

Dillon Road Joint Powers Authority

*Cabazon Band of Mission Indians
City of Coachella
Twenty-Nine Palms Band of Mission Indians*

STAFF REPORT

6/11/2020

TO: Dillon Road Joint Powers Authority Chair and Board Members

FROM: Gabor Pakozdi, City Engineer, City of Coachella

SUBJECT: Leverage Local Funding Opportunities to Advance the “Shovel Ready” Design Work for the Dillon Road Bridge over the Coachella Valley Stormwater Channel (CVSC) Project, Project # 2019-ST-109

STAFF RECOMMENDATION:

Direct staff to work with the Bureau of Indian Affairs (BIA), California Department of Transportation (Caltrans), Coachella Valley Association of Governments (CVAG), and Riverside County Transportation Commission (RCTC) to explore multiple funding opportunities for the project, with attention to leveraging local and “applicant’s” matching contributions for advancing final design work.

BACKGROUND:

The sufficiency rating (SF) of the existing Dillon Road bridge over the CVSC is only 16.6 out of 100. Securing replacement funds before complete deterioration of the bridge is of the utmost priority.

Consistent with Resolution No. DR-2019-03 and the Special JPA Board meeting on May 11, 2020, an application for the Fiscal Year (FY) 2020 discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program has been submitted for the project.

The maximum funding amount of the BUILD Grant is \$25,000,000. The total project cost is approximately \$50,000,000 for bridge replacement, roadway widening, regional storm drainage systems, CVSC channel lining, and a portion of the CV/Link under the proposed bridge.

The project needs to seek more funding sources. All available funding sources for such a large amount are very competitive. Without local and “applicant’s” matching share contributions the project is not expected to compete well with other projects.

DISCUSSION/ANALYSIS:

In order to be more competitive for federal funds and expediting project delivery, securing local and “applicant’s” funding for the final design work as early as possible and concurrent with the

environmental studies prior to finishing a National Environmental Policy Act (NEPA) environmental document would have the following significant advantages:

1. Enhance the project's eligibility and competitiveness for funding by
 - a. Expediting the project development phase of getting the project to shovel-ready status.
 - b. Showing serious regional commitment to the bridge replacement striving for public safety.
 - c. Satisfying criteria in federal grant applications specifically requesting disclosure of the applicant's contributions for the project.
2. Reduce the overall project delivery schedule by 1 to 2 years.
3. In Caltrans' terminology, "Advance Construction (AC) authorization" can be submitted for the project by utilizing local resources to fund the final design work and claim credit as local matching shares.

Allocation of other local funding sources and contributions with identifiable monetary value, such as right of way dedications, can also be used as credits.

If directed by the Board, consistent with Resolution No. DR-2019-03, the City of Coachella will continue to act as the contract administrator on behalf of the JPA working with CVAG to advance funding for the final design work. Appraisal work for right of way dedications can also be initiated at this stage.

FISCAL IMPACT:

No fiscal impact.