



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

08-Riverside County Transportation Department-1

Auto populated

Total ATP Funds Requested:

\$ 721

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Riverside County Transportation Department

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

4080 Lemon Street

Riverside

CA

92501

IMPLEMENTING AGENCY'S CONTACT PERSON:

Lawrence Tai

CONTACT PERSON'S TITLE:

County Traffic Engineer

CONTACT PERSON'S PHONE NUMBER:

951-955-6800

CONTACT PERSON'S EMAIL ADDRESS :

ltai@rctlma.org



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

City of Blythe

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

440 South Main Street

Blythe

CA

9225

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Armando Baldizzone

CONTACT PERSON'S TITLE:

Director of Public Works

CONTACT PERSON'S PHONE NUMBER:

760-922-6611

CONTACT PERSON'S EMAIL ADDRESS :

abaldizzone@cityofblythe.ca.gov

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

08-5956R

Implementing Agency's State Caltrans MS number

00010S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

3rd Place Sidewalk and Roadway Safety Improvements

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Approx. 1,500 linear feet of concrete sidewalk, curb & gutter, pavement improvements, ADA compliant curb ramps, driveway approaches, flashing beacons, signs, markings & other incidental items to improve safety.

PROJECT LOCATION: (Max of 250 Characters)

The proposed project is located along 3rd Place, between 14th Avenue (City of Blythe) and Vernon Way (County of Riverside), adjacent to Felix J. Appleby Elementary School in the Blythe area of Riverside County.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.600362 /long. -114.592322

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>90</u>	Bicyclists	<u>90</u>
One Year Projection:	Pedestrians	<u>99</u>	Bicyclists	<u>99</u>
Five Year Projection:	Pedestrians	<u>120</u>	Bicyclists	<u>120</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other Paved Shoulder

Pedestrian: Sidewalk Crossing Other _____

Multituse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: 1

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Felix J. Appleby Elementary School
 School address: 10321 Vernon Avenue, Blythe, CA 92225
 District name: Palo Verde Unified School District
 District address: 295 N. First Street, Blythe, CA 92225
 Co.-Dist.-School Code: 33-67181-6032460

School type (K-8 or 9-12 or Both) **K-8** Project improvements maximum distance from school 0.1 mile

Total student enrollment: 555
 % of students that currently walk or bike to school% 35.0 %
 Approx. # of students living along route proposed for improvement: 450
 Percentage of students eligible for free or reduced meal programs ** 79.5 %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter either the date the milestone was completed (for all milestones already complete prior to submitting the application) or the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		07/01/2016
* CEQA Environmental Clearance:	_____		07/01/2015
* NEPA Environmental Clearance:	_____		03/31/2017
CTC - PS&E Allocation:	_____		04/01/2017
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		12/31/2017
Final/Stamped PS&E package:	_____		12/31/2017
* CTC - Construction Allocation:	_____		01/01/2018
* Construction Complete:	_____		12/31/2018
* Submittal of "Final Report"	_____		03/31/2019



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$65	
ATP funds for PS&E:	\$61	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$595	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$721	

Local funds leveraging or matching the ATP funds: \$150

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: \$0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: **\$871**

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding. however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

The CEQA environmental process has been started with Right-of-Way Acquisitions to follow. Being granted State only funds will allow the project to move forward in a timely manner without further delays.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 08-Riverside County Transportation Department-1

Implementing Agency's Name: Riverside County Transportation Department

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions

Detailed Instructions for: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The purpose of the project is to provide a safe route to and from the recently constructed Felix J. Applebee Elementary School in the unincorporated area of Riverside County near the City of Blythe. Currently the only paved road to access the school for vehicles and bicyclists is Vernon Way from S. Broadway, west of the school campus. The road is very congested during drop-off and pick-up periods. The majority of the students reside to the north of the school site. Students walking to or from the north currently use a dirt path with no accommodations for bicyclists or person with disabilities along this path on privately owned property.

The County of Riverside Transportation Department does not have the financial resources to fund the construction of new transportation or enhancements to existing facilities. The limited financial resources provide less than one quarter of the funds needed annually for infrastructure rehabilitation and maintenance and are consumed by those activities.

The County relies on Measure A and gas tax (section 2103) revenues to maintain and repair existing transportation facilities in the unincorporated areas; however the current revenue from those two fund sources has dropped by 50% in the last two years.

The dismantling of redevelopment agencies by the State in 2011 eliminated a vital mechanism for local agencies to fund important improvements.

New roadways or enhancements to existing facilities are funded and built by developers or developer fees and outside funding programs. Transportation funding programs such as TUMF is restricted to regionally significant improvements, not local improvements such as 3rd Place. Development in the area of the project is slow or non-existent and cannot be relied upon to provide needed infrastructure improvements. There is no environmental mitigation resulting neither from either past or proposed development nor from any capital improvement project that is related to this project.

Furthermore, the County of Riverside relies heavily on grant funds to supplement its tax revenues. In 2014 grants made up approximate 45% of the County's overall revenues. The County relies on grant programs to supplement funding for improvement projects including those that benefit disadvantaged communities.



2. Consistency with Regional Plan.

The project is consistent with the RTP/SCS, adopted April 2012 pursuant to Government Code Section 65080. The Active Transportation (ATP) strategies seek to develop a network of bicycle and pedestrian facilities to increase transportation options to vehicular travel. Appendix 1 of the RTP identifies the goal and objectives of the plan related to Active Transportation. The 3rd Place Sidewalk and Road Safety project is consistent with the goals and benefits of the RTP/SCS and with the goals and objective more specifically related to Active Transportation.

By providing a safe and direct link between Felix J. Appleby Elementary School and the community which it serves, the project will increase pedestrian and bicycle traffic while reducing vehicular traffic. Students and parents walking will be provided the safety of concrete sidewalk, marked crosswalks and upgraded accessible ramps. Bicyclists will have a new route that reduces their trip length. The shorter trip will result in an increase in cyclists and pedestrians. A reduction in congestion during school drop-off and pick-up periods will result from having a second point of access and an increase in safety benefits to all modes of travel. The new facility will also reduce vehicular trip lengths and VMT.

These results are consistent with the RTP/SCS goals and benefits identified on page 112, 1. Better place making which states in part Californians are seeking the development of "...options for locations where they can live and work that include a pleasant and convenient walking environment that reduces their reliance on their car. Communities that promote walkable environments and alternative transportation create more opportunities for an active lifestyle; improve safety and accessibility for marginalized communities..." Goal 3. Benefits to Public Health and the Environment is also consistent with the benefits of the project in that "Better place making will allow people to walk and bicycle more regularly in their daily lives..."

The RTP/SCS Chapter 4 identifies various actions and strategies found in Tables 4.3 and 4.5 of that are supported by the project improvements including:

Land Use: "Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including but not limited to development of complete streets, school siting policies, joint use agreements and bicycle and pedestrian safety education.

Transportation Demand Management: Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEVs) users, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.



The RTP/SCS, Chapter 5, also identifies Performance Outcomes used to measure the effectiveness of the investment. The results of this project are consistent with the performance outcomes as identified in the following:

Safety and Health – the shift to daily walking and bicycling leads to improved health while the project design provides pedestrian and bicycle safety improvements.

Investment effectiveness – reduction in VMT due to mode shift and providing a shorter, more direct route; reduction in congestion

Appendix 1 of the RTP, Active Transportation, provides additional goals more directly related to Active Transportation. Goal 3, as identified below, is consistent with the project objectives.

Goal 3: Increase transportation options, particularly for trips less than three miles.

Objective 3.1: Increase linkages between bicycling and walking with transit.

Objective 3.2: Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g. Safe Routes to School).

Goal 4: Significantly decrease bicycle and pedestrian fatalities and injuries.

Objective 4.1: Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

Each section of the RTP/SCS and Appendix 1 that are cited here are found in **Part C – Attachment I-1** of the application package.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #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. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Currently, Felix J. Appleby Elementary School has a student enrollment of 555 students. School officials have conducted in-class student surveys and have determined that approximately 35% (or 194 students) either walk or bicycle to school daily, with a 50-50 mode split between walking and bicycling.

The attendance boundary for Felix J. Appleby indicates that the majority of the student population is concentrated to the north of the school site (See Part C - Attachment I-2, Attendance Boundary). The most direct path between the school site and the concentration of students is along the existing dirt path located between Vernon Way and the existing segment of 3rd Place (City of Blythe). It is estimated that 90% of the existing students that either walk or bicycle to school (or 175 students) utilize the existing dirt path.

With the project, it is anticipated that 10% (or 36 students) of the students that are currently being driven to school will start to walk or bicycle to school. As a result of the project, health and safety benefits will be provided to at least 207 students attending Felix J. Appleby Elementary School. The project also opens the opportunity of non-vehicular travel to students and others with or without disabilities to travel between E. 14th Avenue and Vernon Way on 3rd Place. With the construction of the 3rd Place improvements residents, school employees and students will have access to the existing Palo Verde Transit route along E. 14th Avenue. The transit routes are shown on Part C – Attachment I-3, “Palo Verde Valley Transit Authority System Map”. In addition, the solar-powered flashing beacon that will be installed at 14th Avenue and 3rd Place will improve the safety for pedestrian utilizing the existing bus route along 14th Avenue

In addition to the bicycle and pedestrian benefits, the project will reduce congestion on Vernon Way and improve safety.



- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**

- a. creation of new routes
- b. removal of barrier to mobility
- c. closure of gaps
- d. other improvements to routes
- e. educates or encourages use of existing routes

- a. Currently the only improved access to Felix J. Appleby Elementary School is to the west along Vernon Way. The school attendance boundary includes neighborhoods to the north and east that are within a mile or less of the campus; however, with Vernon Way being the only improved access, the actual trip is up to 1.5 miles longer. If the 3rd Place improvements are built, a direct route to these neighborhoods will shorten the improved distance, thereby encouraging walking and bicycling as an alternative to vehicular travel.
- b. The addition of the 3rd place connection provides an improved circulation pattern that reduces congestion and conflicts between pedestrians, bicyclists and vehicles. Currently, vehicles must U-turn at the end of Vernon Way and driving back to the west (two trips on Vernon Way). With the project, vehicles will be able to turn onto 3rd Place from Vernon Way to exit the area, thereby potentially reducing the volume on Vernon Way by as much as 50%.
- c. The proposed project eliminates the gap on 3rd Place between Vernon Way and E. 14th Avenue, greatly encouraging students to walk and/or bicycle to school. Currently the only improved access to Felix J. Appleby Elementary School is to the west along Vernon Way.
- d. By providing a safer pedestrian environment, students and parents who currently travel by private vehicle will be encouraged to start walking and/or bicycling to and from school further relieving congestion. In order to enhance student safety, the newly constructed section of roadway will include all necessary school zone signage and markings including school zone speed limits, and will be included on the County's school zone diagram. Red flashing beacons will be added to the existing all-way stop at the intersection of E. 14th Avenue and 3rd Place, where marked school crosswalks already exist.
- e. Having a single point of access for vehicular traffic has resulted in heavily congested condition during school drop-off and pick-up periods on Vernon Way. Vehicles line both sides of the street and students are dropped off or picked up. It has been observed that student regularly walk between parked vehicles and cross the street causing a safety concern. Reducing congestion on the existing route will make it safer and a more attractive option for pedestrians and bicyclists.

See **Part C – Attachment I-4, "Destinations Served / Community Amenities"**.



- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The County of Riverside General Plan Circulation element recognizes Regional Transportation Plan and acknowledges the local agency's responsibilities to develop the multi-modal transportation system. The County's General Plan identifies the priorities as they relate to active transportation. The project components as described above represent the following policies:

C 1.2 Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.

C 1.6 Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system.

C 1.7 Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.

C 4.2 Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.

C 4.5 Collaborate with local communities to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike path, or local bus service.

