop connected to the 1e11 Parkway to assist the City share a common direction and a sense of Community City and Valley wide.

Sincerely,

Mike Ch

Michael Chedester
President, Cabot's Museum Foundation

PSHA

Palm Springs Hospitality Association

P.O. Box 4507
Palm Springs, CA 92263
Tel:(760) 835-4957 Fax: (760) 462-2016
Email: AdminPSHA@gmail.com

February 23, 2012

Mr. Tom Kirk

Executive Director

Coachella Valley Association of Goverments

73710 Fred Waring Drive #200

Palm Desert, Ca. 92260

Dear Tom,

On behalf of the Palm Springs Hospitality Association I would like to offer our support and endorsement for the Whitewater Multi-Use Parkway.

The Board of Directors of PSHA represents over 135 tourism related businesses and suppliers, and we believe that this project would create a world class attraction that would give people yet another reason to travel to our valley from all over the world. We also believe it will improve the environment, reduce traffic and enhance the lifestyle of all in the community who choose to take advantage of this great attraction.

While we know there is a long road ahead, we welcome the opportunity to assist with making this project a reality and hope that you will feel free to contact us at any time.

Sincerely,

Julius Kazen

President

Palm Springs Hospitality Association

PALM SPRINGS RESTAURANT ASSOCIATION

Palm Springs Restaurant Association
P.O. Box 4507
Palm Springs, CA 92263

February 16, 2012

Tom Kirk
Executive Director
Coachella Valley Association of Governments
73710 Fred Waring Drive #200
Palm Desert, CA 92260

Dear Mr. Kirk:

On behalf of the Palm Springs Restaurant Association, I am very pleased to offer you our endorsement for the Whitewater Multi-use parkway that was presented to us this morning.

As a group of almost thirty restaurateurs in Palm Springs, we support projects that bring value and enhance the quality of life in the Coachella Valley. To have this project come to fruition is exciting because it promotes fitness, energy/environmental savings and offers both locals and visitors a world-class attraction that will help stimulate business here in the valley.

Sincerely,

Eric T. Morcus

Eric Morcus
Palm Springs Restaurant Association

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

April 24. 2012

RE: Letter of Support for Parkway 1e11 Project

Dear Tom;

This remarkable project will create 54 miles of a runner and bike friendly trail system that will enable our own Palm Springs Track Club members and a whole host of others, the opportunity to do the essential long distance training required to compete in marathons, iron man triathlons, or events of a shorter distances

The 1e11 Parkway Project establishes a venue that does not exist, catering not only to local athletes but to many tourists as well.

In addition to the reduction in congestion, it will be a safe, healthy environment, and is a nice fit for the energy sustainability efforts that all of our Desert Cities are embracing.

Please feel free to call on me to support this project at any time.

Sincerely,

Vic Gainer, Founder and Coach

Palm Springs Track Club, Vic Gainer, Coach
58 Portola Drive, Palm Springs, CA. 92264
(760) 321-9331 cell (760) 219-7216
vicgainer@aol.com

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COLLEGE of the DESERT

RECEIVED
FEB 14 2012
By

February 13, 2012

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express my support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the *Parkway 1e11* project. May this letter serve as an endorsement by College of the Desert for CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. College of the Desert is working to be a good steward of our environment as well as actively promoting job training and job growth opportunities in clean technology and renewable energy fields. We would be pleased to collaborate with CVAG to explore opportunities for innovation, education, job training, and clean technology development related to the *Parkway 1e11* project.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs.

Mr. Jerry Patton
President

Dr. Edwin Deas
Vice President
Business Affairs

Mr. Adrian Gonzales
Interim Vice President
Student Affairs

Mr. Farley Herzek
Vice President
Academic Affairs

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas

COLLEGE of the DESERT

emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal. Thank you

Sincerely,

Jerry Patton
President
College of the Desert

Riverside County
Community Health Agency
Department of Public Health

Susan Harrington, M.S., R.D.
Director, Department of Public Health
CHA Interim Director

January 25, 2012

Mr. Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Mr. Kirk:

The Coachella Valley Association of Governments (CVAG) has a good track record of health related regional projects, e.g., the Coachella Valley Health Collaborative and working with local government, health care agencies and community based organizations.

We support CVAG's ***Parkway 1e11 Project***. The proposed 54 mile Parkway is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connecting areas.

The *Project* will improve public health by giving our residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog.

We support CVAG's efforts to seek funding for this important undertaking.

For additional information please contact Michael Osur at 951-358-5074.

Sincerely,

Susan D. Harrington

Susan D. Harrington
Director of Public Health
CHA Interim Director

SH:MO:mis

4065 County Circle Drive, Riverside, California 92503, ph 951.358.7036, fax 951.358.4529, tdd 951.358.5124

Coachella Valley
COMMUNITY TRAILS ALLIANCE
www.cvcta.org

From Palm Springs
to the Salton Sea
Car Free

Building Pathways for Healthy Communities

February 13, 2012

Tom Kirk
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

Dear Mr. Kirk:

The Coachella Valley Community Trails Alliance (CVCTA) would like to express our enthusiastic support for the NEV/Bicycle/Pedestrian Parkway proposed along the Whitewater River, Tahquitz Creek and Verbena Wash. CVCTA has been working to promote development of a cross-Coachella Valley bikeway along the Whitewater River since 2006. Our grass-roots non-profit organization knows that there is broad community support for such a facility. We consider the addition of an NEV component to be a creative way to build support from the central valley cities that have existing golf courses in and along the Whitewater River, and who have historically opposed the Whitewater Bikeway proposal. Once implemented, the Parkway will provide long-lasting air quality, community cohesion, and health benefits to the entire Coachella Valley. The project is sure to provide economic stimulus as it will be a natural complement to the region's spa and outdoor recreation industries.

