

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



ITEM: 3.74
(ID # 30710)

MEETING DATE:
Tuesday, June 23, 2026


FROM : TLMA-TRANSPORTATION

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/TRANSPORTATION: Approve Amendment No. 3 to the Environmental & Engineering Services Agreement for Cajalco Road Widening Project between County of Riverside Transportation Department and ICF Environmental, Inc. (fka Jones & Stokes Associates, Inc. and ICF Jones & Stokes, Inc.), a wholly owned subsidiary of ICF Consulting Group, Inc. Districts 1 and 2. [\$0 Amendment No. 3 Cost, \$14,540,058 Total Contract Cost]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Approve Amendment No. 3 to the Environmental & Engineering Services Agreement for Cajalco Road Widening Project between County of Riverside Transportation Department and ICF Environmental, Inc. (fka Jones & Stokes Associates, Inc. and ICF Jones & Stokes, Inc.) , a wholly owned subsidiary of ICF Consulting Group, Inc. to extend the completion date from June 30, 2026 to December 31, 2028, and
2. Authorize the Chairman of the Board to execute the same.


ACTION:Policy


Dennis Acuna, Director of Transportation 6/5/2026

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Perez, seconded by Supervisor Gutierrez and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Medina, Spiegel, Washington, Perez, and Gutierrez
Nays: None
Absent: None
Date: June 23, 2026
xc: Transp.

Kimberly A. Rector
Clerk of the Board
By: 
Deputy

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FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ 0	\$ 0	\$ 0	\$ 0
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ 0
SOURCE OF FUNDS: TUMF Central Zone (52%), DIF AP7 Major Improvement Fund - Lake Matthews/Woodcrest (8%), DIF AP 13 Major Improvement Fund - Mead Valley/Good Hope (10%), STP (13%), and Gas Tax/HUTA (17%). There are no General Funds used on this project.			Budget Adjustment: No	
			For Fiscal Year: 25/26 – 28/29	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

By 2030, Riverside County's population is expected to reach 3.5 million and many of region's major roads are already congested. Additional improvements are needed to ensure future mobility and many regional roadway projects are being planned to ease congestion and support future travels.

On July 8, 2009, the Riverside County Transportation Commission (RCTC) decided to focus on the segment of Mid County Parkway (MCP) between I-215 and SR-79. This decision followed public input during the environmental review process and discussions at the June 2009 RCTC Commission meeting. A key concern raised was the need to improve Cajalco Road, which is critical for reducing congestion and maintaining quality of life in western Riverside County.

On December 14, 2010, Agenda Item 3.59, the County Board of Supervisors approved an Environmental and Engineering Services Agreement between Jones & Stokes Associates, Inc. and the County of Riverside (Agreement) to prepare the environmental documentation and preliminary engineering design to obtain environmental clearance required for improvements along the Cajalco Road corridor.

On March 29, 2016, Agenda Item 3.31, the County Board of Supervisors approved Amendment No. 1 to the Agreement. Amendment No. 1 was needed after the California Department of Transportation (Caltrans), acting as the NEPA lead agency, determined a more detailed Environmental Impact Statement (EIS) was requires instead of the originally planned EIR and EA/FONSI, expanding the project scope to include additional alternatives, broader environmental analysis, and evaluation of impacts related to the Lake Mathews habitat conservation area. Amendment No. 1 increased the scope, schedule, and fee of the Agreement to perform the necessary additional tasks.

On October 25, 2022, Agenda Item 3.21, the County Board of Supervisors approved Amendment No. 2 to the Agreement. Amendment No. 2 was needed to address new and expanded project requirements following circulation of the Draft EIR/EIS, including a modified alignment, coordination with the Metropolitan Water District, updated cultural resource studies to address tribal concerns, and expanded public outreach. Amendment No. 2 increased the scope, schedule, and fee of the Agreement to perform the necessary additional tasks.

