

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
AGREEMENT FOR FUNDING UNDER SB 821 BICYCLE AND  
PEDESTRIAN FACILITIES PROGRAM**

(Transportation Development Act Article 3; Senate Bill 821)

This Funding Agreement (“AGREEMENT”) is entered into as of \_\_\_\_\_, 2025 (“Effective Date”), by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION (“RCTC”) and City of Beaumont (“RECIPIENT”). RCTC and RECIPIENT may be referred to herein individually as a “Party” and collectively as the “Parties.”

**RECITALS**

- A. RCTC is a county transportation commission created and existing pursuant to California Public Utilities Code Sections 130053 and 130053.5.
- B. Under RCTC’s SB 821 Bicycle and Pedestrian Facilities Program (“PROGRAM”), cities and counties in the County of Riverside are notified of the availability of PROGRAM funding and a call for projects (“CALL FOR PROJECTS”) is anticipated to be issued biennially by RCTC.
- C. On February 3<sup>rd</sup>, 2025, a CALL FOR PROJECTS was published by RCTC seeking applications for FY 2025/26 PROGRAM funding, which applications were reviewed in accordance with the applicable evaluation criteria included in the CALL FOR PROJECTS.
- D. Based on the application attached as Attachment 1 and incorporated herein by this reference, RECIPIENT has been selected to receive PROGRAM funding for its proposed City of Beaumont Bicycle and Pedestrian Master Plan Update/Action Plan (“PROJECT”).
- E. Funding for the PROJECT shall be provided pursuant to the terms contained in this AGREEMENT and pursuant to applicable PROGRAM policies adopted by RCTC, which are attached hereto and incorporated herein as Attachment 2.

NOW, THEREFORE, in consideration of the preceding recitals and the mutual covenants and consideration contained herein, the Parties mutually agree as follows:

- 1. Incorporation of Recitals. The Parties acknowledge and agree that the above recitals are true and correct, and hereby incorporate those recitals by this reference into the AGREEMENT.
- 2. RCTC Funding Amount. RCTC hereby agrees to distribute to the RECIPIENT, on the terms and conditions set forth herein, a sum not to exceed Two Hundred Forty-Eight Thousand Four Hundred Dollars (\$248,400), to be used exclusively for reimbursing the RECIPIENT for eligible expenses as described herein (“FUNDING AMOUNT”). RECIPIENT acknowledges and agrees that the FUNDING AMOUNT may be less than the actual and final cost of the PROJECT, which final costs are the sole responsibility of RECIPIENT, and

RCTC will not contribute PROGRAM funds in excess of the maximum authorized in this Section 2 unless otherwise mutually agreed to in writing by the PARTIES.

2.1 Eligible Project Costs. Reimbursement for PROJECT costs (“REIMBURSEMENT”) may only include those items expressly allowed for under Article 3 of the Transportation Development Act (California Public Utilities Code section 99200 *et seq.*), which provides that funding shall be allocated for the construction, including related engineering expenses, of facilities based on the PROGRAM policies adopted by RCTC, provided that such items are included in the scope of work included in the application, attached as Attachment 1 (“SCOPE OF WORK”). All PROJECT costs not included in the SCOPE OF WORK and not expressly permitted under Article 3 of the Transportation Development Act and the PROGRAM policies shall be considered ineligible for REIMBURSEMENT. In the event the SCOPE OF WORK needs to be amended, RECIPIENT shall submit a scope change request electronically via RCTC’s online tracking and reporting system known as the Rivtrack system and accessible at <https://rivtrack.rctc.org/> (“Rivtrack system”). The electronically submitted scope change request must include the reasons for the requested change and confirmation that costs associated with the proposed amendment are eligible for PROGRAM reimbursement. Such request is subject to written approval by RCTC, in RCTC’s sole discretion.

In the event of any ambiguity between this AGREEMENT, PROGRAM policies, and applicable law, the following order of precedence will govern: (1) applicable law; (2) PROGRAM policies; (3) this AGREEMENT. In the case of any conflict between this Agreement and any of its attachments, the body of this Agreement shall govern. Notwithstanding the foregoing, in the case of a conflict, the most stringent requirement shall govern, unless prohibited by applicable law or otherwise agreed upon by RCTC.

2.2 Timing for Project Completion. In accordance with the PROGRAM policies attached hereto as Attachment 2, RECIPIENT has thirty-six (36) months to complete the PROJECT from the date of this AGREEMENT, unless otherwise agreed to in writing by the PARTIES. If the PROJECT is not completed within 36 months, RCTC shall have the sole discretion to delete the PROJECT from the PROGRAM and reprogram the funding for future approved PROGRAM projects. RECIPIENT will not be reimbursed until the PROJECT is accepted as complete by RCTC following the submission of the PROGRAM funding claim form completed electronically via the Rivtrack system. In the event additional time is needed for the completion of the PROJECT, RECIPIENT may submit a time extension request electronically via the Rivtrack system. Before and after PROJECT photographs must be uploaded with the CLAIM FORM upon PROJECT completion, as well as copies of paid invoices and any other backup requested for repayment and audit purposes.

2.3 Changes in Project Funding. RECIPIENT will not be reimbursed for PROJECT cost overruns. In the event the FUNDING AMOUNT is not fully utilized by RECIPIENT for the PROJECT, the unused FUNDING AMOUNT must be returned to RCTC within ninety (90) ninety days of a written request by RCTC unless RECIPIENT can demonstrate in writing, subject to written approval of RCTC’s Executive Director, in his or her sole discretion, the following: (i) valid reason for why PROJECT costs were significantly lower than the estimate included in RECIPIENT’s attached application for funding, and (ii) written proposal for how RECIPIENT can apply any unused FUNDING AMOUNT to a project previously submitted under an Article 3 call for projects and approved by the Commission or to fund an approved scope expansion to the approved PROJECT. Notwithstanding the foregoing, unused funds may not be reallocated to work already completed. RECIPIENT match funds

proportionate to the amounts included in Section 3 of this Agreement will be required should unused funds be redirected to another approved project or approved scope expansion.

2.4 Cost Savings. In the event that bids or proposals for the PROJECT are lower than anticipated, or there are cost savings for any other reason, the FUNDING AMOUNT shall be reduced through an amendment to the AGREEMENT. RECIPIENT shall inform RCTC of any cost savings and any cost savings shall be returned to RCTC or may be reprogrammed with written approval by RCTC as further detailed in Section 2.3 above. No PROGRAM funding may be used for projects not approved by RCTC. If RECIPIENT provides a local match commitment and there are cost savings on the PROJECT, RCTC will still be reimbursed at the matching ratio as presented in the Project application despite such cost savings in accordance with PROGRAM policies.

2.5 No Funding for Temporary Improvements. Only segments or components of improvements that are intended to form part of or be integrated into the PROJECT may be funded by PROGRAM funds. No improvement(s) which is/are temporary in nature, including but not limited to temporary lanes, curbs, or drainage facilities, shall be funded with PROGRAM funds except as needed for staged construction of the PROJECT.

2.6 Review and Reimbursement by RCTC. Upon submission into Rivtrack of the final detailed invoice from the RECIPIENT clearly documenting work completed and corresponding costs, RCTC may request additional documentation or explanation of the SCOPE OF WORK costs for which reimbursement is sought. Undisputed amounts shall be paid by RCTC to the RECIPIENT within thirty (30) days. In the event that RCTC disputes the eligibility for reimbursement of all or a portion of an invoiced amount, the Parties shall meet and confer in an attempt to resolve the dispute. Additional details concerning the procedure for the RECIPIENT's submittal of invoices to RCTC and RCTC's consideration and payment of submitted invoices are set forth in Attachment 2.

2.7 Recipient's Funding Obligation to Complete the Work; Limitation of RCTC Obligations. In the event that the PROGRAM funds allocated to the SCOPE OF WORK represent less than the total cost of the PROJECT, RECIPIENT shall be solely responsible for providing such additional funds as may be required to complete the PROJECT. RCTC has no obligation with respect to the safety of any work performed under the SCOPE OF WORK, for the PROJECT, or at a PROJECT site. Further, RCTC shall not be liable for any action of RECIPIENT or its contractors relating to the condemnation of property undertaken by RECIPIENT or construction related to the PROJECT.

2.8 Recipient's Obligation to Repay Program Funds to RCTC. In the event it is determined, whether through a post-completion audit or otherwise, the PROJECT was not completed in accordance with the PROGRAM requirements or this AGREEMENT, RECIPIENT agrees that any PROGRAM funds distributed to RECIPIENT for the PROJECT shall be repaid in full to RCTC. The Parties shall enter into good faith negotiations to establish a reasonable repayment schedule and repayment mechanism which may include, but is not limited to, withholding of Measure A Local Streets and Roads revenues, if applicable. RECIPIENT acknowledges and agrees that RCTC shall have the right to withhold any Measure A Local Streets and Roads revenues due to RECIPIENT, in an amount not to exceed the total of the PROGRAM funds distributed to RECIPIENT, and/or initiate legal action to compel repayment, if the RECIPIENT fails to repay RCTC within a reasonable time period not to exceed one hundred eighty (180) days, including any good faith negotiations, from receipt of written

notification from RCTC that repayment is required due to failure to comply with the PROGRAM policies or this AGREEMENT.

2.9 Records Retention and Audits. RECIPIENT shall retain all PROJECT records in an organized manner for a minimum of three (3) years following completion of the PROJECT. PROJECT records shall be made available for inspection by RCTC upon request. If a post PROJECT audit or review indicates that RCTC has provided reimbursement to the RECIPIENT in an amount in excess of the FUNDING AMOUNT set forth in Section 2, or has provided reimbursement of ineligible PROJECT costs, the RECIPIENT shall reimburse RCTC for the excess or ineligible payments within thirty (30) days of notification by RCTC. This Section 2.9 does not supersede any rights or remedies provided to RCTC under Section 2.8 or applicable law.

3. Recipient's Local Match Contribution. RECIPIENT shall provide at least Ninety-One Thousand Two Hundred Forty-Nine Dollars (\$91,249) of funding toward the SCOPE OF WORK, as indicated in RECIPIENT'S application attached as Attachment 1 and submitted to RCTC in response to its CALL FOR PROJECTS. RECIPIENT costs related to (i) preparation and administration costs related to invoices, billings and payments; (ii) any RECIPIENT fees attributed to the processing of the SCOPE OF WORK; and (iii) expenses for items not included within the attached SCOPE OF WORK shall be borne solely by the RECIPIENT and shall not qualify towards RECIPIENT's local match requirement in this Section 3.
4. Term: The term of this AGREEMENT shall be from the date first herein above written until: (i) the date RCTC formally accepts the PROJECT as complete, pursuant to Section 2.2; (ii) termination of this AGREEMENT pursuant to Section 14; or (iii) RECIPIENT has fully satisfied its obligations under this AGREEMENT. All applicable indemnification and insurance provisions of this AGREEMENT shall remain in effect following the termination of this AGREEMENT.
5. Recipient Responsibilities. RECIPIENT shall be responsible for all aspects of the PROJECT, in compliance with all applicable state and federal laws, including: (i) development and approval of plans, specifications and engineer's estimate in accordance with all applicable laws, regulations and building codes; obtaining any necessary environmental clearances; right of way acquisition; and, obtaining all permits required by impacted agencies prior to commencement of the PROJECT; (ii) all aspects of procurement, contracting, and administration of the contracts and claims for the PROJECT; (iii) all construction management of any construction activities undertaken in connection with the PROJECT, including surveying and materials testing; and, (iv) development of a budget for the PROJECT and SCOPE OF WORK prior to award of any contract for the PROJECT, taking into consideration available funding, including PROGRAM funds.
6. Indemnification. RECIPIENT shall defend, indemnify and hold RCTC, its officials, governing board members, officers, employees, agents, and consultants free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property, persons or government funding agency, including wrongful death, arising out of or incident to any intentional or negligent acts, errors or omissions of the RECIPIENT, its officials, officers, employees, agents, consultants and contractors arising out of or in connection with the performance of this AGREEMENT, the PROJECT or the SCOPE OF WORK. RECIPIENT'S obligation to indemnify includes

without limitation the payment of all consequential damages and reasonable attorneys' fees, expert witness fees and other related costs and expenses of defense. RECIPIENT shall defend, at its own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against RCTC, its officials, officers, employees, agents, and consultants in connection with this AGREEMENT. RECIPIENT shall pay and satisfy any judgment, award or decree that may be rendered against RCTC, its officials, officers, employees, agents, and consultants in any such suits, actions or other legal proceedings, including any settlement. RECIPIENT's obligation to indemnify shall not be restricted to insurance proceeds. The indemnity obligation shall not apply to the extent of the sole negligence or willful misconduct of RCTC, its officials, officers, employees, agents, and consultants. This section shall survive the expiration or termination of this Agreement.