Currently, non-motorized commuting is too dangerous a proposition for most residents. In fact, most valley residents probably don't believe it is even viable. With the NEV/Bicycle/Pedestrian Parkway connecting the valley cities from Desert Hot Springs to Coachella and providing a safe route for electric golf carts, cyclists, walkers, runners, and other means of green transportation, attitudes will change. Once this multi-modal parkway is constructed, safe bicycle commuting and travel to school will be a reality.

Furthermore, this project will benefit low-income communities in Desert Hot Springs, Cathedral City, Indio and Coachella that are located along the proposed corridor. The Parkway will beautify these areas, which are often used for illegal dumping. It will also provide infrastructure to enable lower-cost modes of transportation, including walking, cycling, NEVs and golf carts.

CVCTA offers our full support to CVAG to move this proposal from its current vision to implementation. We know that the Parkway will be a source of community pride for the entire Coachella Valley.

Sincerely,

LeGrand Velez

LeGrand Velez
Board President
Coachella Valley Community Trails Alliance
www.cvcta.org

Coachella Valley Unified School District
Office of the Superintendent
P.O. Box 847 • Thermal, CA 92274
760.399.5137 Ext. 216 • FAX 399.1008

Dr. Darryl S. Adams
Superintendent

January 30, 2012

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

RE: Support for grant and other applications for financial support of the Parkway 1e11 project, also known as the Whitewater River project.

Dear Mr. Kirk:

I am writing to express our support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the Parkway 1e11 project. May this letter serve as an endorsement by the Coachella Valley Unified School District for CVAG's application for the proposed Parkway 1e11 project that will provide regional benefits to promote healthy and active living here in the Coachella Valley. The proposed Parkway for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community.

We are pleased to support this regional effort to address what many believe is our State and region's number one health threat: obesity. According to a 2010 study conducted by the Health Assessment Resource Center (HARC) called the 'Community Health Monitor" states that 58.5% of adults in the Coachella Valley are overweight or obese. More importantly, the study also states that overweight and obese children make up 41.6% of the child population in Eastern Riverside County. According to the Riverside County's 2011 Community Indicators Report, chronic illness – including asthma, diabetes and obesity are largely preventable yet cause about 70% of deaths in the US each year and account for about 75% of the nation's health related costs.

This exciting project will benefit healthy and sustainable living through walkable communities and providing safe no-cost recreation to our students. The Coachella Valley Unified School District is willing to be a partner in the development of the Parkway 1e11 Project. Thank you

Sincerely,

Dr. Darryl S Adams,
Superintendent

Board of Trustees
Maria G. Machuca, *President* • Lowell Kamper, *Vice President* • Anna Lisa Vargas, *Clerk*
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"Together We Build the Future"

DESERT
RECREATION DISTRICT

RECEIVED
JAN 31 2012
By

January 25, 2012

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

RE: Support for grant and other applications for financial support of the Parkway 1e11 project, also known as the Whitewater River project.

Dear Mr. Kirk:

The Desert Recreation District (DRD) Board of Directors wishes to express support for the Coachella Valley Association of Governments (CVAG) applications for grants and other funding opportunities to support the Parkway 1e11 project. It is very important to DRD that this project plan was derived from the *2009 Whitewater River, All-American Canal and Dillon Road Regional Trails Corridor Study* (2009 Study) completed by the Desert Recreation District in partnership with Riverside County Regional Park and Open Space District. The 2009 Study proposed construction of biking and walking paths along the three main corridors including the Whitewater River. The Parkway 1e11 project advances the 2009 Study's vision with the addition of alternative transportation options to address our air quality needs.

The Coachella Valley is working as a region to advance greenhouse gas reduction efforts; recreation and healthy living; and alternative transportation options. May this letter serve as an endorsement by DRD for CVAG's proposed Parkway 1e11 project that will provide regional benefits to promote healthy and active living here in the Coachella Valley and to help combat the nation's greatest health threat: obesity. DRD firmly believes that incorporating NEVS will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. The proposed Parkway for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community and also by those who visit our beautiful region from all over the world to enjoy our climate and community amenities.

45-305 Oasis St. Indio, CA 92201 Tel: 760.347.3484 Fax 760.347.4660
www.myrecreationdistrict.com

This exciting project will benefit efforts to promote equity, healthy and sustainable living through walkable communities. The Desert Recreation District is willing to be a partner in the development of the Parkway 1e11 Project.

Sincerely,

Rudy Acosta, President
Board of Directors

EISENHOWER MEDICAL CENTER

FOUNDING CHAIRMAN EMERITUS
Mrs. Bob (Dolores) Hope†

CHAIRMAN EMERITUS
Harry M. Goldstein

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PRESIDENT/CEO
G. Aubrey Serfling

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IN MEMORIAM
The Honorable Walter H. Annenberg
Honorary Chairman
Bob Hope
Founder Trustee

January 25, 2012

Mr. Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Mr. Kirk:

We are well aware of the Coachella Valley Association of Governments (CVAG) good track record of health related regional projects, e.g., the Coachella Valley Health Collaborative and working with local government, health care agencies and community based organizations.

We are pleased that CVAG is continuing its successful role with the ***Parkway 1e11 Project***. We understand that the proposed 54 mile Parkway is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connecting areas.

This project will benefit the Coachella Valley by relieving traffic congestion on Highway 111, improving our air quality and stimulating the economy with new jobs. Particularly important for the region are the public health benefits for residents and visitors alike. We know that based on findings from the 2010 HARC Monitor that 58.5% of adults in the Coachella Valley are overweight or obese and that overweight and obese children make up 41.6% of the child population in Eastern Riverside County. According to the Riverside County's 2011 Community Indicators Report, chronic illness – including asthma, diabetes and obesity are largely preventable yet cause about 70% of deaths in the US each year and account for about 75% of the nation's health related costs.