The policies demonstrate the County's commitment to improving the safety and welfare of the public, and school age pedestrians and bicyclists in particular. With its many rural roads and lack of improved sidewalks, class I and II bikeways in conjunction with the having many disadvantaged and low income communities, the County of Riverside would not be able to fulfill this commitment to accommodate non-motorized transportation if not for grant programs such as this. See **Part C, Attachment I-5, "County of Riverside General Plan Policies"**.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #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. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

The proposed project is a new route and there is no past crash and safety data available at this time. The parallel routes that pedestrians currently utilize are Vernon Way and S. Broadway. A review of our collision records indicated that, for the five-year time period between 01/01/2010 and 12/31/2014, no collisions were reported on Vernon Way and S. Broadway, adjacent to the school. Even though there have been no reported collisions, the potential of collisions is high due to the fact that S. Broadway is a rural arterial with truck traffic and a posted speed limit of 55 mph, and the lack of pedestrian infrastructure.

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
 - Improves sight distance and visibility between motorized and non-motorized users.
 - Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
 - Improves compliance with local traffic laws for both motorized and non-motorized users.
 - Addresses inadequate traffic control devices.
 - Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
 - Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The safety concerns that school pedestrian's face while walking and/or bicycling to and from Felix J. Elementary is directly related to the existing traffic congestion along Vernon Way and lack of an available direct pedestrian route to and from the school campus. The proposed project will provide congestion relief by providing a secondary, direct point of access to and from the school. Student safety will be improved by the less congested conditions as well as the presence of sidewalk along the proposed route.

The anticipated increase in non-motorized transportation will result in a reduced volume of vehicles along Vernon Way. It is estimated that the daily traffic volume will be reduced by 144 daily trips which is significant for a local roadway such as



Vernon Way. Driver frustration will be greatly reducing the potential for illegal movements by both vehicles and pedestrians. Since the new section of 3rd place will be a local street, a lower speed limit will be posted (compared to S. Broadway and E. 14th Avenue) and vehicular and pedestrian safety will be enhanced by the ability to enforce traffic laws.

The proposed new 3rd Place connection will eliminate the “dead end” condition at Vernon Way, and hence the conflict between students crossing the street and vehicles making a U-turn. This current condition results in illegal U-turns at mi-block locations. The need for U-turn will be largely eliminated by providing an alternate outlet. The improved circulation promotes orderly traffic movements and minimizes conflicts between students and vehicles. (See Part C – Attachment E, Project Plan)

The existing dirt pathway located along 3rd Place is located on private property, creating legal as well as safety concerns for all pedestrians that utilize the pathway on a daily basis. The safety concerns are magnified when the weather is not ideal. During rainy seasons, the existing dirt pathway becomes muddy and impassable. Since the existing pathway is within private property, neither the County nor the City maintains the dirt surface. Along the existing dirt pathway, there may be undesirable objects (illegal dumping) that could be a hazard to students.

The project proposes to utilize the “Sidewalk/Pathway (to avoid walking along roadway)” Roadway Safety Countermeasure to eliminate obstacles that student pedestrians currently face on a daily basis within walking and/or bicycling to and from school. (See Part C, Exhibit F - Pictures).



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

Public Stakeholders:

- School pedestrians from Appleby Elementary School
- Appleby Elementary School Officials
- Palo Verde School Site Council
- Palo Verde Unified School District
- Members of disadvantaged community

Governmental Stakeholders:

- City of Blythe
- California Highway Patrol (CHP)
- City of Blythe Police Department
- Riverside County Transportation Department (RCTD)

The need for the proposed project was identified during the planning stages of the school. It was noted by the City of Blythe, as well as the County of Riverside that a secondary access point was needed in order to efficiently accommodate vehicular and pedestrian traffic. It was determined at that time that the Palo Verde Unified School District did not have sufficient funding to construct the proposed improvements along 3rd Place. Felix J. Appleby Elementary opened in 2007. Since that time, school officials, parents, and local residents have requested the proposed improvements. In addition, Riverside County has worked closely with Felix J. Appleby Elementary School to ensure all existing school zone signs and markings adjacent to the school campus are installed and in good working condition. (See Part C – Attachment J, Letters of Support)

It is confirmed in the letter of support from the City of Blythe that the city will maintain the proposed improvements within the city limits.



B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

In early 2013, representatives from the school site council contacted the City of Blythe and the Blythe Police Department to assist in resolving the circulation issues. The CHP and RCTD further discussed the need for the proposed improvements and as a result, RCTD initiated right-of-way research and field review efforts.

On April 23, 2014, a field meeting was held at the project location with all vested stakeholders to determine the scope and feasibility of the project. Based on the field meeting and prior discussions with the school district and city, the proposed project was identified as the number one priority project for the school and surrounding residential community.

A follow-up meeting was held with the City of Blythe and the California Highway Patrol on April 13, 2015 to revisit the proposed project. Both agencies indicated support of the proposed project.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

From the beginning, feedback from school officials, residents, and law enforcement has been consistent, there needs to be a direct route to and from school that will encourage students to walk and bicycle to school. Currently, students and parents utilize a dirt pathway over private properties in an attempt to avoid walking on other parallel routes that have higher vehicular speeds and the potential for pedestrian-vehicles conflicts. There is overwhelming support for the projects by all identified stakeholders.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The County will conduct outreach efforts to notify and educate a larger audience of the pending project. The County will be available to take comments and questions throughout the project development and construction activities. If issues or improvements are identified that will further enhance safety and mobility, they may be incorporated into the project.

Public outreach may include public information meetings at the community center and/or school campuses, media releases, website updates, informational brochures, etc.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

As shown on **Part C - Attachment I-6, "Community Characteristics Map"**, as determined by the Riverside County Department of Public Health, Epidemiology and Program Evaluation Branch, May 2015, the U.S. Census Bureau, California Department of Education (CDE) and State Wide Integrated Traffic Records System (SWITRS), Felix J. Appleby Elementary School has a 40% - 50% obesity rate. It also shows that the area surrounding the school is a disadvantaged community having a median income that is less than 80% of the state median. Residents are less likely to have access to vehicles and rely more heavily on non-motorized transportation so projects such as this result in improved quality of life.

Today, 32 percent of American adults are obese, and 67 percent are overweight or obese. America's weight problem doesn't spare our youth either: 19 percent of all teenagers and 17 percent of all children between ages 6 and 11 are overweight. The childhood obesity rate has almost tripled since 1980 and the adolescent rate has more than quadrupled. The obesity rate for the project impact area is much higher than the national average.

The costs in medical expenses and loss of productive lives associated with the obesity epidemic place a heavy financial burden on our nation's future. The annual medical costs of physical inactivity have been estimated at \$76 billion, or close to 10 percent of all medical expenses. The human burden is of no less relevance. Because obesity decreases life expectancy by several years, for the first time in history, the current generation of youth may not live as long as their parents.



How Obese Children Suffer:

5 years shorter life expectancy

High cholesterol is 2–3 times more likely

Fatty liver disease occurs in 1/3

25% are at high risk to develop diabetes

Asthma occurs 2 times more often

Medical costs are 3 times higher

Using the CDC recommendation of 30 minutes of daily activity as a benchmark, it is a reasonable estimate that insufficiently active Americans would, on average, need to increase their daily level of activity by 15 minutes. Commuting two or three miles by bicycle takes only 15 minutes, and the complete round-trip satisfies the recommendations for daily physical activity. Similarly, a two-mile, round-trip walk to run errands, access transit or take children to school provides the recommended 30 minutes of physical activity. This project provides the local residents opportunity to improve their health, save costs related to short car trips and improve their quality of life.

(Source: Active Transportation for America. The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trail Conservancy)

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The County of Riverside has engaged the California Highway Patrol, and the School District. School staff has developed an approach to address the concern for safety of students walking and biking to school. Currently the area has discontinuous sidewalks and bicycle facilities directly tying the student population to the school site. This project not only addresses those concerns but also provides incentive to increase active transportation by providing a safe facility which parents can choose as an alternate method to auto-based trips for school and non-school related trips. Safety of pedestrians and bicyclists are a necessary measure to foster active transportation.

More walking and biking occurs in a neighborhood that is designed to be bike and pedestrian friendly and leads to better heart health and to residents feeling better. It also means less automobile pollution, leading to fewer respiratory problems and bad-air days. Neighborhoods with services within walking and biking distance and with efficient public transportation afford freedom to those who don't or can't drive – the elderly, children, the disabled, and those who lack the resources to own a vehicle. This results in access for everyone to cultural, educational, medical, recreational, and other facilities.



By improving safety for pedestrians and bicycles, an increase in active transportation can be expected. As part of the on-going public outreach, local residents and businesses will be informed of the improvements and have more confidence in that their safety is important to the government stakeholders as well as their neighbors. Increased confidence and the public's perception of improved safety further enhance the project effectiveness provided by the physical improvements of the project.

Part B: Narrative Questions **Detailed Instructions for: Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$42,799

- Provide all census tract numbers
Census Tract 462, Riverside County, California
- Provide the median income for each census tract listed
\$42,799 (70% of CA Median Income of \$61,094)
- Provide the population for each census tract listed
Population: 2,694

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **52**

- Provide all census tract numbers
Tract: 6065046200
- Provide the CalEnviroScreen 2.0 score for each census tract listed
Pollution Burden Percentile: 52
- Provide the population for each census tract listed
Population: 3,341



Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: 79.5%

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Appleby Elementary School: 79.5% Free or Reduced Lunch

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

**What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.**

All proposed improvements are within the limits of the described disadvantage community (See Part C – Attachment I-7, Traffic Census Map). The attendance boundary for Felix J. Appleby Elementary School is completely within Census Tract 462, therefore students that walk or bicycle to and from school live within Census Tract 462. The median income of Census Tract 462 is \$42,799, which is 70% of the California median income. In addition, 79.5% of all students qualify for the Free and Reduced Lunch Program.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The proposed project improvements provide the needed infrastructure to facilitate the walking and bicycling of students to and from Felix J. Appleby Elementary. The project provides a safer environment as well as an incentive for students to walk and/or bicycle to school. By providing a safe pedestrian environment, additional students may be encouraged to walk and/or bicycle to school, which will enhance public health, including the reduction of childhood obesity. Felix J. Appleby Elementary School will benefit 100% from the proposed project improvements.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

An alternative to the proposed project is to reduce the amount of right-of-way to provide pedestrian and bicycle only path. While this alternative would serve the needs of pedestrian and bicyclists, it would not be cost effective. A shared path would include a minimum 10' wide paved or other hard surface to meet design standards. This design is not consistent with the typical local road cross section. If built, the shared path would have to be replaced at the time 3rd Place is to be built by future development making it essentially a throw away.

The proposed alternative is much more cost effective in that it is consistent with the ultimate cross section. The project does not propose to build the full width. Sidewalk, curb and gutter are proposed only on one side of the road. Future development will be responsible to pave the remaining road width and install the curb gutter and sidewalk on the east side of the roadway. Either alternative will serve the same number of non-motorized users. The alternative of serving only pedestrians and bicyclists does not have the added benefit of completing the gap for vehicular travel and relieving congestion and improving safety on Vernon Way.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right).$$

The provided ATP Benefit/Cost Tool was utilized to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The ATP Benefit/Cost Tool was an easy tool to utilize in calculating the benefit /cost ratio. The tool provided all the information needed to confidently complete the required task. (See Part C – Attachment I-8, ATP Benefit/Cost Tool)



Part B: Narrative Questions **Detailed Instructions for: Question #7**

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)**

The Riverside County Transportation Department is requesting ATP funds in each of the following phases; PA&ED, PS&E, & CONSTRUCTION.

Currently, the California Environmental Quality Act (CEQA) environmental process has been completed and we have started with the Right-of-Way Engineering and Acquisitions phase of the project. The total estimated cost for Right-of-Way Engineering and Acquisitions is \$150,000. We do not intend to request ATP funds for the Right-of-Way phase of the project.

The total estimated project cost is \$871,000, which includes \$150,000 in Right-of-Way costs.

The total value in dollars of the local match is \$150,000 (17% of total project costs).