7. Expenditure of Funds by Recipient Prior to Execution of Agreement. RECIPIENT may commence the Project starting July 1, 2025, and costs incurred following such date will be eligible for reimbursement under this AGREEMENT, provided they otherwise meet the requirements herein, and provided that this AGREEMENT is executed no later than October 1, 2025.
8. Compliance with Applicable Laws and Insurance. RECIPIENT agrees to comply with all applicable laws and regulations, including public contracting laws, requirements for any local state or federal funding used, and records retention and performance reporting requirements concerning the SCOPE OF WORK and PROJECT, which applicable laws and regulations shall be passed on to contractors by RECIPIENT as applicable. RECIPIENT shall have the responsibility of making sure the appropriate amounts of insurance are included in all applicable agreements for the construction of the PROJECT and RCTC shall be named as an Additional Insured on all insurance certificates obtained for the completion of the PROJECT. PROJECT insurance funds shall be looked to first for the repayment of any claims determined to have merit.
9. Representatives of the Parties. RCTC's Executive Director, or his or her designee, shall serve as RCTC's representative and shall have the authority to act on behalf of RCTC for all purposes under this AGREEMENT. RECIPIENT's representative shall be the individual identified in the Project application as RECIPIENT'S representative to RCTC. RECIPIENT'S representative, or designee, shall have the authority to act on behalf of RECIPIENT for all purposes under this AGREEMENT and shall coordinate all activities with RCTC concerning the SCOPE OF WORK under the RECIPIENT's responsibility. RECIPIENT shall work closely and cooperate fully with RCTC's representative and any other agencies which may have jurisdiction over or an interest in the PROJECT.
10. Monitoring of Progress by RCTC. RECIPIENT shall allow RCTC's designated representative, or designee, to inspect or review the progress of the work at any reasonable time with prior written notice by RCTC. RCTC may request that the RECIPIENT provide RCTC with progress reports concerning the status of the SCOPE OF WORK and PROJECT completion.
11. Binding on Successors in Interest. Each and every provision of this AGREEMENT shall be binding and inure to the benefit of the successors in interest of the Parties. Due to the specific obligations contemplated herein, this AGREEMENT may not be assigned by any Party hereto except with the prior written consent of the other Party.

12. Independent Contractors. Any person or entities retained by RECIPIENT or any contractor shall be retained on an independent contractor basis and shall not be employees of RCTC. Any personnel performing services on the PROJECT shall at all times be under the exclusive direction and control of the RECIPIENT or contractor, whichever is applicable. The RECIPIENT or contractor shall pay all wages, salaries and other amounts due such personnel in connection with their performance of services on the SCOPE OF WORK and as required by law. The RECIPIENT or contractor shall be responsible for all reports and obligations concerning such personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance and workers' compensation insurance.
13. Conflicts of Interest. For the term of this AGREEMENT, no member, officer or employee of RECIPIENT or RCTC, during the term of his or her service with RECIPIENT or RCTC, as the case may be, shall have any direct interest in this AGREEMENT, or obtain any present or anticipated material benefit arising therefrom.
14. Termination. This AGREEMENT may be terminated for cause or convenience as further specified below.

14.1 Termination for Convenience. Either RCTC or RECIPIENT may, by written notice to the other party, terminate this AGREEMENT, in whole or in part, for convenience by giving thirty (30) days' written notice to the other party of such termination and specifying the effective date thereof.

14.2 Effect of Termination for Convenience. In the event that RECIPIENT terminates this AGREEMENT for convenience, RECIPIENT shall, within 180 days, repay to RCTC in full all PROGRAM funds provided to RECIPIENT under this AGREEMENT. In the event that RCTC terminates this AGREEMENT for convenience, RCTC shall, within 90 days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination; provided, however, that RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information from RECIPIENT. This AGREEMENT shall terminate upon receipt by the non-terminating party of the amounts due it under this Section 14.

14.3 Termination for Cause. Either RCTC or RECIPIENT may, by written notice to the other party, terminate this AGREEMENT, in whole or in part, in response to a material breach hereof by the other Party, by giving written notice to the other Party of such termination and specifying the effective date thereof. The written notice shall provide a thirty (30) day period to cure any alleged breach. During the 30 day cure period, the Parties shall discuss, in good faith, the manner in which the breach can be cured.

14.4 Effect of Termination for Cause. In the event that RECIPIENT terminates this AGREEMENT in response to RCTC's uncured material breach hereof, RCTC shall, within ninety (90) days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination. In the event that RCTC terminates this AGREEMENT in response to the RECIPIENT's uncured material breach hereof, the RECIPIENT shall, within one hundred eighty (180) days, repay to RCTC in full all

PROGRAM funds provided to RECIPIENT under this AGREEMENT. Notwithstanding termination of this AGREEMENT by RCTC pursuant to this Section 14.4, RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information. This AGREEMENT shall terminate upon receipt by the terminating Party of the amounts due it under this Section 14.4.

14.5 No Program Funding. In the event that RCTC determines there are inadequate PROGRAM funds for whatever reason, RCTC shall have the right to immediately terminate the AGREEMENT with written notice to RECIPIENT. In the event that RCTC terminates this AGREEMENT under this Section 14.5, RCTC shall, within 90 days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination; provided, however, that RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information from RECIPIENT.

14.6 Cumulative Remedies. The rights and remedies of the Parties provided in this Section 14 are in addition to any other rights and remedies provided by law or under this AGREEMENT.

15. Notice. All notices hereunder shall be in writing and shall be effective upon receipt by the other Party. All notices and communications between the Parties to this AGREEMENT shall be addressed as set forth below and provided by any of the following methods (i) personally delivered; (ii) sent by electronic mail, with a subject line clearly identifying this AGREEMENT, read receipt requested, and a cc: provided to the identified staff; (iii) sent by first-class mail, return receipt requested; or (iv) sent by overnight express delivery service with postage or other charges fully prepaid. Notwithstanding the foregoing, notices of dispute or termination sent by electronic mail must be followed by hard copy mailed notice to be effective. Notwithstanding the foregoing, invoices and requests for changes to the SCOPE OF WORK, shall be submitted through the Rivtrack system as specified in this AGREEMENT.

**TO RCTC:**

Aaron Hake  
Executive Director  
RCTC  
4080 Lemon Street, 3rd Floor  
Riverside, California 92501  
Phone: (951) 787-7141  
e-mail: [ahake@rctc.org](mailto:ahake@rctc.org)

cc: [eemery@RCTC.org](mailto:eemery@RCTC.org)

**TO RECIPIENT:**

Elizabeth Gibbs  
City Manager  
City of Beaumont  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223  
(951) 572-3231  
[egibbs@beaumont.gov](mailto:egibbs@beaumont.gov)

cc: [rvestal@beaumont.gov](mailto:rvestal@beaumont.gov)

Any party may update its address and contact information by providing written notice of the new information to the other Parties in accordance with this Section 15.

16. Prevailing Wages. RECIPIENT is alerted to the requirements of California Labor Code Sections 1770 *et seq.*, which require the payment of prevailing wages where the SCOPE OF

WORK or any portion thereof is determined to be a “public work,” as defined therein. RECIPIENT shall ensure compliance with applicable prevailing wage requirements by any person or entity hired to perform the SCOPE OF WORK or any portion thereof falling within the definition of “public work.” RECIPIENT shall defend, indemnify, and hold harmless RCTC, its officers, employees, consultants, and agents from any claim or liability, including without limitation reasonable attorneys’ fees, arising from any failure or alleged failure to comply with California Labor Code Sections 1770 *et seq.* on the PROJECT.

17. Equal Opportunity Employment. The Parties represent that they are equal opportunity employers and they shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, sexual orientation, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination.
18. Entire Agreement. This AGREEMENT embodies the entire understanding and agreement between the Parties pertaining to the matters described herein and supersedes and cancels all prior oral or written agreements between the Parties with respect to these matters. Each Party acknowledges that no Party, agent or representative of the other Party has made any promise, representation or warranty, express or implied, not expressly contained in this AGREEMENT, that induced the other Party to sign this document. Modifications to this AGREEMENT shall be in the form of a written amendment executed by authorized representatives of the Parties to be bound.
19. Governing Law; Venue and Severability. This AGREEMENT shall be governed by, and be construed in accordance with, the laws of the State of California. Venue shall be in Riverside County. If any portion of this AGREEMENT is found to be unenforceable by a court of law with appropriate jurisdiction, the remainder of the AGREEMENT shall be severable and survive as binding on the Parties.
20. Attorneys’ and Other Fees. If any legal action is initiated for the enforcement/interpretation of this AGREEMENT, or because of any alleged dispute, breach, default or misrepresentation in connection with any of the provisions of this AGREEMENT, the successful or prevailing party shall be entitled to recover reasonable attorneys’ fees, witness fees and other costs incurred in that action or proceeding, in addition to any other relief to which it may be entitled as determined by a court of law or appointed decider under alternative legal proceedings.
21. No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.
22. Section Headings and Interpretation. The section headings contained herein are for convenience only and shall not affect in any way the interpretation of any of the provisions contained herein. The AGREEMENT shall not be interpreted as being drafted by any Party or its counsel.
23. No Waiver. Failure of RCTC to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions in this AGREEMENT shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or

powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power provided under applicable law.

24. Time of Essence. Time is of the essence for each and every provision of this AGREEMENT.
25. Counterparts. This AGREEMENT may be executed in any number of counterparts, each of which shall be deemed to be an original, but all which together will constitute but one agreement.
26. Form of Signatures. A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes. This Agreement may be signed using an electronic signature.
27. Survival. All rights and obligations under this AGREEMENT that by their nature are to continue after any expiration or termination of this AGREEMENT shall survive any such expiration or termination.

**[SIGNATURES ON NEXT PAGE]**

**SIGNATURE PAGE  
TO  
AGREEMENT NO. 25-62-129-00  
RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
AGREEMENT FOR FUNDING UNDER SB 821 BICYCLE AND PEDESTRIAN  
FACILITIES PROGRAM**

IN WITNESS WHEREOF, the Parties have caused this AGREEMENT to be signed by their duly authorized representatives as of the Effective Date.

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

By: \_\_\_\_\_  
Aaron Hake, Executive Director


**RECIPIENT**

**CITY OF BEAUMONT**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**APPROVED AS TO FORM**

Best, Best & Krieger LLP

By:  \_\_\_\_\_  
General Counsel to Riverside  
County Transportation Commission

**APPROVED AS TO FORM**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**ATTACHMENT 1**

(RECIPIENT APPLICATION FOR FUNDING)

## Questionnaire Tab

Email address:

brudd@publicpolicygroup.com

Project Name:

City of Beaumont Bicycle and Pedestrian Master Plan Update/Action Plan

Has this Project been previously awarded in a past SB 821 Cycle?

- No
- Yes, in 19-20 FY Cycle
- Yes, in 21-22 FY Cycle
- Yes, in 23-24 FY Cycle

Lead Agency:

Beaumont

### Memorandum of Understanding

By October 1, 2025, awardees will execute the Project MOU with the Commission. To streamline the process, please provide the name and contact information of the individual who will be the signatory on the MOU.

This is typically the City Manager, City Engineer, or Public Works Director.

MOU Signatory \*

Elizabeth Gibbs

Title: \*

City Manager

Email address: \*

egibbs@beaumont.gov

### Project Contact Person

Provide contact information for Project's contact person. This could be the Public Works Director, the Project Manager, or other City/County Staff.

Project Contact is the same as current user

Project Contact Person: \*

Robert Vestal

Title: \*

Public Works Director

Email address: \*

rvestal@beaumont.gov

Phone Number: \*

(951) 572-3231

### Project Overview

Project Type (check all that apply) \*

- Bicycle Project  Pedestrian Project  Multi-use Trail Project  Non-Infrastructure/Plan

Project Locate in a Disadvantage Community, per SB-535? \*

- Yes
- No
- Partial

Does the proposed project include any of the following (check all that apply)? \*

- Curb
- Gutter
- Driveway Ramp
- Project does not include any of the above

# Project Application Tab

Project Number: 000208 Agency: Beaumont

Project Name: City of Beaumont Bicycle and Pedestrian Master Plan Update/Action Plan

Status: Submitted To RCTC

Project Type: Non-Infrastructure/Plan

## A. Scope of Work (500 Characters)

The proposed Scope of Work, and various supporting tasks, will be utilized to support the City of Beaumont's Bicycle and Pedestrian Connectivity Master Plan Update and includes, (1) Project Management/Administration/Bicycle Pedestrian Advisory Committee; (2) Consultant Procurement; (3) Community Engagement; (4) Review Existing Conditions; (5) Review of Existing Plans and Policies; (6) Draft Final Bicycle and Pedestrian Master Plan Update; (7) Council Review /Approvals; and (8) Project Closeout

## B. Funding

Enter the project costs for PA/ED, PS&E, ROW, Construction and Local Match in the fields provided below. The gray fields contain formulas that will calculate the Total Project Cost, SB 821 Request, and the Percentage Splits.

**10% Programming Cap: \$727,986.30**

**20% Programming Cap: \$1,455,972.60**

			Agency	Split %		RCTC	Split %
PA & ED:	<input type="text"/>	Local Match:	<input type="text" value="91,249.00"/>	<input type="text" value="27%"/>	Local Match:	<input type="text" value="91,249.00"/>	<input type="text" value="27%"/>
PS & E:	<input type="text"/>	SB 821 Request:	<input type="text" value="248,400.00"/>	<input type="text" value="73%"/>	SB 821 Request:	<input type="text" value="248,400.00"/>	<input type="text" value="73%"/>
ROW:	<input type="text"/>			<input type="text" value="100%"/>			<input type="text" value="100%"/>
Construction:	<input type="text" value="273,000.00"/>						
Administration:	<input type="text" value="66,649.00"/>						
Total Project Cost:	<input type="text" value="339,649.00"/>						

## C. Schedule

For completed phases, provide supporting documentation such as copies of environmental clearance, title sheet of 100% plans with engineer's stamp, or right of way clearance and attach in section J.