Using the ***Parkway 1e11 Project*** will give our residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog.

We support CVAG's efforts to seek funding for this enormous undertaking. Feel free to contact me should you need any further assistance.

Sincerely,

G. Aubrey Serfling
President, CEO, EMC

Michael Landes
President, Foundation

39000 Bob Hope Drive / Rancho Mirage, California 92270 / 760-340-3911 / emc.org

JFK
MEMORIAL
HOSPITAL

47-111 Monroe Street Indio, California 92201
760-347-6191 www.jfkmemorialhosp.com

January 24, 2012

Mr. Tom Kirk, Executive Director
Coachella Valley Association of Governments
730710 Fred Waring Drive, Suite 200
Palm Desert, California 92260

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Mr. Kirk:

We are well aware of the Coachella Valley Association of Governments (CVAG) good track record of health related regional projects, e.g., the Coachella Valley Health Collaborative and working with local government, health care agencies and community based organizations.

We are pleased that CVAG is continuing its successful role with the ***Parkway 1e11 Project***. We understand that the proposed 54 mile Parkway is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connecting areas.

This project will benefit the Coachella Valley by relieving traffic congestion on Highway 111, improving our air quality and stimulating the economy with new jobs. Particularly important for the region are the public health benefits for residents and visitors alike. We know that based on findings from the 2010 HARC Monitor that 58.5% of adults in the Coachella Valley are overweight or obese and that overweight and obese children make up 41.6% of the child population in Eastern Riverside County. According to the Riverside County's 2011 Community Indicators Report, chronic illness – including asthma, diabetes and obesity are largely preventable yet cause about 70% of deaths in the US each year and account for about 75% of the nation's health related costs.

Using the ***Parkway 1e11 Project*** will give our residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog.

We support CVAG's efforts to seek funding for this enormous undertaking. Feel free to contact me should you need any further assistance.

Sincerely,

Dan Bowers
Chief Executive Officer

Palm Springs Desert Resort Communities
CONVENTION AND VISITORS AUTHORITY

December 12, 2011

Supervisor John Benoit
Chairman, CVAG
c/o Mr. Tom Kirk
Executive Director
CVAG
73710 Fred Waring Dr. #200
Palm Desert, CA 92260

Dear Supervisor Benoit:

The Palm Springs Desert Resort Communities Convention and Visitors Authority (CVA) is pleased to support the proposed Neighborhood Electric Vehicle/Bicycle Parkway Project.

From a tourism perspective, the Parkway greatly enhances the health and wellness attributes of our destination, providing a new corridor that links many of our cities for visitors to walk, jog and explore. Outdoor activities and recreation are of course a major appeal to many visitors, and such a pathway would help to increase visitation from a large segment of travelers.

The Parkway also serves to support the Green efforts of the valley for both visitors and residents, stimulating the use of electric vehicles, perhaps even electric bicycles, helping to ease congestion on Hwy 111 and improve both air quality and general quality of life.

The CVA supports the vision of the Parkway project and the exciting opportunities it will provide for the Greater Palm Springs area's tourism future.

Sincerely,

Scott White
President & Chief Executive Officer
Palm Springs Desert Resort Communities CVA

Friends of the
Desert Mountains

51500 Highway 74
P.O. Box 1281
Palm Desert, CA 92261
Phone: 760-568-9918
Fax: 760-568-9908
www.DesertMountains.org

February 6, 2012

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express our support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the *Parkway 1e11* project. May this letter serve as an endorsement by the Friends of the Desert Mountains for CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. The Friends of the Desert Mountains is actively involved in conserving natural open space and recreational lands throughout the Coachella Valley. We are pleased to support CVAG in this exciting project and the benefits to the open space lands conserved through Coachella Valley Natural Communities Conservation Plan/Multiple Species Habitat Conservation Plan as a result of the *Parkway 1e11* project.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, recreational opportunities, and alternative transportation options. We appreciate that the proposed 54 mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs.

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal. Thank you.

Sincerely,

John Purcell
Executive Director

January 31, 2012

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

RE: Support for grant and other applications for financial support of the Parkway 1e11 project, also known as the Whitewater River project.

Mr. Kirk,

I am writing to express my support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the **Parkway 1e11 Project**. The Coachella Valley is working as a region to advance greenhouse gas reduction efforts, recreation and healthy living, and alternative transportation options. May this letter serve as an endorsement by Powerstride Golf Cars & Battery Co., for CVAG's application for the proposed **Parkway 1e11 Project** that will provide regional benefits to promote healthy and active living here in the Coachella Valley. The proposed Parkway for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and also by those who visit our beautiful region from all over the world for our climate and community amenities.

The inclusion of Neighborhood Electric Vehicles (NEV) and Golf Carts on **Parkway 1e11** is very exciting! The Coachella Valley has a long history of working together to promote regional collaboration on environmental, community resource, and transportation programs such as CVAG's 2010 Non-Motorized Vehicle Transportation Plan. CVAG's proposal to incorporate NEVs will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improved air and water quality; reduce greenhouse gas production; and lower vehicle miles traveled. This will encourage the use of NEVs by promoting infill and compact development and revitalize urban and community centers by creating a new network for alternative forms of transportation. As a business in the Coachella Valley, the implementation of the innovative **Parkway 1e11 Project** will help increase demand for our products and, as a result, it will allow us to expand our business and create jobs.