Part B: Narrative Questions **Detailed Instructions for: Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh
 Email: atp@ccc.ca.gov
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch
 Email: inquiry@atpcommunitycorps.org
 Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)

Per Step 2 above, the proposed project information was provided to the California Conservation Corps and the Community Conservation Corps on April 29, 2015. We received a response from the California Conservation Corps on April 30, 2015 and from the Community Conservation Corps on May 8, 2015. (See Part C – Attachment I-9, Email Response)

- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)



- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The Riverside County Transportation Department has the experience and know how in delivering federally funded projects. Our accounting staff has procedures and systems in place for processing, billing, and reporting project activities. We have no failures in delivering ATP type projects. As a matter of fact, we received Cycle 9 and 10 Safe Routes to School (SR2S – State) grants funds, Cycle 3 (SRTS – Federal) grant funds, and ATP Cycle 1 funds. In addition, we have recently completed four SR2S projects; Krameria Ave Sidewalk Project – Cycle 9, Coahuilla St Sidewalk Project – Cycle 10, Ellis Ave Sidewalk Project – Cycle 10, and Machado Street Sidewalk Project – Cycle 10. Furthermore, the SRTS project in the Hemet area (Whittier Ave Sidewalk Project – Cycle 3) was recently completed.

- B. **Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer’s Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K



Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
 The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: Patricia Romo Date: 05/27/2015
 Name: PATRICIA ROMO Phone: 951-955-6820
 Title: ASSISTANT DIRECTOR OF TRANSPORTATION e-mail: PROMO@rctima.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: Armando Baldizzone Date: MAY 21, 2015
 Name: Armando Baldizzone Phone: (760) 922-6611
 Title: PUBLIC WORKS DIRECTOR e-mail: abaldizzone@cityofblythe.ca.gov

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

Signature: Marty Braden Date: May 13, 2015
 Name: Marty Braden Phone: 760-922-1326
 Title: Dir. of Fac & Oper e-mail: mbraden@prusd.us

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

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

* 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>

Date: 5/12/2015

Project Information:					
Project Title: 3rd Place Sidewalk and Roadway Safety Improvements					
District	County	Route	EA	Project ID	PPNO
08	Riverside	3rd Place			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
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)				65				65	
PS&E				61				61	
R/W			75	75				150	
CON					595			595	
TOTAL			75	201	595			871	
ATP Funds Infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				65				65	
PS&E				61				61	Notes:
R/W									
CON					595			595	
TOTAL				126	595			721	
ATP Funds Non-Infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
ATP Funds Plan Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
ATP Funds Future Cycles									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Date: 5/12/2015

Project Information:					
Project Title: 3rd Place Sidewalk and Roadway Safety Improvements					
District	County	Route	EA	Project ID	PPNO
08	Riverside	3rd Place			

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
Fund No. 2:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 3:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W			75	75				150	Local Funds to be used for ROW Engineering & Acquisitions.	
CON										
TOTAL			75	75				150		
Fund No. 4:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 5:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 6:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 7:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer's Initials: IA

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: IA

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: IA

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: IA

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c: All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

08-RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT-1

Form Date: March, 2015

ATP Cycle 2 - Application Form - Attachment C

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: DA
a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: DA
a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

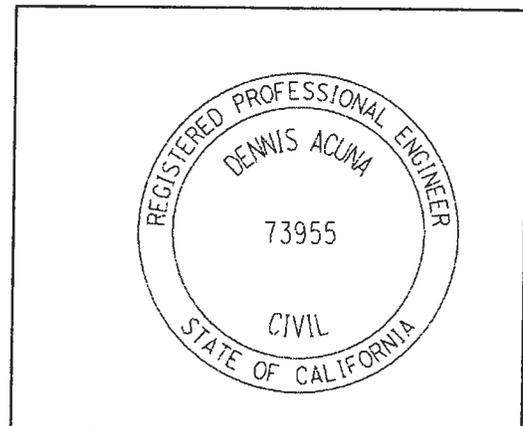
7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: _____
 N/A a. For new Signals - Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** Engineer's Initials: DA
a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

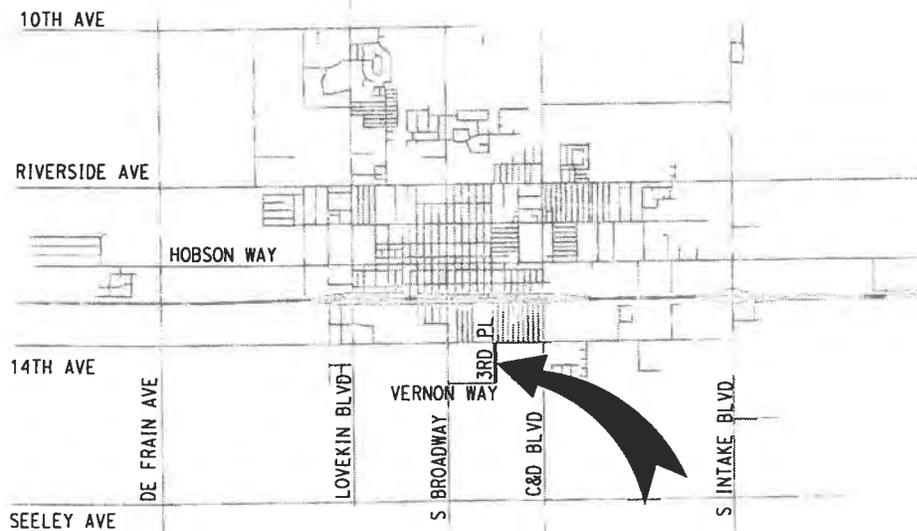
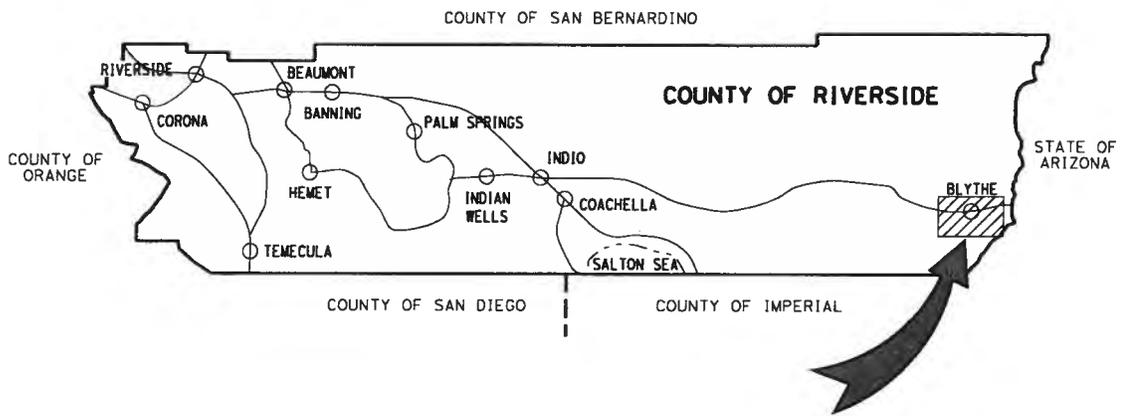
Name (Last, First): ACUNA, DENNIS
Title: SENIOR CIVIL ENGINEER
Engineer License Number 73955
Signature: [Handwritten Signature]
Date: 05/28/2015
Email: dacuna@rchma.org
Phone: 951-956-6820

Engineer's Stamp:

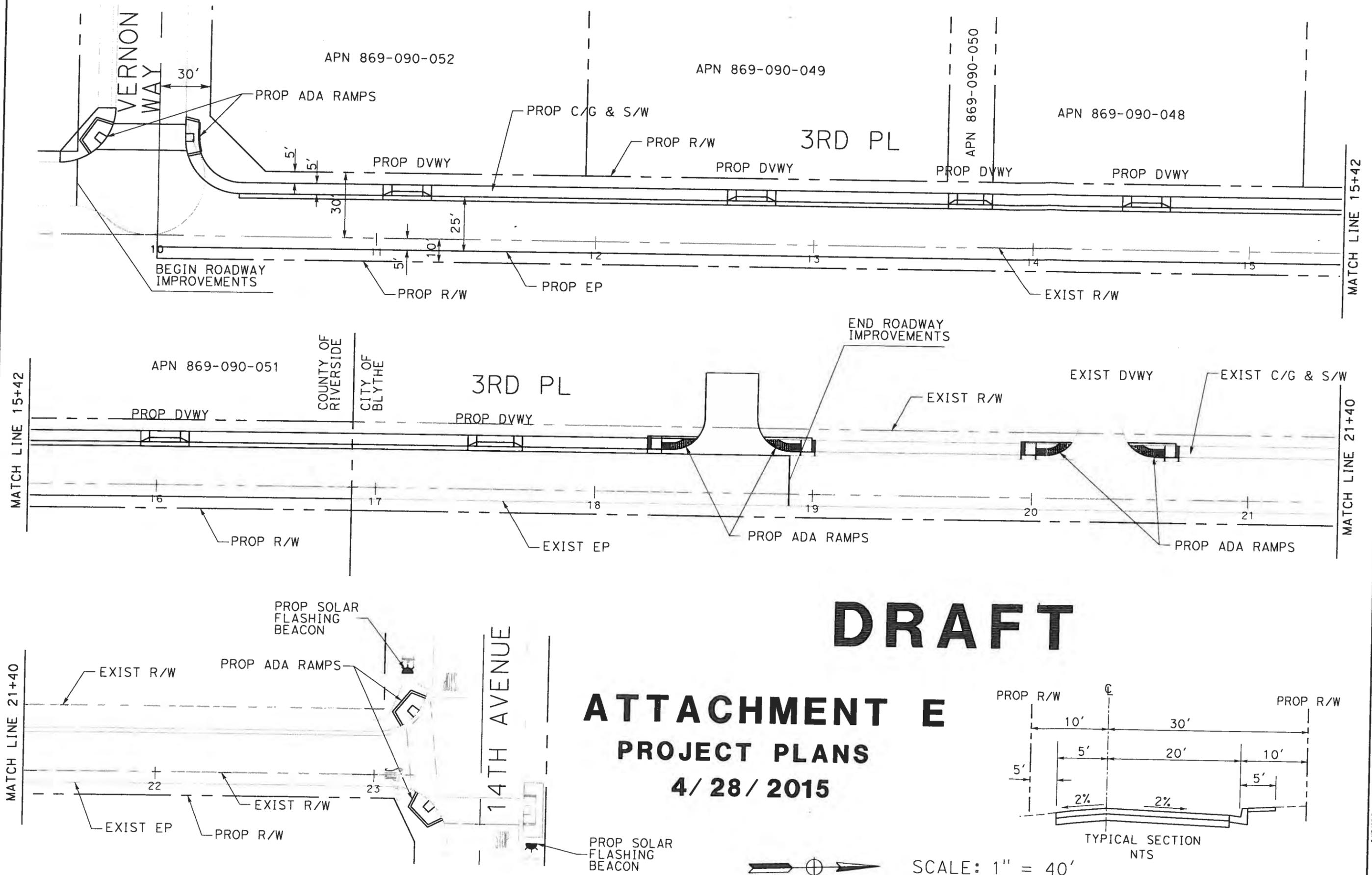


PROJECT LOCATION MAP ATTACHMENT D

3RD PLACE SIDEWALK SAFETY IMPROVEMENTS BETWEEN VERNON WAY AND 14TH AVE BLYTHE AREA



ATTACHMENT E

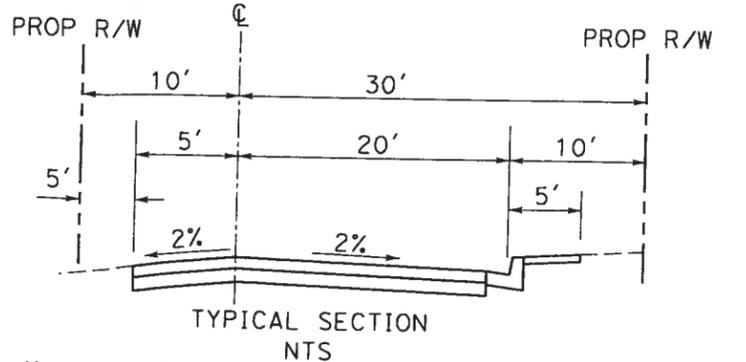


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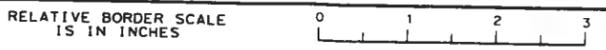
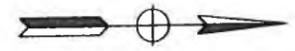
ATTACHMENT E

PROJECT PLANS

4/28/2015



SCALE: 1" = 40'



Attachment F—Photos of Existing Conditions

On 3RD PL, north of Vernon Way, looking north.



Attachment F—Photos of Existing Conditions

On 3RD PL, north of Vernon Way, looking north.