	Start	End
PA & ED:	//	//
PS & E:	//	//
ROW:	//	//
Construction:	10/01/2025	10/01/2027
Close out:	10/01/2027	12/03/2027

## D. Project Background & Project Description

Describe the project background and the existing conditions of the larger project area and or project vicinity. Discussion can include background information on current roadway configuration, missing bike and pedestrian facilities, and importance of project to local active transportation users. If possible, upload photographs of existing conditions.

Describe the project in its entirety. Include the purpose and need, benefit, and location of the project. Provide a map showing existing and proposed project improvements. If available, upload typical cross-sections showing vehicular lane widths, active transportation facilities width, and any landscaping or lighting features in section J.

### Project Background

On November 17, 2020, the City of Beaumont City Council finalized and adopted its 2040 Beaumont General Plan Update. The 2040 General Plan Update was developed with significant community engagement, including in-person interactions at traditional and pop-up workshop events, newsletters and a variety of online activities, including the creation of a dedicated project website ([www.elevatebeaumont.com](http://www.elevatebeaumont.com)) that served as the primary forum in which project updates, survey results, meeting materials, announcements, and other related information were provided in bilingual formats.

The 2040 General Plan Update also included a series of Guiding Principles that would be used to support how the community would grow in the future. Two of these Guiding Principles, Quality of Life Provided by Efficient and Multi-Modal Transportation, and Health and Safety, both speak to the importance of having a "well-designed transportation system that supports walking, biking, and public transit that can enhance access to community resources" as well as the need to promote "safe and easy access to key community destinations for all members of the community – seniors, youth, people with disabilities, and the financially disadvantaged – and proactively address obstacles to accessing schools, parks, healthy food, jobs, housing, and health care.

Included in the 2040 General Plan Update is Chapter 4, Mobility Element that balances modal priorities and the importances of developing a multi-modal transportation network that addresses the safe and efficient operation, maintenance, and management of the city's circulation network. Similar mobility-supportive measures were also incorporated throughout the General Plan, including Land Use, Community Design, Health, Equity, Environmental Justice, and Public Facilities and Infrastructure Elements, among others.

The goals and policies outlined in Chapter 4 of the Mobility Element were developed to ensure that streets within the community would be reviewed through a "complete streets" lens – meaning that all streets should provide accessible mobility options for users of all ages and abilities. These supporting goals and policies include, but not limited to, Complete Streets/Goal 4.2, "that supports the development of a comprehensive network of complete streets throughout the city that provides safe, efficient, and accessible connectivity for users of all ages and abilities", and Goal 4.3, "that envisions a healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont".

Finally, the Mobility Element includes a series of implementation strategies; specifically, M4 Bicycle and Pedestrian Plan, which identifies the need to update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving community connectivity, accessibility, and safety.

#### Project Description

In accordance with the City of Beaumont's 2040 General Plan Update's Mobility Element, the City is seeking SB821/TDA Article 3 funding that would be used to fund a Bicycle and Pedestrian Connectivity Master Plan Update and supporting Action Plan (the Project). The Project will serve as a continuation of the City's efforts to address the variety of mobility needs of the community by providing safe and convenient opportunities to engage in different forms of active transportation regardless of an individual's abilities. The Project's goal is to not only update the City's 2011 Bicycle and Pedestrian Plan but also increase the effectiveness and safety of the City's overall transportation network by diversifying the level of mobility options available within the community. Improving the overall efficiency of the City's transportation network also supports other efforts to revitalize Downtown and expand economic development, increase transit ridership, and improve air quality while increasing access to employment, education, medical services, recreational and cultural centers, and other essential services and/or facilities by developing a multimodal transportation network that encourages individuals to walk, ride a bicycle, and/or use public transportation.

These goals are also consistent and supportive of the Goals, Objectives, and Strategies contained in the Western Riverside Council of Governments Active Transportation Plan and Riverside County's Climate Action Plan, including establishing a regional network of bicycle and pedestrian facilities through prioritization of local projects, enhance safety, remove barriers to access and correct unsafe conditions, provide active transportation modes as affordable options to reduce harmful emissions and vehicle miles travelled, address public health by design and infrastructure that encourages residents to use active transportation, and foster healthy, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destinations through cohesive land use and transportation decisions.<sup>2</sup>

To achieve these outcomes, the City will create a Bicycle and Pedestrian Advisory Council (BPAC) who would assist the City in developing a community-lead visioning and planning process that identifies the priorities and the types of future active transportation policies and investments needed to improve community connectivity, accessibility, and safety that will result in an increase in the number active transportation trips made by the community. The BPAC will, along with City staff, will serve as the conduit between the community and the Consultant who would be retained by the City to develop the Bicycle and Pedestrian Connectivity Master Plan Update (BPCMPU). The Consultant, who will possess a strong background in transportation and community engagement, will be responsible for facilitating discussions with the community through in person and virtual works shops, surveys, pop up, and other community events. Information regarding the BPCMPU will be provided in bilingual and ADA compliant formats. A dedicated website will be established in which community members can access information, updates, surveys, etc. This information will also be provided through a variety of social media platforms and outlets.

In addition, the Consultant will also review all relevant documents, policies, and plans to ensure that any recommendations do not conflict with the City's General Plan, Mobility Elements, land use policies, Short Range Transit Plans, origin and destination studies, etc. The Consultant will also review similar plans or policies being considered or adopted by other local or regional public agencies and are inconsistent with any applicable regulations or requirements.

Once the community outreach efforts have been concluded, and the review of all relevant plans and policies completed, the Consultant will then be tasked to begin developing a draft BPCMPU and Action Plan. The draft BPCMPU will then be presented to the community using many of the same outreach efforts used to identify needs and priorities (e.g. web site, community workshops). Periodic updates to the Beaumont City Council will also be provided during this period.

A draft BPCMPU, including a draft Action Plan, will then be presented to the City's BPAC during which time the community will also be given an opportunity to provide additional input. Revisions may be warranted based on additional community and/or BPAC feedback. The Consultant will then prepare a final draft BPCMPU that will be presented to the BPAC, who will determine whether the final draft BPCMPU should be recommended to the Beaumont City Council for approval.

Once approved by the BPAC, the final draft BPCMPU will be placed on a future Beaumont City Council meeting agenda during which time the Consultant will be present a summary of findings and recommendations, and a request by City staff to adopt the BPCMPU. The recommendations and supporting Action Plan will be subsequently incorporated into applicable City policies, capital improvement priorities, regional transportation plans, and used to support future funding opportunities.

E. Destinations Served (2 points for each destination served, max 14 points)

Briefly summarize and list all the types of destinations served by the proposed project. Provide a project vicinity map identifying all the destination types served by the proposed project within a 1/2 mile or a 1-mile radius. Destination types are schools or higher education facilities, commercial centers, municipal or any other civic centers, medical facilities, restaurants and recreational centers.

For pedestrian projects, each type of destination needs to be within 1/2 mile radius to be eligible. For bicycle or multi-use trail projects, each type of destination needs to be within a 1-mile radius. Each destination type served will receive 2 points.

On the map, provide a 1/2 mile buffer or a 1-mile buffer surrounding the project site. Maps without the marked buffer will receive half of its eligible points.

Destinations Served

It is anticipated that, as was the case with the 2011 Bicycle and Pedestrian Connectivity Plan, that streets such as Beaumont, Palm, Pennsylvania, Highland Springs Avenues, Oak Valley Parkway, Starlight Drive, as well as streets located in and around Downtown Beaumont, will likely serve as primary multimodal transportation corridors (See City of Beaumont Bicycle and Pedestrian Priority Network Map). A review of fixed route services shows that many of these streets are also served by Beaumont Transit, which in turn provides an excellent opportunity to further integrate bicycle and pedestrian improvements along and/or adjacent to these corridors (See City of Beaumont Transit Route Map). These destinations include, but not limited to, San Geronio Hospital, Walmart, Downtown Beaumont including Beaumont City Hall, Civic Center, and Beaumont Library, Albert A. Chatingy Recreation/Senior Center, Stewart Park, Noble Creek Regional Park, Beaumont High School and middle schools, as well as large employment center (e.g., Amazon Distribution Center) located south of Downtown Beaumont (See City of Beaumont Destination Map). It is important to note that the neighborhoods located in and around Downtown Beaumont (Census Tract 6065044000) are recognized as a SB535 Disadvantaged Communities as well as a CalEnviroScreen 4.0 Top 25% neighborhood with a cumulative score of 85.39.

## F. Safety (max 15 points)

Describe the extent to which the proposed project will increase safety for the non-motorized public or how the project will reduce the number of non-motorized fatalities and serious injuries.

Points (5) will be given on the severity of the existing safety hazard at the project location to demonstrate project need.

Include information about project characteristics such as: no existing shoulder within project limits, no existing/planned sidewalk or bikeway adjacent to the project, etc. Applicants may wish to consider including documented pedestrian/bicycle collision or injury history, most current and valid 85th percentile speed of motorized traffic in project limits, photos of existing safety hazards the project will address, existing pedestrian/bicycle traffic counts, student attendance figures for school served by project. Additionally generate a collision heat map for the project site using collision data from the last ten years. Heat map can be generated using the ATP Maps & Summary interface from TIMS (<https://tims.berkeley.edu/>) or Crossroads. Upload map in section J.

Points (5) will be given for safety countermeasures or safety enhancement features included in the project scope. Provide an explanation of how each countermeasure will improve safety for bicyclists and pedestrians.

Examples of acceptable safety countermeasures and enhancements include rectangular rapid flashing beacons, bicycle boxes, and curb extensions. (see <https://safety.fhwa.dot.gov/provencountermeasures/>). The use of countermeasures not appearing on the FHWA list of proven countermeasures must include a detailed description of why the countermeasure is needed and how it will improve safety for non-motorized travel.

Points (5) will be given based on the potential of the proposed project to provide safety benefits to the non-motorized public. Applicant should draw from responses in the prior safety sections. Discuss the considerations made when evaluating and determining the type of bicycle or pedestrian facility for the project corridor. Why was Class I selected over Class IV, why was Class II considered over Class III?

### Safety

Improving community safety is an important outcome associated with the Project. According to data provided UC Berkeley's Transportation Injury Mapping System (TIMS) the number of pedestrian and bicycle related injuries that occurred within the city of Beaumont between 2018 and 2022 have increased by 23% and 44% respectively, with a total of 56 pedestrian and bicycle related incidents, including five fatalities, of which approximately 30% of all bicycle and pedestrian incidents involved young people 18 years old or younger. The increase in pedestrian and bicycle-related incidents could be associated with changes in travel patterns and the mode shifts that occurred during and post pandemic periods. According to the Beaumont Transit Short Range Transit Plan, "health concerns during the pandemic caused a surge in demand for alternative modes of transportation including bicycles, and electric scooters as these allow for social distancing. It is expected that some passengers will continue to utilize these modes of transportation as they are free to travel at any time and do not need to adhere to a bus schedule." In addition, recent rider ship surveys show that youth passengers make up approximately 54% of Beaumont Transit's total passenger base. It is important to note that Beaumont High School Cross Country and Track Team coaches have recently expressed the importance for improved crosswalks, lighting, and other pedestrian safety related improvements as the Beaumont High School Cross County Team, which consists of 70 student athletes, regularly runs routes along city streets.

Therefore, the Project will include an Action Plan that will contain specific recommendations, policies, strategies, and capital improvement projects that are best suited for the built environment and the conditions and/or capacity that currently exists with an emphasis on safe routes to schools. These recommendations will also be consistent with the needs and priorities of the community. As noted in the City's 2040 General Plan Update, these recommendations will be viewed through a "complete streets" lens. Therefore, the type of improvements envisioned would include dedicated bike lanes, lighting improvements, traffic calming measures, lower speed limits, high visibility crosswalks, and enhanced signing and pavement markings.

**G. Multimodal Access (1 point each, max 6 points)**

In a project vicinity map, identify all the bus routes, Metrolink stations, park-and-ride facilities, bicycle lanes, sidewalks or crosswalks improved by the proposed project within a 1/2 mile or a 1-mile radius.

For pedestrian projects, these amenities need to be within 1/2 mile radius to be eligible. For bicycle or multi-use trail projects, amenities need to be within a 1-mile radius. Each amenity will receive 1 point.

On the map, provide a 1/2 mile buffer or a 1-mile buffer surrounding the project site. Maps without the marked buffer will receive half of its eligible points. Upload map in section J.

Below, discuss how the project along with its nearby amenities encourage multi-modalism. Briefly summarize and list all the bus stops, Metrolink Stations, park-and-ride facilities, missing bicycle or sidewalks, or crosswalks enhanced by the proposed project and indicate if the items are existing or planned.