Again, we lend our support for your efforts and are willing to be a partner in the development of the **Parkway 1e11 Project** and we encourage favorable consideration of CVAG's application for funding. Thank you

Sincerely,

Jeff Stark
General Manager

City of Palm Springs

Office of Sustainability

3200 E. Tahquitz Canyon Way • Palm Springs, California 92262

Tel: (760) 323-8214 • Fax: (760) 322-8360 • Web: www.palmspringsca.gov

February 6, 2012

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

RE: Support for grant and other applications for financial support of the Parkway 1e11 project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express our support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the Parkway 1e11 project. As co-chair of the Coachella Valley Electric Vehicle Collaborative, I strongly support CVAG's application for the proposed Parkway 1e11 project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. The EV Collaborative hosted the first Coachella Valley Electric Vehicle Rally in October 2010 and continues to promote efforts to develop infrastructure to support the use of electric vehicles and other transportation alternatives. This project will also benefit our air quality and efforts to promote healthy and sustainable living. We would be interested in working cooperatively with CVAG in planning for the Parkway 1e11 project.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile Parkway 1e11 is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs.

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal. Thank you

Sincerely,

Michele Mician
Coachella Valley Electric Vehicle Collaborative

COACHELLA VALLEY ECONOMIC PARTNERSHIP

December 7, 2011

Supervisor John Benoit
Chairman, CVAG
c/o Mr. Tom Kirk
Executive Director
CVAG
73710 Fred Waring Dr. #200
Palm Desert, CA 92260

Dear John:

On behalf of the Coachella Valley Economic Partnership (CVEP), we want to express our support for the proposed Neighborhood Electric Vehicle/Bicycle Parkway Project. This Project will be a wonderful regional recreation amenity; an important 21st century transportation mode; a unique environmental mitigation asset; and, an economic catalyst. It will become a regional tourism attraction and tangible evidence of region's commitment to the green economy. It will help attract the green entrepreneurs that CVEP is focused on for the Coachella Valley.

We urge SCAQMD support for funding this project.

Sincerely,

Thomas Flavin
President & CEO

Cc: CVEP Executive Committee
CVEP Board of Directors

CLIMATE FOR SUCCESS

3111 EAST TAHQUITZ CANYON WAY • PALM SPRINGS, CALIFORNIA 92262 • PH: 760.340.1575 • FX: 760 548 0370 • WWW.CVEP.COM

Established in 1918 as a public agency

Coachella Valley Water District

Directors:
Peter Nelson, President - Div. 4
John P. Powell, Jr., Vice President - Div. 3
Patricia A. Larson - Div. 2
Debi Livesay - Div. 5
Franz W. De Klotz - Div. 1

Officers:
Steven B. Robbins, General Manager-Chief Engineer
Julia Fernandez, Board Secretary

Redwine and Sherrill, Attorneys

February 10, 2012

File: 0022.324

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

Dear Mr. Kirk:

Subject: Letter of Support for Parkway 1e11 Project, aka Whitewater River Trail

As the General Manager-Chief Engineer of the Coachella Valley Water District (CVWD), I am pleased to provide a letter of support for the Coachella Valley Association of Government's (CVAG's) Parkway 1e11 Project. CVWD has been a long time partner with CVAG in protecting and improving the region's quality of life. Most recently, CVWD and CVAG teamed to develop a regional water efficiency ordinance for use by our desert cities.

The proposed 54-mile Parkway 1e11 Project is designed to be multi-modal, allowing neighborhood electric vehicles, bicycles and pedestrians to travel along the Whitewater River and other connecting routes. The Whitewater River is the backbone of the stormwater protection system running from the Whitewater area north of Palm Springs to the Salton Sea. The western half of the channel runs along the natural alignment of the Whitewater River that cuts diagonally across the valley to Point Happy in La Quinta (near Highway 111 and Washington Street). Because the riverbed flattens out naturally in the eastern valley, downstream from Point Happy, a man-made storm channel funnels flood waters to the Salton Sea.

CVWD manages nearly all of the Whitewater River. While there are many technical and administrative steps ahead of us with the Parkway 1e11 Project, CVWD looks forward to working in partnership with CVAG to cooperatively address issues and plan and build what could be the nation's most ambitious neighborhood electric vehicle, bicycle and pedestrian dedicated parkway. Such a parkway will also provide CVWD the benefit of better access to this important piece of flood control infrastructure.

I expect that CVWD engineers, right-of-way specialists and other professionals to be engaged with CVAG throughout the planning, design and construction process. Over the next two years, I estimate that CVWD staff will provide in-lieu support of the project in the range of $10,000 to $20,000 per year in staff time.

CVWD supports and applauds CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Feel free to contact me should you need any further assistance.

Yours very truly,

Steve Robbins
General Manager-Chief Engineer

SR:il/Robbins/2012/Feb/Kirk-support Parkway 1e11 project

Desert Contractors' Association

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

RE: **LETTER OF SUPPORT FOR *PARKWAY 1e11 PROJECT***

Dear Tom:

As the Executive Director of the Desert Contractor's Association (DCA), I am pleased to provide a letter of support for CVAG's ***Parkway 1e11 Project***.

The proposed 54 mile Parkway Project is designed to allow neighborhood electric vehicles, bicycles and pedestrians to travel along the Whitewater River and other connecting routes. Using the ***Parkway 1e11 Project*** will give Coachella Valley residents and visitors a free and healthy lifestyle opportunity to walk, bicycle, and jog. This project also supports regional efforts to create a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health and improving air quality.

Making this corridor a "Neighborhood Electric Vehicle" corridor will provide the longest, continuous dedicated electric vehicle corridor in the State and perhaps the first of its kind in the Nation. ***Parkway 1e11*** provides congestion relief along the Coachella Valley's most congested corridor WHILE:

- Stimulating infill development and revitalization opportunities in the most intense commercial and residential corridor in the desert;
- Leveraging the Coachella Valley's substantial investment in electric cars and providing a trunk line that will connect to existing and future local paths.
- Becoming a showpiece for innovating electric vehicle technologies.
- Providing a low or no cost transportation option that is centrally located and parallel to the region's highest frequency bus route (Route "111")

Another very important benefit of the project is the opportunity to create local engineering, survey, landscape architecture, and construction jobs. Additionally, we believe such a parkway creates other job opportunities associated with new technologies, increased tourism, and economic activity.