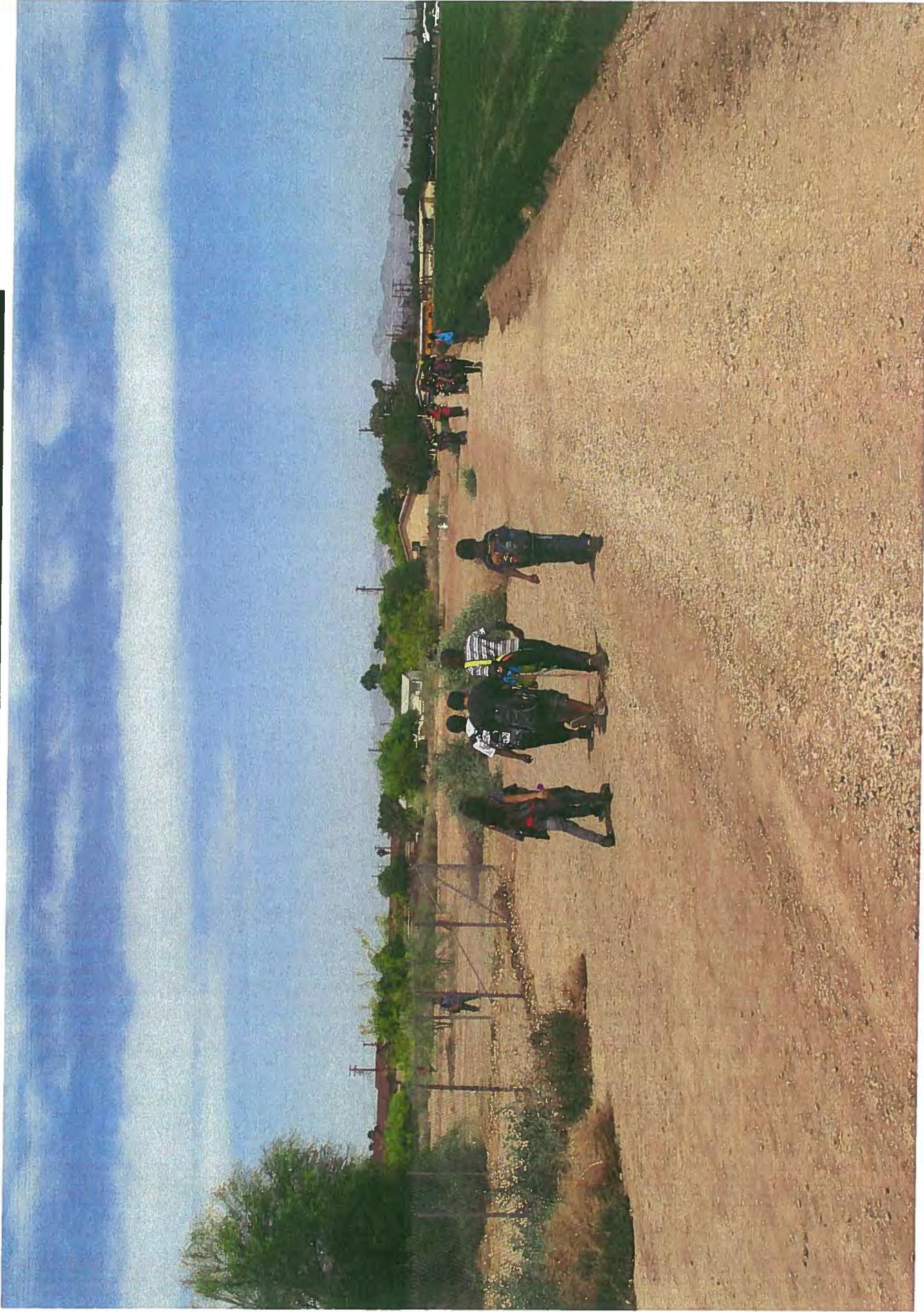
Attachment F—Photos of Existing Conditions

On 3RD PL, north of Vernon Way, looking north.



Attachment F—Photos of Existing Conditions

On 3RD PL, north of Vernon Way, looking north.



Attachment F—Photos of Existing Conditions

On 3RD PL, north of Vernon Way, looking north.



ATTACHMENT G

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	Riverside County Transportation Department		
Application ID:	08-Riverside County Transportation Department-1	Prepared by:	Dennis Acuna
Project Description:	Construct 1,500 linear feet of sidewalk, curb, gutter, and pavement improvements including signs, markings, flashers, etc.		
Project Location:	3rd Place between 14th St (City of Blythe) & Vernon Way.		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	MOBILIZATION (5%)	1	LS	\$20,000.00	\$20,000	100%	\$200						
2	DUST ABATEMENT	1	LS	\$10,000.00	\$10,000	100%	\$100						
3	DEVELOP WATER SUPPLY	1	LS	\$5,000.00	\$5,000	100%	\$50						
4	WATER POLLUTION CONTROL	1	LS	\$10,000.00	\$10,000	100%	\$100						
5	TRAFFIC CONTROL SYSTEM	1	LS	\$10,000.00	\$10,000	100%	\$100						
6	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000	100%	\$150						
7	ROADWAY EXCAVATION	900	CY	\$40.00	\$36,000	100%	\$360						
8	HOT MIX ASPHALT	800	TON	\$105.00	\$84,000	100%	\$840						
9	CLASS 2 AGGREGATE BASE	500	CY	\$50.00	\$25,000	100%	\$250						
10	MINOR CONCRETE (CURB & GUTTER)(CRS 200)	900	LF	\$20.00	\$18,000	100%	\$180						
11	MINOR CONCRETE (SIDEWALK) (CRS 401)	4500	SQFT	\$7.00	\$31,500	100%	\$315						
12	MINOR CONCRETE (CURB RAMP) (CRS 403 - CASE A)	3	EA	\$3,500.00	\$10,500	100%	\$105						
13	MINOR CONCRETE (CURB RAMP) (CRS 403 - CASE B)	1	EA	\$3,500.00	\$3,500	100%	\$35						
14	MINOR CONCRETE (CURB RAMP)	4	EA	\$3,500.00	\$14,000	100%	\$140						
15	MINOR CONCRETE (DRIVEWAY)	6	EA	\$2,000.00	\$12,000	100%	\$120						
16	THERMOPLASTIC XWALK & PAVEMENT MARKINGS	350	SQFT	\$5.50	\$1,925	100%	\$19						
17	PAINT TRAFFIC STRIPE (2-COAT)	1,350	LF	\$2.00	\$2,700	100%	\$27						
18	PAVEMENT MARKER (REFLECTIVE)	120	EA	\$5.00	\$600	100%	\$6						
19	ROADSIDE SIGN - ONE POST	15	EA	\$250.00	\$3,750	100%	\$38						
20	RELOCATE MAILBOX	6	EA	\$200.00	\$1,200	100%	\$12						
21	MISCELLANEOUS DRAINAGE (AS DIRECTED)	1	LS	\$80,000.00	\$80,000	100%	\$800						
22	MISCELLANEOUS GRADING (AS DIRECTED)	1	LS	\$50,000.00	\$50,000	100%	\$500						
23	SOLAR POWERED FLASHING BEACONS	3	EA	\$5,000.00	\$15,000	100%	\$150						
Subtotal of Construction Items:					\$459,675		\$4,597						
Construction Item Contingencies (% of Construction Items):				10.00%	\$45,968								
Total (Construction Items & Contingencies) cost:					\$505,643								

ATTACHMENT G

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.								
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC		
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
Project Cost Estimate:														
Type of Project Delivery Cost					Cost \$									
Preliminary Engineering (PE)														
Environmental Studies and Permits(PA&ED):					\$	65,000								
Plans, Specifications and Estimates (PS&E):					\$	61,000								
Total PE:					\$	126,000	24.92%	25% Max						
Right of Way (RW)														
Right of Way Engineering:					\$	50,000								
Acquisitions and Utilities:					\$	100,000								
Total RW:					\$	150,000								
Construction (CON)														
Construction Engineering (CE):					\$	89,000	14.97%	15% Max						
Total Construction Items & Contingencies:					\$505,643									
Total CON:					\$	594,643								
Total Project Cost Estimate:					\$	870,643								

Goals and Benefits

Under SB 375, the primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita greenhouse gas emissions from automobiles and light trucks. As stated above, this leads to strategies that can help reduce per capita vehicle miles traveled over the next 25 years.

The strategies contained in the 2012–2035 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. Because it is the latest refinement of an evolving regional blueprint that SCAG began in 2000, the 2012–2035 RTP/SCS will help the region contend with many ongoing issues across a wide range of concerns, including placemaking, the cost of living, the environment, health, responsiveness to the marketplace, and mobility.

1. Better Placemaking

As Southern California becomes more congested and crowded, creating better places to live and work has become increasingly important. A completely car-oriented lifestyle made sense in Southern California a couple of generations ago, when the region was less dense and there were few options other than driving. Indeed, Southern Californians still need their cars and highly value the freedom of using them, but because of traffic congestion and the hassle factor, more people today are seeking good “placemaking”—that is, the process of developing options for locations where they can live and work that include a pleasant and convenient walking environment that reduces their reliance on their car. Communities that promote walkable environments and alternative transportation create more opportunities for an active lifestyle, improve safety and accessibility for marginalized communities, and help preserve natural areas and resources. The strategies outlined in the 2012–2035 RTP/SCS promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure.

2. Lower Cost to Taxpayers and Families

While attractive in many ways, the traditional suburban lifestyle is expensive both to families and taxpayers. The cost of maintaining a large house and yard and multiple vehicles can consume most of a family's income. The cost of building the roads, water and sewer lines, and other infrastructure required for low density communities is very high, and taxpayers usually pay at least part of the bill, especially for

ongoing maintenance. By including options that create more compact neighborhoods and placing everyday destinations closer to homes and closer to one another, the 2012–2035 RTP/SCS's strategies can reduce the cost of development for taxpayers and reduce the everyday costs of housing and transportation.

3. Benefits to Public Health and the Environment

Public health and environmental protection have long been linked to the way our region is planned and the way public services are delivered. Many strategies in the 2012–2035 RTP/SCS will provide widespread benefits within the region for both public health and environmental protection. Municipal water and sewer systems, for example, ensure clean water. Better placemaking will allow people to walk and bicycle more regularly in their daily lives, and promotes the development of urban parks, thus providing more opportunities for recreation and exercise. Reducing the footprint of new development protects farmland that provides regional food, maintains wildlife habitat, decreases air pollution, and improves opportunities for green stormwater solutions that will improve water quality.

4. Greater Responsiveness to Demographics and the Changing Housing Market

The traditional suburban development pattern that characterizes much of Southern

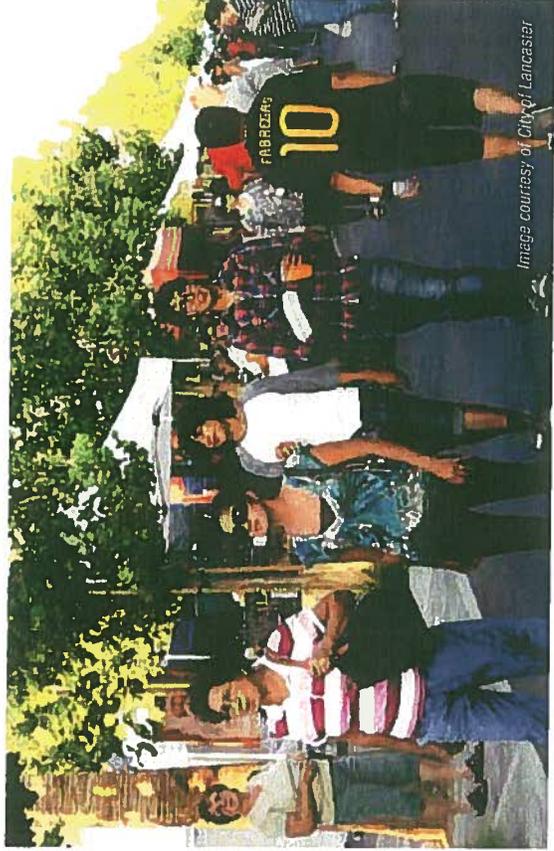


Image courtesy of City of Lancaster

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization (MPO) representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. The 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) seeks to develop 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. The RTP supports Active Transportation through the development of bicycle and pedestrian policies.