**Multimodal Access**

As referenced previously, one of the key outcomes of the Project will be the ability to identify and implement opportunities that can be used to improve access to public transit via walking or riding a bike. This is due to the fact that Beaumont Transit already operates fixed route transit services along several of the existing key transportation corridors (Routes 3, 4, 7, and 9) that will also serve as the backbone of the BPCMPU. These routes also connect to two commuter services (Commuter Link 120 and 125A) that provide residents with access to employment, medical, and retail services located in the cities of San Bernardino, Redlands, Loma Linda.

Identifying and addressing barriers that currently limit community members from safely walking or biking due to gaps in sidewalks, bike lanes, or crosswalks, will be an outcome of the Project. The Project will also be used to support ongoing efforts by Beaumont Transit to increase ridership by providing "first mile/last mile" solutions, which in turn, will increase transit ridership through improved multimodal connectivity while reducing vehicle miles travelled and associated emissions. Enhancing the community's ability to use public transit services safely and conveniently is especially important for underserved communities who may not or cannot own an automobile. Finally, an increase in active transportation helps the broader community by creating a transportation system that is more efficient, sustainable, and safer for all users.

**H. Matching Funds (max 10 points)**

**10% Programming Cap: \$727,986.30**

**20% Programming Cap: \$1,455,972.60**

	<b>Agency</b>	<b>Split %</b>	<b>Match Points</b>
Local Match:	91,249.00	27%	5.40
SB 821 Request:	248,400.00	73%	
		100%	

Match %	Points
50%	10
45%	9
40%	8
35%	7
30%	6
25%	5
20%	4
15%	3
10%	2
5%	1
0%	0

## I. Population Equity (max 5 points)

Agency: Beaumont

Population Equity Points

4.00

## J. Attachments

Upload attachments indicated from previous sections.

Title	Document Type
TIMS_ATP_Riverside_Beaumont_2025_04_01 (1).pdf	Safety Project Map
SB 535 and CalEnviroScreen 4.0 Maps.pdf	Destinations Served Project Map
City of Beaumont Destination Map.pdf	Destinations Served Project Map
City of Beaumont Fixed Route Transit Services.pdf	Multimodal Access Project Map
Beaumont Bicycle and Pedestrian Priority Network Map.pdf	Project Background & Project Description Map
City of Beaumont Transit Priority Map.pdf	Project Background & Project Description Map
Facilities Map – Bicycle and Pedestrian Facilities Program.pdf	Destinations Served Project Map
Beaumont Chamber of Commerce Ltr of Support.pdf	Project Background & Project Description Map
Letter of Support – City of Beaumont’s Bicycle and Pedestrian Connectivity Master Plan Update.docx	Project Background & Project Description Map
Beaumont BPMP Update Scope of Work_Action Plan.docx	Project’s Engineers Estimate
City of Beaumont LOS – S.San Martin 04-22-2025.pdf	Project Background & Project Description Map
Beaumont Draft Budget_Schedule 4.23.2025.xlsx	Project’s Engineers Estimate
Beaumont In Kind Match Costs 4.23.2025.xlsx	Project’s Engineers Estimate
City of Beaumont Approved Rates 2023-24.pdf	Project’s Engineers Estimate
BMT Cross Country and Track Copy.pdf	Project Background & Project Description Map
Beaumont Unified School District LOS.pdf	Project Background & Project Description Map
Match Commitment Letter.pdf	Commitment to Local Match

## K. Certification

I certify that the information presented herein is complete and accurate.

Name: Bruce Rudd

Title: Senior Management Analyst

Date: 04/24/2025

# ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive crash maps to allow users to track and document pedestrian and bicycle crashes and generate data summaries within specified project and/or community limits.

## Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: Riverside

City: Beaumont

Include 1 mile buffer outside of selected County/City: No

Include State Highway Related Crashes: Yes

Involved With: Pedestrian and Bicycle

Crash Severity: Fatal, Severe Injury, Other Visible Injury, and Complaint of Pain

Year: 2018 - 2022

Crash Summary for initial parameters defined above:

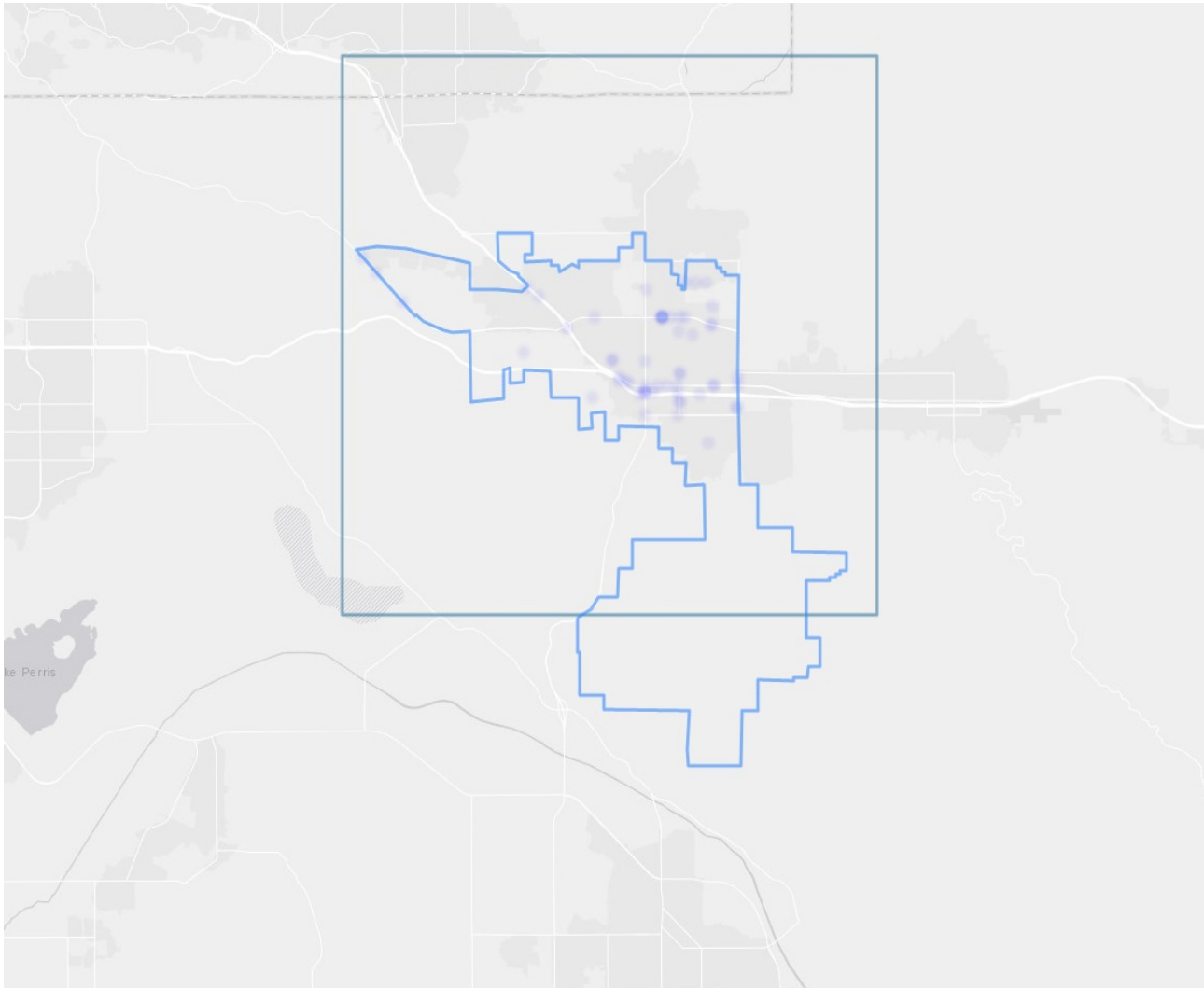
Number of Crashes by Crash Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	1	5	15	5	26
Pedestrian	5	6	11	10	32

### County/City Heat Map:

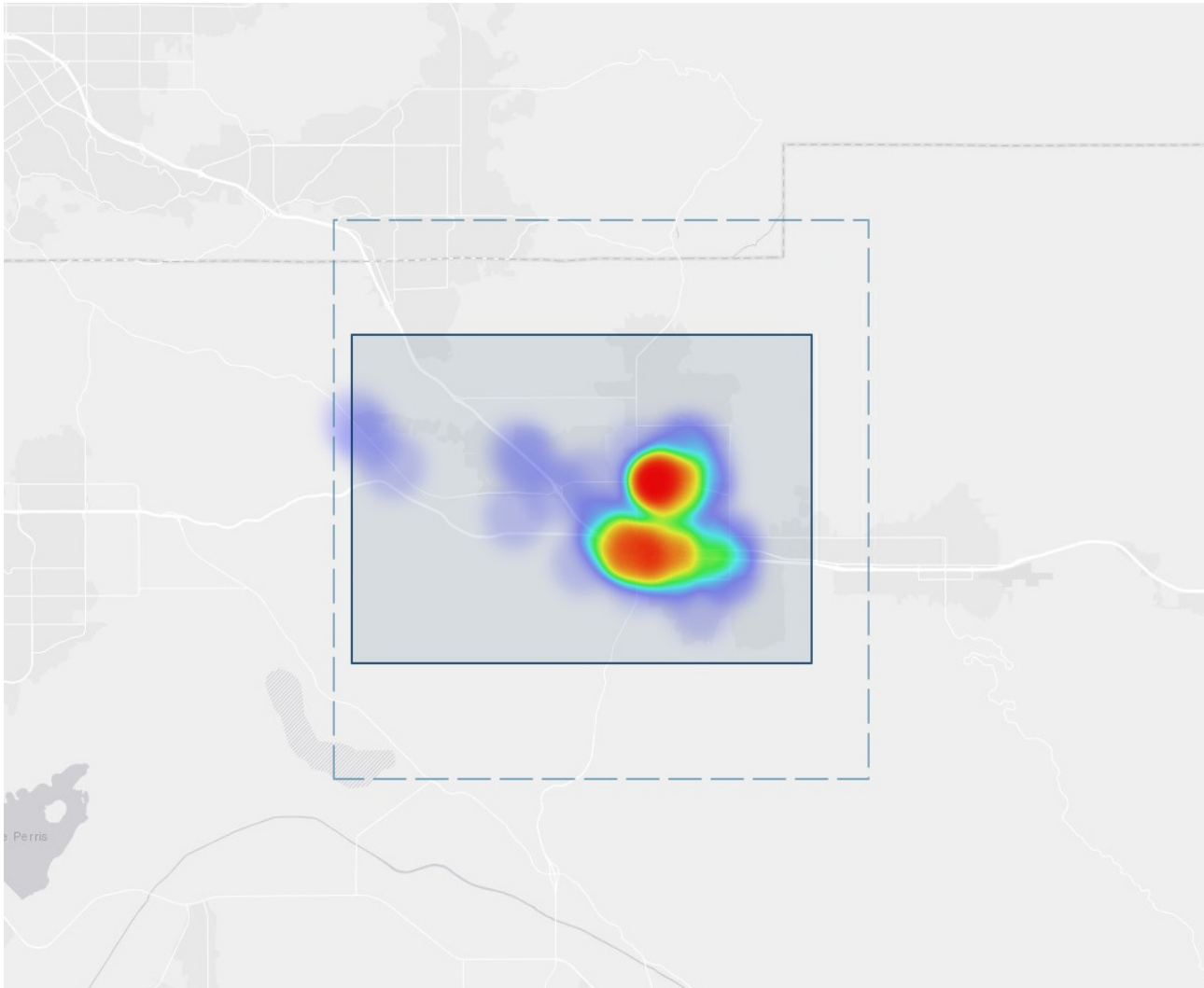
## Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: <!-- Project has limits that are -->Between 3 and 10 miles across.