We support and applaud CVAG's efforts to seek sustainability, air quality, and other grants for this enormous opportunity. Feel free to contact me should you need any further assistance.

Sincerely,

Ronald D. Phillips
Executive Director

P.O. Box 10190 • Palm Desert, CA 92255-0190 • 760-200-9202 • Fax 760-200-9204 • Email: info@desertcontractors.org • www.desertcontractors.org

Desert Sands Unified School District

47-950 Dune Palms Road • La Quinta, California 92253 • (760) 777-4200 • FAX: (760) 771-8505

BOARD OF EDUCATION: Michael Duran, Donald B. Griffith, Jim Koedyker, Matteo Monica III, Gary Tomak
SUPERINTENDENT: Dr. Sharon P. McGehee

RECEIVED
FEB 06 2012
By

January 24, 2012

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

RE: Support for grant and other applications for financial support of the Parkway 1e11 project, also known as the Whitewater River project.

Dear Tom Kirk,

I am writing to express our support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the Parkway 1e11 project. May this letter serve as an endorsement by the Desert Sands Unified School District (DSUSD) for CVAG's application for the proposed Parkway 1e11 project that will provide regional benefits to promote healthy and active living here in the Coachella Valley. The proposed Parkway for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community. The Parkway 1e11 Project will also be enjoyed by our students who attend Palm Desert High School, Amistad High School and La Quinta High School where the proposed Parkway is already being utilized for safe passage by our students.

We are pleased to support this regional effort to address what many believe is our State and region's number one health threat: obesity. According to a 2010 study conducted by the Health Assessment Resource Center (HARC) called the 'Community Health Monitor" states that 58.5% of adults in the Coachella Valley are overweight or obese. More importantly, the study also states that overweight and obese children make up 41.6% of the child population in Eastern Riverside County. According to the Riverside County's 2011 Community Indicators Report, chronic illness – including asthma, diabetes and obesity are largely preventable yet cause about 70% of deaths in the US each year and account for about 75% of the nation's health related costs.

CVAG's plan to incorporate NEVs will benefit our school district by promoting a reduction in automobile usage which will improve air and water quality, and reduce greenhouse gas emissions. In addition, the Parkway 1e11 project will promote NEV use by parents and students thus reducing traffic congestion which will assist us with traffic safety concerns and air quality issue around our student drop off and pick up areas.

This exciting project will benefit healthy and sustainable living through walkable communities and providing a safe passage to our students. The Desert Sands Unified School District is willing to be a partner in the development of the Parkway 1e11 Project. Thank you

Sincerely,

Sharon P. McGehee

Sharon P. McGehee, Ph.D.
Superintendent

SPM

la quinta cove

cove neighborhood association

February 6, 2012

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

We are writing to express the support of the La Quinta Cove Neighborhood Association for the Coachella Valley Association of Governments (CVAG) *Parkway 1e11* project. May this letter serve as an endorsement of CVAG's application for grants and other funding opportunities to support the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. As residents of the City of La Quinta, members of the Cove Neighborhood Association are working with our city to promote walking and biking trails, open space protection, and opportunities for healthy living. We strongly support CVAG in their efforts to plan and develop the *Parkway 1e11* project.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs. In La Quinta, the Whitewater River channel and the proposed Parkway 1e11 is adjacent to our high school, parks, shopping areas, and residential neighborhoods.

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal. Thank you

Sincerely,

Robert Radi
Cove Neighborhood Association

Kay Wolff

PALM SPRINGS UNIFIED SCHOOL DISTRICT

980 EAST TAHQUITZ CANYON WAY
PALM SPRINGS, CALIFORNIA 92262-0119
(760) 416-6000
FAX (760) 416-6015

CHRISTINE J. ANDERSON, Ed.D., Superintendent of Schools

BOARD OF EDUCATION: RICHARD R. CLAPP, *President* — KAREN CORNETT, *Clerk*
JUSTIN BLAKE, *Member* — GARY JEANDRON, *Member* — SHARI STEWART, *Member*

January 26, 2012

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

RE: Support for grant and other applications for financial support of the Parkway 1e11 project, also known as the Whitewater River project.

Dear Tom Kirk,

I am writing to express my [our] support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the Parkway 1e11 project. May this letter serve as an endorsement by the Palm Springs Unified School District (PSUSD) for CVAG's application for the proposed Parkway 1e11 project that will provide regional benefits to promote healthy and active living here in the Coachella Valley. The proposed Parkway for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community. The Parkway 1e11 Project will also be enjoyed by our students who attend Palm Desert High School, Amistad High School and La Quinta High School where the proposed Parkway is already being utilized for safe passage by our students.

We are pleased to support this regional effort to address what many believe is our State and region's number one health threat: obesity. According to a 2009 Childhood Obesity Initiative study conducted by the Desert Healthcare District (DHCD), in 2008, 37% of Palm Springs Unified School District students in grade 5, 7 and 9 were overweight or obese based on their body mass index (BMI). Those most impacted included American Indian students (47%), boys (42%), students in grade 9 (42%) and Latino students (40%). Since 1999, the percentage of overweight students has increased by 13.1% overall and the percent of overweight girls has increased 18%. The percentage of overweight Latino students and boys has increased by 11% and 10%, respectively.

CVAG's plan to incorporate NEVs will benefit our school district by promoting a reduction in automobile usage which will improve air and water quality, and reduce greenhouse gas emissions. In addition, the Parkway 1e11 project will promote NEV use by parents and students thus reducing traffic congestion which will assist us with traffic safety concerns and air quality issue around our student drop off and pick up areas.