Active Transportation refers to transportation such as walking or using a bicycle, tri-cycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar electrical devices. For the purposes of this report, Active Transportation will generally refer to bicycling and walking, the two most common methods. Walking and bicycling are essential parts of the SCAG transportation system, are low cost, do not emit greenhouse gases, can help reduce roadway congestion, and increase health and the quality of life of residents. As the region works towards reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of Californians.

The strategies established by the Active Transportation Chapter will adhere to the following goals and objectives:

- **Goal 1:** Increase dedicated funding for bicycle and pedestrian infrastructure.
 - **Objective 1.1:** Develop a Constrained Plan that analyzes existing funding and provides quantitative support for future funding requirements.
 - **Objective 1.2:** Estimate the benefits of current investments to analyze future funding needs.
- **Goal 2:** Increase accommodation and planning for bicyclists and pedestrians.
 - **Objective 2.1:** Include a Strategic Plan that includes additional investments needed to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region.
 - **Objective 2.2:** Estimate project costs associated with this vision.
 - **Objective 2.3:** Estimate the benefits of these investments.
 - **Objective 2.4:** Support local jurisdictions with the development of their local plans.

- **Goal 3:** Increase transportation options, particularly for trips less than three miles.
 - **Objective 3.1:** Increase linkages between bicycling and walking with transit.
 - **Objective 3.2:** Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g. Safe Routes to School).
- **Goal 4:** Significantly decrease bicycle and pedestrian fatalities and injuries.
 - **Objective 4.1:** Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

The following sections will illustrate the existing conditions, identify potential opportunities and provide recommendations that may assist in achieving a more bicycle and pedestrian friendly region. The policies and recommendations established by this Active Transportation chapter can also assist local jurisdictions and agencies in the development of more comprehensive policies that improve public health, safety, and welfare.

Existing Conditions

Physical Setting

The climate in the SCAG region varies by location. The western Los Angeles Basin, Ventura County and western Orange County experience marine climates, cool ocean breezes and moderate average temperature variations. The inland areas within the region are comprised of more arid climates with more significant temperature variations throughout the day. Rainfall in the SCAG region typically averages only 30 days per year, which provides ideal conditions for walking and bicycling. The majority of the western portion of the region is highly developed with suburban areas, with some areas of dense urbanization. The inland areas of the region are becoming developed with significant suburbanization and pockets of urban development, but are primarily undeveloped or designated as national and state parkland.

Political Environment

Recent shifts in the political environment have increased support for Active Transportation (please see **FIGURE 1 Legislative Timeline**). The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) challenged officials to make “bicycles a more viable part of the transportation network.” The Transportation Equity Act for the 21st Century (TEA-21) provided additional Federal funds for surface transportation, such as pedestrian

TABLE 4.3 Land Use Actions and Strategies

Proposed Action/Strategy	Responsible Party(ies)
Coordinate ongoing visioning efforts to build consensus on growth issues among local governments and stakeholders.	SCAG
Provide incentives and technical assistance to local governments to encourage projects and programs that balance the needs of the region	SCAG
Collaborate with local jurisdictions and agencies to acquire a regional fair share housing allocation that reflects existing and future needs.	SCAG, Local Jurisdictions, HCD
Expand Compass Blueprint program to support member cities in the development of bicycle, pedestrian, Safe Routes to Schools, Safe Routes to Transit, and ADA Transition plans.	SCAG, State
Continue to support, through Compass Blueprint, local jurisdictions and sub-regional COGs adopting neighborhood-oriented development, suburban villages, and revitalized main streets as livability strategies in areas not served by high-quality transit.	SCAG, State, Local Jurisdictions, COGs
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	Local Jurisdictions, COGs, SCAG, CTCs
Continue to support, through Compass Blueprint, planning for new mobility modes such as range- limited Neighborhood Electric Vehicles (NEVs) and other alternative fueled vehicles.	SCAG, State
Collaborate with the region’s public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG, State, Local Jurisdictions
Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.	Local Jurisdictions, SCAG
Seek partnerships with state, regional, and local agencies to acquire funding sources for innovative planning projects.	Local Jurisdictions, SCAG, State
Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the 2012–2035 RTP/SCS Plan Alternative, or that have been formally adopted by any sub-regional COG that is consistent with regional goals.	Local Jurisdictions
Update local zoning codes, General Plans, and other regulatory policies to promote a more balanced mix of residential, commercial, industrial, recreational and institutional uses located to provide options and to contribute to the resiliency and vitality of neighborhoods and districts.	Local Jurisdictions
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.	Local Jurisdictions, SCAG
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas.	Local Jurisdictions, CTCs
Working with local jurisdictions, identify resources that can be used for employing strategies to maintain and assist in the development of affordable housing.	SCAG, Local Jurisdictions
Consider developing healthy community or active design guidelines that promote physical activity and improved health.	Local Jurisdictions

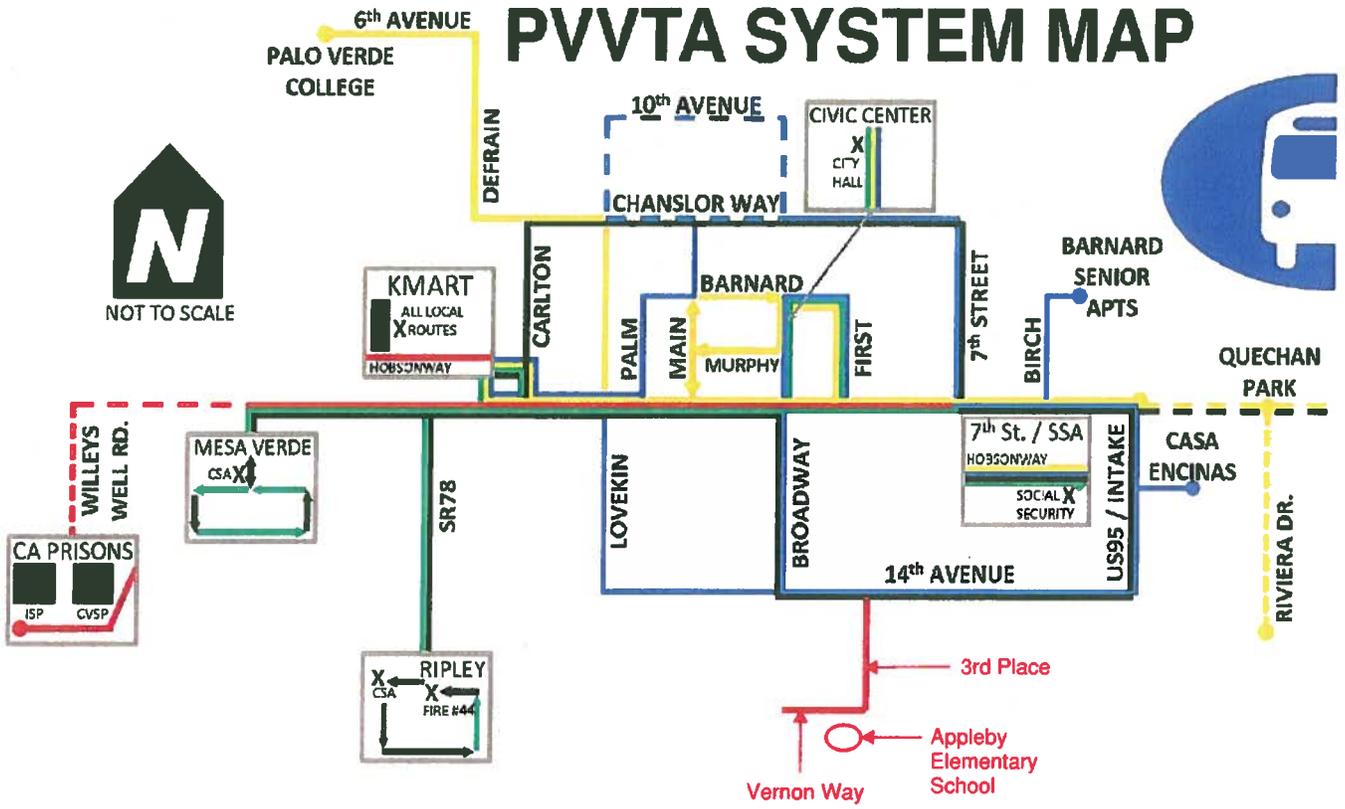
Proposed Action/Strategy	Responsible Party(ies)
Work with state leaders to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.	SCAG, State
Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services and an enhanced bikeway network, such as on river trails.	SCAG, State
Encourage the development of new, short haul, cost-effective transit services such as DASH and demand responsive transit (DRT) in order to both serve and encourage development of compact neighborhood centers.	CTCs, Municipal Transit Operators
Work with the state legislature to seek funding for Complete Streets planning and implementation in support of reaching SB 375 goals.	SCAG, State
Continue to support the California Interregional Blueprint as a plan that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.	SCAG, State

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

Proposed Action Strategy	Responsible Party(ies)
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.	SCAG
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities.	SCAG, CTCs, Local Jurisdictions
Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEVs) users, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.	Local Jurisdictions, COGs, SCAG, CTCs
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions
Develop infrastructure plans and educational programs to promote active transportation options and other alternative fueled vehicles, such as neighborhood electric vehicles (NEVs), and consider collaboration with local public health departments, walking/biking coalitions, and/or Safe Routes to School initiatives, which may already have components of such educational programs in place.	Local Jurisdictions
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions, CTCs
Emphasize active transportation and alternative fueled vehicle projects as part of complying with the Complete Streets Act (AB 1358).	State, SCAG, Local Jurisdictions

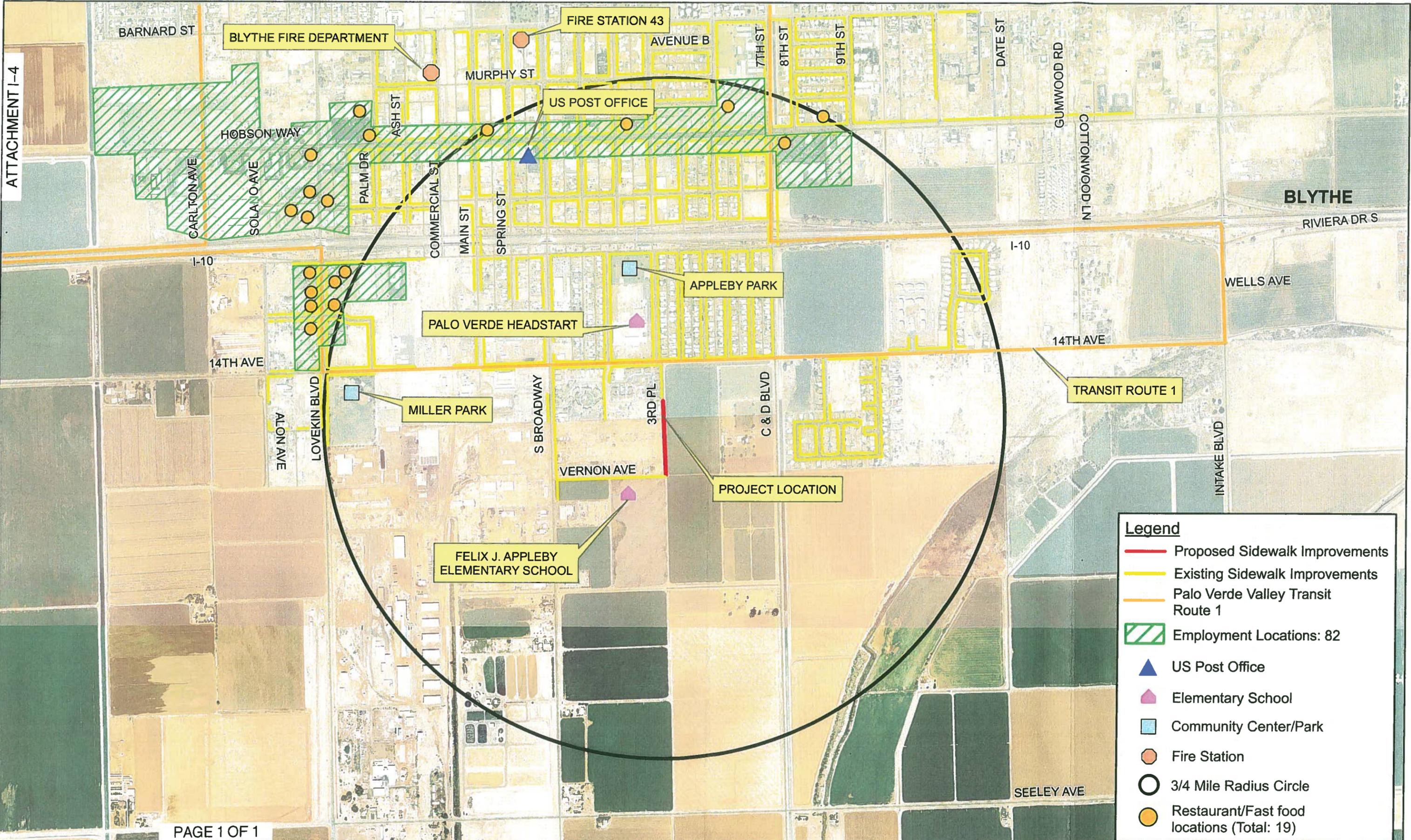
ATTACHMENT I-3

PVVTA SYSTEM MAP





ATTACHMENT I-4



Legend

- Proposed Sidewalk Improvements
- Existing Sidewalk Improvements
- Palo Verde Valley Transit Route 1
- Employment Locations: 82
- ▲ US Post Office
- ▭ Elementary School
- ▭ Community Center/Park
- Fire Station
- 3/4 Mile Radius Circle
- Restaurant/Fast food locations (Total: 19)