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Now, this Amendment No. 3 is needed to extend the completion date from June 30, 2026 to December 31, 2028 to complete remaining work required for environmental clearance, including key regulatory consultations, air quality conformity, and the Final EIR/EIS. The project has been delayed by a combination of complex and evolving factors, including new protected species, extensive tribal and cultural coordination, hazardous materials within the project area, additional environmental studies, and updated technical analyses. Further delays have resulted from the need for repeated study updates and coordination among multiple agencies, each with its own review timelines and requirements.

Original Contract	\$5,040,190.88
Amendment No. 1	\$5,634,447.55
Amendment No. 2	\$3,865,419.59
<u>Amendment No. 3</u>	<u>\$0</u>
Total	\$14,540,058.02

Project Number C0-0551

Impact on Residents and Businesses

Regional transportation facilities are essential to public health, safety, and welfare. Cajalco Road is a significant east-west regional arterial in the County. Extensive public outreach to area residents and businesses has taken place for the project prior to and during Circulation of the Draft EIR/EIS. Public input has been obtained via public meetings, Municipal Advisory Council briefings, community group and town hall meetings.

Mailings to property owners, agencies, a project contact list, and advertisement in local newspapers have also been used to notify residents and businesses. Also, a dedicated website with project information and comment options was available during circulation of the Draft EIR/EIS. Input provided will be reviewed and taken into consideration in preparation of the Final EIR/EIS.

SUPPLEMENTAL:

Additional Fiscal Information

N/A

ATTACHMENTS:

Vicinity Map

Amendment No. 3


Crystal Carrillo, Senior Management Analyst 6/17/2026


Danielle Maland, Deputy County Counsel 6/11/2026


Aaron Gettis, Chief Deputy County Counsel 6/11/2026

1 **AMENDMENT NO. 3 TO THE ENVIRONMENTAL & ENGINEERING SERVICES AGREEMENT FOR CAJALCO**
2 **ROAD WIDENING PROJECT BETWEEN COUNTY OF RIVERSIDE · TRANSPORTATION DEPARTMENT AND**
3 **ICF ENVIRONMENTAL, INC. (fka JONES & STOKES ASSOCIATES, INC. AND ICF JONES & STOKES, INC.),**
4 **A WHOLLY OWNED SUBSIDIARY OF ICF CONSULTING GROUP, INC.**

5 THIS AMENDMENT NO. 3 TO THE ENVIRONMENTAL & ENGINEERING SERVICES AGREEMENT FOR
6 CAJALCO ROAD WIDENING PROJECT BETWEEN COUNTY OF RIVERSIDE · TRANSPORTATION
7 DEPARTMENT AND ICF ENVIRONMENTAL, INC. (fka JONES & STOKES ASSOCIATES, INC. AND ICF JONES
8 & STOKES, INC.), A WHOLLY OWNED SUBSIDIARY OF ICF CONSULTING GROUP, INC. (hereinafter referred
9 to as "Amendment No. 3") is made and entered into as of this 23 day of JUN, 2026, by and between the
10 County of Riverside, a political subdivision of the State of California, (hereinafter referred to as "COUNTY") and ICF
11 Environmental, Inc., a Delaware corporation, formerly known as Jones & Stokes Associates, Inc. and ICF Jones &
12 Stokes, Inc., a wholly owned subsidiary of ICF Consulting Group, Inc. (hereinafter referred to as "CONSULTANT").

