

**FUNDING AGREEMENT NO.009-DMV-07/08-BOS
WITH 50 CORRIDOR TRANSPORTATION MANAGEMENT ASSOCIATION**

This Agreement No. 009-DMV-07/08-BOS made and entered by and between the **EL DORADO COUNTY AIR QUALITY MANAGEMENT DISTRICT**, a county air pollution control district formed pursuant to California Health and Safety Code section 40100, et seq. (hereinafter referred to as "AQMD"); and 50 Corridor Transportation Management Association. (hereinafter referred to as "CONTRACTOR");

WITNESSETH:

WHEREAS, the California Clean Air Act requires local air pollution control districts to reduce emissions from motor vehicles; and

WHEREAS, AB 2766, codified in California Health and Safety Code section 44220, et seq., authorizes districts to impose a fee of up to four dollars upon certain registered motor vehicles within the AQMD, and the Governing Board of the AQMD has imposed said fee; and

WHEREAS, said legislation requires the AQMD to use said funds for activities related to reducing air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies necessary for the implementation of the California Clean Air Act of 1988; and

WHEREAS, CONTRACTOR has proposed a Project that meets the eligibility criteria of the AQMD and that has been approved by AQMD for funding; and

WHEREAS, CONTRACTOR represents that it is willing and able to perform the activities set forth herein.

NOW, THEREFORE, AQMD and CONTRACTOR mutually agree as follows:

1. PROJECT

CONTRACTOR shall perform all activities and work necessary to complete the Smart Routes to School Project (hereinafter referred to as "Project") set forth in the fully described "Proposal" attached hereto as Exhibit A and incorporated herein by this reference. CONTRACTOR agrees to furnish all labor, materials, equipment, licenses, permits, fees, and other incidentals necessary to perform and complete, per schedule, in a professional manner, the services described herein. CONTRACTOR represents that CONTRACTOR has the expertise necessary to adequately perform the Project specified in said Proposal.

In the event of any conflict between or among the terms and conditions of this Agreement, the Proposal incorporated herein, and the documents referred to and incorporated herein, such conflict shall be resolved by giving precedence in the following order of priority:

1. To the text of this Agreement;
2. Proposal to this Agreement; and
3. To the "Motor Vehicle Emission Reduction Projects Request for Proposals" (RFP) released to Interested Parties by the AQMD and dated 2007-2008.

2. PERIOD OF PERFORMANCE/TIMETABLE

CONTRACTOR shall commence performance of work and produce all work products in accordance with the Work Statement and deadlines for performance identified in the Proposal of this Agreement, unless this Agreement is terminated sooner as provided for elsewhere in this Agreement.

If requested by the AQMD, CONTRACTOR shall submit regular progress reports, at intervals determined by the AQMD, detailing the work performed during the current reporting period; work

planned for the next reporting period; problems identified, solved, and/or unresolved; and the percentage of each task completed. CONTRACTOR shall provide AQMD with a comprehensive final written report prior to the end of Agreement term. Said final report shall be complete and shall document the work performed under this Agreement.

3. TERM

The term of this Agreement shall be for the period of July 1, 2007 through June 30, 2008 unless terminated earlier in accordance with Article 7, Termination.

4. COMPENSATION

AQMD will pay the CONTRACTOR the sum of TWENTY SIX THOUSAND Dollars (\$26,000) as follows:

CONTRACTOR shall obtain through other sources sufficient additional monies to fund the total cost of the Project as outlined in the Proposal. Satisfactory written evidence of such funding commitments shall be provided to AQMD prior to the release by AQMD of any funds under this Agreement. In the event funding from other sources for the total cost of the Project is not received by CONTRACTOR, AQMD reserves the right to terminate or renegotiate this Agreement. In accordance with Section 44233 of the California Health and Safety Code, CONTRACTOR agrees to limit expenditure of funds for the purpose of administration to not more than five percent of the monies distributed to CONTRACTOR. The AQMD is not obligated to pay CONTRACTOR for administrative costs exceeding five percent of the actual total cost of the Project.

The total obligation of the AQMD under this Agreement **SHALL NOT EXCEED Twenty Six Thousand Dollars and 00/100 (\$26,000).**

A. **PAYMENTS:** Advance payments shall not be permitted. Payments will be permitted only at which time an equivalent service has been completed. The AQMD shall reimburse CONTRACTOR quarterly, in arrears, after receipt and verification submitted to El Dorado COUNTY Air Quality Management District, Attention: Marcella McTaggart. Payment shall be made to CONTRACTOR by the AQMD upon submission and evaluation of the CONTRACTOR'S invoice of claim. Said invoice of claim shall set forth the work completed pursuant to this Agreement.