The Circulation Plan shown in Figure C-1 indicates those roadways that are planned to accommodate the land use plan. These will be constructed as development occurs and as funding becomes available. The County of Riverside has responsibility for the planning, construction, and maintenance of arterial highways in the unincorporated areas, except for state highways. The Circulation Plan also indicates roadways within city boundaries, but it should be noted that the County does not have jurisdiction in the cities. The rights-of-way to be reserved for each type of facility are shown in the legend in Figure C-1. These are based on cross-section requirements presented in a later section. The cross-hatched lines in Figure C-1 show possible alternatives being examined for major new multi-modal transportation facilities in several corridor studies underway in western Riverside County. These lines show possible locations for these facilities, for informational purposes. For each of the corridor studies, typically one alignment will be selected for the preservation of right-of-way to accommodate the future construction of these facilities. It is expected that these facilities could become future freeways, with interchanges at selected locations. More information can be obtained on each of these corridor studies from the Riverside County Transportation Commission.

Policies:

- C 1.1 Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan, Figure C-1. (AI 49)
- C 1.2 Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.
- C 13 Support the development of transit connections that link the community centers located throughout the County and as identified in the Land Use Element and in the individual area plans. (AI 26)
- C 1.4 Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.
- C 1.5 Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs. (AI 49)
- C 1.6 Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system. (AI 4, 41, 46, 50)
- C 1.7 Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.



The General Plan policy

and implementation item reference system:

Identifies which element contains the Policy, in this case the Land Use Element, and the sequential number.

LU 1.3

Neighborhood Commercial uses should be located near residential uses.

AI 1 and AI 4

Reference to the relevant Action Items contained in the implementation Program

ATTACHMENT I-5

County of Riverside General Plan

Circulation Element



- C 3.29 Include noise mitigation measures in the design of new roadway projects in the County.
- C 3.30 Design roadways to accommodate wildlife crossings whenever feasible and necessary.
- C 3.31 Through the development review process, identify existing dirt roads serving residential areas which may be impacted by traffic from new developments, and design new developments such that new traffic is discouraged from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.
- C 3.32 Support ongoing efforts to identify funding and improve existing dirt roads throughout the County.
- C 3.33 Assure all-weather, paved access to all developing areas.

Pedestrian Facilities

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches, among other items. These facilities are an important part of the Riverside County non-motorized transportation network. Pedestrian facilities provide a vital link between many other modes of travel and can make up a considerable portion of short-range trips made in the community. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-n-rides. Without adequate pedestrian facilities, many commuters may be forced to utilize an automobile because of difficult or unsafe conditions that exist at their origin or destination.

Pedestrian facilities within the immediate vicinity of schools and recreational facilities are important components of the non-motorized transportation system. Such facilities, typically in the form of sidewalks, are provided where they are appropriate and enhance the safety of those who choose to walk to and from their destination.

Pedestrian facilities may be warranted when any one or combination of the following conditions is present: any type of residential development; any type of activity center; any type of commercial center; downtown business districts; any type or combination of parks and recreation facilities; along or near transit routes and/or facilities; any type of business or office center; and, along or near any type of watercourse or body.

For the most part, sidewalks are installed in most urban environments when the roadway frontage is developed. Because development occurs in stages, numerous missing links can occur in the sidewalk system. Eventually these are filled in, but this can take many years.

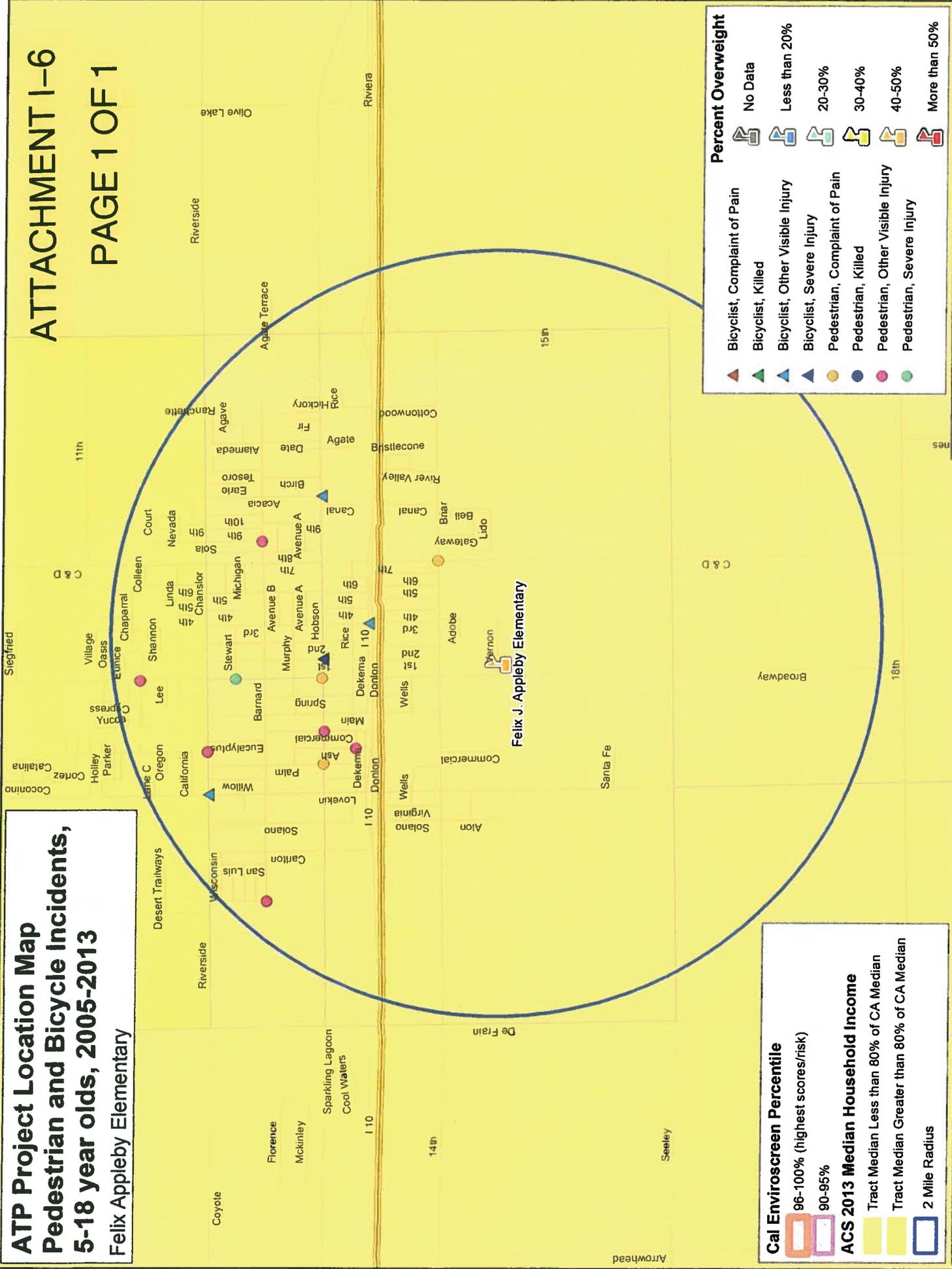


Policies:



- C 4.1 Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land of the County of Riverside.
- C 4.2 Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.
- C 4.3 Assure pedestrian access from developments to existing and future transit routes and terminal facilities through project design. (AI 26, 45)
- C 4.4 Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
- C 4.5 Collaborate with local communities to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike path, or local bus service.
- C 4.6 Consult the County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County may require both the dedication and improvement of the pedestrian facilities as a condition of development approval. (AI 3)
- C 4.7 Encourage safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.
- C 4.8 Encourage, where feasible, the construction of overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways.
- C 4.9 Coordinate with all transit operators to ensure that pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility is not otherwise warranted. (AI 45)
- C 4.10 Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities. (AI 49)

ATP Project Location Map Pedestrian and Bicycle Incidents, 5-18 year olds, 2005-2013 Felix Appleby Elementary



Cal Enviroscreen Percentile

- 96-100% (highest scores/risk)
- 90-95%

ACS 2013 Median Household Income

- Tract Median Less than 80% of CA Median
- Tract Median Greater than 80% of CA Median

2 Mile Radius

Map Produced by Riverside County Department of Public Health, Epidemiology and Program Evaluation Branch, May 2015.
Data Sources: U.S. Census Bureau, CDE - Fitnessgram, SWITRS