13 **RECITALS**

- 14 A. COUNTY AND CONSULTANT have entered into a consulting services agreement titled "Environmental &
15 Engineering Services Agreement for Cajalco Road Widening Project between County of Riverside ·
16 Transportation Department and Jones & Stokes Associates, Inc., a wholly owned subsidiary of ICF Consulting
17 Group, Inc." that is dated December 14, 2010, Agenda Item 3.59 (hereinafter referred to as "Agreement"). The
18 Agreement provides the terms and conditions, scope of services, schedule, and budget for the performance
19 of professional and technical services related to preliminary engineering and environmental technical studies
20 necessary to complete an environmental document and obtain environmental clearance for the Cajalco Road
21 Widening Project (hereinafter referred to as "Project").
- 22 B. COUNTY and CONSULTANT have entered into an amendment to the Agreement titled "Amendment 1
23 Amendment to the Agreement Between The County of Riverside and Jones & Stokes Associates, Inc." that is
24 dated March 29, 2016, Agenda Item 3.31 (hereinafter referred to as "Amendment No. 1"). The scope, schedule
25 and fee in the Agreement expected the environmental document to be a California Environmental Quality Act
26 (CEQA) Environmental Impact Report (EIR) and National Environmental Policy Act (NEPA) Complex
27 Environmental Assessment/Finding of No Significant Impact (EA/FONSI). The Project proceeded on this path,
28 and a CEQA Notice of Preparation was issued, and public scoping meetings were conducted. During the
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1 preparation of the Preliminary Environmental Study (PES) for the Project, the California Department of
2 Transportation (Caltrans), the NEPA lead agency, determined that a higher-level environmental document, an
3 Environmental Impact Statement (EIS), was required pursuant to NEPA. The preparation of an EIS required
4 that all reasonable and feasible alternatives be evaluated in detail. Additional alternatives were added to the
5 Project, along with analysis of the Metropolitan Water District's (MWD) Lake Mathews Multiple Species Habitat
6 and Natural Community Conservation Plan (Lake Mathews MSHCP) in the EIR/EIS and an amendment to the
7 Lake Mathews MSHCP would be processed. Amendment No. 1 provided the scope and budget for
8 CONSULTANT to perform the necessary additional tasks.

9 C. COUNTY and CONSULTANT have entered into a second amendment to the Agreement titled "Amendment 2
10 to the Environmental & Engineering Services Agreement for Cajalco Road Widening Project Between County
11 of Riverside Transportation Department and ICF Jones & Stokes, Inc., a Wholly Owned Subsidiary of ICF
12 Consulting Group, Inc." that is dated October 25, 2022, Agenda Item 3.21, (hereinafter referred to as
13 "Amendment No. 2"). Amendment No. 2 included a new, modified alignment (Alternative 2C), and detailed
14 analysis of a six-lane facility within one alignment alternative. Amendment No. 2 also included resources for
15 CONSULTANT to evaluate access, engineering, and operational concerns for MWD facilities, and for
16 coordination with MWD regarding implementing the Project within the Lake Mathews MSHCP. Additional traffic
17 data collection, evaluation and forecasting analysis was needed to be performed to address comments
18 received during the public review period of the EIR/EIS. The public outreach effort was expanded to include
19 additional public meetings and community workshops. Concerns raised by tribes in compliance with Section
20 106 of the National Historic Preservation Act had to be incorporated into updated cultural studies. Extensive
21 coordination with Participating and Cooperating agencies per 23 USC 139 Efficient Environmental Review
22 (formerly 6002), including several meetings and coordination points beyond the level assumed under
23 Amendment No. 1.

24 D. Amendment No. 3 is needed to extend the completion date for remaining tasks in progress supporting
25 environmental clearance of the Project including Section 106, Section 4(f), and Section 7 consultations, air
26 quality conformity finding, and Final EIR/EIS. The Project has experienced significant delays attributable to a
27 convergence of regulatory, environmental, interagency, and site-specific factors that emerged over the course
28 of the Project's development. Many of these challenges arose from evolving conditions and regulatory
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1 requirements that were not fully known or foreseeable at the time of Project initiation. The following provides
2 a detailed discussion of the primary contributors to Project delay:

- 3 1. Newly Listed Species and Biological Resource Complexity: Throughout the Project's development
4 timeline, several plant and animal species within or adjacent to the Project area were listed under state
5 and federal Endangered Species Acts. Each new listing triggered the need to re-evaluate biological
6 impacts and update mitigation measures in the Natural Environment Study (NES), resulting in the
7 preparation of multiple errata (NES Errata Nos. 1, 2, and 3). Similarly, the Jurisdictional Delineation
8 required three errata updates to reflect evolving delineation methodology and changing regulatory
9 guidance. The DBESP process for newly listed species required extensive coordination with the
10 California Department of Fish and Wildlife (CDFW) and USFWS to develop and approve an acceptable
11 mitigation framework. Additionally, coordination with USFWS for the Section 7 Biological Opinion was
12 delayed by federal agency shutdowns and internal processing backlogs, further extending the biological
13 clearance timeline.
- 14 2. Cultural Resources, Tribal Consultation, and MOA Complexity: The Project area encompasses culturally
15 sensitive resources and involves multiple federally recognized Tribal nations with ancestral ties to the
16 region. Section 106 consultation under the National Historic Preservation Act (NHPA) required extensive
17 and ongoing coordination with Tribal representatives, the California State Historic Preservation Officer
18 (SHPO), and MWD as a consulting party. The Memorandum of Agreement (MOA), which documents
19 agreed-upon mitigation measures for historic properties, has undergone numerous revisions due to
20 additional comments from Caltrans' Cultural Studies Office (CSO) and the assignment of a new SHPO
21 reviewer unfamiliar with the Project's history. As of May 2026, the MOA remains in its final stages of
22 review and signature circulation, with completion anticipated by August 2026.
- 23 3. Active Remediation Site and Hazardous Materials: An active remediation site located within the Project's
24 area of potential effect introduced significant complexity into the Project's environmental review. The
25 presence of this site required preparation of an updated Initial Site Assessment (ISAU) and a new
26 Preliminary Site Investigation (PSI) to characterize current site conditions and potential impacts to
27 Project construction. The ISAU was submitted to Caltrans in October 2025 and underwent multiple
28 review and revision cycles. A commitment letter documenting the County's obligations with respect to
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1 the remediation site was submitted to Caltrans on May 18, 2026, and Caltrans' concurrence with this
2 commitment is currently pending, with approval expected by late-May 2026.

3 4. Section 4(f) Individual Evaluation and MWD Coordination: The Project's alignment encroaches upon
4 facilities owned and operated by the Metropolitan Water District of Southern California (MWD), triggering
5 the requirement for an Individual Section 4(f) evaluation under federal transportation law. This evaluation
6 required public circulation of a draft Section 4(f) document, preparation of detailed responses to MWD's
7 comments, and multiple rounds of County and Caltrans review and concurrence. MWD's involvement
8 as both a landowner and a consulting party introduced extended coordination timelines that were not
9 anticipated in the original Project schedule. A separate Lake Mathews Watershed Study was also
10 required to comprehensively assess potential impacts to MWD's water supply infrastructure, adding an
11 additional technical deliverable to the Project's study program.

12 5. Air Quality Conformity and Traffic Data Updates: Federal transportation conformity requirements under
13 the Clean Air Act mandated that the Project's Air Quality Conformity Analysis (AQCA) reflect current
14 travel demand model data and conform to the current approved Regional Transportation Plan. Updates
15 to opening-year and build-out-year traffic forecasts necessitated revisions to the Air Quality Report and
16 supplemental air quality technical memoranda. The Transportation Conformity Working Group (TCWG)
17 reverified conformity in July 2025, and the updated AQCA was submitted for Caltrans and FHWA review
18 in April 2026. A formal FHWA Conformity Determination is required before the Final EIR/EIS can be
19 circulated, and this determination is projected for late May 2026.

20 6. Multiple Technical Study Update Cycles: The extended duration of the Project's development phase
21 resulted in the expiration or obsolescence of multiple technical studies that were originally completed
22 early in the Project lifecycle. Evolving Project design, updated traffic modeling, changing regulatory
23 standards, and new environmental information required the re-initiation and updating of studies including
24 the Water Quality Assessment Report, Air Quality Report, Noise Study, Natural Environment Study, and
25 Jurisdictional Delineation. Each update cycle required preparation, review, comment response, revision,
26 and formal agency concurrence — a process that, when multiplied across more than twenty technical
27 documents, contributed substantially to overall Project duration.