This exciting project will benefit healthy and sustainable living through walkable communities and providing a safe passage to our students. The Palm Springs Unified School District is willing to be a partner in the development of the Parkway 1e11 Project. Thank you

Sincerely,

Christine J. Anderson, Ed.D.
Superintendent of Schools

January 31, 2012

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

RE: Support for grant and other applications for financial support of the Parkway 1e11 project, also known as the Whitewater River project.

Mr. Kirk,

I am writing to express my support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the **Parkway 1e11 Project**. The Coachella Valley is working as a region to advance greenhouse gas reduction efforts, recreation and healthy living, and alternative transportation options. May this letter serve as an endorsement by R&R Golf Cars for CVAG's application for the proposed **Parkway 1e11 Project** that will provide regional benefits to promote healthy and active living here in the Coachella Valley. The proposed Parkway for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and also by those who visit our beautiful region from all over the world for our climate and community amenities.

The inclusion of Neighborhood Electric Vehicles (NEV) and Golf Carts on **Parkway 1e11** is very exciting! The Coachella Valley has a long history of working together to promote regional collaboration on environmental, community resource, and transportation programs such as CVAG's 2010 Non-Motorized Vehicle Transportation Plan. CVAG's proposal to incorporate NEVs will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improved air and water quality; reduce greenhouse gas production; and lower vehicle miles traveled. This will encourage the use of NEVs by promoting infill and compact development and revitalize urban and community centers by creating a new network for alternative forms of transportation. As a business in the Coachella Valley, the implementation of the innovative **Parkway 1e11 Project** will help increase demand for our products and, as a result, it will allow us to expand our business and create jobs.

Again, we lend our support for your efforts and are willing to be a partner in the development of the **Parkway 1e11 Project** and we encourage favorable consideration of CVAG's application for funding. Thank you

Sincerely,

Rory Royston
Owner, R&R Golf Cars

SAN GORGONIO CHAPTER

SIERRA CLUB
FOUNDED 1892

Regional Groups Serving Riverside and San Bernardino Counties: Los Serranos, Tahquitz, San Bernardino Mountains, Mojave, Moreno Valley, Big Bear

02/14/2012

Mr. Tom Kirk

Coachella Valley Association of Governments

73710 Fred Waring Drive, Suite 200

Palm Desert CA 92260

Re: Support for grant applications and other financial support of the Parkway 1e11 project.

Dear Mr. Kirk,

I am expressing our support for CVAG in applying for grants and funding opportunities to support this project and this letter is our endorsement of the project. The Sierra Club has long been an advocate for alternative transportation and the reduction air pollution and greenhouse gases and this project is good step forward in this direction.

The multiple use features of this project provide many alternatives to driving on our ever crowded streets and it offers much healthier and varied ways of accessing the many attractions and features throughout the area and will be able to be used by members of the community and visitors alike, both for recreational purposes and connecting neighborhoods and businesses without pollution.

The proposed project is a major step forward and a new approach to our ever growing air quality problems and it will be enjoyed by both residents and visitors alike. We support this project and the applications for funding that will make it possible.

Sincerely,

Jeff Morgan

Chairman, Tahquitz Group, San Gorgonio Chapter, Sierra Club.

UCR
PALM DESERT
GRADUATE CENTER

University of California, Riverside
Palm Desert Graduate Center
75-080 Frank Sinatra Drive
Palm Desert CA 92211

February 13, 2012

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express support for the Coachella Valley Association of Governments (CVAG) application for grants and other funding opportunities to support the *Parkway 1e11* project. Please consider this letter as an endorsement by UCR Palm Desert Center for CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley.

The University of California, Riverside, Palm Desert is committed to improving and enhancing the quality of life in the region and we are pleased to collaborate and support CVAG in the effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54 mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, the Coachella Valley is an ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs.

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, including UCR Palm Desert's faculty, students and staff, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal. Thank you

Sincerely,

Tamara Hedges
Chief Operating Officer
UCR Palm Desert Center

INLAND EMPIRE

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USGBC-Inland Empire Chapter, Inc.
P.O. Box 2181
Redlands, CA 92373
(877) 605-7424
(877) 605-7424 Fax

A 501(c)(3) Non-Profit Organization
info@usgbc-ie.org
www.usgbc-ie.org

Monday, 13 February 2012

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

Re: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Mr. Kirk:

I am writing to express our support for the Coachella Valley Association of Governments (CVAG) applying for grants and other funding opportunities to support the *Parkway 1e11* project. May this letter serve as an endorsement by the Coachella Valley Branch of the U.S. Green Building Council for CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. Our USGBC chapter is actively involved in promoting green building, renewable energy and sustainable communities. We strongly support CVAG's efforts to promote and develop sustainable communities with projects such as *Parkway 1e11*.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, clean technology, and alternative transportation options. We appreciate that the proposed 54-mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood vehicles, bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. As an international tourist destination, our Valley is the ideal location for this innovative project which will revitalize our communities by creating a new network for alternative forms of transportation and stimulating the local economy with new jobs. It will serve as a model for cities across the country.

The proposed Parkway project for bicycles, neighborhood electric vehicles (NEVs), and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal.