**Blythe
07218**

Riverside Ave

Olive Lake Blvd

E Chanslor Way

E Hobsonway

I-10

E Donton

ATTACHMENT I-7

Census Tract Information

Census Tract No.: 462

- Median Income: \$42,799
- Population 2,694

Appleby Elementary School:
- 79.5% Free or Reduced Lunch

Proposed Project Location

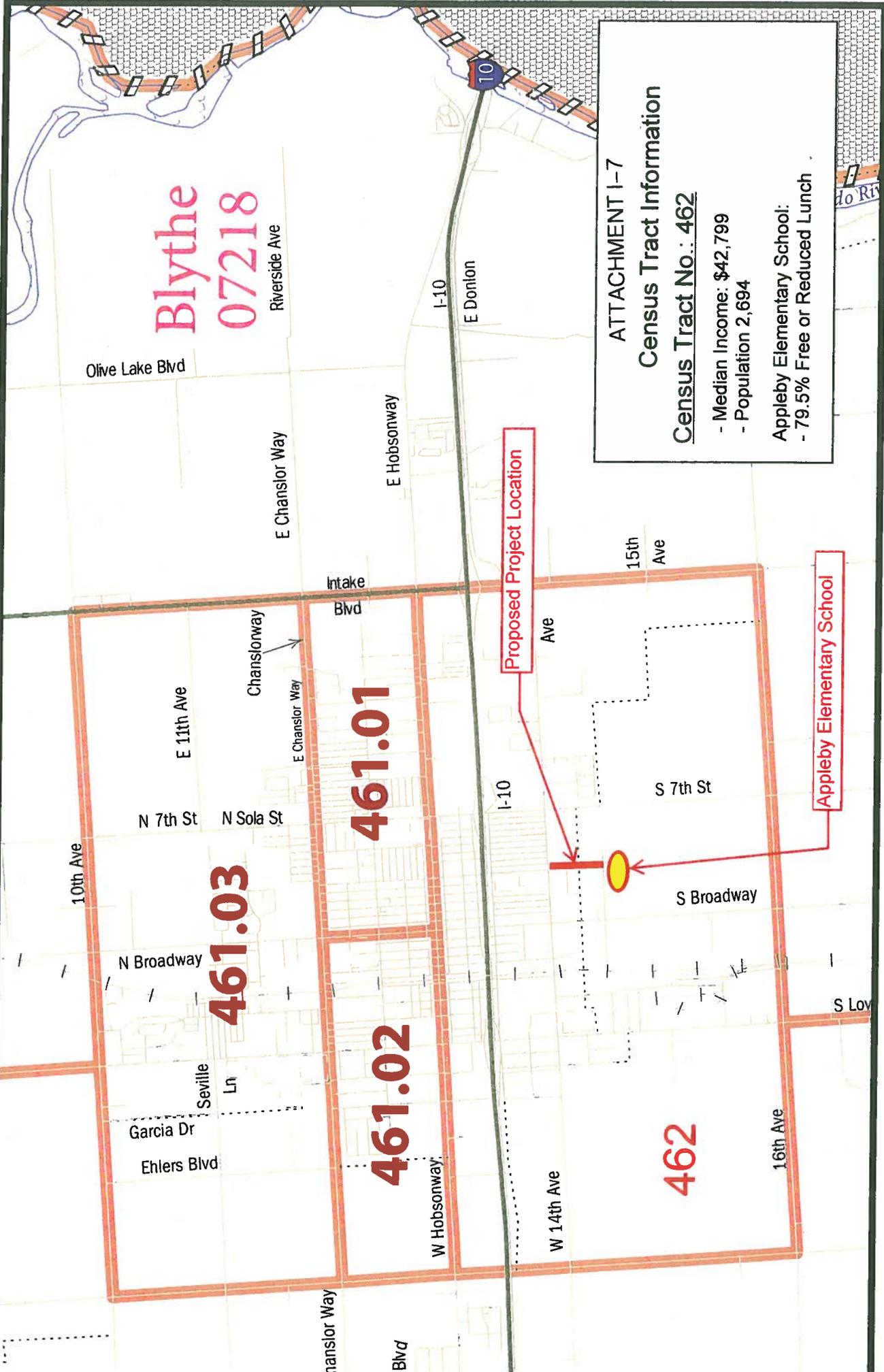
Appleby Elementary School

461.01

461.03

461.02

462



ATTACHMENT I-8

Project Name: 3rd Place Sidewalk and Roadway Safety Improvements **INFRASTRUCTURE**
Project Location: 3rd Place between 14th St & Vernon Way

Bike Projects (Daily Person Trips for All Users) (Box 1A)	
Without Project	With Project
Existing	
Forecast (1 Yr after completion)	
Commuters	
Existing Trips	
New Daily Trips (estimate)	0
(1 YR after completion)	(actual)
Project Information - Non SR2S Infrastructure	
Bike Class Type	Bike Class I
Average Annual Daily	Traffic (AADT)

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	\$871,000

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	
SR2S Infrastructure	\$721,000

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)	
Without Project	With Project
Existing	
Forecast (1 YR after project completion)	
Existing step counts (600 steps=0.3mi=1 trip)	
Existing miles walked	

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	
Signalized Intersection	Pedestrian crossing	
Signalized Intersection	Advance stop bar before crosswalk	
Signalized Intersection	Install overpass/underpass	
Signalized Intersection	Raised medians/refuge islands	
Signalized Intersection	Pedestrian crossing (new signs and markings only)	
Signalized Intersection	Pedestrian crossing (safety features/curb extensions)	
Signalized Intersection	Pedestrian signals	
Roadways	Bike lanes	
Roadways	Sidewalk/pathway (to avoid walking along roadway)	Y
Roadways	Pedestrian crossing (with enhanced safety features)	
Roadways	Pedestrian crossing	
Other reduction factor countermeasures		

Safe Routes to School (SR2S) (Box 1C)	
Without Project	With Project
Number of student enrollment	555
Approximate no. of students living along school route proposed for improvement	450
Percentage of students that currently walk or bike to school	35.00%
Projected percentage of students that will walk or bike to school after the project	45.00%

ATTACHMENT I-8

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	555
Approximate no. of students living along school route proposed for improvement	450
Percent that currently walks/bikes to school	35%
Number of students that walk/bike to school	157.5

After Project

No. of students enrollment	555
Approximate no. of students living along school route proposed for improvement	450
Projected percentage of students that will walk or bike because of the project	45%
Number of students that will walk/bike to school after the project	202.5

ATP Shift	16,200
Fuels Saved	\$2,762.10
Emissions Saved	\$202.50

Annual Mobility Benefits	\$105,583
--------------------------	-----------

Annual Health Benefits	\$6,586
------------------------	---------

Annual Safety Benefits	\$0
------------------------	-----

Fuel and Emissions Saved	\$2,965
--------------------------	---------

Recreational Benefits	\$0
-----------------------	-----

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to school = 1 hour walk
- 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
- 4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
- 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
- 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Did not quantify recreational benefits for SR2S infrastructure projects.

ATTACHMENT I-8

<u>20 Year Invest Summary Analysis</u>	
Total Costs	\$871,000.00
Net Present Cost	\$837,500.00
Total Benefits	\$2,797,434.95
Net Present Benefit	\$1,852,683.86
Benefit-Cost Ratio	2.21

<i>20 Year Itemized Savings</i>	
Mobility	\$2,565,382.28
Health	\$160,020.69
Recreational	\$0.00
Gas & Emissions	\$72,031.98
Safety	\$0.00

Funds Requested	\$721,000.00
Net Present Cost of Funds Requested	\$693,269.23
Benefit Cost Ratio	2.67

ATTACHMENT I-9

Acuna, Dennis

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Thursday, April 30, 2015 4:08 PM
To: Acuna, Dennis; inquiry@atpcommunitycorps.org
Cc: ATP@CCC; Hsieh, Wei@CCC; Schmier, Scot@CCC
Subject: RE: ATP Cycle 2 Grant Project Submittal

Hi Dennis,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in your projects. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Acuna, Dennis [<mailto:DACUNA@rctlma.org>]
Sent: Wednesday, April 29, 2015 2:35 PM
To: ATP@CCC
Subject: ATP Cycle 2 Grant Project Submittal; Email 2 of 2
Importance: High

Mr. Wei Hsieh,

Email 2 of 2

The Riverside County Transportation Department is please to submit the following project summaries to you for review as required by the 2nd Cycle of the Active Transportation Program:

Proposed Projects:

1. 3rd Place Sidewalk and Roadway Safety Improvements (Attached with previous email)
2. Mecca Sidewalk and Roadway Safety Improvements (Attached with previous email)
3. Clark Street Sidewalk and Intersection Safety Improvements (Attached previous this email)
4. Dillon Road Bike Lane Improvements (Attached with this email)
5. Camino Aventura Sidewalk Safety Improvements (Attached with this email)
6. Thousand Palms Sidewalk Safety Improvements (Attached with this email)

If you have any questions with regards to these proposed projects, please feel free to contact me at the number listed below.

PAGE 1 OF 5

ATTACHMENT I-9

Please let me know if you are able to open the attachments.

Thank you.

Dennis Acuna
Senior Civil Engineer
Riverside County Transportation Department Traffic Division
(951) 955-6820

ATTACHMENT I-9

Acuna, Dennis

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Friday, May 08, 2015 12:20 PM
To: Acuna, Dennis
Subject: Re: ATP Cycle 2 Grant Project Submittal; Email 1 of 2

Hi Dennis,

Thank you for contacting the local conservation corps for this project. Unfortunately, we are not able to partner on this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you,

Danielle

On Tue, May 5, 2015 at 7:38 AM, Acuna, Dennis <DACUNA@rctlma.org> wrote:

Thank you.

And yes, we have already received a reply from the California Conservation Corps.

From: Active Transportation Program [mailto:inquiry@atpcommunitycorps.org]
Sent: Monday, May 04, 2015 2:45 PM
To: Acuna, Dennis
Subject: Re: ATP Cycle 2 Grant Project Submittal; Email 1 of 2

Hi Dennis,

Thank you for your inquiry. I will contact the local conservation corps and get back to you with an answer by May 11th.

Please make sure you also forward your request to the California Conservation Corps as well.

ATTACHMENT I-9

Thank you

On Wed, Apr 29, 2015 at 2:45 PM, Acuna, Dennis <DACUNA@rctlma.org> wrote:

Ms. Danielle Lynch

The Riverside County Transportation Department is please to submit the following project summaries to you for review as required by the 2nd Cycle of the Active Transportation Program:

Proposed Projects:

1. 3rd Place Sidewalk and Roadway Safety Improvements (Attached with this email)
2. Mecca Sidewalk and Roadway Safety Improvements (Attached with this email)
3. Clark Street Sidewalk and Intersection Safety Improvements (Attached with this email)
4. Dillon Road Bike Lane Improvements (Will be attached in follow-up email)
5. Camino Aventura Sidewalk Safety Improvements (Will be attached in follow-up email)
6. Thousand Palms Sidewalk Safety Improvements (Will be attached in follow-up email)

If you have any questions with regards to these proposed projects, please feel free to contact me at the number listed below.

Please let me know if you are able to open the attachments.

Thank you.

ATTACHMENT I-9

Dennis Acuna

Senior Civil Engineer

Riverside County Transportation Department Traffic Division

(951) 955-6820

--

Monica Davalos | Legislative Policy Intern

Active Transportation Program

California Association of Local Conservation Corps

1121 L Street, Suite 400

Sacramento, CA 95814

916.426.9170 | inquiry@atpcommunitycorps.org

--

Monica Davalos | Legislative Policy Intern

Active Transportation Program

California Association of Local Conservation Corps

1121 L Street, Suite 400

Sacramento, CA 95814

916.426.9170 | inquiry@atpcommunitycorps.org

ATTACHMENT J

CITY OF BLYTHE

DEPARTMENT OF PUBLIC WORKS
440 SOUTH MAIN STREET
BLYTHE, CALIFORNIA 92225-2717
PHONE (760) 922-6611
FAX (760) 922-0278



May 5, 2015

Riverside County Transportation Department
P.O. BOX 1090
Riverside, CA 92502-1090

Subject: Letter of Support for the Active Transportation Program (ATP) Submittal.

To Whom it May Concern:

As a partner with Riverside County Transportation Department, the City of Blythe is please to write this letter of support for the Active Transportation Program (ATP) grant submittal that could provide funding for Appleby Elementary School located in Blythe area of unincorporated Riverside County.

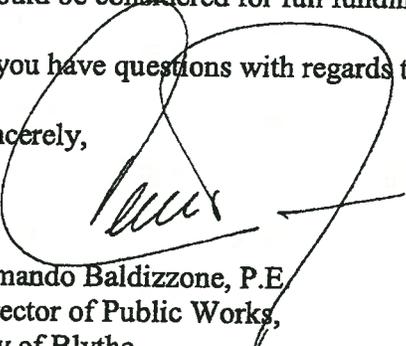
Funds will be used to install sidewalk and roadway improvements along 3rd Place as well as upgrade existing pedestrian facilities adjacent to the school to comply with the American Disability Act (ADA). These improvements will allow more students to safely walk or ride their bikes to and from school on a daily basis. Once construction of this project is completed, the City of Blythe will maintain all improvements constructed within the City right of way.

The City of Blythe is working in collaboration with the County of Riverside to identify potential projects that fall within the scope of this grant that will provide safety to the students.

We wholeheartedly support this project submittal. The goal and objectives of this project more than meet the ATP and Safe Routes to School program guidelines. The project should be considered for full funding.

If you have questions with regards to this letter, please contact me at (760) 922-6611.

Sincerely,



Armando Baldizzone, P.E.
Director of Public Works,
City of Blythe



4080 Lemon Street, 3rd Floor • Riverside, CA 92501
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

Riverside County Transportation Commission

May 19, 2015

Ms. Teresa McWilliam
ATP Program Manager
California Department of Transportation
Division of Local Assistance, MS 1
Attention: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

RE: County of Riverside's Active Transportation Project – 3rd Place Sidewalk and Roadway Safety Improvements

Dear Ms. McWilliam:

The Riverside County Transportation Commission (RCTC) is pleased to support the county of Riverside's grant application for Active Transportation Program (ATP) funding for sidewalk and roadway safety improvements on 3rd Place in an unincorporated community in Riverside County near the city of Blythe.

