

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



ITEM
3.40
(ID # 7539)

MEETING DATE:
Tuesday, July 17, 2018

FROM : TLMA-PLANNING:

SUBJECT: TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: Accept the 2018/2019 Caltrans Sustainable Transportation Planning/Sustainable Communities Competitive Grant Award; Adopt Resolution No. 2018-136, Authorizing the Director of Transportation And Land Management Agency to Execute the Grant/Fund Transfer Agreement Between the County of Riverside and the California Department of Transportation for the Highway 74 Multi-Modal Transit Plan. First District. [\$150,232 – Total Cost; State Funds \$133,000 Local Funds- NCC \$17,232]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Accept the 2018/2019 Sustainable Transportation Planning/Sustainable Communities Competitive Grant Award in the Amount of \$133,000 from the California Department of Transportation (Caltrans); and,
2. Adopt Resolution No. 2018-136, authorizing the Director of Transportation and Land Management Agency, or designee, to execute the the Restricted Grant/Fund Transfer Agreement between the County of Riverside (County) and Caltrans for the Highway 74 Multi-modal Transit Plan.

ACTION: Policy

Charissa Leach, Assistant TLMA Director

7/9/2018

MINUTES OF THE BOARD OF SUPERVISORS

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

Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley
Nays: None
Absent: None
Date: July 17, 2018
xc: Planning

Kecia Harper-Ihem
Clerk of the Board
By:
Deputy

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

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ 50,202	\$ 82,798	\$ 133,000	\$ 0
NET COUNTY COST	\$ 6,504	\$ 10,728	\$ 17,232	\$ 0
SOURCE OF FUNDS: Caltrans Sustainable Transportation Planning/Sustainable Communities Competitive Grant 88.53% NCC 11.47%			Budget Adjustment: No	
			For Fiscal Year: 18/19-19/20	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

The Riverside County Transportation and Land Management Agency (TLMA) received a Sustainable Transportation Planning Grant from the California Department of Transportation (Caltrans) to fund the development of a comprehensive Multi-Modal Transit Plan for the unincorporated Communities of Good Hope and Meadowbrook located along a 7-mile segment of the Highway 74 corridor. This segment of Highway 74 extends from the City of Perris boundary south to the City of Lake Elsinore boundary. The project will focus on identifying the mobility needs and solutions for residents and business owners who reside and operate along this corridor through community outreach and partnership with Community groups and key Transportation Agencies. The Multi-modal Transit Plan will help align the community's transportation needs and development patterns that with the state transportation goals of improving multi-modal mobility and accessibility for all people and fostering livable, healthy and socially equitable communities.

In order to access funds for this grant, a resolution is required to enable the Director of Transportation and Land Management Agency, or designee, to execute the Restricted Grant/Fund Transfer Agreement, and subsequently allow Caltrans to release funds to the County.

Riverside County TLMA-Planning Department has in place two planning contract service agreements with various consulting firms to support ongoing community planning efforts for the next three years. The consulting firms were chosen through a competitive Request For Proposal bidding process based on bidder experience and ability, technical capacity/qualifications, cost, references, and other factors. The Planning Department will choose a consultant from the service agreements to assist with project management, organize and facilitate the community design charrettes, provide content and help to produce outreach and publicity materials (e.g. flyers and posters), document public input, and assist with development of the plan.

The consultant will analyze and document baseline conditions for streets, sidewalks and intersections, and key routes for walking, bicycling and transit, and assess mobility needs of the

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

residents. Based on data analyses and community engagement, the consultant will provide recommendations to improve mobility within the Project Area. The consultant will also assemble the Advisory Group that includes eight to twelve representatives from the agencies and communities and participate in the Advisory Group meetings.

Impact on Residents and Businesses

The Highway 74 Multi-modal Transit Plan will recommend strategies to improve active transportation and options to reduce vehicle miles traveled (VMT'S), greenhouse gas emissions (GHGs), and congestion, which will ultimately improve the air quality and the overall community health. The scope of work for the Transit Plan includes community engagement activities. Community outreach will include interactive public engagement to ensure the long-term success of implementation of the plan. The project will engage residents and stakeholders to assess and document conditions for all travel modes (walking, bicycling, transit, and driving) and users to identify and prioritize improvements. All residents and business owners within the Project Area are encouraged to attend the community outreach events. Through robust community engagement and a participatory design process, the County will develop a plan that meets the needs of the community, is technically feasible, and meets regional goals in the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), including reducing VMT.

Additional Fiscal Information

Caltrans Transportation Planning Grants are intended to strengthen the economy, promote equity, and protect the environment. The Sustainable Communities and Adaptation Planning grants are State-funded, primary through Senate Bill 1, the Road Repair and Accountability Act of 2017. The Strategic Partnership grants are federally-funded through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The grant requires a local match of 11.47%. The Grant award is for the amount of \$133,000 and the local match equals \$17,232. The total cost of the project is \$150,232. The project will span two fiscal years starting October 2018 and conclude June 2020.

	FY 18/19	FY 19/20
Anticipated Annual Amount	\$56,706	\$93,526

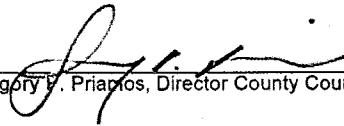
ATTACHMENTS:

- A. **Project Area Map**
- B. **Resolution No. 2018-136**
- C. **Grant Application**
- D. **Conditional Grant Award Letter from Caltrans**
- E. **Project Schedule**

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


Scott Bruckner

7/9/2018


Gregory V. Priapos, Director County Counsel

7/9/2018

2
3 **RESOLUTION NO. 2018-136**

4 **AUTHORIZING THE DIRECTOR OF TRANSPORTATION AND LAND**
5 **MANAGEMENT AGENCY TO EXECUTE THE RESTRICTED GRANT/FUND TRANSFER**
6 **AGREEMENT BETWEEN THE COUNTY OF RIVERSIDE AND THE CALIFORNIA**
7 **DEPARTMENT OF TRANSPORTATION FOR THE HIGHWAY 74 MULTI-MODAL TRANSIT**
8 **PLAN**

9 **(First Supervisorial District)**

10 **WHEREAS,** the Board of Supervisors of the County of Riverside is eligible to receive federal
11 and/or state funding for certain transportation planning related plans, through the California Department
12 of Transportation; and,

13 **WHEREAS,** the Board of Supervisors of the County of Riverside is eligible to receive federal
14 and/or state funding for certain transportation planning related plans, through the California Department of
15 Transportation; and,

16 **WHEREAS,** a Restricted Grant Agreement is needed to be executed with the California Department
17 of Transportation before such funds can be claimed through the Transportation Planning Grant Programs;
18 and,

19 **WHEREAS,** the County of Riverside desires to delegate authority to the Director of Transportation
20 and Land Management Agency, or designee, to execute the grant agreement(s) and any amendments
21 thereto;

22 **NOW, THEREFORE, BE IT RESOLVED DETERMINED AND ORDERED,** by the Board of
23 Supervisors of the County of Riverside ("Board"), in regular sessions assembled on July 17, 2018, at or
24 after 9:00 a.m. or soon thereafter, in the meeting room of the Board of Supervisors located on the 1st floor
25 of the County Administrative Center, 4080 Lemon Street, Riverside, California, that this Board authorizes
26 the Director of Transportation and Land Management Agency, or designee, to execute the Restricted
27 Grant/Fund Transfer Agreement, and any amendments thereto, between the County of Riverside and the
28 California Department of Transportation for the grant award associated with the Highway 74 Multi-modal

FORM APPROVED COUNTY COUNSEL
BY: TIFANY N. NORITA 7/17/18 DATE

1 Transit Plan.

2 **BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED**, that this Board authorizes the
3 Chairman of the Board of Supervisors to execute this Resolution as requested by the California Department
4 of Transportation in the Grant Award Letter and direct the Clerk of the Board to attest to the Chairman's
5 signature on this Resolution and certify to the passage and adoption thereof.

6
7
8 ROLL CALL:

9 Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley
10 Nays: None
11 Absent: None

12 The foregoing is certified to be a true copy of a resolution duly
13 adopted by said Board of Supervisors on the date therein set forth.

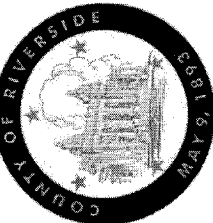
14 KECIA HARPER-IHEM, Clerk of said Board

15 By  _____
16 Deputy

17
18
19
20
21
22
23
24
25
26
27
28

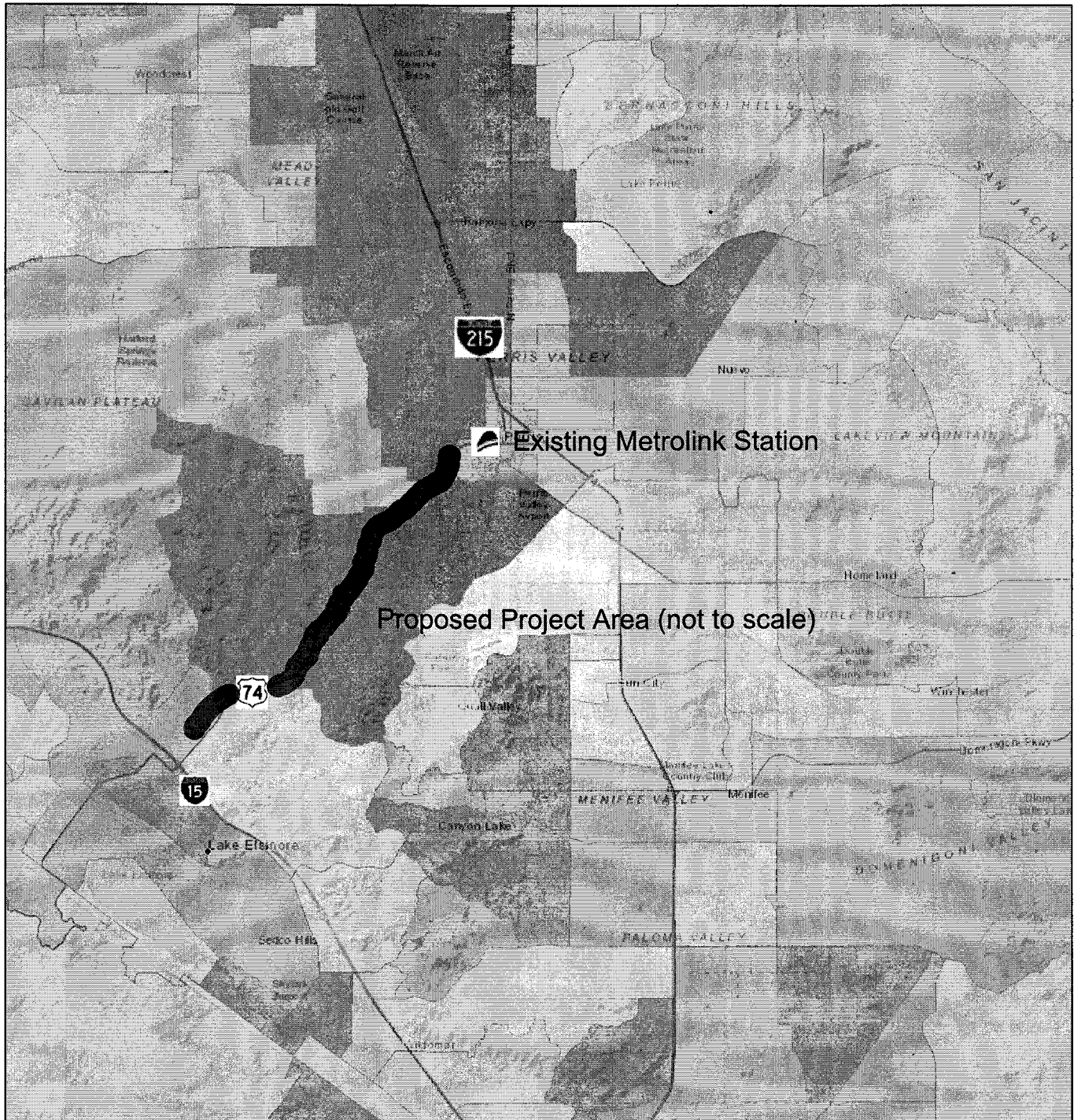
07.17.18 3.40

Overview of Project Area in Relation to Region



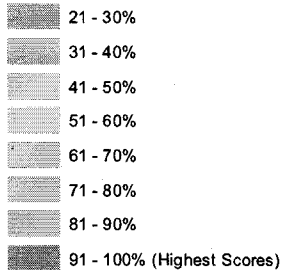
Riverside County Highway 74 Multi-Modal Transit Plan. The proposed Multi-Modal Transit Plan will enable residents and businesses from the region to engage in mobility planning. The Plan will prioritize improvements along the Highway 74 corridor from the Lake Elsinore city boundary northeast to the Perris city boundary (see red line; approximately 7 miles).

CalEnviroScreen 3.0 Results

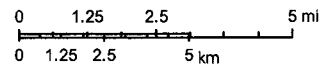


2/7/2018, 5:43:07 PM

CalEnviroScreen 3.0 Results



1:144,448



Riverside County Highway 74 Multi-Modal Transit Plan

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
 SUSTAINABLE COMMUNITIES GRANT APPLICATION**

PROJECT TITLE	Riverside County Highway 74 Multi-Modal Transit Plan
PROJECT LOCATION (city and county)	Highway 74 from Lake Elsinore to City of Perris Boundaries, Unincorporated Riverside County

	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization	County of Riverside		
Mailing Address	4080 Lemon Street, 12th Floor		
City	Riverside		
Zip Code	92501		
Executive Director/designee and title	Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/> <small>Juan C. Perez, Assistant CEO-TLMA Director Transportation and Land Management Agency</small>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
E-mail Address	JCPerez@RIVCO.org		
Contact Person and title	Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/> Keith Gardner, Planning Administrative Manager	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
Contact E-mail Address	kgardner@rivco.org		
Phone Number	(951) 955-0781		

FUNDING INFORMATION
 Use the Match Calculator to complete this section.
 Match Calculator

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$ 133,000	\$ 17,232	\$ 0	\$ 150,232

Specific Source of Local Cash Match
 (i.e., local transportation funds, local sales tax, special bond measures, etc.)

Local cash match will be General Funds provided by the County of Riverside. The funds are available and can be committed immediately upon grant award.