## Community Heat Map:

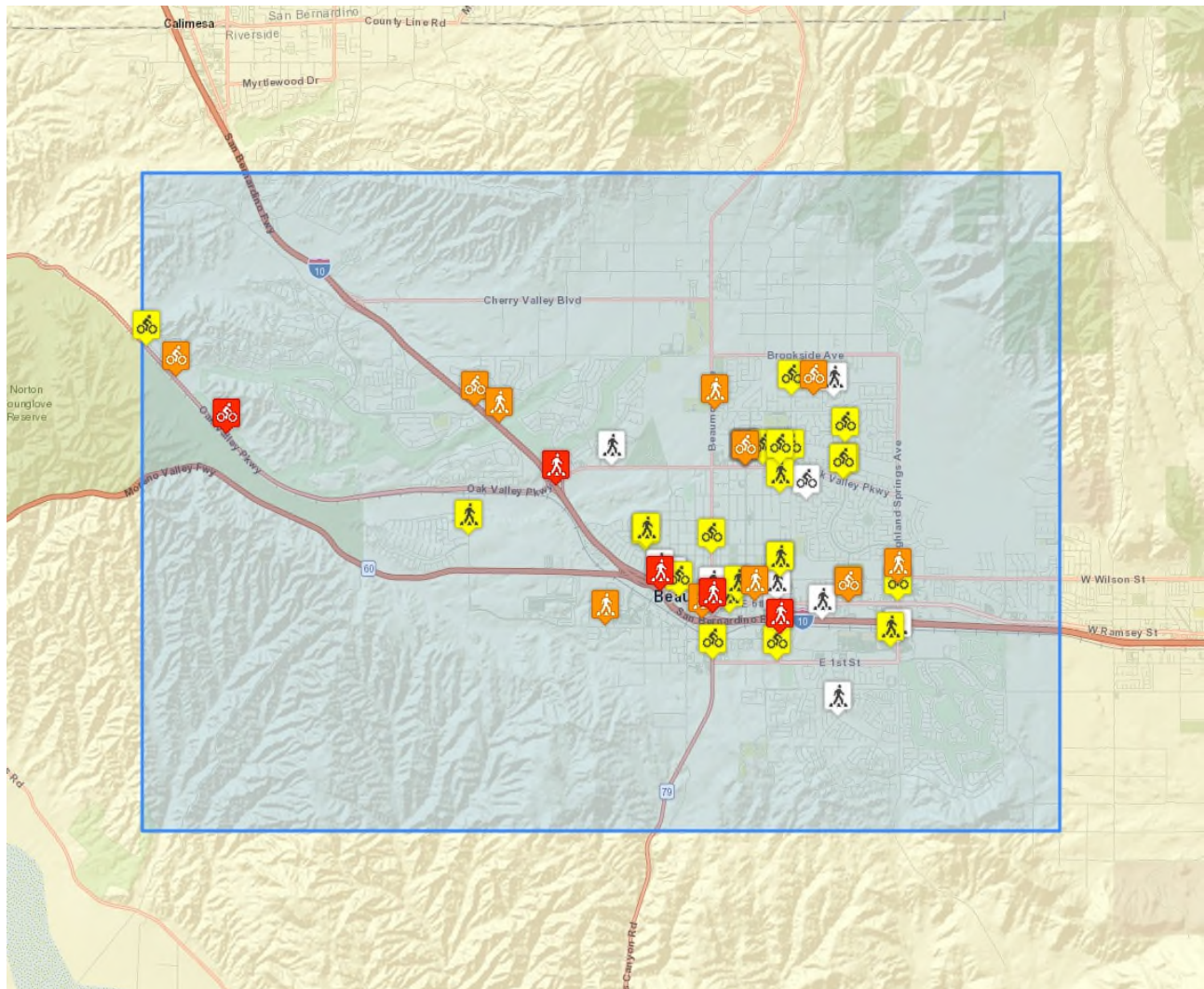
### **Step 3: Draw the project boundaries to get detailed crash data summaries and map**



*The heat map intensity scale is custom generated for the selected community.*

Project Area Crash Map: 57 total crashes.

**Step 4: Review the project-specific crash map**

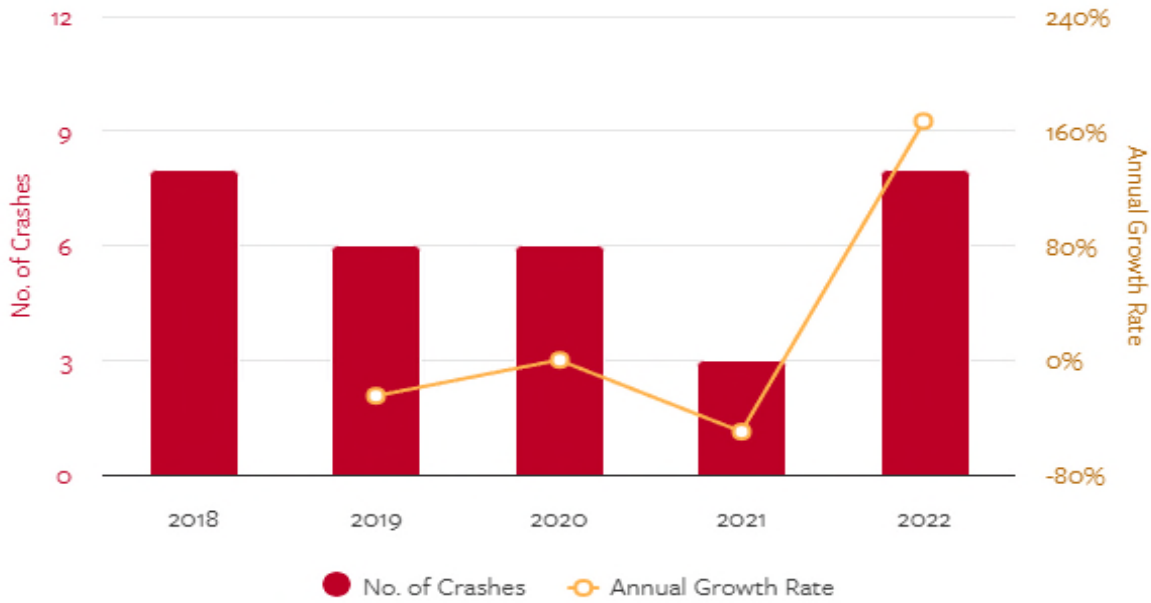


### Step 5: Review the crash summary data, graphs and tables provided.

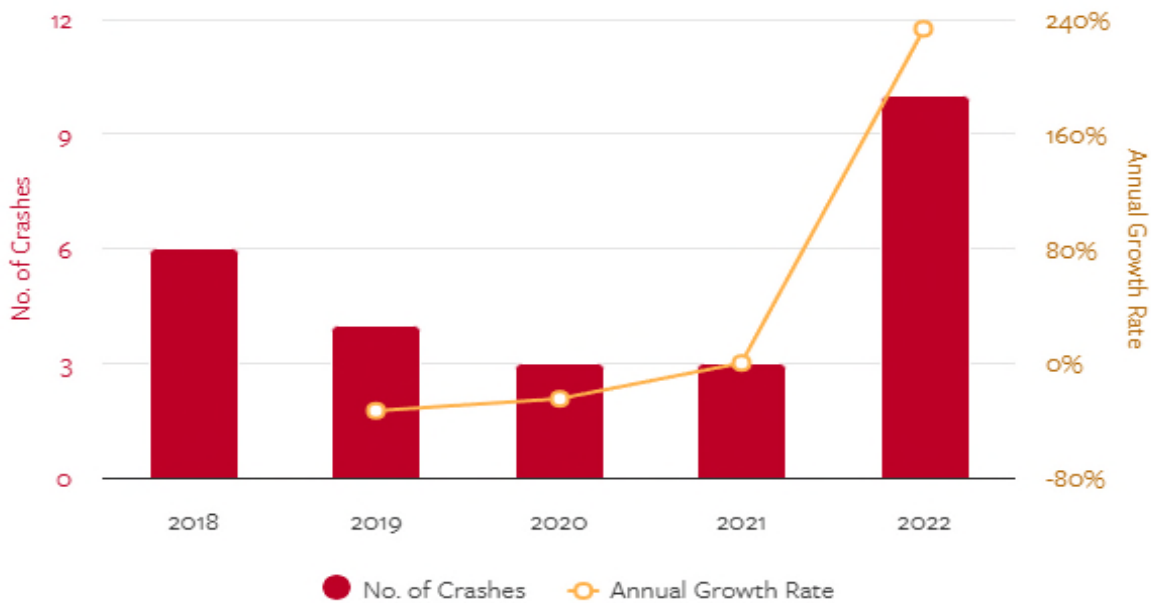
#### Summary Results

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	1	5	15	5	26
Pedestrian	4	6	11	10	31

#### Pedestrian Crashes Annual Growth (23% per year)



#### Bicycle Crashes Annual Growth (44% per year)



## Crash List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
90651478	01/20/2018	05:52	I-10 W/b	Oak Valley Parkway	4118 ft West	No	Yes	0	2
8560535	02/01/2018	20:36	Starlight Av	Oak Valley Pkwy	At Int	No	Yes	0	1
8581684	02/26/2018	15:12	Cougar Wy	Beaumont Av	147 ft East	No	Yes	0	1
8610509	04/01/2018	10:15	6th St	Xenia Av	At Int	Yes	No	0	1
8644104	05/18/2018	20:50	Oak Valley Pkwy	Palm Av	At Int	No	Yes	0	1
8635897	06/05/2018	08:42	6th St	Highland Springs Av	At Int	Yes	No	0	1
8685404	07/14/2018	15:14	Oak Valley Pkwy	Palmer Av	235 ft East	Yes	No	0	1
8799191	09/24/2018	07:06	Potrero Bl	Olivewood	273 ft South	No	Yes	0	1
90869534	10/06/2018	01:43	I-10 Eastbound	Veile Avenue	159 ft East	No	Yes	1	0
8747510	10/25/2018	07:48	Mistletoe Dr	Barbetty Wy	89 ft West	Yes	No	0	1
8747502	10/26/2018	18:30	5th St	Orange Av	At Int	No	Yes	0	1
8808379	11/18/2018	17:50	Oak Valley Pkwy	Palmer Av	3926 ft East	Yes	No	1	0
8780526	12/07/2018	07:42	Pennsylvania Av	3rd St	89 ft North	Yes	No	0	1
8766471	12/19/2018	20:40	Highland Springs Av	8th St	432 ft South	No	Yes	0	1
8821038	03/04/2019	14:00	Claiborne Av	Brookside Ln	300 ft -	No	Yes	0	1
8844547	03/14/2019	06:29	Pennsylvania Av	8th St	At Int	Yes	No	0	1
8844685	04/01/2019	10:25	2nd St	Highland Springs Av	At Int	No	Yes	0	1
8875914	04/18/2019	12:18	Beaumont Av	1st St	117 ft North	Yes	No	0	1
91012761	06/09/2019	14:35	I-10 W/b	Beaumont Ave	482 ft West	No	Yes	0	2
8939373	07/19/2019	10:23	Beaumont Av	5th St	38 ft South	No	Yes	1	1
8931974	08/08/2019	18:16	Oak Valley Pkwy	Michigan Av	At Int	Yes	No	0	1
8955922	08/30/2019	07:40	Oak Valley Pkwy	Cherry Av	At Int	Yes	No	0	1
8980352	09/29/2019	19:15	Green Creek Trl	Four Seasons Cir	25 ft South	No	Yes	0	1
8976587	10/09/2019	17:52	Oak Valley Pkwy	Palm Av	16 ft East	No	Yes	0	2
91181357	01/31/2020	16:50	I-10 E/b	Pennsylvania Ave	2006 ft East	No	Yes	0	1
9063906	02/17/2020	10:50	Oak Valley Pkwy	Palmer Av	1814 ft West	Yes	No	0	1
9064976	02/19/2020	14:46	6th St	Egan Av	At Int	Yes	No	0	1
9145294	08/20/2020	11:35	Oak Valley Pkwy	Oak View Dr	611 ft East	No	Yes	0	2
9188638	10/06/2020	19:29	2nd St	Paseo Beaumont	At Int	No	Yes	0	1
9188648	10/19/2020	13:05	Viele Av	6th St	At Int	No	Yes	0	1
9211684	11/14/2020	17:50	Pennsylvania Av	3rd St	100 ft North	No	Yes	1	0
9206937	11/17/2020	17:20	Beaumont Av	10th St	At Int	Yes	No	0	1
9348554	11/19/2020	18:25	6th St	Chestnut Av	At Int	No	Yes	0	1
91439747	03/19/2021	18:19	I-10 W/b	Pennsylvania Ave	470 ft West	No	Yes	0	2
9318529	05/15/2021	17:48	Oak Valley Pkwy	Palm Av	At Int	Yes	No	0	1
9325290	06/15/2021	15:32	13th St	Pennsylvania Av	20 ft West	No	Yes	0	2
9323159	07/19/2021	19:27	Starlight Av	Gneiss Way	At Int	Yes	No	0	1
9368362	10/05/2021	22:30	6th St	Wellwood Av	At Int	Yes	No	0	1
9368361	10/24/2021	12:11	Beaumont Av	5th St	At Int	No	Yes	0	1
9422334	01/26/2022	18:44	Mary Ln	Kendrick Dr	At Int	Yes	No	0	1
9477318	03/10/2022	20:04	4th St	Nicholas Rd	At Int	No	Yes	0	1
9436622	03/21/2022	06:18	6th St	Xenia Av	At Int	Yes	No	0	1
9474190	05/12/2022	15:00	Oak Valley Pkwy	Starlight Av	100 ft West	Yes	No	0	1
9480846	06/01/2022	20:44	6th St	Maple Av	At Int	No	Yes	0	1
9480803	06/17/2022	11:21	Champions Dr	Desert Lawn Dr	At Int	Yes	No	0	1
9501001	07/05/2022	18:46	Weldon St	Manti Ct	At Int	No	Yes	0	1
9501008	07/08/2022	15:39	6th St	Pennsylvania Av	187 ft West	No	Yes	0	1
91823953	07/13/2022	22:00	I-10 W/b To Beaumont Ave	Beaumont Ave. O/c	16 ft East	Yes	No	0	1

<b>CASE ID</b>	<b>Date</b>	<b>Time</b>	<b>Primary Rd</b>	<b>Secondary Rd</b>	<b>Dist &amp; Dir from Int.</b>	<b>Bike</b>	<b>Ped</b>	<b>Killed</b>	<b>Injured</b>
9510312	09/27/2022	07:25	Cherry Av	Mary Ln	At Int	Yes	No	0	1
9510311	09/30/2022	15:30	Claiborne Av	Brookside Ln	123 ft North	No	Yes	0	1
9523639	10/31/2022	17:24	Palm Av	Oak Valley Pkwy	At Int	Yes	No	0	1
9509860	11/08/2022	08:06	Oak Valley Pkwy	Pennsylvania Av	At Int	Yes	No	0	1
92017586	11/20/2022	18:44	Intersate 10 Eastbound	Oak Valley Parkway	352 ft East	No	Yes	1	0
9510029	11/23/2022	22:05	Beaumont Av	6th St	20 ft South	No	Yes	0	1
9465089	11/26/2022	16:30	Oak Valley Pkwy	Palm Av	At Int	Yes	No	0	1
9549688	12/09/2022	17:40	Pennsylvania Av	8th St	At Int	No	Yes	0	1
9553109	12/28/2022	13:11	1st St	Pennsylvania Av	168 ft West	Yes	No	0	1

# City of Beaumont SB831/TDA Article 3 Application

## Exhibit A \_ SB535 Map

experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities

CommunityAmerica... Zillow: Real Estate... Sign in to Xfinity Mail - Bruce Rudd... Clio - Login Google Amazon Sign-In Google News YouTube Orbit B-Hyve Sprinkl... Free or Reduced-Pri... SSR How to Manual SSR How-To Library... All Bookmarks

### SB 535 Disadvantaged Communities (2022 Update)

California Climate Investments are funds (Greenhouse Gas Reduction Fund and appropriated by the Legislature) from the proceeds of the State's Cap-and-Trade Program specifically targeted for investment in disadvantaged communities in California. These funds must be used for programs that further reduce emissions of greenhouse gases.