The proposed project improvements include 1,500 linear feet of concrete sidewalk, curb and gutter, pavement improvements, ADA compliant curb ramps, driveway approaches, flashing beacons, signs, marking, and other incidental items to improve pedestrian safety. The area being improved is located near Felix J. Appleby Elementary School and this is a Safe Routes to School infrastructure project.

Funding for projects like this one are especially important in rapidly developing areas throughout Riverside County. Many of these needs are found in disadvantaged communities that will benefit from safety improvements that will be realized from projects such as this one. This particular area is in a recognized disadvantaged community.

Please contact Goods Movement Manager Tanya Love at (951) 781-7141 or by email at tlove@rctc.org if you have any questions or need additional information.

Sincerely,


John Standiford
Deputy Executive Director

ATTACHMENT J



FELIX J. APPLEBY ELEMENTARY SCHOOL
10321 E Vernon Ave., Blythe CA 92225

(760) 922-7174
Fax (760) 922-0504

April 20, 2015

Riverside County Transportation Department
P.O. Box 1090
Riverside, CA 92502-1090

Subject: Letter of Support for the Active Transportation Program (ATP) Cycle 2
Submittal

To Whom It May Concern:

Felix J. Appleby Elementary School is pleased to write this letter of support for the Active Transportation Program (ATP) grant submittal that could provide funding for Felix J. Appleby Elementary School located in the Blythe area of unincorporated Riverside County.

Funds will be used to install sidewalk and roadway improvements along 3rd Place as well as upgrade existing pedestrian facilities adjacent to the school to comply with the American Disability Act (ADA). These improvements will allow more students to safely walk or ride their bikes to and from school on a daily basis.

The school is working in collaboration with the County or Riverside to identify potential projects that fall within the scope of this grant that will provide safety to the students.

We wholeheartedly support this project submittal. The goal and objectives of this project more than meet the ATP and Safe Routes to School program guidelines. The project should be considered for full funding.

If you have questions with regards to this letter, please contact me at (760) 922-7174.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Yancey", with a long horizontal flourish extending to the right.

Michael Yancey
Principal – Felix J. Appleby Elementary School
Palo Verde Unified School District
myancey@pvusd.us



PALO VERDE
Unified School District

"...and the mountains... together"

295 North First Street, Blythe California 92225
Telephone (760) 922-4164
Fax (760) 922-5942

Board of Education

Alice Dean
Norman C. Guith, Ed.D.
Alfonso Hernandez
Robert E. Jensen
John Ulmer

Dr. Mike Davitt
Superintendent

April 20, 2015

Riverside County Transportation Department
P.O. BOX 1090
Riverside, CA 92502-1090

Subject: Letter of Support for the Active Transportation Program (ATP) Cycle 2 Submittal

To Whom It May Concern:

Appleby Elementary School is please to write this letter of support for the Active Transportation Program (ATP) grant submittal that could provide funding for Appleby Elementary School located in Blythe area of unincorporated Riverside County.

Funds will be used to install sidewalk and roadway improvements along 3rd Place as well as upgrade existing pedestrian facilities adjacent to the school to comply with the American Disability Act (ADA). These improvements will allow more students to safely walk or ride their bikes to and from school on a daily basis.

The school is working in collaboration with the County of Riverside to identify potential projects that fall within the scope of this grant that will provide safety to the students.

We wholeheartedly support this project submittal. The goal and objectives of this project more than meet the ATP and Safe Routes to School program guidelines. The project should be considered for full funding.

If you have questions with regards to this letter, please contact me at (760) 922 – 1326.

Sincerely,

Marty Braden
Director of Facilities & Operations

ATTACHMENT J



PALO VERDE
Unified School District

"Improving Learning... Together"

295 North First Street, Blythe California 92225
Telephone (760) 922-4164
Fax (760) 922-5942

Board of Education

Alice Dean
Norman C. Guith, Ed.D.
Alfonso Hernandez
Robert E. Jensen
John Ulmer

Dr. Mike Davitt
Superintendent

April 20, 2015

Riverside County Transportation Department
P.O. BOX 1090
Riverside, CA 92502-1090

Subject: Letter of Support for the Active Transportation Program (ATP) Cycle 2
Submittal.

To Whom It May Concern:

Palo Verde Unified School District is pleased to write this letter of support for the Active Transportation Program (ATP) grant submittal that could provide funding for Felix J. Appleby Elementary School located in the Blythe area of unincorporated Riverside County.

Funds will be used to install sidewalk and roadway improvements along 3rd Place as well as upgrade existing pedestrian facilities adjacent to the school to comply with the American Disability Act (ADA). These improvements will allow more students to safely walk or ride their bikes to and from school on a daily basis.

The school is working in collaboration with the County of Riverside to identify potential projects that fall within the scope of this grant that will provide safety to the students.

We wholeheartedly support this project submittal. The goal and objectives of this project more than meet the ATP and Safe Routes to School program guidelines. The project should be considered for full funding.

If you have questions with regards to this letter, please contact me at extension (760) 922-4164 x1236.

Sincerely,

Dr. Mike Davitt
Superintendent
Palo Verde Unified School District



ATTACHMENT J

BLYTHE POLICE DEPARTMENT

240 NORTH SPRING STREET • BLYTHE, CALIFORNIA 92225 • (760) 922-6111

May 4, 2015

Riverside County Transportation Department
P.O. BOX 1090
Riverside, CA 92502-1090

Subject: Letter of Support for the Active Transportation Program (ATP) Submittal.

To Whom It May Concern:

The Blythe Police Department is pleased to write this letter of support for the Active Transportation Program (ATP) grant submittal that could provide funding for Appleby Elementary School located in the Blythe area of unincorporated Riverside County.

Funds will be used to install sidewalk and roadway improvements along 3rd Place as well as upgrade existing pedestrian facilities adjacent to the school to comply with the American Disability Act (ADA). These improvements will allow more students to safely walk and ride their bikes to and from school on a daily basis.

The Blythe Police Department is working in collaboration with the County of Riverside to identify potential projects that fall within the scope of this grant that will provide safety to the students.

We wholeheartedly support this project submittal. The goal and objectives of this project more than meet the ATP and Safe Routes to School program guidelines. The project should be considered for full funding.

If you have questions with regards to this letter, please feel free to contact me

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Mathews", is written over the word "Sincerely,".

Robert Mathews
Interim Chief
City of Blythe Police Department

ATTACHMENT J

State of California—Transportation Agency

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

430 S. Broadway
Blythe, CA 92225
760-922-6141
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



April 15, 2014

File No.: 660.11815

Riverside County Transportation Department
P.O. BOX 1090
Riverside, CA 92502-1090

Subject: Letter of Support for the Active Transportation Program (ATP) Cycle 2
Submittal.

To Whom it May Concern:

The California Highway Patrol Blythe Area is please to write this letter of support for the Active Transportation Program (ATP) grant submittal that could provide funding for Appleby Elementary School located in Blythe area of unincorporated Riverside County.

Funds will be used to construct roadway and sidewalk improvements along 3rd Place. These improvements will allow more students to safely walk or ride their bikes to and from school on a daily basis.

~~We wholeheartedly support this project submittal. The goal and objectives of this project more than meet the ATP and Safe Routes to School program guidelines. The project should be considered for full funding.~~

If you have questions with regards to this letter, please contact me at extension (760) 922-6141.

Sincerely,

A handwritten signature in black ink, appearing to read "Gustavo Guzman". To the right of the signature, the number "5/11815" is handwritten.

Gustavo Guzman, Lieutenant
Commander
Blythe CHP Area
Off. (760) 922-6141



ATTACHMENT J



Riverside County
Public Health

Susan D. Harrington, M.S., R.D., Director

Cameron Kaiser, M.D., Public Health Officer

May 22, 2015

Ms. Teresa McWilliam
ATP Program Manager
California Department of Transportation
Division of Local Assistance, MS 1
Attention: Office of Active Transportation and Special Programs
Sacramento, CA 94274

RE: Active Transportation Program (ATP) Cycle 2 – 3rd Place Sidewalk Improvements

Dear Ms. McWilliam:

The Riverside County Department of Public Health is pleased to support the Riverside County Transportation Department grant application for ATP funding for sidewalk improvements along 3rd Place in the unincorporated area of Blythe and City of Blythe.

The proposed project improvements include 1,500 linear feet of concrete sidewalk, curb and gutter, pavement improvements, ADA compliant curb ramps, driveway approaches, flashing beacons, signs, markings, and other incidental items to improve pedestrian safety. The area being improved is located near Felix J. Appleby Elementary School and is in a recognized disadvantaged community. This project is a Safe Routes to School infrastructure project.

We look forward to collaborating with Riverside County Transportation Department to assist with their project, which will have a positive influence on improving health, traffic congestion, air quality, and neighborhood safety. Please contact Deputy Director Michael Osur at 951-358-5074 or via email at mosur@rivcocha.org if you have any questions or we can be of additional assistance.

Sincerely,

A handwritten signature in black ink that reads "Susan D. Harrington".

Susan D. Harrington, Director



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY



Juan C. Perez, P.E., T.E.
Director of Transportation and
Land Management

Transportation Department

Patricia Romo, P.E.
Assistant Director of Transportation

EXHIBIT 22-F REQUEST FOR STATE-ONLY ATP FUNDING

To: Caltrans District Office – Programming Liaison

Date: 05/28/2015

Subject: Request for ATP State-Only Funding

Riverside County Transportation Department hereby requests ATP State-only funding for the following project:

PROJECT NAME: 3rd Place Sidewalk and Roadway Safety Improvements

PROJECT DESCRIPTION: The proposed project improvements include approximately 1,500 linear feet of concrete sidewalk, curb & gutter, pavement improvements (24 foot half width roadway improvements), ADA compliant curb ramps, driveway approaches, solar powered flashing beacons, signs, markings, and other incidental items to improve safety adjacent to Felix J. Appleby Elementary School.

JUSTIFICATION:

- A. Type of Work (Infrastructure (IF), Non-Infrastructure(NI), Combined (IF/NI)): **Infrastructure (IF)**
- B. Project cost: **Total Project Cost - \$871,000; ATP Request - \$721,000**
- C. Status of Project
 1. Beginning and Ending Dates of the Project:
 - o **Project Beginning Date: 03/01/2015**
 - o **Project Ending Date: 12/31/2018**
 2. Environmental Clearance Status:
 - o **PA&ED started 03/01/2015. CEQA environmental clearance anticipated 07/01/2015.**
 3. R/W Clearance Status:
 - o **R/W Acquisition to begin 09/01/2015. (using local funds)**
 4. Status of Construction
 - a) **Proposed Advertising Date: 01/01/2018**
 - b) **Proposed Contract and Construction Award Dates: 04/01/2018**

08-RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT-1

- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

PA&ED (\$65,000) –

- o FY 15/16 (\$15,000) Local Funds
- o FY 16/17 (\$50,000) ATP and Local Funds

PS&E (\$61,000) –

- o FY 16/17 (\$45,000) ATP Funds
- o FY 17/18 (\$16,000) ATP Funds

R/W (\$150,000)-

- o FY 15/16 (\$100,000) Local Funds
- o FY 16/17 (\$50,000) Local Funds

CON (\$595,000)-

- o FY 17/18 (\$595,000) ATP Funds

- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

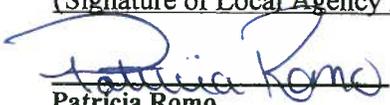
The CEQA environmental process has begun with R/W acquisitions to follow (September 2015). We anticipate that the R/W phase of the project will be 85% completed by July 1, 2016. Being granted State-Only Funds will allow us to proceed with our current project schedule and allow us to deliver the much needed sidewalk improvements in a timely manner. Being granted Federal Funds will trigger mandated federal requirements, including the NEPA environmental process, which will delay the start of the required R/W acquisitions to July 1, 2017 and cause an overall delay in delivering the sidewalk improvements. With State-Only Funds, the ATP funds for the PA&ED phase may be reduced up to \$50,000 (NEPA).

REGIONAL AGENCY CONCURRENCE:

(Name of Regional Agency) concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects):

(Signature of Regional Agency Representative) (Only for MPO selected projects):

(Signature of Local Agency Representative):


Patricia Romo

Assistant Director of Transportation