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
 SUSTAINABLE COMMUNITIES GRANT APPLICATION**

LEGISLATIVE INFORMATION*			
Please list the legislative members in the project area. Attach additional pages if necessary.			
State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District
Senator Jeff Stone	28	Assembly Member Melissa A. Melendez	67
	-		-
	-		-
	-		-
	-		-
	-		-

*Use the following link to determine the legislators.
<http://findyourrep.legislature.ca.gov/> (search by address)

Please identify the best practices cited in the 2017 Regional Transportation Plan (RTP) Guidelines, Appendices K and L, that would be employed in the proposed transportation planning grant project. Select only those that apply and provide an explanation. For future grant cycles, this section may be considered for points and/or threshold requirements. For now, these items are for tracking and reporting purposes only and are not associated with points, and may not result in a higher score.

- Coordination with Other Planning Processes
Please explain how:

The Plan will coordinate with the on-going Hwy 74 Community Plan, CTP 2040 GHG reduction strategies, SCAG's RTP SCS, Riverside County/surrounding cities' General Plan/Community Plan efforts, RTA First-Last Mile Mobility Study, RCTC's rail study, Smart Mobility Framework, environmental justice, and climate-ready transportation pillars.

- Regional Travel Demand Modeling and Analysis
Please explain how:

The Multi-Modal Transit Plan will use a travel demand forecasting model to estimate travel behavior and the County's travel demands (passenger rail service, public transit, bicycling, walking) to identify the most affordable, sustainable, and efficient transit options for residents and visitors that travel along the Highway 74 Corridor.

- RTP Consultation and Coordination
Please explain how:

The planning process includes RTP cutting-edge best practices and coordination with multiple partners including SCAG, Riverside County Transportation Commission (RCTC), and Western Riverside Council of Governments (WRCOG). A robust Public Participation Plan with residents and businesses in the Project Area is also planned.

- Integrating Ecological Considerations into Transportation Planning
Please explain how:

The applicant has a Multiple Species Habitat Conservation Plan. The planning process includes consulting with State Conservation plans & maps and comparing proposed actions with natural and historic inventories including farmlands. The SOW includes consultation with resource agencies.

- RTP Financial Overview
Please explain how:

The Multi-Modal Transit Plan will define realistic financing constraints and opportunities in the assessment of transportation improvements and alternatives. The Plan will consider any mitigation measures associated with a task and would address existing infrastructure conditions prior to considering expansion of the system.

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

RTP Modal Discussion

Please explain how:

The Plan will align with RTP goal of improved active transportation options. The Plan will evaluate all transit modes to prioritize project improvements in the Highway 74 Corridor. The Plan will also engage the local community, as well as transit operators and local jurisdictions, to address the first mile-last mile connections to public transit.

Transportation System Management and Operations

Please explain how:

The Multi-Modal Transit Plan will incorporate a strategy for ongoing operations and management of any proposed traffic system/transit facility. The O&M plan will include a cost analysis of staff time & routine maintenance required to effectively operate and maintain the system/facility and a draft 10-year and 20-year capital improvement plan.

Future of Transportation and New Technology

Please explain how:

The Plan will assess the transportation network's ability to accommodate and promote new technology, car/bike sharing strategies, alternative fuels, charging stations, zero emission technology, and emerging technology such as automated vehicles. Plan will assess if network meets objectives of the State's Zero Emission Vehicle Action Plan.

Sustainable Communities Strategy (SCS) Contents and Development

Please explain how:

The Plan will implement the SCS goals of VMT and GHG emission reduction by promoting public transit and active transportation opportunities. Affordable and sustainable travel options will be proposed that maximize mobility and accessibility, preserve the natural environment, and improve the Project Area's public health and safety.

Land Use and Transportation Strategies to Address Regional GHG Emissions

Please explain how:

Project is consistent with efforts to shift transportation investment to public transit and active transportation (walking and biking) modes. The Plan will analyze land use and transportation strategies that prioritize a reduction in Vehicle Miles Traveled (VMT) and a reduction in GHG emissions that will improve the Project Area public health.

Adaptation of the Regional Transportation System to Climate Change

Please explain how:

The planning process will assess transit improvements that will help to mitigate the negative effects of climate change (air pollution, extensive GHG emissions, etc.) by prioritizing active transportation alternatives and propose sustainable modes of transportation for residents, visitors, and commuters. Cal-Adapt.org will be consulted.

Performance Measures

Please explain how:

The Project will develop performance measures to gauge the progress of each proposed transit improvement, e.g. baseline measurements, scientific data to support the need, and a set of indicators to be used to assess performance. The 9 performance monitoring indicators on p. 350 of the RTP Guidelines for MPOs will be consulted.

Policies and Programs that Promote Health and Health Equity

Please explain how:

The Plan will identify options for active transportation opportunities and reduced use of single passenger vehicle trips to promote a healthier lifestyle and improve the overall health of the Project Area with cleaner air. The Plan will also assess equity barriers, such as access to essential destinations, job opportunities and safety of transit options.

Please identify the Grant Program Overarching Objectives (Grant Application Guide, Page 4) that the proposed transportation planning grant project will address. Select all that apply and provide an explanation.

- Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission reduction goals, preserving the State’s natural and working lands, and preserving the unique character and livability of California’s communities.**

Please explain how:

The planning process will identify transportation improvements that increase reliability and efficiency in the County's transportation network to move people, goods, and services. The Plan will promote projects that reduce GHG emissions while preserving the environment and the unique character of the benefiting communities.

- Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and Local planning growth and economic development patterns.**

Please explain how:

The process will evaluate how proposed improvements will impact the natural environment, reduce VMT and gasoline usage, improve quality of life and increase economic development through access to education, healthcare and employment, and coordinate with State and local transportation plans.

- Mobility – Increase the accessibility of the system and mobility of people and freight.**

Please explain how:

The Plan will identify projects that increase access to various travel modes in the Project Area. Many area residents do not have access to vehicles and thus rely on public transportation. The Plan will focus on walking and biking improvements that will connect residents to public transit along the Highway 74 Corridor.

- Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.**

Please explain how:

The process will result in a Plan that improves safety for all users (walking, biking, auto, and public transit). The Study will evaluate speed limits, crosswalks, mid-block crossings, and signage, and will embrace the Vision Zero approach to road safety that eventually no one will be killed or seriously injured within the road transport system.

- Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.**

Please explain how:

The Plan will identify low-impact development solutions to ensure sustainability including: use of solar, harvesting and recharging storm water and rain water on site, carbon sequestering trees and plants, permeable pavers or interlocking concrete, decomposed granite, and shared mobility options in our low-income communities.

- Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprises, etc.).**

Please explain how:

The Plan will propose options for a safer and more efficient highway corridor that will improve resident access to education and employment, which improves their productivity, and will, in turn, improve economic outcomes. The proposals will assist our disadvantaged business owners by improving access for workers and business users.

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

- Health** – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Please explain how:

In addition to supporting active transportation options, the Plan will help reduce reliance on automobiles which are primary contributors to high levels of ozone and particulate matter that negatively impact people's health. By improving safety for all modes through Complete Street strategies, the Plan will help to reduce vehicular crashes.

- Social Equity** – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Please explain how:

The Project will provide community-driven mobility alternatives in a region that suffers significantly from air pollution, poverty, and health challenges as identified in the CalEnviroScreen 3.0 data. The planning process includes a meaningful public engagement process with residents and stakeholders having significant input into the Plan.

FY 2018-19
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

1. Project Description (100 words maximum) (15 points): Briefly summarize project.

Develop a Multi-Modal Transit Plan for the Highway 74 unincorporated corridor from Lake Elsinore to Perris. Low-income communities along this route face significant barriers to mobility including limited transportation infrastructure, lack of pedestrian and bicycle access to transit and community resources, and limited transit. Through robust community engagement and a participatory design process, the County will develop a plan that meets the needs of the community, is technically feasible, and meets regional goals in the RTP/SCS, including reducing VMT. Partners: Caltrans, Metrolink, RCTC, RTA, Riverside Public Health, the Good Hope/Meadowbrook MAC, and Highway 74 and Mead Valley Planning Area communities.

FY 2018-19
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

2. Project Justification (Do not exceed the space provided.) (25 points): Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project.

Deficiencies in Project Area. The following summarizes the problems within the project area:

1) Safety: Highway 74 corridor's safety concerns will only exacerbate with growth. Documented community concerns are speeding, accidents, speed bumps, and lack of sidewalks and street lights; 2) Lack of Data and Regional Cohesiveness: There is a significant lack of baseline information for the planning area including sidewalk miles (existing and gaps), commute times, bus stop locations, job centers, green spaces, etc. This deficiency coupled with unplanned growth results in a fragmented and disjointed transportation system. Identified transportation deficiencies include lack of local community transit (city shuttle/trolley), the need for a transit hub (which provides access to Metrolink), trail systems, flood control infrastructure, and paving dirt roads. Several of the connectivity concerns were identified from recent public workshops and community meetings for the Highway 74 Community Plan. 3) Air Quality and Public Health: According to CalEnviroScreen 3.0, the majority of Census Tracts in the project area are in the 90th percentile or higher for Ozone levels. Identifying a variety of mobility options that are not overly reliant on vehicle emissions will help reduce GHG emissions leading to better air quality and health for residents; 4) Social Inequity: Currently, there is limited access to public transit in a project area with a significant proportion of low-income households and designated as a DAC. Therefore, limited opportunities exist for public transit-based travel to employment, education and health care destinations; and 5) Walkability: The most pervasive concern from a prior public engagement process is the lack of a walkable downtown in Good Hope and Meadowbrook. There is an absence of local retail and restaurant land uses that bring both visitors and employment opportunities to the community.

How Proposed Plan Addresses Problems. This Plan will identify transportation solutions as a region, rather than a segregated "our plan" vs. "your plan" approach between different cities and unincorporated areas. The planning process will allow for regional input and prioritization of projects that will mitigate the above problems and result in solutions as follows: 1) Safety will be priority. As projects are being evaluated, the scoring rubric will prioritize projects with higher safety elements over other qualities. The Plan will analyze projects that improve safety, reduce traffic congestion, reduce collisions, and provide more affordable travel options for DAC residents; 2) Collect baseline data (sidewalk gaps, commute times, etc.) and compare this with growth trends, job sites, housing developments, and land use patterns to help shape the different types of transportation needed (rail, bus, auto, walking, biking) for each land use segment; 3) Enable active transportation for large segments of people groups (e.g. school children, senior citizens, etc.) and where connectivity can be achieved will receive higher priority; 4) Identify logical locations for bus stops and rail stations based on growth patterns and land use, which will feed transportation-oriented development and multi-use hubs (living, working, shopping); and 5) Engage in community outreach and design collaboration.

The proposed Plan will coordinate with six regional and local plans: 1) SCAG's RTP SCS, which summarizes the existing and proposed transportation network and its operational conditions and explores the region's current land use and transportation networks that are currently overburdened, restrictive, and challenging for residents; 2) RCTC's Rail Plan, which evaluates potential regional rail stops; 3) the Highway 74 Community Plan; 4) the Mead Valley Area Plan; 5) the Lake Elsinore Area Plan; 6) RTA First and Last Mobility Plan.

Ramifications if Grant not Funded. This is the ideal time to develop a regional Multi-Modal Transit Plan with area residents and business owners. There is momentum as a result of the recent community meetings and residents are asking "what's next?" If this funding is not provided, the community planning areas will likely begin to develop as "stand-alone" entities and we will lose the regional perspective and approach that is proposed.

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

3. Grant Specific Objective (Do not exceed the space provided.) (30 points): Explain how the proposed project addresses the grant specific objective of the Sustainable Communities grant program: to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives (Grant Application Guide, Page 4).

The proposed Multi-Modal Transit Plan will address Sustainable Communities Grant Program objectives as follows:

1) Encourages local and regional multi-modal transportation and land use planning that furthers SCAG's RTP SCS. The Plan will integrate transportation and land use planning to give residents and visitors to the Project Area more choices for navigating between destinations (home, employment, retail and entertainment). This integration will affect both local and regional transportation networks. The County will strive to develop the proposed Plan to integrate a well-developed transportation network into the existing land use and promote a cohesive local and regional transportation network. Naturally, the proposed Plan will incorporate the County's current Community Plan efforts for the Highway 74 Corridor, as well as the Mead Valley and Lake Elsinore Area Plans. Even more importantly, the proposed Plan will align with the goals and policies of SCAG's RTP and SCS. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2016 RTP SCS, whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability. The proposed Multi-Modal Transit Plan, like the RTP SCS, includes a strong commitment to reduce emissions from transportation sources to both improve public health and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act SB 375. SB 375 calls for a reduction in GHG emissions from passenger vehicles by 8% per capita by 2020 and 18% per capita by 2035 compared to 2005, as set by CARB. These targets will point the Project Area towards overall sustainability and will provide benefits beyond reducing carbon emissions. Various active transportation strategies, similar to those analyzed in the proposed Plan, increase our bike-ways and bring miles of deficient sidewalks into compliance with the Americans with Disabilities Act. The proposed Plan will strive to provide a Project Area framework to improve sustainability, as well as balance future mobility and housing needs with economic, environmental and public health goals.

2) Contributes to the State's GHG reduction targets and other State goals. SB 375 was enacted to reduce GHG from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Reporting of GHG emissions by major sources is required by the California Global Warming Solutions Act of 2006 (AB 32). The proposed Multi-Modal Transit Plan's objectives align with SB 375 and AB 32 requirements; expanding mobility choices will incorporate physical activity into daily routines, make it easier for people to drive less and reduce GHG emissions on a regional level.

3) Addresses the Needs of Disadvantaged Communities. Riverside County is ranked among the worst in the nation for smog and pollution by the American Lung Association. Specifically, the Project Area ranks above the 90th percentile on CalEnviroScreen 3.0 and in the most disadvantaged 76-100th percentile on the CalEnviroScreen Health Disadvantage Index. Other health indicators show that 57% of Riverside County residents 12 years and older are either obese or overweight (Source: County of Riverside Department of Public Health 2013 Community Health Profile). In addition, asthma prevalence is higher in Riverside County compared to California (14.5% and 13.6% respectively). These statistics clearly demonstrate Riverside County is among some of the most disadvantaged communities in the State, and will be taken into consideration during the development of the proposed Plan. The County is a diverse community with 68% of its residents identifying as either Hispanic or Latino and with more than half of the County population (57%) speaking a language other than English. Currently, approximately 19.5% of County residents live below the poverty level and only 16% have a bachelor's degree or higher, compared to the State average of 31%. An authentic public outreach plan is critical. The Multi-Modal Transit Plan will benefit all Project Area residents with safer travel, but will specifically provide disadvantaged residents more economical choices to travel between destinations. Both public transit and active transportation options are more affordable and healthier methods of travel that will also help to improve air quality and promote more sustainable communities.

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

Grant Specific Objective (Continued - Do not exceed the space provided.)