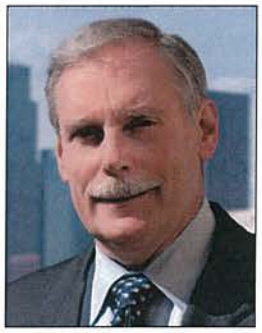
Eric Corey Freed
Co-Chair, Coachella Valley Branch

THE DESERT'S BUSINESS & PUBLIC AFFAIRS WEEKLY

The Public Record

SERVING ALL OF THE DESERT CITIES AND UNINCORPORATED AREAS OF RIVERSIDE COUNTY IN THE COACHELLA VALLEY

CVAG's Whitewater Trail/Parkway 1e11 will be a boon to area's transportation



BY ROGER SNOBLE,
RETIRED CEO OF LOS ANGELES METRO

Over a long career in public transportation I have been fortunate to have been a part of introducing many innovative transportation improvements to the urban mobility tool box. Projects such as light rail, commuter rail, Rapid Bus, Bus Rapid Transit, car pool lanes, hike & bike trails, traffic light synchronization and control and pedestrian oriented developments have improved mobility for millions of people over the last 4 decades. Many of these tools have been driven by new technologies that have improved the way people get around. But sometimes, special circumstances and vision beyond the usual status quo help launch a new mobility tool that can only happen in a special place and for a special set of reasons.

That is the case for The Coachella Valley Association of Governments new proposed Parkway 1e11. This Parkway would parallel the Whitewater River Wash. The path would not be for auto travel, instead would cater to walkers, joggers, hikers, cyclists, and, the unique part, golf carts and Neighborhood Electric Vehicles (NEV).

I understand that a hike & bike trail along the wash has been talked about and planned for years but up until recently didn't include the unique and innovative idea to include our beloved golf carts. The new proposed Parkway 1e11 would cover 46 miles and have a paved surface 14 feet in width and a walking jogging surface 3 to 4 feet wide. It would include bridges and ramps to ensure safe access to the Parkway as well as eliminate conflicts with cross traffic and, in some cases, parallel traffic. Also included would be non-irrigated desert landscaping where appropriate, proper drainage, charging and rest stations and some very interesting panoramas of the wash and surrounding areas.

Up until this point auto-oriented improvements have been in a better position to receive public support and funding, and to meet traditional traffic criteria defining the job to be done. What is different today is a new source of funding that could contribute to the creation of the Parkway. In order to build the new Sentinel Power Plant near Desert Hot Springs the developer contributed $53 million to offset the environmental impact the plant will have on the Coachella Valley. That money is held by the South Coast Air Quality Management District who will decide who gets the money and for what purpose. The money must be used to mitigate the resulting impacts caused by the power plants construction and operation.

The Coachella Valley has effectively used many of the right tools in its transportation system. Thanks to stimulus money from the Federal Government and CVAG's other transportation funds several important interchanges on I-10 have been completed or are under construction, which are huge improvements for both congestion and air quality. Valley cities have embarked on upgrading traffic signals and synchronizing them to accommodate better, uninterrupted traffic flow and most of our arterial streets are well maintained and have long stretches of 50+ MPH speed limits allowing for faster trip times. This leaves us with very few viable traditional traffic improvement or other projects that would lead to offsetting the effects of the power plant here in the Coachella Valley.

Having worked on many hike & bike trails over the years, I have never seen one proposed that provided for golf carts or NEVs. Frankly in most urban areas it simply would not be attractive because there are no golf carts and very few NEVs. Besides the typical walk, bike scenarios this facility will provide golf carts and NEVs easy and safe travel from many origins to many destinations. For work trips, shopping trips or adventure trips the Parkway will provide a choice for people to take their non-polluting golf carts and leave their gasoline burning cars in the garage. In addition the region has a keen awareness of the benefits of electric vehicles. There are a large number of personally owned golf carts and NEVs already here. There is a valley wide evolving street system to support their use outside of gated communities. Plus the Parkway would have very low operating and maintenance cost.

Using the mitigation money would enable the project to get built and into operation much sooner than would otherwise be possible. It would bring the full utility of it to our citizens much sooner, which in turn would help offset the impacts of the power plant much earlier. It would be a one of a kind facility and another major attraction to add to the Valleys tourism appeal. Shuttle trams could be added to provide people without golf carts the chance to hop on and ride to their destination. Rental bike and cart concessions could add to its usage. Even more importantly, it would build and preserve a lineal right-of-way through the Coachella Valley that is always a valuable asset for any region both for today and for the future.

This is an important project for the valley and a great new tool to add to the mobility tool box that at least for now would be a tool only we could use successfully because of our unique set of circumstances. ■

Roger Snoble has a long and distinguished career as an expert in transportation including his term from 2001 to 2009 as Chief Executive Officer of Los Angeles MTA System, which is the third largest transit system in the country. The MTA is responsible for bus and rail operations, transportation planning and programming and the construction of transportation projects in Los Angeles County.

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Santa Rosa and San Jacinto Mountains National Monument
United States Department of the Interior, Bureau of Land Management
United States Department of Agriculture, Forest Service
1201 Bird Center Drive
Palm Springs, CA 92262
Tel (760) 833-7100 Fax (760) 833-7199

FEB 17 2012

In Reply refer to:
8326 / 1783 (P)
(LLCAD060.41)

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

RE: Support for grant and other applications for financial support of the *Parkway 1e11* project, also known as the Whitewater River project.

Dear Mr. Kirk,

I am writing to express my support for the *Parkway 1e11* project proposed by the Coachella Valley Association of Governments (CVAG). I am pleased to offer our endorsement of CVAG's application for the proposed *Parkway 1e11* project that will provide regional benefits to promote alternative transportation and healthy and active living in the Coachella Valley. The Santa Rosa and San Jacinto Mountains National Monument is managed by the Bureau of Land Management and the U.S. Forest Service and is adjacent to the urbanized areas of the Coachella Valley. We have many hiking, mountain biking and equestrian trails that are popular with residents and visitors alike. We are currently working with CVAG to explore opportunities for collaboration on the *Parkway 1e11* project to identify linkages from the Parkway to trails in our mountains and open spaces. We also recognize the benefits to the open space lands conserved through Coachella Valley Natural Communities Conservation Plan/Multiple Species Habitat Conservation Plan as a result of the *Parkway 1e11* project.