Upon receipt of proper documentation, and verification that CONTRACTOR has satisfactorily completed the work for which compensation is sought and that the work is in accordance with the Exhibit Summary Sheet attached hereto, AQMD will issue payment to CONTRACTOR within thirty (30) calendar days of verification.

The amount to be paid to CONTRACTOR under this Agreement includes all sales and use taxes incurred pursuant to this Agreement, if any, including any such taxes due on equipment purchased by the CONTRACTOR. The CONTRACTOR shall not receive additional compensation for reimbursement of such taxes and shall not decrease work to compensate therefore.

Concurrently with the submission of any claim for payment, CONTRACTOR shall certify (through copies of invoices issued, checks, receipts, and the like) that complete payment has been made to any and all subcontractors as provided.

It is understood that all expenses incidental to CONTRACTOR'S performance of services under this Agreement shall be borne exclusively by CONTRACTOR.

In no event shall compensation paid by the AQMD to the COUNTY for the performance of all services and activities under this Agreement exceed the amount set forth in paragraph 4 COMPENSATION.

B. Surplus Funds: Any compensation under this agreement, which is not expended by COUNTY pursuant to the terms and conditions of this Agreement by the Project completion date shall automatically revert to the AQMD. Only expenditures incurred by the COUNTY in the direct performance of this Agreement will be reimbursed by the AQMD. Allowable expenditures under this Agreement are specifically established and included in the Proposal.

C. Closeout Period: All final claims shall be submitted by COUNTY within sixty (60) days following the final month of activities for which payment is claimed. No action will be taken by AQMD on claims submitted beyond the 60-day closeout period.

5. NON-ALLOCATION OF FUNDS

The terms of this Agreement and the services to be provided thereunder are contingent on the approval of funds by the appropriating government agency. Should sufficient funds not be allocated, the services provided may be modified or this Agreement terminated at any time by giving the COUNTY thirty (30) days prior written notice.

6. INDEPENDENT CONTRACTOR LIABILITY

COUNTY is, and shall be at all times, deemed independent and shall be wholly responsible for the acts of COUNTY'S employees, associates, and subcontractors, in connection with the installation, operation, use and maintenance of the Project.

7. TERMINATION

A. Breach of Agreement: AQMD may immediately suspend or terminate this Agreement, in whole or in part, where in the determination of the AQMD there is:

1. An illegal or improper use of funds;
2. A failure to comply with any term of this Agreement;
3. A substantially incorrect or incomplete report submitted to the AQMD; or
4. Improperly performed services.

In no event shall any payment by the AQMD constitute a waiver by the AQMD of any breach of this Agreement or any default, which may then exist on the part of the CONTRACTOR. Neither shall such payment impair or prejudice any remedy available to the AQMD with respect to the breach or default. The AQMD shall have the right to demand of the CONTRACTOR the repayment to the AQMD of any funds disbursed to the CONTRACTOR under this Agreement which in the judgment of the AQMD were not expended in accordance with the terms of this Agreement. The CONTRACTOR shall promptly refund any such funds upon demand.

In addition to immediate suspension or termination, AQMD may impose any other remedies available at law, in equity, or otherwise specified in this Agreement.

B. Without Cause: Either party may terminate this Agreement at any time upon giving the other party at least thirty (30) days advance, written notice of intention to terminate. In such case, the AQMD shall, subject to paragraph 4, pay its pro rata share of the reasonable value of all services satisfactorily rendered and actual, reasonable costs incurred up to the time of the termination. Upon such termination, all the work product produced by CONTRACTOR shall be promptly delivered to the AQMD.

8. CHANGES TO AGREEMENT

This Agreement may be amended by mutual consent of the parties hereto. Said amendments shall become effective only when in writing and fully executed by duly authorized officers of the parties hereto.

9. INDEMNIFICATION

CONTRACTOR shall defend, indemnify, and hold the AQMD harmless against and from any and all claims, suits, losses, damages and liability for damages of every name, kind and description, including attorneys fees and costs incurred, brought for, or on account of, injuries to or death of any person, including but not limited to workers, AQMD employees, and the public, or damage to property, or any economic or consequential losses, which are claimed to or in any way arise out of or are connected with the CONTRACTOR'S activities and work necessary to complete the Project unless such claim, loss, damage, injury or death is the result of the sole or active negligence of the AQMD. This duty of CONTRACTOR to indemnify and save AQMD harmless includes the duties to defend set forth in California Civil Code, Section 2778.