4) Assists in Achieving Caltrans' Mission and Grant Program Overarching Objectives. The proposed Multi-Modal Transit Plan aligns with Caltrans' mission and Grant Program objectives. For SUSTAINABILITY, the Plan will include a travel demand model to identify the most reliable and efficient travel modes for Project Area residents, including goods and services. One of the main objectives of a Plan is to reduce traffic congestion by reducing the number of single-occupancy vehicle trips, which will result in significant reductions of GHG emissions. For PRESERVATION, the Plan aims to protect the environment from extensive traffic congestion such as air pollution, street damage, and urban runoff. Currently, most of the Project Area ranks above the 90th percentile on the CalEnviroScreen 3.0 for ozone pollution. The Plan will focus on the area due to extensive ozone pollution and larger populations of lower-income families (See Supplemental Map Exhibits). The Plan will also explore multi-modal transportation choices including walking, biking, transit, and rail allowing more people to utilize more environmentally friendly travel options to reduce GHG emissions. For MOBILITY, the purpose of the Plan is to make public transit more accessible to residents and visitors. The County has been pursuing relationships with Metrolink to provide connectivity to the Metrolink Station in Perris, as well as working with current transit providers such as RTA for inter-County bus service.

For SAFETY, the Plan will help to mitigate the number of collisions occurring in the Project Area. Recent public input addressed the issues of speeding and the lack of sidewalks. The County has utilized the Caltrans Local Roadway Safety Manual to implement roadway designs that address appropriate speed limits, accommodate autos of various sizes by re-designing lane widths, and ongoing roadway reconstruction to improve traffic flow on street landscapes. These efforts have helped to identify hazards and allow the County to implement appropriate countermeasures to improve safety for all modes of transportation. The proposed Plan will further this effort by identifying and planning next steps for the mobility improvements to the overall transportation network in the Project Area. For HEALTH AND SOCIAL EQUITY, the Plan aims to promote more active transportation by creating connections within the Project Area that supports pedestrian, bicycle, and low-speed vehicles. The County hopes to reduce air pollution and reduce the number of collisions in the Project Area by strategically assessing, with the public's input, the multi-modal transportation system where residents can easily navigate to local businesses and connect to the region through more alternative transportation modes. This will not only provide more economical options for lower-income families, but will also increase physical activity to improve the overall health of our community.

For INNOVATION, the Plan will promote the use of technology and innovative designs to improve the performance of the Project Area's transportation system and provide more sustainable mobility alternatives. The Multi-Modal Transit Plan will identify how the transportation network has been designed to accommodate and promote new technology, alternative fuels, charging stations, zero emission technology, and emerging technology such as automated vehicles, and will assess if the network meets objectives of the State's Zero Emission Vehicle Action Plan. For ECONOMY, the proposed Multi-Modal Transit Plan will assess the economic vitality of the area by identifying transportation alternatives that increases productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment. The Plan will help the subregion set in motion a circulation pattern that will enable our residents to get to/from their jobs in other communities more quickly, which improves their productivity and ultimately our economy. Public transit will assist our disadvantaged business owners by providing choices and improving access for workers.

An integrated Multi-Modal Transit Plan will benefit Highway 74 Corridor residents and visitors, as well as the increase the efficient flow of goods and services through the Project Area. Demographic data states that seniors make up approximately 10% of the proposed Plan's Project Area. With this baby-boomer generation getting older, multi-modal transportation options are needed by older people who may no longer want or be able to drive. For this select population, multi-modal transportation is a critical need. The County of Riverside is proposing an integrated, efficient, regional Multi-Modal Transit Plan to benefit all travelers County-wide and regionally. The proposed Plan will pursue safe and accessible modes of transportation for users of all ages and abilities through this critical and timely planning document.

FY 2018-19
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

4. Project Management (30 points)

- A. Scope of Work in required Microsoft Word format (15 points)
- B. Project Timeline in required Microsoft Excel format (15 points)

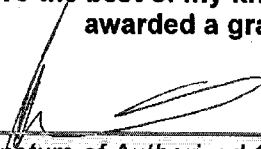
See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 48-54), also online at: <http://www.dot.ca.gov/hq/tpp/grants.html>

FY 2018-19
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.



Signature of Authorized Official (Applicant)
Assistant CEO-TLMA Director, Riverside County

Title

Juan C. Perez

Print Name
2/22/18

Date

Signature of Authorized Official (Sub-Applicant)

Title

Print Name

Date

Signature of Authorized Official (Sub-Applicant)

Title

Print Name

Date

Scope of Work Checklist

The Scope of Work is the official description of the work that is to be completed during the contract. **The Scope of Work must be consistent with the Project Timeline. Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

The Scope of Work must:

- Use the Fiscal Year 2018-19 template provided and in Microsoft Word format
- List all tasks and sub-tasks using the same title as stated in the project timeline
- Include task and sub-task numbers in accurate and proper sequencing; consistent with the project timeline
- List the responsible party for each task and subtask and ensure that it is consistent with the project timeline (i.e. applicant, sub-applicant, or consultant)
- Include a thorough Introduction to describe the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
- Include a thorough and accurate narrative description of each task and sub-task
- Include a task for a kick-off meeting with Caltrans at the start of the grant
- Include a task for procurement of consultants, if consultants are needed
- Include a task for invoicing
- Include a task for quarterly reporting to Caltrans
- Include detailed public participation and services to diverse communities
- Include project implementation/next steps
- List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline
- EXCLUDE environmental, complex design, engineering work, and other ineligible activities

Introduction

RIVERSIDE COUNTY HIGHWAY 74 MULTI-MODAL TRANSIT PLAN

I. PROJECT DESCRIPTION (Location and Disadvantaged Community description)

The County of Riverside seeks funding from the Caltrans Sustainable Transportation Planning Grant Program to develop a comprehensive Multi-Modal Transit Plan for the unincorporated Communities of Good Hope and Meadowbrook located along a 7-mile segment of the Highway 74 corridor located in Riverside County. The project will focus on identifying the mobility needs and solutions for residents and business owners who reside and operate along this corridor through community outreach and partnership with Community groups and key Transportation Agencies. Major partners include Caltrans, Metrolink, Riverside County Transportation Commission, Riverside Transit Agency, Riverside County Public Health, and Good Hope/Meadowbrook Municipal Advisory Council to ensure connectivity and safety in the Project Area.

This 7-mile segment of Highway 74 extends from the City of Perris boundary south to the City of Lake Elsinore boundary. The majority of the Project Area is within two census tracts that are categorized by CalEPA as disadvantaged communities. CalEPA CalEviroscreen 3.0 provides percentile scores based on statewide indicators of pollution burden and population characteristics associated with increased vulnerability to pollution's health effects. These two census tracts scored a percentile of 90-95%, which ranks the tracts within the top 10% of the state. Approximately 56-61% of the population living within the census tracts are below twice the federal poverty level; 22-24% of adults are unemployed; 24-25% of are housing burdened low income households; 34-36% of adults have less than a high school education; and, 56 people per 10,000 people visited the emergency department for asthma and 13 people per 10,000 visited the emergency department for a heart attack between the years 2011-2013. More detailed census data is presented below:

Census Trait	Census Tract 429.01	Census Tract 429.02
Population	8,714	4,707
Size in Square Miles	10.8	16.8
Median Age	28.9	30.8
Over 60 Years of Age	10%	16%
Under 10 Years of Age	16%	17%
Male	52%	52%
Female	48%	48%
Latino/Hispanic	76%	70%
White	13%	24%
Median Household Income	\$47,239	\$43,988
Below Poverty Level	23%	26%
Under 18 Years of Age	33%	41%
Over 65 Years of Age	9%	11%
High School Graduate	66%	63%
College Graduate	5.9%	9.3%
Speak Spanish at Home	65%	66%

Source: ACS, 2016

The County continuously solicits public input from residents and business owners within the Project Area to address socioeconomic and development challenges through land use and transportation planning efforts. For example, the County worked with the community to revise the General Plan policies and land use plan to support the existing and projected population and

encourage economic growth as part of the County's 5th Cycle Housing Element update and the development of the Highway 74 Business Community Plan. Approximately 178 acres along Highway 74 was designated Mixed-Use Area (MUA) as part the Housing Element Update. The MUA land use designation provide opportunities for a various housing types near employment, civic, educational, and recreational centers. The Highway 74 Business Community Plan is currently under development. The plan will further modify the land use designations and establish policies to streamline development that are consistent with the Community's vision within the Project Area. During the community outreach efforts to support these planning efforts, the community expressed the need for improved infrastructure such as road improvements, sidewalks, curb and gutter, walkable communities, mobility options, and flood control improvements. The Highway 74 Multi-Modal Transit Plan will continue the County's outreach efforts to create a guiding document that implements the County's General Plan policies to enhance infrastructure, mixed-use development, complete streets, and healthy communities respectful of the communities' and stakeholders' input.

The Multi-Modal Transit Plan will develop strategies to improve active transportation and transit options to reduce vehicle miles traveled (VMT's), greenhouse gas emissions (GHGs), and congestion, which will then ultimately improve the air quality and the overall community health. The proposed plan will help align the community's transportation needs and development patterns that with the state transportation goals of improving multi-modal mobility and accessibility for all people and fostering livable, healthy and socially equitable communities. The Plan will comply with Senate Bill 375 Sustainable Communities Strategy efforts and AB 1358, which requires county legislative bodies to plan for a balanced multi-modal transportation network. The Plan will also align with the SCAG's RTP/SCS strategies to advance multiple planning goals and utilize new and innovative planning procedures that result in planning products and programs that clearly identify an implementation plan. The plan core components will include:

- 1) An overall framework plan depicting the community's pedestrian and bicycle route networks connecting neighborhoods, schools, parks, town centers, and other important community destinations, with proposed improvements to priority segments for pedestrian and bicycle access, mobility and safety.
- 2) Design interventions to improve the safety and comfort of streets, sidewalks, trails, and other public spaces for all users. These recommendations will include Complete Street designs such as curb ramps, high visibility crosswalks, curb extensions, bicycle lanes, traffic calming, traffic control devices, lighting, etc. that support universal access.
- 3) Analysis of transit mobility needs of residents of the Good Hope and Meadowbrook communities in order to identify potential transit or shared mobility routes to employment centers along the Highway 74 corridor and the surrounding communities and cities.
- 4) Conceptual designs for short and long-term site, street, sidewalk and other infrastructure improvements suitable for future funding programming and grant applications.
- 5) A phasing plan and funding strategy for prioritized projects, programs and action steps.

Project Objectives. The proposed Plan will examine land use development patterns and identify existing transportation options for various transportation modes (pedestrians, bicyclists, vehicles, and bus,) to propose improvements to help alleviate traffic congestion, reduce VMT and GHG emissions, and provide a regional and comprehensive multi-modal strategy for the Project Area that the County can implement in phases. The project and resulting products will address a variety of community sustainability and livability of objectives, including:

- Engage residents and business owners
- Engage Transportation Agencies and Transit providers
- Increase communication between the community residents and Riverside County

- Identify transportation challenges within the Project Area that impacts the resident's quality of life
- Identify transportation challenges that impact businesses' economic performance
- Identify features and locations along Highway 74 that are unsafe or uncomfortable for pedestrians, cyclists, transit users, and motorists
- Identify streets that are difficult to cross
- Identify streets with high speed traffic
- Identify preferred routes for children to walk to and from school sites within this region
- Identify primary and secondary walking and bicycling routes along Highway 74 and connecting to the nearby communities and the Metrolink station located in downtown Perris
- Identify regional and local destinations that residents need to travel to
- Recommend treatments that help calm traffic, especially near schools and areas with a high concentration of pedestrian and cyclists
- Recommend design treatments to improve conditions for walking (e.g., buffered sidewalks, curb extensions, crosswalks, shade, lighting, beacons, etc.)
- Recommend bicycle facilities and treatments in the neighborhoods
- Recommend changes that help make streets more complete and improve overall connectivity
- Recommend regional transportation options and systems that could best meet the needs of local residents, such as improvements to bus stops and bus stop accessibility.

Project Management and Personnel

The planning effort will create a Multi-Modal Transit Team that will be comprised of a variety of stakeholders; each lending their own unique perspective and expertise for a complete and comprehensive Plan. Caltrans will be invited to all meetings. The stakeholders for the Multi-Modal Transit Plan team will include at a minimum:

- County of Riverside TLMA Planning and Transportation Departments – The County is the lead applicant for the project. The County will be the grant recipient and execute the Grant Agreement with Caltrans. The County will review grant products and perform grant administration functions as required. The County will identify staff members to participate in all aspects of the project and will provide staffing support to meet the 11.47 percent local match. County staff will provide data and guidance on General Plan policies, development standards and implementation.
- Consultant- Riverside County has in place two planning contract service agreements with various consulting firms to support ongoing community planning efforts for the next three years. The consulting firms were chosen through a competitive Request For Proposal bidding process based on bidder experience and ability, technical capacity/qualifications, cost, references, and other factors. The County will choose a consultant from the service agreements to assist with project management, organize and facilitate the community design charrettes, provide content and help to produce outreach and publicity materials (e.g. flyers and posters), document public input, and assist with development of the plan. The consultant will analyze and document baseline conditions for streets, sidewalks and intersections, and key routes for walking, bicycling and transit, and assess mobility needs of the residents. Based on data analyses and community engagement, the consultant will provide recommendations to improve mobility within the Project Area. The consultant will also assemble the Advisory Group that includes eight to twelve representatives from the agencies and communities and participate in the Advisory Group meetings.

Scope of Work

1. Project Commencement

Task 1.1 Grant Kickoff meeting (Month 1)

The County will meet with Caltrans staff to discuss the proposed project, review the grant agreement, and establish action items such as consultant procurement, invoicing, reports, and deliverables. The County will document meeting minutes.

- **Responsible Party:** Riverside County

Task 1.2 Choose Consultant from existing Planning Contract Service Agreements (Months 1-2)

The County will review the Planning Service Agreements and choose a consulting firm to assist with the Project based on qualifications, project timeline, and cost. An executed agreement will be established between the County and consultant.

- **Responsible Party:** Riverside County

Task 1.3 Staff Coordination and Project Kickoff Meeting (Month 5)

The County will schedule a kick-off meeting with the Consultant to discuss the proposed project, review and establish tasks and a timeline in accordance with the Caltrans grant requirements. The Consultant will finalize an outline of action items for completion of the project, which County staff will approve.

- **Responsible Party:** Riverside County and Consultant

Task 1.4 Collect Data on Existing Conditions and prepare base maps (Months 5-6)

The Consultant will gather existing conditions data and documents, including CA Transportation Plan 2040, 2017 RTP Guidelines and Promoting Sustainable Communities in CA, Complete Streets and Smart Mobility Framework, Climate-Ready Transportation, Addressing EJ and DAC, SB 535, SCAG SCS, Regional Rail Plans, digital photos, traffic volumes, collision reports, regional transportation plans, mobility reports, General Plan and other policy documents, transportation development standards and regulations, and other relevant studies. The Consultant will research and assess shared mobility alternatives that might work to provide regional transportation options for the communities along Highway 74. The Consultant will tour the area and photograph the area to assess existing conditions.