28 7. Multi-Agency Sequential Review Requirements: The Project involves mandatory review and approval
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1 from a large number of state, federal, and local agencies, each with independent review timelines and
2 processes. Agencies actively involved include Caltrans District 8, Caltrans Headquarters, Caltrans
3 Legal, FHWA, SHPO, USFWS, the Western Riverside County Regional Conservation Authority (RCA),
4 the California Department of Fish and Wildlife (CDFW), MWD, the South Coast Air Quality Management
5 District (SCAQMD), and the County of Riverside. Because many of these review processes are
6 sequential rather than concurrent, each agency's review timeline is additive. Unexpected review cycles,
7 unanticipated comment rounds, and agency staff transitions have compounded delays across virtually
8 every technical deliverable in the Project's study program.

9 **AGREEMENT**

10 NOW THEREFORE, in consideration of the mutual promises contained herein, the parties hereto agree as follows:

- 11 1. Appendix B • Article B1 • Introduction of the Agreement is amended to revise the completion date from
12 June 30, 2026 (Amendment No. 2) to December 31, 2028. All covenants set forth in the Agreement,
13 Amendment No. 1, Amendment No. 2, and this Amendment No. 3 shall be completed by December 31,
14 2028, unless extended by supplemental agreement.
- 15 2. Except to the extent specially modified or amended hereunder, all of the terms, covenants, and
16 conditions of the Agreement shall remain in full force and effect between COUNTY and CONSULTANT.
- 17 3. This Amendment No. 3 shall become effective upon signature of this Amendment No. 3 by COUNTY
18 and CONSULTANT.
- 19 4. This Amendment No. 3 may be executed in any number of counterparts, each of which shall be an
20 original, but all of which together shall constitute one and the same instrument. Each party to this
21 Amendment No. 3 agrees to the use of electronic signatures, such as digital signatures that meet the
22 requirements of the California Uniform Electronic Transactions Act ("CUETA") Cal. Civ. Code §§
23 1633.1 to 1633.17), for executing this Amendment No. 3. The parties further agree that the electronic
24 signatures of the parties included in this Amendment No. 3 are intended to authenticate this writing and
25 to have the same force and effect as manual signatures. Electronic signature means an electronic
26 sound, symbol, or process attached to or logically associated with an electronic record and executed
27 or adopted by a person with the intent to sign the electronic record pursuant to the CUETA as amended
28 from time to time. The CUETA authorizes use of an electronic signature for transactions and contracts

1 among parties in California, including a government agency. Digital signature means an electronic
2 identifier, created by computer, intended by the party using it to have the same force and effect as the
3 use of a manual signature, and shall be reasonably relied upon by the parties. For purposes of this
4 section, a digital signature is a type of "electronic signature" as defined in subdivision (i) of Section
5 1633.2 of the Civil Code.

6
7 IN WITNESS HEREOF, the parties hereto have caused this Amendment No. 3 to the Agreement to be duly
8 executed this day and year first written above.

9
10 [THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK; SIGNATURE PAGE FOLLOWS]
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APPROVALS

COUNTY Approvals

RECOMMENDED FOR APPROVAL:



Dennis Acuna

Director of Transportation

APPROVED AS TO FORM:

MINH C. TRAN, COUNTY COUNSEL



By Deputy

APPROVAL BY THE BOARD OF SUPERVISORS:

 Dated: JUN 23 2026

KAREN SPIEGEL

PRINTED NAME

Chair, Riverside County Board of Supervisors

ATTEST:

KIMBERLY A. RECTOR

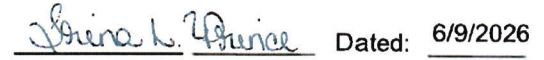
CLERK OF THE BOARD



Deputy

(SEAL)

CONSULTANT Approvals

 Dated: 6/9/2026

Trina L. Prince

PRINTED NAME

Sr. Contracts Administrator

TITLE

N/A _____ Dated: _____

N/A _____
PRINTED NAME

_____ TITLE

Cajalco Road Location Map