AQMD shall indemnify CONTRACTOR against and hold it harmless from any loss, damage, and liability for damages, including attorney fees and other costs of defense incurred by CONTRACTOR, whether for damage to or loss of property, or injury to or death of CONTRACTOR'S officer's, agents, or employees which shall in any way arise out of or be connected with AQMD's performance of its obligations hereunder, unless such damage, loss, injury, or death shall be caused by the sole or active by negligence of the CONTRACTOR.

10. AUDITS AND INSPECTIONS

CONTRACTOR shall at any time during regular business hours, and as often as AQMD may deem necessary, make available to AQMD for examination all of CONTRACTOR'S records and data with respect to the matters covered by this Agreement. CONTRACTOR shall, and upon request by AQMD, permit AQMD to audit and inspect all of such records and data necessary to ensure CONTRACTOR'S compliance with the terms of this Agreement. CONTRACTOR shall be subject to an audit by AQMD or its authorized representative to determine if the revenues received by CONTRACTOR were spent for the reduction of pollution as provided in AB 2766 and to determine whether said funds were utilized as provided by law and this Agreement. If, after audit, AQMD makes a determination that funds provided CONTRACTOR pursuant to this Agreement were not spent in conformance with this Agreement, or AB 2766 or any other applicable provisions of law, CONTRACTOR agrees to immediately reimburse AQMD all funds determined to have been expended not in conformance with said provisions.

CONTRACTOR shall retain all records and data for activities performed under this Agreement for at least three (3) years from the date of final payment under this Agreement or until all state and federal audits are completed for that fiscal year, whichever is later.

Because this Agreement exceeds Ten Thousand Dollars (\$10,000), CONTRACTOR shall be subject to the examination and audit of the Auditor General for a period of three (3) years after final payment under Agreement (Government Code Section 10532).

11. NOTICES TO PARTIES

All notices to be given by the parties hereto shall be in writing and served by depositing same in the United States Post Office, postage prepaid and return receipt requested. Notices to AQMD shall be in duplicate and addressed as follows:

CONTRACTOR

50 Corridor Transportation Management Association
2365 Iron Point Road, Suite 300
Folsom, CA 95630
Attn: Rebecca Garrison
Executive Director

AQMD

El Dorado County
Air Quality Management District
2850 Fairlane Court
Placerville, CA 95667
Attn: Marcella McTaggart,
Air Pollution Control Officer

12. TIME IS OF THE ESSENCE

It is understood that for CONTRACTOR'S performance under this Agreement, time is of the essence. The parties reasonably anticipate that CONTRACTOR will, to the reasonable satisfaction of the AQMD, complete all activities provided herein within the time schedule outlined in the Proposals to this Agreement.

13. COMPLIANCE WITH APPLICABLE LAWS

CONTRACTOR will comply with all federal, State, and local laws and ordinances which are or may be applicable to the PROJECT to be undertaken by the CONTRACTOR including but not limited to California Health and Safety Code sections 44220 et seq, all Air Resources Board and AQMD criteria there under, prevailing wage and work day definitions where applicable, contracting license requirements and permits.

14. NO THIRD-PARTY BENEFICIARIES

Nothing in this Agreement shall be construed to create any rights of any kind or nature in any other party not a named party to this Agreement.

15. VENUE

Any dispute resolution action arising out of this Agreement, including but not limited to litigation, mediation, or arbitration, shall be brought in El Dorado County, California, and shall be resolved in accordance with the laws of the State of California. CONTRACTOR waives any removal rights it might have under Code of Civil Procedure section 394.

16. ENTIRE AGREEMENT

This document and the documents referred to herein or exhibits hereto are the entire Agreement between the parties and they incorporate or supersede all prior written or oral Agreements or understandings.

17. AGREEMENT ADMINISTRATOR

The AQMD Officer or employee with responsibility for administration of this Agreement is Marcella McTaggart, Air Pollution Control Officer or her successor. The CONTRACTOR Officer or employee with responsibility for administration of this Agreement is Rebecca Garrison, Executive Director or her successor.


18. AUTHORIZED SIGNATURES

The parties to this Agreement represent that the undersigned individuals executing this Agreement on their respective behalf are fully authorized to do so by law or other appropriate instrument and to bind upon said parties to the obligations set forth herein.