- **Responsible Party:** Consultant

Task 1.5 Assemble Advisory Group (Months 5-6)

The Consultant, in coordination with the County Staff, will assemble an Advisory Group that will provide input as the project moves forward. The Advisory Group will include staff from the County Transportation and Planning Department, School District, Transit Agency, County Supervisor, Caltrans, County Public Health, and representatives from service agencies, businesses, neighborhood leaders and residents and other interest groups that reflect the demographic and perspectives of the communities along Highway 74. The Advisory Group of eight to twelve representatives from agencies and communities will be consulted throughout the project and serve as a sounding board. The Advisory Group will be consulted to schedule the community design charrettes, discuss key issues, identify additional stakeholders, determine strategies to engage all segments of the community to the maximize charrette participation.

- **Responsible Party:** Consultant and Riverside County

Task 1.6 Advisory Group Meetings (Months 8, 10, 15)

The Advisory Group will meet on three occasions during the course of the project.

1. The first Advisory Group meeting will be held at the Moses-Schaffer Community Center approximately three months before the first design charrette. The key items on the agenda will include: scheduling and location of one 4-day charrette (split into two 2-day events), scheduling for a follow-up series of workshops and meetings approximately one month later for additional community input, key stakeholders to invite to each charrette, problem areas to study, and strategies for engaging underserved populations. (Month 8)
2. The second Advisory Group meeting will be held approximately one month before the start of the first 2-day community design charrette. The agenda will focus on outreach and planning for the two design charrettes. (Month 10)
3. The third Advisory Group meeting will be held approximately one month after the planning and design consultant circulates the plan outline following the two design charrettes. The Consultants will work with Advisory Group to discuss the outline, resolve any issues that might still be pending and review proposed concepts developed during and after the charrette. (Month 15)

Caltrans district staff will be asked to participate in all Advisory Group meetings.

- **Responsible Party:** Consultant and Riverside County

Task 1.7 Ongoing Coordination (Months 1-27)

Monthly project team conference call meetings will be held between County Staff and the consultant to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans District staff will be invited to participate in project team meetings.

- **Responsible Party:** Consultant and Riverside County

Task	Deliverable
1.1	<i>Meeting Agenda, Participant List, Meeting Notes, and List of Action Items</i>
1.2	<i>Task order for selected consultant from existing Service Agreement</i>
1.3	<i>Meeting Agenda, Participant List, Meeting Notes, and List of Action Items</i>
1.4	<i>List of Documents reviewed by Consultant and Review Notes</i>
1.5	<i>List of Advisory Group Members and Agendas</i>
1.6	<i>Agendas, Sign-In Sheets, Meeting notification</i>
1.7	<i>Meeting notes</i>

2. Community Outreach and Engagement

Task 2.1 Community Outreach Plan (Months 6-7)

The Consultant will develop a Community Outreach Plan to inform the communities along Highway 74 about the project and upcoming community events. An interactive and highly participatory public engagement will ensure implementation and the long-term success of the Plan. The project will engage residents and stakeholders to assess and document conditions for all travel modes (walking, bicycling, transit, and driving) and users (youth, seniors, people with disabilities, residents, diverse groups, visitors, and businesses), to identify shared values and concerns, and to identify and prioritize improvements.

In order to provide time for the design team to prepare recommendations and conduct an interactive process, the charrettes will be split into two 2-day periods. The first half of the 4-day charrette will include two days of pop-up events, workshops, meetings and walk audits. The purpose of the charrettes will be to work with the residents to identify barriers to walking, bicycling and transit as well as potential solutions in the form of design changes, operational changes and development of route and mode options. Discussions may also focus on change to the community – such as mixed-use neighborhoods and Highway 74 Community Plan – that can

provide needed services and reduce the distance residents travel. The second half of the charrette will take place approximately a month later to get additional input from the community residents as well as feedback on preliminary recommendations. Spanish translators will be present during all community engagements. All residents and business owners of the Project Area will be encouraged to attend community meetings.

The Community Outreach Plan will include a schedule with timing for release, distribution and placement of publicity items and a list of potential co-sponsors and co-promoters to assist with outreach and development of festive activities (e.g., donated local food and entertainment) to maximize participation and positive input at community events. The Plan will include: meeting format (workshop, presentation, etc.); topics to be covered; strategy for community outreach (public announcements, flyers, social media, public events); costs for community engagement strategy; suggested times and duration of meetings; points of contact for each meeting, and method for collecting feedback.

- **Responsible Party:** Consultant

Task 2.2 Public Outreach through Media: Announcements and Flyers; Direct Mail, Public Service Announcements, and dedicated webpage (Months 9-10 and 15-16)

Throughout the course of the Project, the County and Consultant will generate announcements via bilingual flyers and mailers for distribution. Public meeting announcements will be posted throughout the Project Area at local schools, public libraries, and bus stops. The County will create a dedicated webpage to post meeting announcement and plan information.

Announcements and press releases will be distributed to local media. The project partners will work on setting up changeable message signs and banners announcing events.

- **Responsible Party:** Consultant and Riverside County

Task 2.3 Good Hope/Meadowbrook Municipal Advisory Council (Month 6-18)

The County and Consultant will continually update the Good Hope/Meadowbrook Municipal Advisory Council (MAC) on the Plan progress and to solicit feedback. During the first MAC meeting the County and Consultant will engage the community by presenting a brief overview of the proposed plan and the planning process. The Consultant will collect community feedback to identify key areas within the area to focus efforts to improve transportation and provide facilities to promote more participation in active transportation. During subsequent MAC meetings the County and Consultant will continue to engage the community to ensure communication and integration of priorities between the communities and stakeholders.

- **Responsible Party:** Consultant and Riverside County

Task	Deliverable
2.1	<i>Community Outreach Plan</i>
2.2	<i>Flyers, Direct Mail List, PSAs, Bilingual Flyers and PSAs</i>
2.3	<i>Presentations, Photos, Sign-In Sheets, Minutes</i>

3. Community Outreach Design Charrette

Task 3.1 Community Design Charrette Logistic (Months 8-10)

The County and Consultant will develop a detailed agenda for the charrette events and activities; as well as, arrange facilities and meeting supplies, and other supporting promotional and celebratory activities.

- **Responsible Party:** Consultant and Riverside County

Task 3.2 Community Design Charrette First Half – Day 1 and 2 (Month 10)

The first half of the Community Design Charrette will include the following activities:

- Mobile or pop-up engagement at key community centers along Highway 74
- Stakeholder group meetings (Riverside Transit Agency, County Staff, etc.)
- 2-3 hour public community workshop (including design table exercise)
- Community walking and bicycling assessments
- Review of concepts with County staff
- **Responsible Party:** Consultant and Riverside County

Task 3.3 Community Design Charrette Second Half – Day 3 and 4 (Month 12):

This round of events will be used to get feedback on initial concepts developed following the first round of workshops and meetings and to ensure that the community has an opportunity to weigh in on the plan concepts. The draft schedule of activities will include

- Mobile or pop-up engagement at key community centers along Highway 74
- 2-3 hour public community workshop
- Stakeholder group meetings (as needed)
- **Responsible Party:** Consultant and Riverside County

Task 3.4 Workshops on Draft Multi-Modal Transit Plan (Month 17)

Once a draft mobility plan has been prepared, the County and Consultant will organize a 90-120 minute evening workshop to provide the residents and business owners an opportunity to review the draft plan and provide additional input.

- **Responsible Party:** Riverside County and Consultant

Task	Deliverable
3.1	<i>Agendas, meeting and workshop location and time, activity supplies</i>
3.2	<i>Sign-in sheet, results of exercises, presentations, photos of design tables, maps, community feedback</i>
3.3	<i>Sign-in sheet, results of exercises, presentations, photos of design tables, maps, community feedback</i>
3.4	<i>Presentation, photos, sign-in sheets, community feedback</i>

4. Draft and Final Multi-Modal Transit Plan

Task 4.1 Develop Draft Outline for Multi-Modal Transit Plan and Present to County for Review (Month 13)

Following the design charrettes, the Consultant will develop a draft outline for the Multi-Modal Transit Plan and will present the outline to the County TLMA Planning Managers for their review and input. The consultant will list any additional questions, concerns or critical issues that might have emerged during or after the charrette. This document will be circulated to project partners including Caltrans staff and the Advisory Group for comments.

- **Responsible Party:** Consultant

Task 4.2 Administrative Draft of Multi-Modal Transit Plan and Next Steps (Month 14-16)

Within two to three months after the charrette, the consultant will prepare and circulate an administrative draft plan for review by and feedback from the County and Caltrans staff and members of the Advisory Group. The plan will include recommendations to make Highway 74 and connecting roads more complete; in other words, roadways that better accommodate all users. The draft plan will include conceptual designs, recommendations and development standards for improved road safety and operations, pedestrian, bicycle and transit facilities,

enhanced streetscapes, and community entry features and focal points. **The plan will identify next steps**, including a network of routes that can be developed over time to improve travel by students to their school. The draft plan will recommend regional transportation options that can help residents and visitors travel to destinations within the Project Area and surrounding communities and cities. The plan will also contain a record of the charrette process, proposed timing and prioritization for implementation of the recommendations, and potential funding sources. County staff will collect and review all comments and provide a comprehensive set of comments to the Consultant.

- **Responsible Party:** County and Consultant.

Task 4.3 Final Multi-Modal Transit Plan presentation to County Board of Supervisors (Months 18-19)

The Consultant will revise the Plan to address all comments provided by the County and Caltrans staff and the Advisory Group. The Consultant will present County staff and TLMA management a final draft for final review before presentation to the Board of Supervisors. The County and Consultant will present the Plan to the Board of Supervisor to consider for adoption by reference or amendment to other policy documents, land use or transportation regulations, and for incorporation into work programs.

- **Responsible Party:** Riverside County and Consultant.

Task	Deliverable
4.1	<i>Plan Outline</i>
4.2	<i>Draft Multi-Modal Transit Plan</i>
4.3	<i>Final Multi-Modal Transit Plan, Presentation, Meeting Notes</i>

5. Task: Grant Administration

Task 5.1 Invoicing (Quarterly)

County staff will prepare and submit invoice packages in accordance with Caltrans' requirements. Invoice packages will be based upon completion of project phases as identified in the grant contract and include project expenditures to-date.

Task 5.2 Quarterly Reports (Quarterly)

The County will develop and submit complete quarterly reports to Caltrans providing a summary of the project progress and expenditures to-date.

Task 5.3 Final Report / Close-out Report (Project End)

The County will complete and submit a final close-out report to Caltrans detailing completion of the project in accordance with the grant contract.

- **Responsible Party:** Riverside County

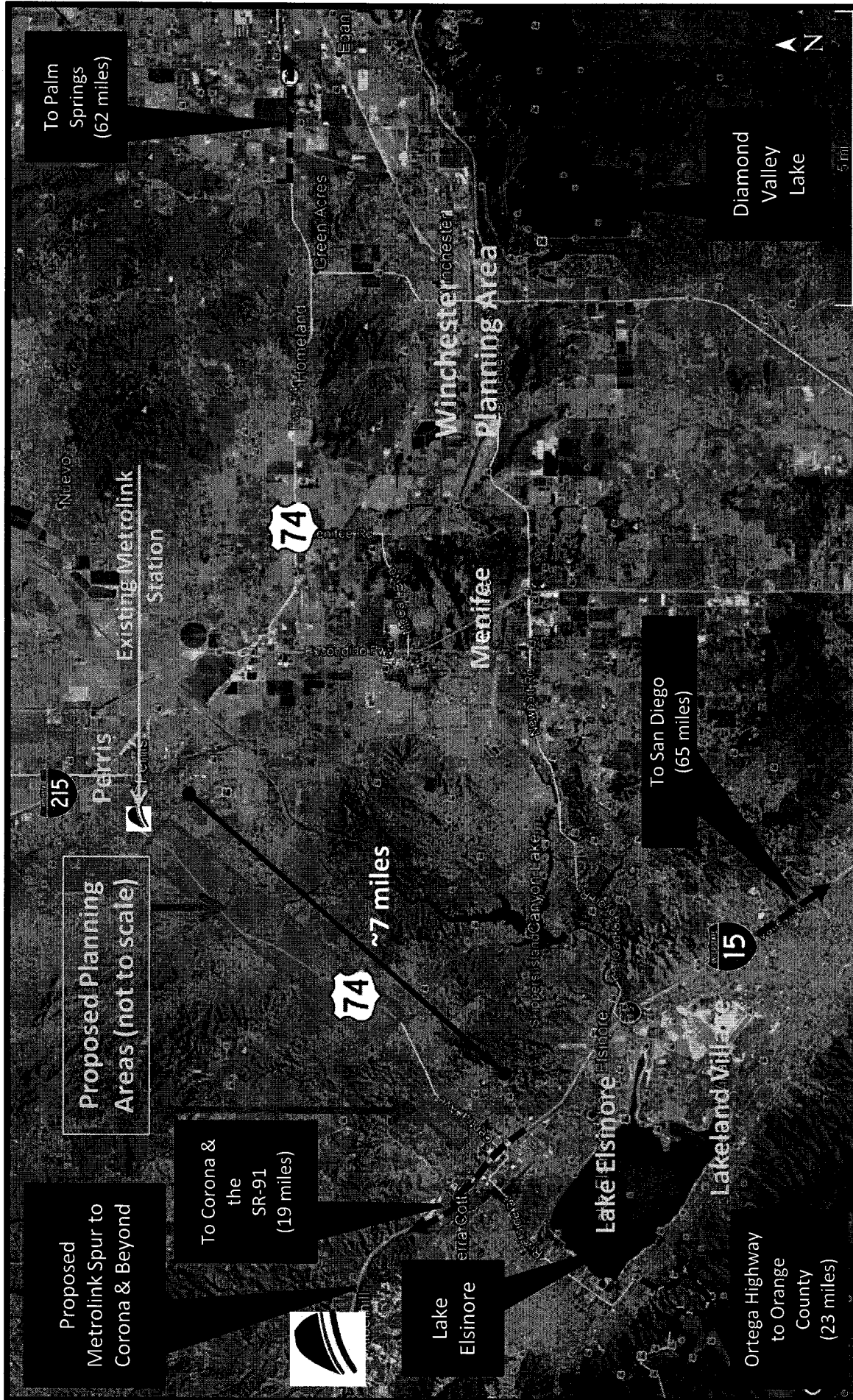
Task	Deliverable
5.1	<i>Invoice Packages</i>
5.2	<i>Quarterly Reports</i>
5.3	<i>Final Close-Out Report</i>