Senate Bill 535 (De León, Statutes of 2012) directed that at least a quarter of the proceeds go to projects that provide a benefit to disadvantaged communities and at least 10 percent of the funds go to projects located within those communities. The legislation gives CalEPA the responsibility for identifying those communities.

#### How to use this map

- Use your mouse or touchpad to pan around.
- Zoom in/out with a mouse wheel or the +/- icons.
- Search by location or census tract number with the search icon.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window.
- Export a map screenshot.
- Click the link to view additional information in the pop-up window.

**Help Tip - Take a Screenshot**

If you would like to print a map view, you can take a screenshot using the in-map widget and include popup and legend information

SB 535 Disadvantaged Communities 2022

SB 535 Disadvantaged Communities 2022 (Census Tracts)

SB 535 Disadvantaged Communities 2022 (Federal Tribal Areas)

Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS, California County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METUX, EPA, USGS, NOAA

Powered by Esri

# City of Beaumont SB831/TDA Article 3 Application

## Exhibit B\_ CalEnviroScreen 4.0 Map

CalEnviroScreen 4.0 Indicator Maps
Results Map

**Pollution Burden**

- Ozone
- PM2.5
- Diesel Particulate Matter
- Drinking Water Contaminants
- Children's Lead Risk from Housing
- Pesticide Use
- Toxic Releases from Facilities
- Traffic Impacts
- Cleanup Sites
- Groundwater Threats
- Hazardous Waste

Overall CalEnviroScreen scores are calculated from the scores for two groups of indicators: Pollution Burden and Population Characteristics.

This map shows the combined Pollution Burden scores, which is made up of indicators from the Exposures and Environmental Effects components of the CalEnviroScreen model. Pollution Burden represents the potential exposures to pollutants and the adverse environmental conditions caused by pollution.

To explore this map, zoom to a location or type an address in the search bar. Click on a census tract to learn more about the indicator data. The indicator maps can be viewed by clicking on the indicators to the left.

A report with detailed description of indicators and methodology and downloadable results is available at the CalEnviroScreen 4.0 website .

**Population Characteristics**

- Asthma
- Cardiovascular Disease
- Low Birth Weight
- Education
- Housing Burden
- Linguistic Isolation
- Poverty
- Unemployment

**Pollution Burden Results**

Zoom to

Census Tract 6065043818

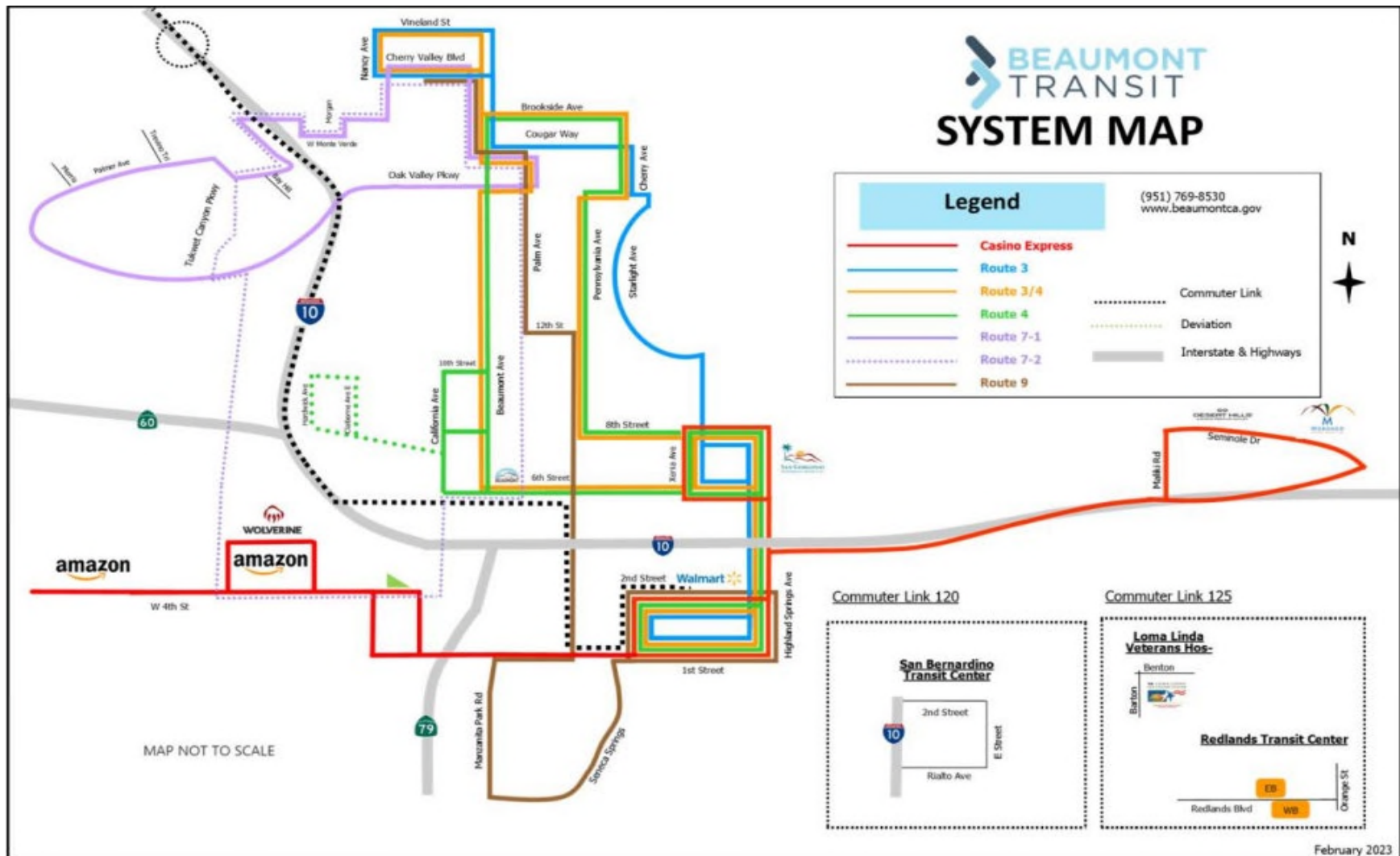
Pollution Burden:	23
Population:	4567
CalEnviroScreen 4.0 Percentile:	40
Ozone:	99
PM 2.5:	44
Diesel PM:	54
Pesticides:	0
Toxic Releases:	31
Traffic:	73
Drinking Water Contaminants:	30
Lead in Housing:	15
Cleanups:	0
Groundwater Threats:	0
Hazardous Waste:	55
Impaired Water:	0
Solid Waste:	0

Loma Linda University, County of Riverside, San Bernardino County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METVNAS, EPA, USDA