We are pleased to support this regional effort to advance greenhouse gas reduction efforts, air quality improvements, recreational opportunities, and alternative transportation options. We appreciate that the proposed 54-mile *Parkway 1e11* is designed to be a multi-modal parkway, allowing neighborhood electrical vehicles (NEVs), bicycles and pedestrians to travel along the Whitewater River and connect to residential areas and businesses in communities across the Coachella Valley. We are willing to work with CVAG to identify connections from the Parkway

to the National Monument so trail users could ride a bike or drive a NEV instead of their car to trailheads.

The proposed Parkway project for bicycles, NEVs, and pedestrians will be enjoyed by diverse members of our community, and will benefit our area by promoting a reduction in automobile usage and fuel consumption which will improve air and water quality, reduce greenhouse gas emissions, and lower vehicle miles traveled. We encourage your favorable consideration of the CVAG proposal.

Thank you.

Sincerely,

Jim Foote
Monument Manager

mydesert.com
THE DESERT SUN PALM SPRINGS, CALIFORNIA

April 2, 2012

Valley Voice: Looking at growth from the health perspective

Cameron Kaiser and T. Allen Merritt
Special to The Desert Sun

As residents and physicians in the Inland Empire, we are sobered by the high rates of disease in our region, and want to do everything possible to find a solution.

In our county alone, 255,000 residents have lung disease, including more than 40,000 children with asthma. The overweight/obesity rate in the Inland Empire is a whopping 64 percent, higher than the state average of 56 percent. Emergency rooms in the Coachella Valley and the rest of the Inland Empire are filled with patients struggling to breathe in the summer smog season. What is causing this epidemic of illness?

To better understand these high rates of illness we have to look not only at personal history but also at community design and infrastructure. While diseases can be caused by many factors, we know that our built environment, our transportation system and the pollution generated from cars are big factors. Fortunately, the Southern California Association of Governments (SCAG) is poised to adopt a ground-breaking plan for a healthier vision for our region.

Until now, sprawling development without a focus on healthy options — biking, walking and transit — has left people with few transportation choices. Without choices, our communities have become dependent on cars and petroleum fuels that cause air pollution — pollution that builds up in Coachella Valley from the millions of cars on the road in our region, impairing lung development and leading to asthma attacks and strokes. Dependence on driving also has led to reduced physical activity and increased rates of obesity that contribute to a range of chronic illnesses.

Over the last year, health organizations led by the American Lung Association in California have been working to change this through supporting SCAG's regional planning process that attempts to move Southern California away from sprawling development to create a healthier future that includes easier options for walking, cycling and transit.

Last month, key elected officials in the six-county SCAG region voted to recommend adoption of a Sustainable Communities Strategy, a blueprint for how our region will grow over the next 25 years. This blueprint provides an opportunity for local governments to improve public health through smarter growth. The final vote will take place Wednesday at SCAG's Regional Council meeting.

This plan for the first time envisions a change in the development patterns of the past - away from sprawl and toward healthy growth. Key elements of the plan include:

An increase in the percentage of planned development in areas around transit corridors.

An increase in funding for transit and active transportation, including infrastructure to support bicycling and walking.

Stronger focus on reducing pollution from goods movement in the region through implementation of low-emission goods movement strategies as well as cleaner trucks and equipment.

A commitment to track health outcomes from the regional transportation and land use planning process to make sure our decisions are improving health along the way.

Research has demonstrated that sustainable, mixed use communities designed around mass transit, walking and cycling can reduce lung and heart disease, obesity, diabetes and other chronic health conditions, saving billions in medical and health care costs for businesses and individuals in Southern California each year.

The American Lung Association has calculated the cost savings from reducing dependence on cars and increasing more active transportation modes. An American Lung Association in California study, Growing Healthy in Southern California, showed that reducing traffic by 20 percent can save more than $16 billion in health and societal costs between now and 2035 and avoid thousands of asthma attacks and respiratory symptoms. This translates into savings of $1 billion in the year 2035 alone.

A strong Sustainable Communities Strategy is the best prescription for health in Southern California. Please join us in calling on your elected officials to support improved health in regional transportation and land use planning on Wednesday.

Cameron Kaiser, MD, *is the interim health officer for Riverside County Department of Public Health.*

T. Allen Merritt, MD, *is a professor of pediatrics at Loma Linda University and serves on the Leadership Board of the American Lung Association in California. Email questions and comments to jenny.bard@lung.org.*

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To the Executive Committee of the
Coachella Valley Association of Governments
Palm Desert, California

We have audited the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Coachella Valley Association of Governments ("Association") for the year ended June 30, 2013. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated June 21, 2013. Professional standards also require that we communicate to you the following information related to our audit.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Association are described in Note 1 to the financial statements. During the fiscal year ended June 30, 2013, the Association implemented GASB statements number 63 and 65. The application of existing policies was not changed during the year. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the Association's financial statements were:

- Judgments involving the useful lives and depreciation methodology to use for capital assets.
- Judgments concerning collectability of receivables.

Difficulties Encountered in Performing the Audit

We encountered no difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. The attached schedule summarizes uncorrected misstatement of the financial statements. Management has determined that their effects are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated February 12, 2014.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

This information is intended solely for the use of the Executive Committee and management of the Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

Mayer Hoffman McCann P.C.

Irvine, California
February 12, 2014

Coachella Valley Association of Governments
Summary of Passed AJE's
June 30, 2013

Account	Debit	Credit
Cash	$5,935	
Unrealized Gain		($5,935)

To record market valuation for LAIF investment.

Salaries	$36,464	
Accrued Payroll		($36,464)

To record accrued payroll for the 7 days 6/20 to 6/30 that was paid to employees in July 2013.