**California Department of Transportation
Transportation Planning Grants
Fiscal Year 2018-19
PROJECT TIMELINE**

Task Number	Project Title	Fund Source				Responsible Party	Total Cost	Grant Amount	Local		County of Riverside (County)		Deliverable						
		Riverside County Highway 74 Multi-Modal Transit Plan		County of Riverside (County)					FY 2019/20		FY 2020/21								
		Cash Match	In-Kind Match	Cash Match	In-Kind Match				J	A	S	O		N	D	J	F	M	A
1 Project Commencement																			
1.1	Grant Kick-off Meeting				County and Calltrans	\$150	\$133	\$17											Meeting Agenda, Participant List, Meeting Notes, and List of Action Items
1.2	Choose Consultant from Existing Planning Contract Services Agreements				County	\$1,594	\$1,411	\$183											Task order for selected consultant from existing Service Agreement
1.3	Staff Coordination/ Project Kick-off Meeting				County and Consultant	\$1,250	\$1,107	\$143											Meeting Agenda, Participant List, Meeting Notes, and List of Action Items
1.4	Collect Data on Existing Conditions and Prepare Base Maps				Consultant	\$1,000	\$885	\$115											List of Documents reviewed by Consultant and Review Notes
1.5	Assemble Advisory Group				County and Consultant	\$1,100	\$974	\$126											List of Advisory Group Members and Agendas
1.6	Advisory Group Meetings				County and Consultant	\$7,500	\$6,640	\$860											Agendas, Sign-in Sheets, Meeting notification
1.7	Ongoing Coordination				County and Consultant	\$9,000	\$7,968	\$1,032											Meeting Notes
	Subtotal					\$21,594	\$19,117	\$2,477											
2 Community Outreach and Engagement																			
2.1	Community Outreach Plan				Consultant	\$2,000	\$1,771	\$229											Community Outreach Plan
2.2	Public Outreach Through Media				County and Consultant	\$9,000	\$7,968	\$1,032											Flyers, Direct Mail, PSAs, Bilingual Media
2.3	Good Hope/Meadowbrook Municipal Advisory Council				County and Consultant	\$1,119	\$9,844	\$1,275											Presentations, Photos, Sign-in Sheets, Minutes
	Subtotal					\$22,119	\$19,582	\$2,537											
3 Community Outreach Design Charrettes																			
3.1	Community Design Charrette Logistics				County and Consultant	\$4,800	\$4,249	\$551											Agendas, meeting and workshop location and time, activity supplies
3.2	Community Design Charrette - First Half				County and Consultant	\$26,000	\$23,018	\$2,982											Sign-in sheet, results of exercises, presentations, photos of design tables, maps, community feedback
3.3	Community Design Charrette - Second Half				County and Consultant	\$22,000	\$19,477	\$2,523											Sign-in sheet, results of exercises, presentations, photos of design tables, maps, community feedback
3.4	Workshops on Draft Multi-Modal Transit Plan				County and Consultant	\$6,200	\$5,489	\$711											Presentation, photos, sign-in sheets, community feedback
	Subtotal					\$59,000	\$52,233	\$6,767											
4 Draft and Final Multi-Modal Transit Plan																			
4.1	Develop Draft Outline for Multi-Modal Transit Plan				Consultant	\$3,700	\$3,276	\$424											Plan Outline
4.2	Administrative Draft of Multi-Modal Transit Plan and Next Steps				County and Consultant	\$25,000	\$22,133	\$2,868											Draft Multi-Modal Transit Plan
4.3	Final Multi-Modal Transit Plan and Board Presentation				County and Consultant	\$12,651	\$11,200	\$1,451											Final Multi-Modal Transit Plan, Presentation, Notes
	Subtotal					\$41,351	\$36,608	\$4,743											
5 Grant Administration (less than 5%)																			
5.1	Invoicing				County	\$1,850	\$1,638	\$212											Invoice packages
5.2	Quarterly Reports				County	\$2,467	\$2,184	\$283											Quarterly reports
5.3	Final Report/Close-out Report				County	\$1,850	\$1,638	\$212											Final close-out reports
	Subtotal					\$6,167	\$5,460	\$707											
	TOTALS					\$150,232	\$133,000	\$17,232											

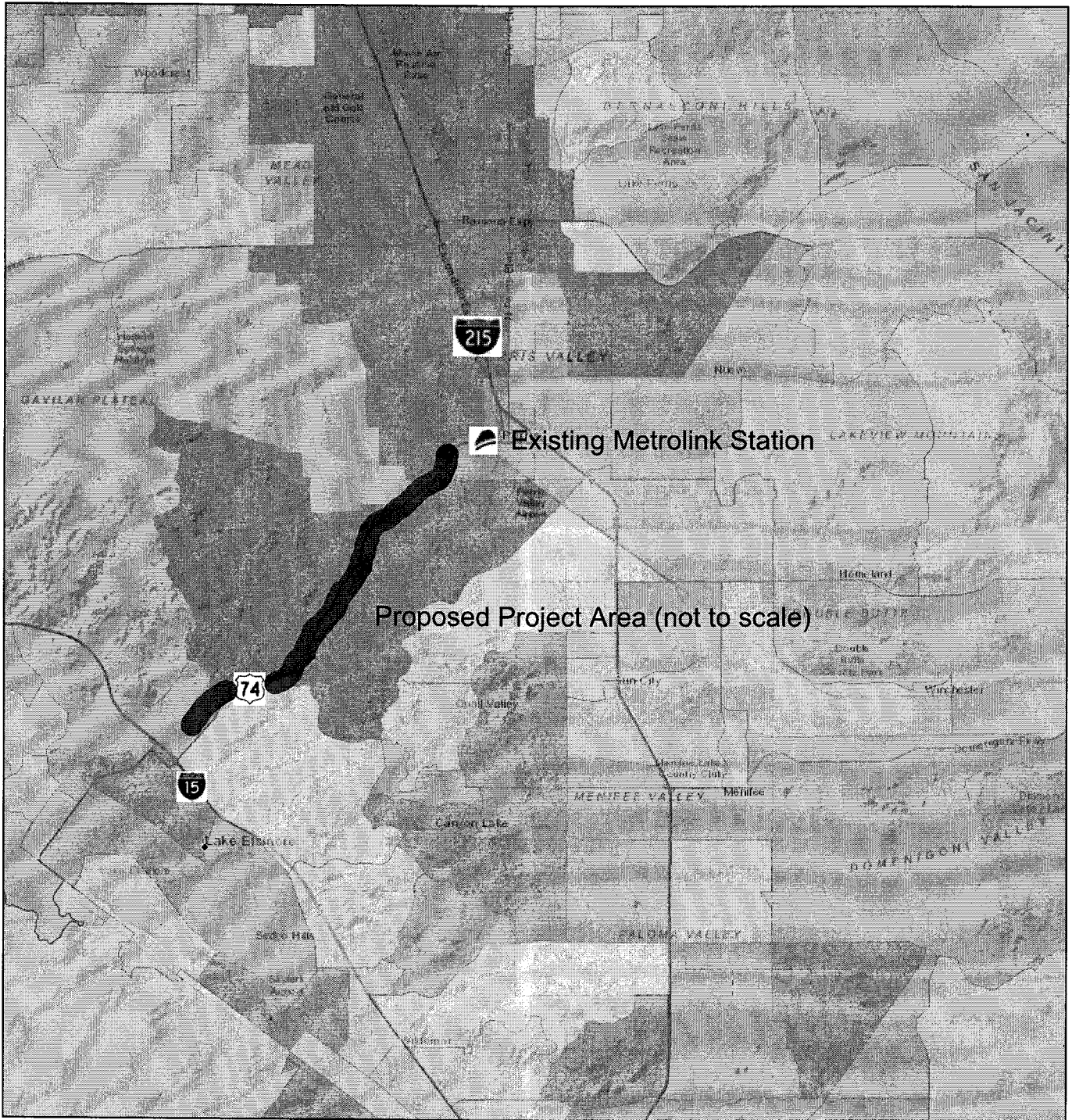
Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities. Provide rate if indirect costs are included in the project budget. Approved Indirect Cost Rate: _____ %

Overview of Project Area in Relation to Region



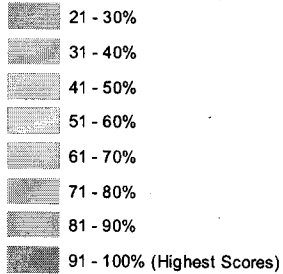
Riverside County Highway 74 Multi-Modal Transit Plan. The proposed Multi-Modal Transit Plan will enable residents and businesses from the region to engage in mobility planning. The Plan will prioritize improvements along the Highway 74 corridor from the Lake Elsinore city boundary northeast to the Perris city boundary (see red line; approximately 7 miles).

CalEnviroScreen 3.0 Results

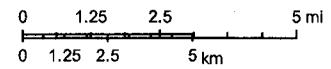


2/7/2018, 5:43:07 PM

CalEnviroScreen 3.0 Results



1:144,448



Riverside County Highway 74 Multi-Modal Transit Plan

Sources: Esri, HERE, DeLorme, Inlemap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

County of Riverside

RIVERSIDE OFFICE:
4080 LEMON STREET, 5TH FLOOR
RIVERSIDE, CA 92501
(951) 955-1010
FAX (951) 955-1019



DISTRICT OFFICE:
16275 GRAND AVENUE
LAKE ELSINORE, CA 92530
(951) 471-4500
FAX (951) 471-4510

SUPERVISOR KEVIN JEFFRIES FIRST DISTRICT

February 22, 2018

Juan C. Perez
Assistant CEO/TLMA Director
4080 Lemon St. – 14th Floor
Riverside CA 92501

RE: Riverside County Highway 74 Multi-Modal Transit Plan

I am pleased to lend my support to this grant being submitted by County staff, which is geared to improving mobility, vehicle and pedestrian safety, reducing emissions, and providing greater transit options to our unincorporated communities along the Highway 74 Corridor.

Highway 74 connects from the I-215 in the City of Perris to I-15 in the City of Lake Elsinore. It traverses the unincorporated communities of Goodhope and Meadowbrook. These communities are in great need of infrastructure enhancements, including better roads, transit services, and flood control infrastructure to serve both existing and future residents. They are in particular need of sidewalks, bus stops, greater frequency of transit services, and other infrastructure components that will improve access for local residents to schools, jobs, and services.

The County has embarked on preparing a Highway 74 Community Plan, in close conjunction with our local community members, to plan for the future of the area. This Multi-Modal Transit Plan would be an important component of the Highway 74 Community Plan, and will be of tremendous value in allowing the County to plan for a more sustainable, and healthier future for this area. It will allow the County to partner with other State, Regional, and Local Agencies in pursuit of critically needed funding opportunities to help improve the quality of life of our underserved communities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin D. Jeffries'.

KEVIN D. JEFFRIES
Vice Chairman, County of Riverside



Riverside Transit Agency
1825 Third Street
P.O. Box 59968
Riverside, CA 92517-1968
Phone: (951) 565-5000
Fax: (951) 565-5001

February 14, 2018

Keith Gardner, Planning Department Administrative Manager
Transportation & Land Management Agency
County of Riverside
4080 Lemon Street
Riverside, CA 92502

RE: Highway 74 from Lake Elsinore to City of Perris Multi-modal Transit Plan

Dear Mr. Gardner:

The Riverside Transit Agency (RTA) is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximately 2,500 square mile service area. RTA provides both local and regional bus services throughout the region with 36 local fixed routes, one RapidLink route, nine CommuterLink routes, and Dial-A-Ride service using 110 vehicles. Our mission is to provide for a variety of transportation needs in a cost-effective and efficient manner for all the residents of our member communities. The Agency is committed to providing safe, reliable, courteous, accessible and user-friendly service to our customers. The RTA fully supports the Transportation & Land Management Agency's (TLMA) application for a Multi-modal Transit Plan grant for the following reasons:

Demand. In conjunction with the latest RTA Comprehensive Operational Analysis (COA) which identifies the Agency's operational needs for the next 10 years, the proposed Multi-Modal Transit Plan will help to identify future bus stop locations throughout the Highway 74 corridor. The Plan will analyze where residents and commuters will be living and where new employment centers may emerge; giving RTA a clear picture of future ridership needs in the growing area.

Air Quality. The RTA supports the Multi-Modal Transit Plan's objective of reducing VMT and GHG emissions to improve the county's air quality. Bus service improves air quality by giving the public an alternative to driving their cars. The air-quality benefit of transit is further enhanced with the use of cleaner, low-emission buses. its commitment to promoting cleaner air in our community by operating CNG buses.

Social Equity. The RTA's mission aligns with the proposed Multi-modal Transit Plan's social equity objectives. The RTA has similar objectives in providing accessible and user-friendly services to its customers. To ensure equality and

RE: Highway 74 from Lake Elsinore to City of Perris Multi-modal Transit Plan

February 14, 2018

Page 2 of 2

fairness, RTA is committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to individuals with disabilities. The RTA operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act of 1964. We also offer Senior, Disabled, Medicare, Veteran and Youth discounted fares to provide affordable access mobility.

Safety. The RTA supports the proposed Multi-modal Transit Plan because of its focus on safety. The Plan will address active pedestrian transportation elements such as walking and biking. The Plan will also analyze pedestrian safety in terms of sidewalks, bikeways, pedestrian countdowns at major intersections, and placement of bus stops. Not only is safety the number one core value of the Agency, but first and last mile barriers often act as a deterrent to transit and this plan will help to solve some of those barriers.

Connectivity. The Multi-modal Transit Plan will address the critical issue of how to get the transit riders from their homes onto public transit for their commutes and everyday life tasks. The RTA features nine CommuterLink Express bus routes with safe, convenient and affordable service to Riverside, Orange, San Diego and San Bernardino counties. Specific to the study area, RTA recently unveiled a new Express Route 205 connecting Temecula, Lake Elsinore, Corona and the Village at Orange.

RTA supports and urges favorable consideration for the TLMA's grant application to create a Multi-modal Transit Plan. RTA is committed to being a stakeholder during the proposed Plan's community engagement phase. Please feel free to contact me for any additional information at (951) 565-5118.

Sincerely,



Larry Rubio
Chief Executive Officer

LR/tf



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

February 16, 2018

Mr. Keith Gardner
County of Riverside
Transportation & Land Management Agency
Planning Division, Administrative Manager
4080 Lemon Street
Riverside, CA 92502

RE: Multi-Modal Transit Plan for Highway 74 Corridor

Dear Mr. Gardner:

With pleasure, I am happy to provide this letter to voice support for the County's application to the Caltrans Sustainable Transportation Planning Grant Program for a Multi-modal Transit Plan. It is my understanding your proposed Multi-modal Transit Plan will cover portions of the central western Riverside County.