Powered by Esri

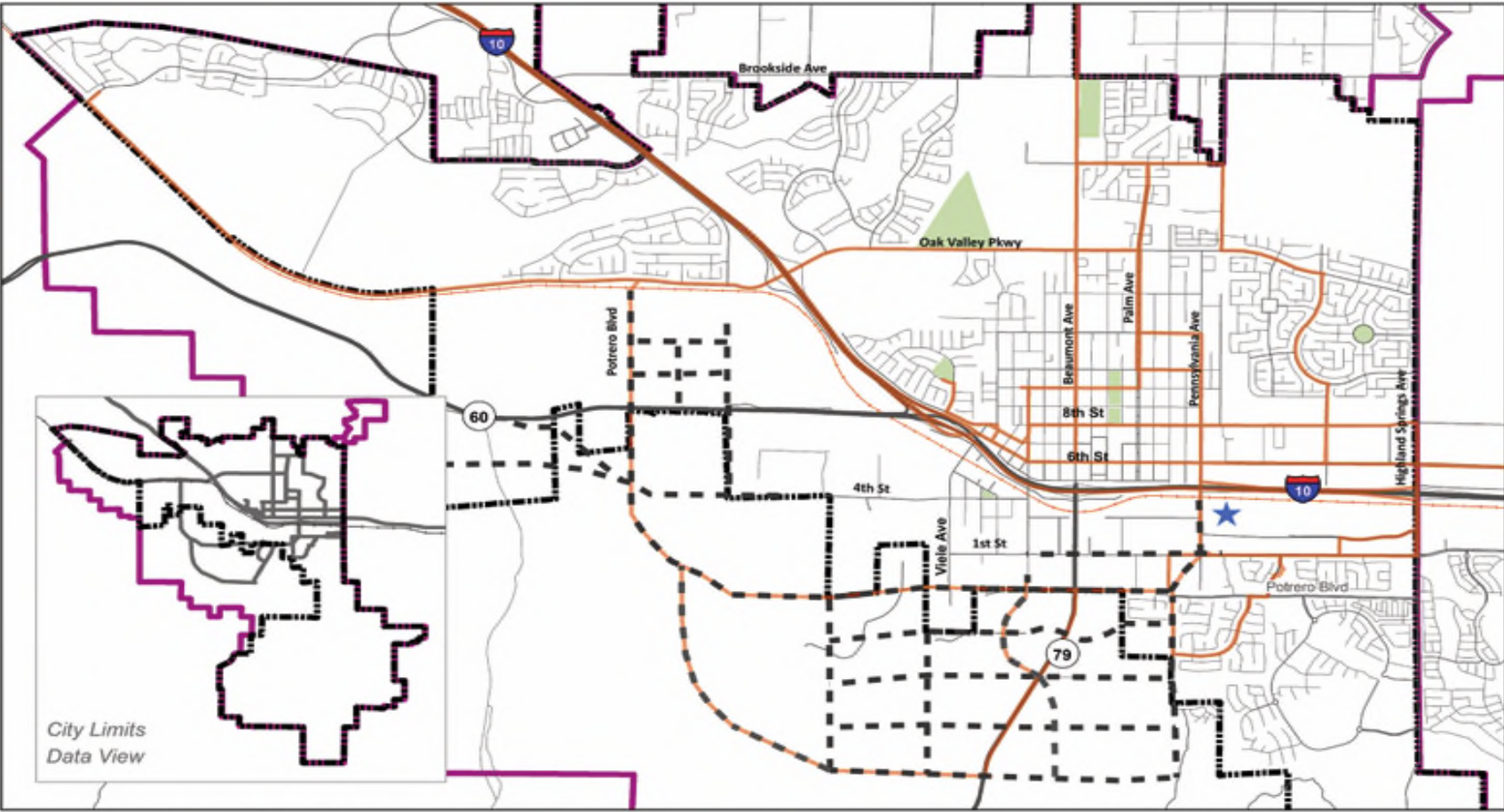


# City of Beaumont Fixed Route Transit Services



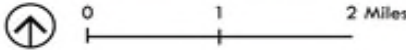


# City of Beaumont Transit Priority Network

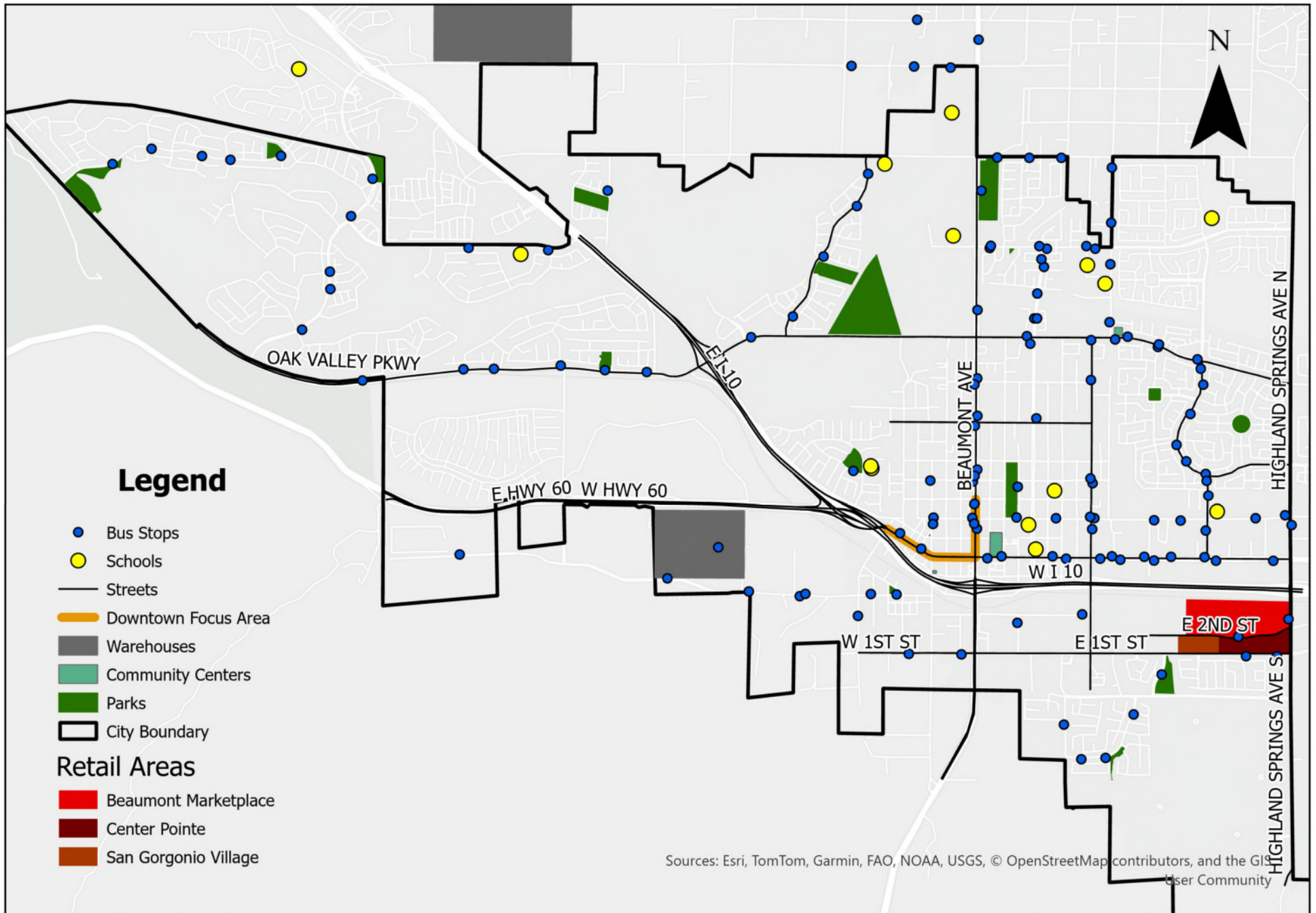


## TRANSIT PRIORITY NETWORK

-  City Boundary
-  Sphere of Influence
-  Potential Roadways
-  Transit Priority
-  Potential Transit Station Location



# Bicycle and Pedestrian Facilities Program

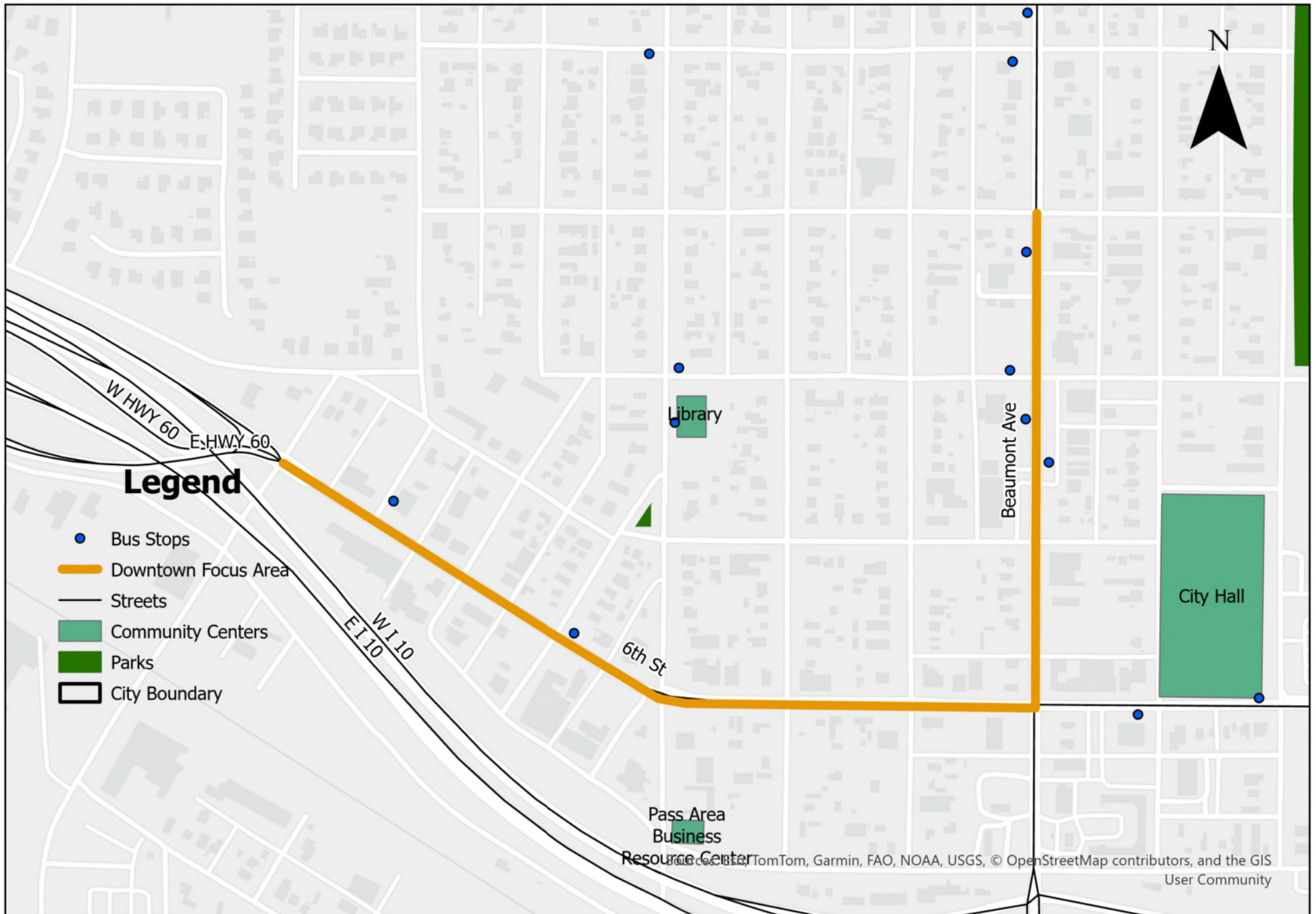


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

0 0.25 0.5 1 Miles

Created By: Bradley Barnhart  
Date: 04 / 21 / 2025

# Bicycle and Pedestrian Facilities Program





# BEAUMONT CHAMBER OF COMMERCE

726 Beaumont Ave. • Beaumont, CA 92223  
(951) 845-9541 • FAX (951) 769-9080  
[www.beaumontchamber.com](http://www.beaumontchamber.com)

April 16, 2025

Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92501

Subject: Letter of Support – City of Beaumont’s Bicycle and Pedestrian Connectivity Master Plan Update

Dear Evaluation Committee,

On behalf of Beaumont Community Chamber of Commerce, I am pleased to offer our full support for the City of Beaumont’s application for SB 821 (TDA Article 3) funding to update its Bicycle and Pedestrian Connectivity Master Plan.

This effort is an important step toward creating a safer, more connected Beaumont—where walking and biking are reliable, safe, and accessible options for getting to school, work, and local businesses. As our city continues to grow, it is essential that we invest in infrastructure that supports families, students, and all members of our community.

By updating the City’s 2011 plan, this project will identify where improvements are most needed such as around schools, parks, and small business areas and prioritize safety enhancements like crosswalk visibility, protected bike lanes, and lighting. Importantly, this plan is being shaped through community engagement, ensuring that it reflects the lived experiences and needs of our residents.

We believe this project will not only reduce traffic hazards but also improve public health, increase foot traffic for local businesses, and give our youth and families safer options to move around town.

We strongly encourage the Riverside County Transportation Commission to fund this meaningful initiative. It’s more than a plan, it’s a commitment to building a safer, more accessible Beaumont for everyone.

Sincerely,

Bette J. Rader

Executive Director

Beaumont Chamber of Commerce

9510845-9541

*“Building a Better Community,*

*One Business at a Time”*

# COUNTY OF RIVERSIDE

District Office:  
14375 Nason St. Suite 207  
Moreno Valley, CA 92555  
(951) 955-1052 Fax (951) 486-5808  
Rick Ramirez, Chief of Staff



Riverside Office:  
4080 Lemon St. 5th Floor  
Riverside, CA 92501  
E- Mail: [District5@rivco.org](mailto:District5@rivco.org)  
[www.rivcodistrict5.org](http://www.rivcodistrict5.org)

## SUPERVISOR YXSTIAN GUTIERREZ FIFTH DISTRICT

Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92501

Subject: Letter of Support – City of Beaumont’s Bicycle and Pedestrian Connectivity Master Plan Update

Dear Evaluation Committee,

On behalf of the County of Riverside – Fifth District, I am pleased to offer our full support for the City of Beaumont’s application for SB 821 (TDA Article 3) funding to update its Bicycle and Pedestrian Connectivity Master Plan.

This effort is an important step toward creating a safer, more connected Beaumont—where walking and biking are reliable, safe, and accessible options for getting to school, work, and local businesses. As our region continues to grow, it is essential that we invest in infrastructure that supports families, students, and all members of our community.

By updating the City’s 2011 plan, this project will identify where improvements are most needed—such as around schools, parks, and small business corridors—and prioritize safety enhancements like crosswalk visibility, protected bike lanes, and lighting. Importantly, this plan is being shaped through community engagement, ensuring that it reflects the lived experiences and needs of local residents.

We believe this project will not only reduce traffic hazards but also improve public health, increase foot traffic for small businesses, and provide our youth and families with safer, multimodal transportation options.

We strongly encourage the Riverside County Transportation Commission to fund this meaningful initiative. It is more than just a plan; it’s a commitment to building a safer, more accessible Beaumont for everyone.

Sincerely,

A handwritten signature in black ink that reads "Yxstian Gutierrez". The signature is fluid and cursive.

Yxstian Gutierrez  
County of Riverside 5<sup>th</sup> District Supervisor

**City of Beaumont Scope of Work  
Bicycle and Pedestrian Connectivity Master Plan Update/Action Plan**

The following is a summary of the proposed Scope of Work and the various supporting tasks that will be utilized to support the City of Beaumont's Bicycle and Pedestrian Master Plan (BPCMP) Update and supporting Action Plan

**Task 1**

**Project Management/Administration/BPAC**

- Convene Bicycle and Pedestrian Advisory Committee (BPAC) and define project goals and objectives
- Provide technical support, assist and participate in community meetings and ensure that recommendations are consistent with existing plans, policies, community needs, and other regional initiatives
- Provide quarterly updates/reports, invoices, and adhere to other requirements pursuant to grant agreement

**Task 2**

**Consultant Procurement**

- Issue Request for Proposal (RFP) for Consulting Services
- Review proposals, recommend selected consulting firm, prepare staff report, and award contract

**Task 3**

**Community Engagement**

- Facilitate and schedule in person and virtual community workshops and pop-up events
- Conduct online and in-person surveys in multiple languages and other appropriate formats to ensure an inclusionary community outreach process
- Further refine the goals and objectives based on community input
- Convene targeted focus group meetings with local businesses, community groups, transit riders, seniors/people with disabilities, and bicyclists
- Establish and maintain a Project specific web site in which the community can access information, participate in a community survey(s), review and provide input
- Disseminate materials and other information related to the Project as well as the environmental and individual health benefits associated with active forms of transportation
- Ensure that information is current and available in multiple languages and/or other appropriate formats utilizing traditional and social media outlets
- Provide periodic updates to Beaumont City Council

#### **Task 4**

##### **Review Existing Conditions**

- Evaluate the physical characteristics including topography, soil conditions, vegetation, and existing structures
- Review existing built environment such as roads, sidewalks, utilities, drainage systems, and active and public transportation access
- Ensure that recommendations would not violate local, state, and federal requirements, including zoning laws and environmental regulations
- Assess any historical or cultural resources that may need to be preserved
- Understanding the potential impacts on the community, including traffic, noise, and air quality

#### **Task 5**

##### **Review of Existing Plans and Policies**

- Review applicable land use/zoning, General Plans, Housing Elements, Specific Plans, and local and regional public and active transportation plans
- Review traffic models, origin and destination studies, pedestrian and cyclist related collision data
- Identify any proposed or pending projects that will generate additional vehicle, cyclist, or pedestrian traffic (e.g., new housing projects)
- Qualitatively evaluate recommendations against established Project goals and objectives
- Develop GIS based overlays showing the areas with the greatest need and opportunities for improved safety, reduced congestion, and increase usage in cycling, walking, and public transportation

#### **Task 6**

##### **Draft Final Bicycle and Pedestrian Master Plan (BPMP) Update and Action Plan**

- Prepare Draft BPCMP Update/Action Plan for BPAC review.
- Prepare applicable notices and post Draft BPMP Update/Action Plan to dedicated website
- Present Draft BPCMP Update/Action Plan to the community stakeholders
- Present Draft BPCMP Update/Action Plan to Beaumont City Council
- Revise Draft BPCMP Update/Action Plan based on community stakeholders and City Council input

#### **Task 7**

##### **Council Review/Approval**

- Prepare and present Finalize BPCMP Update/Action Plan and prepare report summarizing findings, recommendations, and next steps
- Present Final BPMP Update/Action Plan to City of Beaumont City Council

# BEAUMONT UNIFIED SCHOOL DISTRICT



## BOARD OF TRUSTEES

*Mrs. Melissa Williamson*  
President

*Mr. Jeff Brown*  
Vice President

*Dr. Lanston M. Sylvester*  
Clerk

*Mrs. Susie Lara*  
Member

*Mr. David Sanchez*  
Member

## EXECUTIVE CABINET

*Mrs. Mays Kakish*  
Superintendent

*Dr. Ebon Brown*  
Assistant Superintendent  
Instruction & Support Services

*Mrs. Jennifer Castillo*  
Assistant Superintendent  
Human Resources

*Mr. Sergio San Martin*  
Chief Business Official

April 22, 2025

Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92501

Subject: Letter of Support – City of Beaumont’s Bicycle and Pedestrian Connectivity Master Plan Update

Dear Evaluation Committee,

I am writing on behalf of Three Rings Ranch Elementary School to express our full support for the City of Beaumont’s application for SB 821 (TDA Article 3) funding to update its Bicycle and Pedestrian Connectivity Master Plan.