The Riverside County Transportation Commission (RCTC), is responsible for regional transportation planning efforts and we help plan for major corridors such as Highway 74. The Highway 74/I-15 interchange has been a top priority at the RCTC. In November 2017, the Commission voted recommended two key projects to relieve traffic congestion in this region: the next phase of the I-15 Express Lanes from Cajalco Road to SR-74 and the I-15/Railroad Canyon Interchange in Lake Elsinore. The County's proposed transportation planning study will help the region plan for growth, develop strategic plans to improve safety, increase transit opportunities, and reduce gridlock and GHG emissions.

The proposed Multi-modal Transit Plan aligns with several regional planning documents including the following:

1. RCTC worked with the Southern California Association of Governments (SCAG) to develop the 2016 RTP/SCS. The Plan includes \$31 billion in transportation projects for Riverside County and incorporates projects from RCTC identified as local priorities. There are a total of 1,053 Riverside County-specific projects contained in the RTP/SCS, including express lanes on I-15 from Cajalco Road to SR-74 and the Metrolink Perris Valley Line extension from Perris to San Jacinto. Overall, the RTP/SCS increases combined work trips made by carpooling, active transportation and public transit by nearly 4%; promoting more location-efficient land use patterns and improving transit service, reduces daily VMT per capita by nearly 7.4% and VHT per capita by 17%; and increases daily transit travel by nearly one third, as a result of transit service enhancements and more transit-oriented development patterns.
2. RCTC's Congestion Management Plan (CMP), which looks at the links between land use, transportation and air quality. RCTC prepares and periodically updates the County's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation.

Mr. Keith Gardner
February 16, 2018
Page 2

The cohesiveness of linking the proposed Multi-modal Transit Plan with the above regional plans will further enhance planning for the region as a whole, provide economies of scale in the planning process, as well as help to reduce VMT and GHG emissions. The RCTC supports the County of Riverside's proposed Multi-Modal Transit Plan and hopes Caltrans funds this worthy and multi-beneficial planning grant.

Sincerely,

A handwritten signature in black ink, appearing to read "John Standiford". The signature is stylized with a large initial "J" and a long horizontal stroke.

John Standiford
Deputy Executive Director
jstandiford@rctc.org
Riverside County Transportation Commission



February 21, 2018

Keith Gardner
Transportation & Land Management Agency, County of Riverside
4080 Lemon Street
Riverside, CA 92502

RE: Riverside County Highway 74 Multi-Modal Transit Plan

Dear Mr. Gardner:

This letter of support is provided on behalf of the Riverside University Health System—Public Health (Public Health) for TLMA's application for a Caltrans Sustainable Transportation Planning Grant. We share the commitment to promote active transportation opportunities, to improve transit access to health providers, and to reduce vehicle miles traveled (VMT) to improve our air quality.

Public Health affirms the proposed Multi-Modal Transit Plan as it will study and identify active transportation opportunities, promote more location-efficient land use patterns, and identify ways to improve transit service, and to reduce daily VMT. The Plan aligns with the priorities listed in Riverside County's Community Health Improvement Plan (CHIP) and Public Health's Strategic Plan, most notably:

- **Creating Healthy Communities**: Create safe physical and social environments that promote health;
- **Promoting Healthy Behaviors**: Ensure healthy and active living by addressing preventable and treatable health conditions such as obesity, chronic disease and mental health; and
- **Improving Access to Care**: Achieve health equity, eliminate disparities, and improve the health of County residents by connecting residents with health care providers and increasing access to care.

The implementation of the Multi-Modal Transit Plan will ultimately result in more walkable, bikeable, transit-friendly communities, with improved regional air quality. We will gladly participate as a Stakeholder during the community outreach portion of the proposed Multi-Modal Transit Plan as we share the commitment of advancing health equity through the distribution of opportunities and resources so that all residents have the option to reach their optimal health.

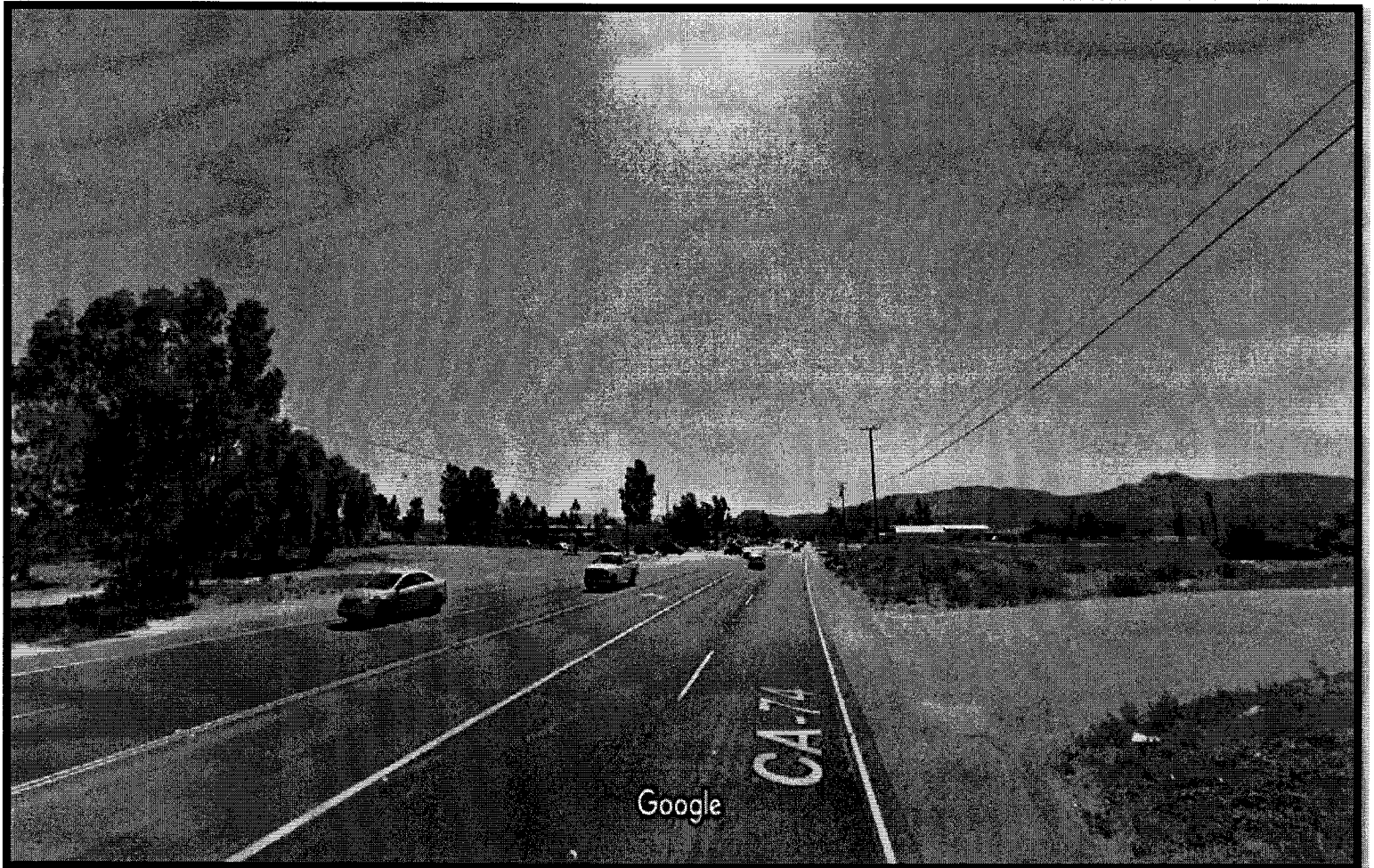
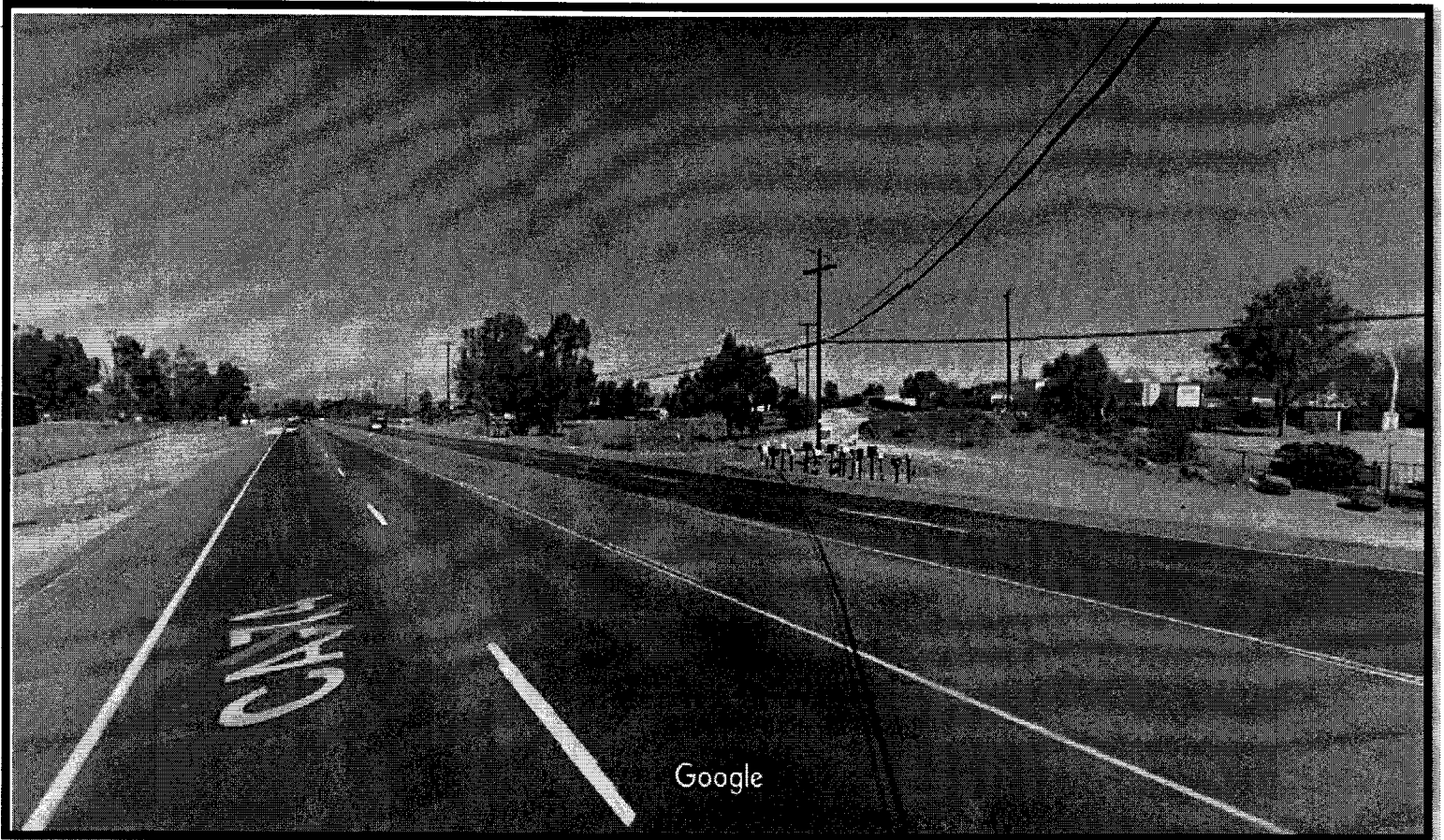
Please do not hesitate to contact me with any questions or concerns.

Attentively,

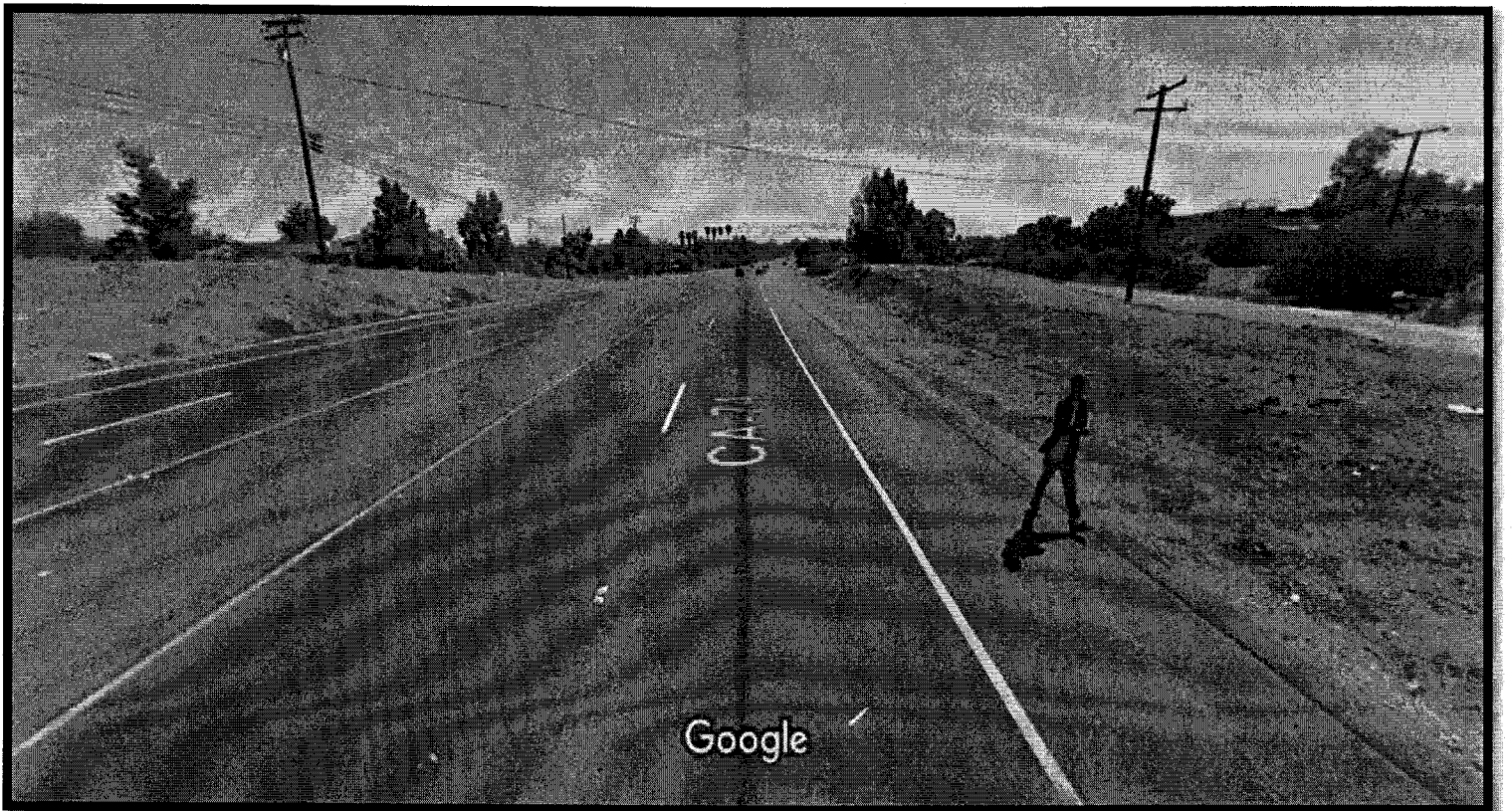
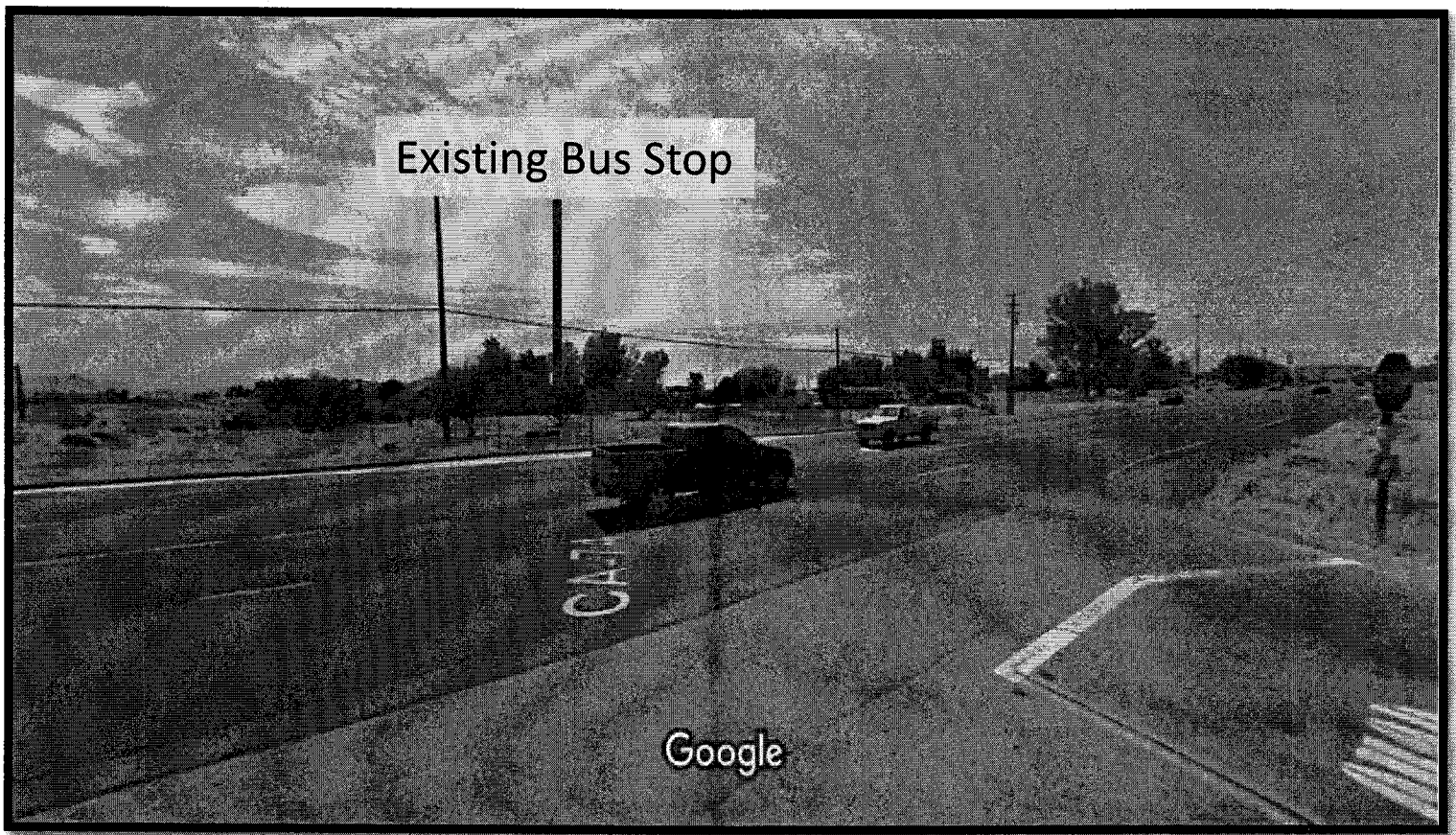
Cameron Kaiser, MD, MPH, FAAFP
Public Health Officer
County of Riverside

Kim Saruwatari, M.P.H., Director

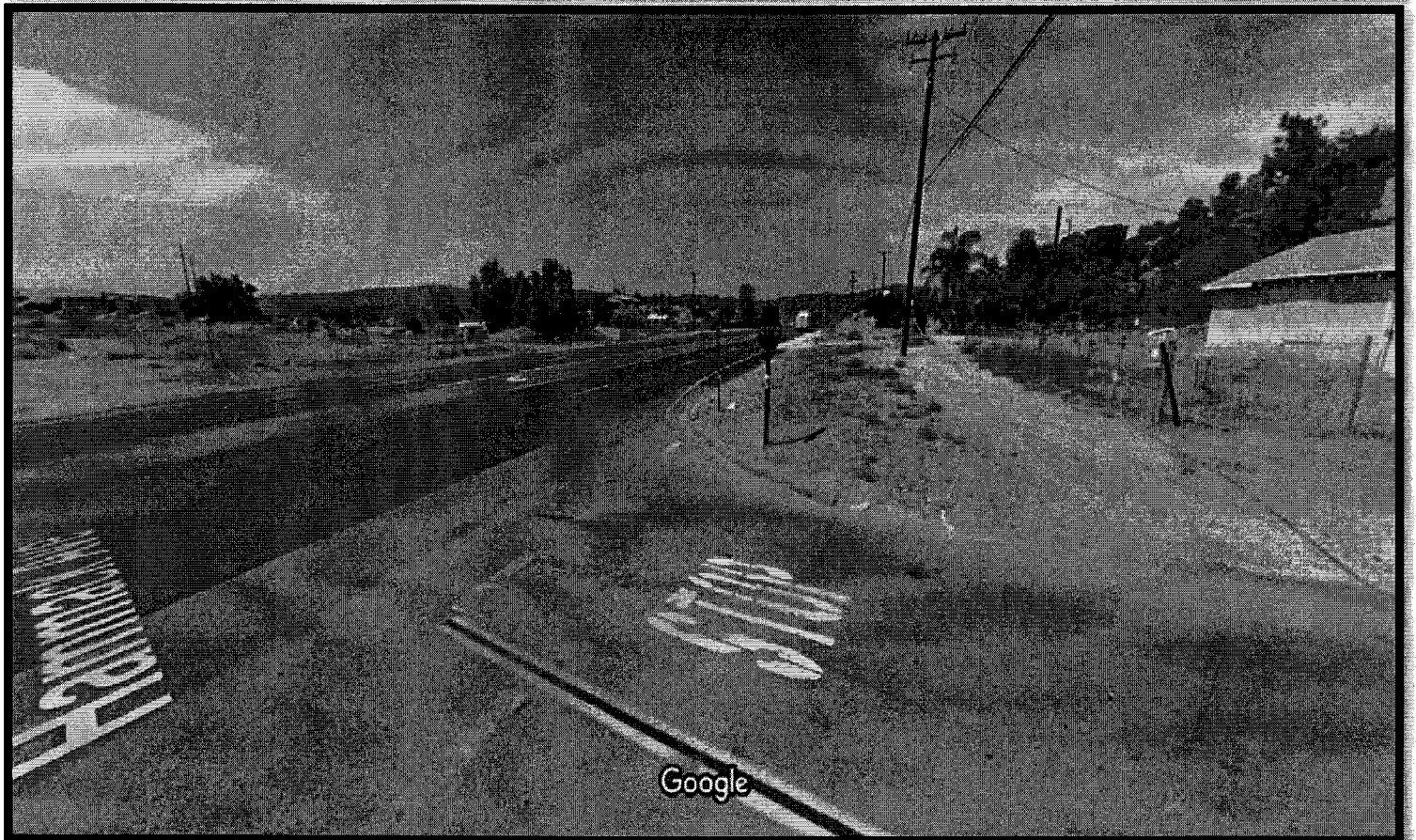
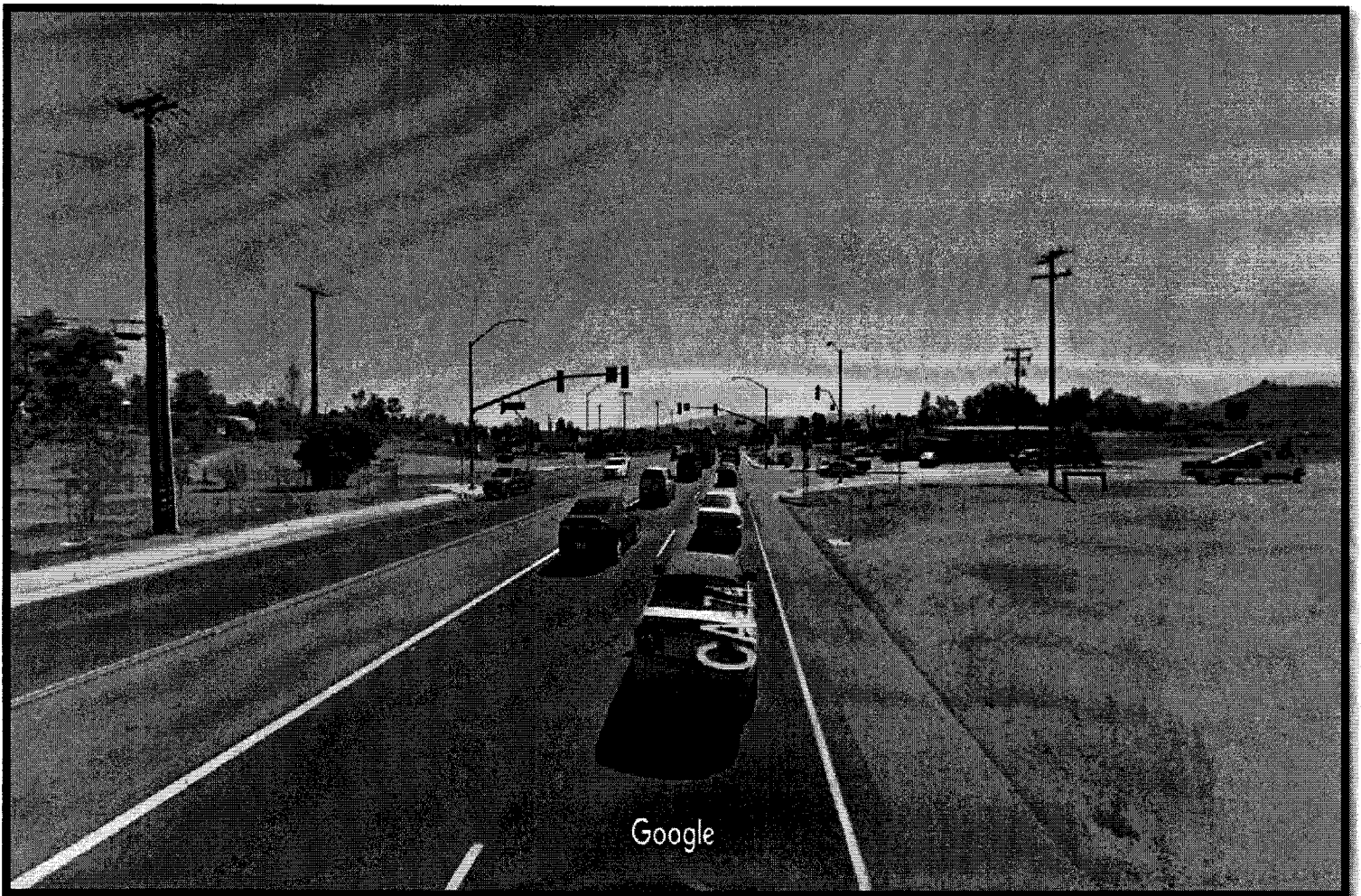
Cameron Kaiser, M.D., M.P.H., Public Health Officer