At Three Rings Ranch, our mission is to provide a safe and nurturing environment that fosters intellectual, academic, personal, and social growth. We are proud to be part of a district committed to quality education through a shared partnership among home, school, and community. Ensuring that our students can safely walk or bike to school is a vital extension of that mission.

Many of our students and families rely on walking or biking as their primary mode of transportation. Improving pedestrian and bicycle infrastructure, such as enhanced crossings, safe sidewalks, and connected bike paths, will provide tangible safety benefits while supporting physical activity, independence, and access to education.

We commend the City of Beaumont for prioritizing student safety and community accessibility, and we respectfully encourage the Riverside County Transportation Commission to support this important project.

Sincerely,

Sergio San Martin  
Chief Business Official

## Caltrans Internal Audits Office (CIAO)

Department of Transportation  
Administration, MS 80  
1120 N Street, Sacramento, CA 95814



**June 22, 2023**

*Notice Transmitted via email*

### **Jennifer Ustation**

Finance Director  
City of Beaumont  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223

### **Agency Rate Acceptance: City of Beaumont**

This is to notify you that Caltrans Internal Audits Office (CIAO) has received notification of City of Beaumont Indirect Cost Rate Proposal (ICRP) for fiscal year (FY) 2023-2024 on June 21, 2023.

City of Beaumont is authorized to use the rates detailed in the Table of Accepted Rates below for billing FY 2023-2024 indirect costs to the California Department of Transportation.

<b>Table of Accepted Rates</b>			
<b>FY</b>	<b>Rate Type</b>	<b>Rate*</b>	<b>Applicable To</b>
2023/2024	Indirect Cost Rate*	55.95%	Community Services
		20.71%	Police
		33.58%	Street Maintenance
		46.28%	Community Development
		28.28%	Parks and Grounds
		28.72%	Public Works

\*Base: Direct Salaries, Wages and Benefits

Acceptance of the rate is based on the understanding that City of Beaumont agrees to provide subsequent reimbursement if the rate is later found to have included costs that are unallowable as specified by law, regulation, or the terms and conditions of state or federal awards. CIAO did not perform an audit of the ICRP. The ICRP may be audited in the future.

City of Beaumont must provide support for the approval of future FY rates.

Please retain a copy of this letter for your files. If you have any questions, please contact Gerald Lee, Audit Manager, at ICAP-ICRP@dot.ca.gov.

Sincerely,

*Ben Shelton*

Ben Shelton, Audit Chief  
Caltrans Internal Audits Office (CIAO)

**cc:** **Lisa Leach**, Assistant Finance Director, City of Beaumont  
**Alberto Vergel de Dios**, District 8, District Local Assistance Engineer,  
Caltrans  
California.lpa@dot.gov  
**Gilbert Petrissans**, Chief, Division of Accounting, Caltrans  
**Gerald Lee**, Audit Manager, Caltrans



April 23, 2025

Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92501

Subject: Letter of Support – City of Beaumont’s Bicycle and Pedestrian Connectivity Master Plan Update

Dear Evaluation Committee,

On behalf of the Beaumont High School Cross Country and Track & Field programs, we are proud to offer our strong support for the City of Beaumont’s grant application for SB 821 (TDA Article 3) funding to update its Bicycle and Pedestrian Connectivity Master Plan.

Between our Cross Country and Track & Field teams, we serve more than 250 student-athletes annually, with over 70 students participating in Cross Country and 185 in Track & Field. Our programs rely heavily on safe routes, trails, and roads for training, and many of our students walk or bike to school and practice every day.

As an athletic organization, we are deeply committed to the safety and well-being of our students, on and off the track. The importance of safe, accessible infrastructure has always been personal to us. In years past, our team experienced a tragic loss when one of our Cross Country athletes was struck by a vehicle while commuting locally. While we carry this memory with care, it reinforces our support for efforts that prioritize student safety in our growing city.

We strongly believe that this Master Plan update is a meaningful step toward improving safety and accessibility for all, especially youth who rely on walking or biking to get to school, parks, and training. Safer streets and improved crossings will not only protect lives, but also encourage more students and families to stay active, connected, and engaged in the community.

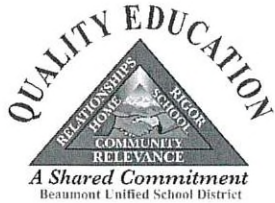
We respectfully urge your support of this important initiative and thank you for considering the needs of Beaumont’s students. Please contact me with any questions at 951-845-3171, ext. 343408 or [almiller@beaumontusd.k12.ca.us](mailto:almiller@beaumontusd.k12.ca.us)

Sincerely,

*Anthony Miller*

**Anthony Miller**  
English Teacher  
*Beaumont High School*  
*Head Boys and Girls Track & Field Coach*  
*Asst. Boys and Girls Cross Country Coach*  
*Varsity Club Advisor*

# BEAUMONT UNIFIED SCHOOL DISTRICT



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Assistant Superintendent  
Human Resources

*Mr. Sergio San Martin*  
Chief Business Official

April 22, 2025

Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92501

Subject: Letter of Support – City of Beaumont’s Bicycle and Pedestrian Connectivity  
Master Plan Update

Dear Evaluation Committee,

On behalf of the Beaumont Unified School District, I am pleased to express our strong support for the City of Beaumont’s application for SB 821 (TDA Article 3) funding to update its Bicycle and Pedestrian Connectivity Master Plan.

Our District is dedicated to providing high-quality educational opportunities for all students in a safe and secure learning environment through a shared commitment among home, school, and community. We believe that enhancing pedestrian and bicycle infrastructure is essential to ensuring the safety and well-being of our students and their families.

Many of our students rely on walking or biking as their primary means of transportation to and from school. Improving sidewalks, crosswalks, and bike lanes will not only enhance safety but also promote healthier lifestyles and greater independence among our students.

We commend the City of Beaumont for its proactive approach to community engagement and infrastructure planning. We respectfully urge the Riverside County Transportation Commission to support this important initiative, which aligns with our District’s commitment to student safety and community well-being.

Sincerely,

Mays Kakish  
District Superintendent  
Beaumont Unified School District



**City of Beaumont**  
550 E. 6th Street  
Beaumont, CA 92223

April 23, 2025

Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92501

**Subject: Match Commitment Letter - SB 821 Bicycle and Pedestrian Connectivity Master Plan Update**

Dear Evaluation Committee,

On behalf of the City of Beaumont, I am writing to confirm the City's ability to provide the local match funding in the amount of \$57,600 in support of our application for SB 821 (TOA Article 3) funding for the Bicycle and Pedestrian Connectivity Master Plan Update.

Upon award, this match will be funded through the City's General Fund reserves and is dedicated to ensuring the successful development and completion of the project. We believe this planning effort is critical to improving the safety, accessibility, and overall mobility for our community, particularly for students, families, and pedestrians throughout the city.

The City of Beaumont is fully committed to meeting all financial and administrative responsibilities associated with this grant program and looks forward to working with RCTC to implement this important initiative.

Please feel free to contact our office if any additional information or documentation is required.

Sincerely,

ELIZABETH GIBBS, ICMA-CM  
*City Manager*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3220

## ATTACHMENT 2

### (PROGRAM POLICIES)

## RIVERSIDE COUNTY TRANSPORTATION COMMISSION TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM ADOPTED POLICIES

### Transportation Development Act Policies

1. Up to 5% of Article 3 apportionment can be used to supplement other funding sources used for bicycle and safety education programs; the allocation cannot be used to fully fund the salary of a person working on these programs.
2. Article 3 money shall be allocated for the construction, including related engineering expenses, of the facilities, or for bicycle safety education programs.
3. Money may be allocated for the maintenance of bicycling trails, which are closed to motorized traffic.
4. Facilities provided for the use of bicycles may include projects that serve the needs of commuting bicyclists, including, but not limited to, new trails serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are available.
5. Within 30 days after receiving a request for a review from any city or county, the transportation-planning agency shall review its allocations.
6. Up to 20 percent of the amount available each year to a city or county may be allocated to restripe Class II bicycle lanes.
7. A portion of each city's allocation may also be used to develop comprehensive bicycle and pedestrian plans. Plans must emphasize bike/pedestrian facilities that support utilitarian bike/pedestrian travel rather than solely recreational activities; a maximum of one entire allocation per five years may be used for plan development.
8. Allowable maintenance activities for the local funds are limited to maintenance and repairs of Class I off-street bicycle facilities only.

### RCTC Policies

1. The SB 821 Call for Projects will occur on a biennial basis, with a release date of the first Monday of every other February and a close date of the last Thursday of every other April, beginning in 2015.
2. If a project cannot be fully funded, RCTC may recommend partial funding for award. To handle tiebreakers, RCTC will use, in terms of priority, the safety question first then construction readiness.
3. Agencies awarded funds will not be reimbursed for any project cost overruns.
4. Agencies being awarded an allocation will be reimbursed in arrears only upon submitting adequate proof of satisfactory project completion. Claims need to

- include: the claim form, copies of paid invoices, a copy of the Notice of Completion (NOC), and photographs of the completed project.
5. The allocated amount represents the maximum amount eligible for reimbursement. For projects completed under the allocated amount, the agency will be reimbursed at the matching ratio as presented in the application.
  6. An agency will have thirty-six (36) months from the time of the allocation to complete the project. There will be no time extensions granted unless the reason for the delay can be demonstrated. Where substantial progress or a compelling reason for delay can be shown, the agency may be granted administrative extensions in twelve-month increments at the discretion of the Executive Director.
  7. Any programmed and unused Article 3 Program funds will be forfeited unless that agency can a) utilize the unused funds to complete projects that are the same or similar in scope and/or are contiguous to the approved project or b) apply the funds to a project previously submitted under an Article 3 call for projects and approved by the Commission, subject to Executive Director approval.
  8. Design and construction of facilities must conform to the general design criteria for non-motorized facilities as outlined in the Caltrans Highway Design Manual.
  9. Temporary facilities, projects in the bid process, or projects that are under construction will not be funded.
  10. The SB 821 evaluation committee will be comprised of a minimum of five evaluators representing a wide range of interests; such as: accessibility, bicycling, Coachella Valley, public transit, and the region. Staff, consultants, and other representatives from agencies submitting project proposals will not be eligible to participate on the evaluation committee that year.
  11. Following each call, staff will monitor the equity of allocations to Coachella Valley versus Western Riverside County; the allocation should be relative to what the Coachella Valley's share would have been if distributed on a per capita basis (the percentage of funds applied for should also be taken into consideration). If the allocation is often found to be inequitable to the Coachella Valley, staff will recommend adoption of a new policy to correct the imbalance.
  12. Certain costs at times associated with bicycle/pedestrian projects are not eligible when the benefit provided is not the exclusive use of bicyclists/pedestrians, such as: curb and gutter as part of roadway drainage system, driveway ramps installed across sidewalks, and where roadway design standards require a roadway shoulder width that is at least as wide as a standard bike lane.
  13. For each Call for Projects, a city is eligible to submit up to three (3) applications, and the County of Riverside is eligible to submit up to two (2) applications per Supervisorial District.
  14. Each application is limited to a maximum request of 10% of the current Call for Projects programming capacity.
  15. Total award to one jurisdiction is limited to 20% of current Call for Project's programming capacity.
  16. Awarded agencies can commence reimbursable project activities on July 1 of the Call

for Project fiscal year cycle. E.g.: for FY 25/26 Call for Projects, reimbursable work starts on July 1, 2025.

17. Awarded agencies have until October 1 of the Call for Project fiscal year cycle to execute the Memorandum of Understanding (MOU) with RCTC. E.g.: for FY 25/26 Call for Projects, MOUs must be executed by October 1, 2025