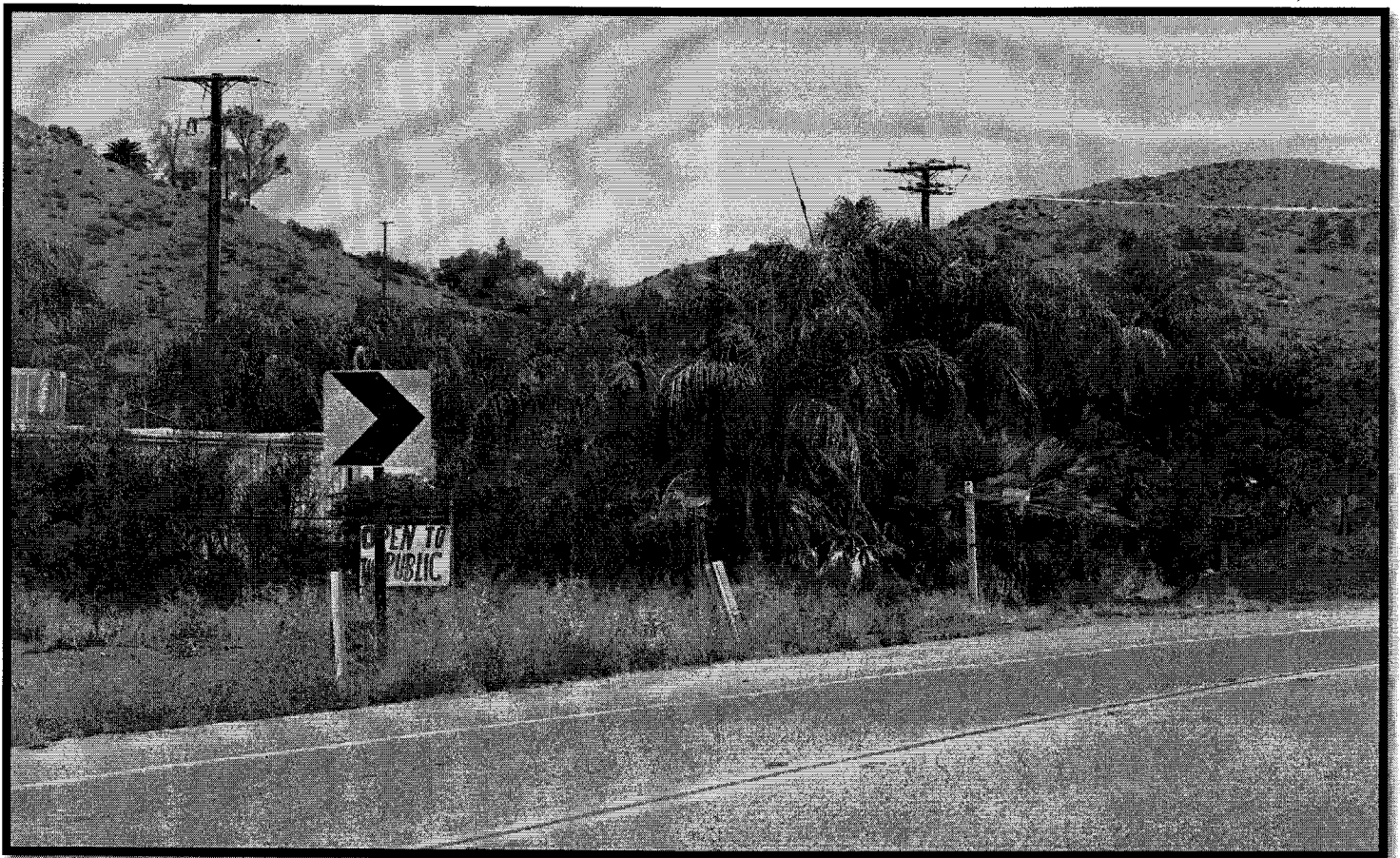
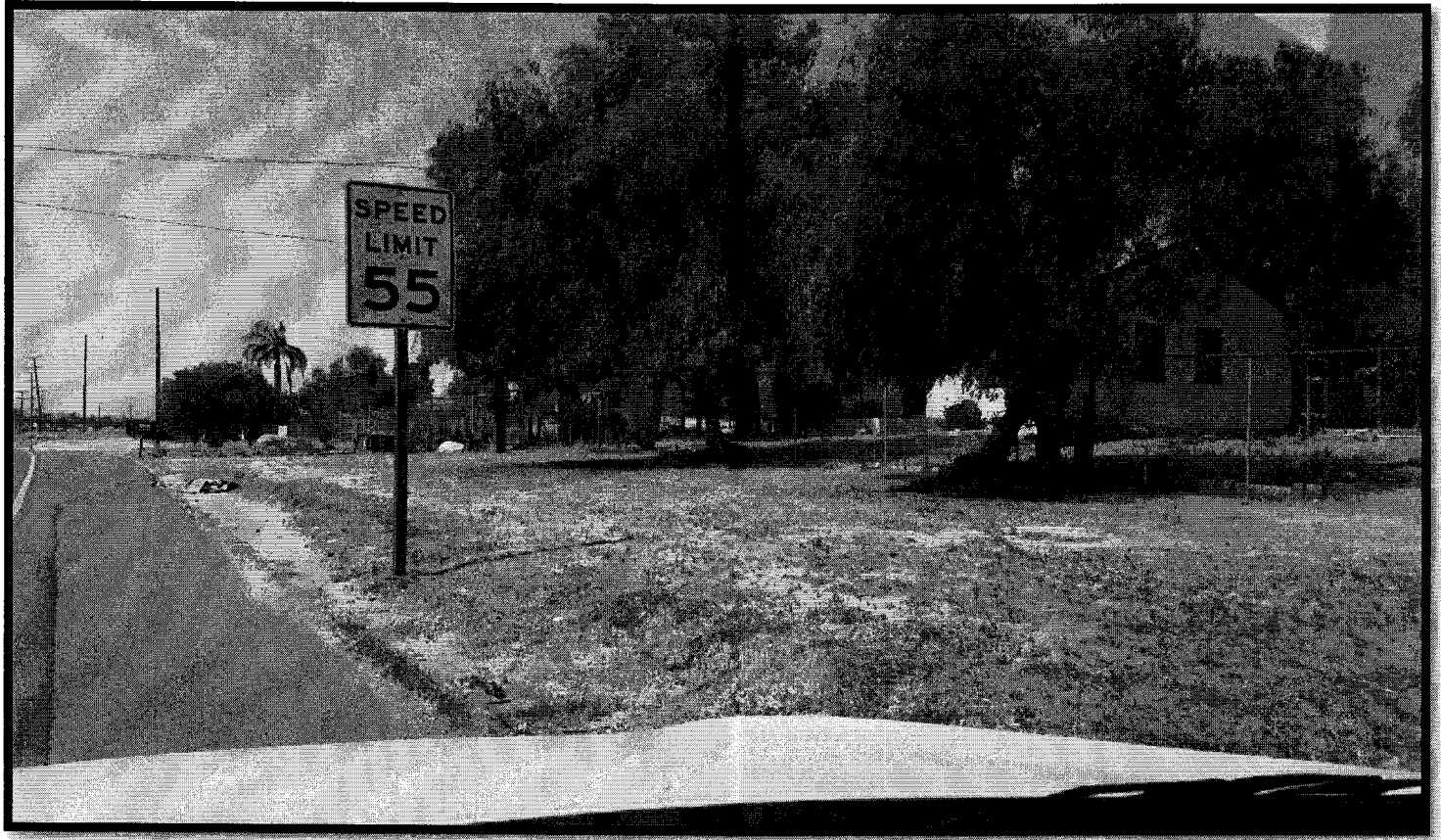
Representative "street view" examples of the Highway 74 Corridor. Notice the lack of pedestrian facilities and open space that is poised for residential and business development. A Multi-Modal Transit Plan will help shape the future of this 7-miles corridor while infrastructure is being built (not an after-thought).



Top Photo: Notice bus stop on the "other" side of the roadway; crosswalk improvements are needed to improve pedestrian safety to/from this bus top. Bottom Photo: A pedestrian is forced to walk on the shoulder of due to lack of sidewalks.



Additional representative "street view" examples of the Highway 74 Corridor. Notice the lack of pedestrian and bicycle amenities. Top Photo: Intersection of Peach Street and Highway 74. Bottom Photo: Intersection of Hammock and Highway 74.



Additional representative "street view" examples of the Highway 74 Corridor.

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-32
SACRAMENTO, CA 94273-0001
PHONE (916) 654-2596
FAX (916) 653-0001
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

May 11, 2018

Mr. Juan C. Perez
Assistant Chief Executive Officer
County of Riverside
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Dear Mr. Perez:

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, I am pleased to offer my congratulations to the County of Riverside for the recent award of the following State transportation planning grant for fiscal year (FY) 2018–19:

Grant Program: Road Maintenance & Rehabilitation Account – Sustainable Communities
Grant Title: Riverside County Highway 74 Multi-Modal Transit Plan
Sub-recipient: N/A
Grant Award: \$133,000
Local Match: \$17,232
Total Project Amount: \$150,232

Please see the list below which identifies specific conditions for a grantee to accept grant funding, to program funds, and to begin work. Conditions one through four must be fulfilled no later than July 15, 2018 by submitting these items to Caltrans District staff for approval. Failure to fulfill these conditions will result in forfeiture of funds. Also note, all work must be completed no later than February 28, 2021. Final requests for reimbursements and final products must be submitted to Caltrans no later than April 28, 2021. No time extensions will be granted.

Conditions of Grant Acceptance

These State grant funds cannot be expended or reimbursed until the following conditions are satisfied:

1. The revised final Scope of Work, Project Timeline with the earliest start date of October 1, 2018, and Grant Application Cover Sheet are submitted to the Caltrans District 8 Liaison for approval.

Mr. Juan C. Perez

May 11, 2018

Page 2

2. A Payee Data Record (STD. 204) is completed and submitted. Although the form indicates that government entities are not required to submit this form, it is needed to ensure payments are sent to the correct recipient.
3. If applicable, a Third Party In-kind Valuation Plan is submitted for the use of in-kind contributions to satisfy the minimum local match requirement. Third party in-kind contributions are goods and services donated from outside the grantee's agency, such as donated printing, facilities, interpreters, equipment, advertising, time and effort, staff time, and other goods and services.
4. If applicable, indirect costs must have been identified in the approved grant Scope of Work and project timeline. Please submit an Indirect Cost Allocation Plan (ICAP) to Caltrans Audits and Investigations, if needed. Instructions for submitting an ICAP are available at: <http://dot.ca.gov/audits/>.
5. A local resolution from the County of Riverside governing board stating the grant project title and title of the person authorized to enter into a contract with Caltrans must be provided no later than August 15, 2018.
6. The County of Riverside receives a fully executed contract and has been formally notified by Caltrans District staff to begin work.

The contracting process can begin once the first five conditions have been satisfied. For your convenience, a toolbox to aid you during this process is available on our website below:

<http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html>.

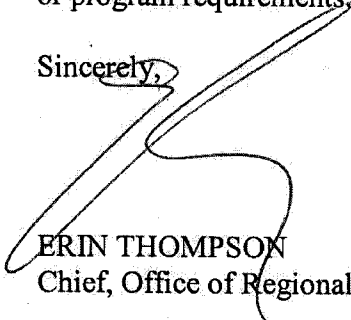
A Quarterly Progress Report with a brief narrative of completed project activities will need to be submitted to the district grant manager once the project is under way. A Request for Reimbursement with the required local match can be submitted monthly, but must be submitted quarterly.

As a reminder, County of Riverside is responsible for satisfying local match commitments in the amount shown above, including any local match amount above the minimum amount that is required with every invoice or request for reimbursement. The local match above will also be part of the Restricted Grant Agreement between Caltrans and County of Riverside.

Mr. Juan C. Perez
May 11, 2018
Page 3

Please contact Rebecca Forbes, in Caltrans District 8, at (909) 388-7139, or Alison Nealon, Headquarters Liaison, at (916) 651-8202 if you have any questions concerning these grant funds or program requirements.

Sincerely,



ERIN THOMPSON
Chief, Office of Regional Planning

c: Karen Gardner, Planning Administrative Manager, County of Riverside
Mark Roberts, Senior Transportation Planner, Caltrans, District 8
Rebecca Forbes, Associate Transportation Planner, Caltrans, District 8
Alison Nealon, Transportation Planner, Caltrans, Headquarters

California Department of Transportation
Transportation Planning Grants
Fiscal Year 2018-19
PROJECT TIMELINE

Task Number	Project Title	Riverside County Highway 74 Multi-Modal Transit Plan										County of Riverside (County)	
		Fiscal Year 2018/19					Fiscal Year 2019/20						
		Responsible Party	Total Cost	Grant Amount	Local Cash In-Kind Match	Local Match	Responsible Party	Total Cost	Grant Amount	Local Cash In-Kind Match	Local Match		
1. Project Commencement													
1.1	Grant Kick-off Meeting	County and Caltrans	\$150	\$133	\$17								Meeting Agenda, Participant List, Meeting Notes, and List of Action Items
1.2	Choose Consultant from Existing Planning Contract Services Agreements	County	\$1,594	\$1,411	\$183								Task order for selected consultant from existing Service Agreement
1.3	Staff Coordination/ Project Kick-off Meeting	County and Consultant	\$1,250	\$1,107	\$143								Meeting Agenda, Participant List, Meeting Notes, and List of Action Items
1.4	Collect Data on Existing Conditions and Prepare Base Maps	Consultant	\$10,000	\$8,853	\$1,147								List of Documents reviewed by Consultant and Review Notes
1.5	Assemble Advisory Group	County and Consultant	\$1,100	\$874	\$226								List of Advisory Group Members and Agendas
1.6	Advisory Group Meetings	County and Consultant	\$7,500	\$6,840	\$660								Agendas, Sign-in Sheets, Meeting notification
1.7	Ongoing Coordination	County and Consultant	\$9,000	\$7,968	\$1,032								Meeting Notes
	Subtotal		\$30,994	\$27,985	\$3,509								
2. Community Outreach and Engagement													
2.1	Community Outreach Plan	Consultant	\$2,000	\$1,771	\$229								Community Outreach Plan
2.2	Public Outreach Through Media	County and Consultant	\$9,000	\$7,968	\$1,032								Flyers, Direct Mail, PSAs, Bilingual Media
2.3	Good Hope/Meadowbrook Municipal Advisory Council	County and Consultant	\$11,119	\$9,844	\$1,275								Presentations, Photos, Sign-in Sheets, Minutes
	Subtotal		\$22,119	\$19,582	\$2,537								
3. Community Outreach Design Charettes													
3.1	Community Design Charette Logistics	County and Consultant	\$4,800	\$4,249	\$551								Agendas, meeting and workshop location and time, activity supplies
3.2	Community Design Charette - First Half	County and Consultant	\$21,500	\$19,034	\$2,466								Sign-in sheet, results of exercises, presentations, photos of design tables, maps, community feedback
3.3	Community Design Charette - Second Half	County and Consultant	\$17,500	\$15,493	\$2,007								Sign-in sheet, results of exercises, presentations, photos of design tables, maps, community feedback
3.4	Workshops on Draft Multi-Modal Transit Plan	County and Consultant	\$6,200	\$5,488	\$711								Presentation, photos, sign-in sheets, community feedback
	Subtotal		\$50,000	\$44,265	\$5,735								
4. Draft and Final Multi-Modal Transit Plan													
4.1	Develop Draft Outline for Multi-Modal Transit Plan	Consultant	\$3,700	\$3,276	\$424								Plan Outline
4.2	Administrative Draft of Multi-Modal Transit Plan and Next Steps	County and Consultant	\$25,000	\$22,133	\$2,868								Draft Multi-Modal Transit Plan
4.3	Final Multi-Modal Transit Plan and Board Presentation	County and Consultant	\$12,651	\$11,200	\$1,451								Final Multi-Modal Transit Plan, Presentation, Notes
	Subtotal		\$41,351	\$36,608	\$4,743								
5. Grant Administration (less than 5%)													
5.1	Invoicing	County	\$1,850	\$1,638	\$212								Invoice packages
5.2	Quarterly Reports	County	\$2,467	\$2,184	\$283								Quarterly reports
5.3	Final Report/Close-out Report	County	\$1,850	\$1,638	\$212								Final close-out reports
	Subtotal		\$6,168	\$5,461	\$707								
TOTALS			\$150,232	\$133,000	\$17,232								

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities. Provide rate if indirect costs are included in the project budget. Approved Indirect Cost Rate: _____ %

Task Number	Project Title	Riverside County Highway 74 Multi-Modal Transit Plan		Grantee		County of Riverside (County)											
		Fund Source		Fiscal Year 2018/19		FY 2019/20											
	Responsible Party	Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	J	A	S	O	N	D	J	F	M	A	M	J

Note: Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-kind match needs to be indicated where in-kind services will be used. Please review the grant program section that you are applying to for details on local match requirements. The project timeline must be consistent with the scope of work.