19. PARTIAL INVALIDITY

If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions will continue in full force and effect without being impaired or invalidated in any way.

REQUESTING DEPARTMENT CONCURRENCE:

By:  Dated: 4-27-07

**Marcella McTaggart
Air Pollution Control Officer**

By:  Dated: May 1, 2007

**Gerri Silva, M.S., R.E.H.S
Director, El Dorado County Environmental Management Department**

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the day and year first herein above written.

**CONTRACTOR
50 CORRIDOR TRANSPORTATION
MANAGEMENT ASSOCIATION**

**AQMD
EL DORADO COUNTY
AIR QUALITY MANAGEMENT DISTRICT**

Date: May 21, 2007

Date: _____

By: Rebecca Garrison
Rebecca Garrison
Executive Director

By: _____
Helen Baumann,
Chair

Attest:
Cindy Keck,
Clerk of the Board

Date: _____

By: _____

EXHIBIT SUMMARY SHEET (Cover)

Applicant: 50 Corridor Transportation Management Association

Contact Person: Rebecca Garrison

Address: 2365 Iron Point Road, Ste 300, Folsom, CA 95630

Telephone #: 916-852-7409

FAX #(optional):

Project Budget	AB 2766 Funds	\$ Matching Funds	In-Kind Match	Total Project Costs
Materials	\$26,000	\$35,000	\$ -0-	\$ 61,000
Personnel	\$ -0-	\$ -0-	\$ 15,000	\$ 15,000
Other	\$ -0-	\$ -0-	\$ -0-	\$ -0-
TOTAL	\$	\$	\$ 61,000	\$ 76,000

Alternative Project Budget	AB 2766 Funds	\$ Matching Funds	In-Kind Match	Total Project Costs
Materials	\$ 15,000	\$35,000	\$ -0-	\$ 50,000
Personnel	\$ -0-	\$ -0-	\$ 15,000	\$ 15,000
Other	\$ -0-	\$ -0-	\$ -0-	\$ -0-
TOTAL	\$ 15,000	\$35,000	\$ 15,000	\$ 65,000

Estimated Emission Reductions/Cost-Effectiveness	As Proposed	Alternate Funding Level
	Useful Life of Project (years)	10 years
Total Lifetime Emissions Reduced (lbs. Of ROG, Nox, PM-10)	Varies - see pages 9-11 991b CAC	Varies - see pages 9-11
Annualized Cost-Effectiveness (total project costs)*	Varies - see pages 9-11 7915/16 CAC	Varies - see pages 9-11
Annualized Cost-Effectiveness (AQMD Funded project costs)*	Varies - see pages 9-11 CAC # 270,89/1b	Varies - see pages 9-11

Brief Project Description: This program reduces auto school trips along the 50 Corridor and in El Dorado County, improves safety of students traveling to and from school (especially by non-motorized means), and builds exercise and independence into the daily routines of students.

RECEIVED

APR 16 2007

AQMD

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: 50 Corridor Transportation Management Association

Please complete and attach this checklist with your application.

- Exhibit Summary Sheet (Cover) – page 1
- Request for Proposal Contents Checklist (Second Page) – page 2
- Authorization Letter/Resolution - page 3
- Project Description – page 4
- Project Organization/Background – page 5
- Emission Benefits/Cost Effectiveness – page 9-11
- Work Statement – page 12
- Funding Request/Cost Breakdown – page 13
- Matching Funds – page 14
- Schedule of Deliveries/Self-Monitoring Program – page 14
- Local TPA Review (When Applicable) –
- 3 Copies of Proposal –



Ms. Carolyn Craig
Technical Contact
El Dorado County Air Quality Management District
2850 Fairlane Court
Placerville, CA 95667

Dear Ms. Craig;

The 50 Corridor TMA is please to submit this funding request for 07/08 Motor Vehicle Emission Reduction Projects. The TMA is coordinating a corridor-based Smart Routes To School program for the 07/08 school year. Partners include many private sector members as well as the Folsom Cordova Unified School District, the School Districts of El Dorado County, the El Dorado County Transportation Commission, the El Dorado County Department of Transportation and the Sacramento Metropolitan Air Quality Management District.

The TMA, however, will be the lead agency for the project. The TMA is a 501 C nonprofit organization dedicated to improved mobility along the 50 Corridor. In addition to the support of the jurisdictions along the 50 Corridor, the TMA is comprised of more than 100 employers along the corridor and two residential developments.

The contact person for the TMA and this project is:

Rebecca Garrison, Executive Director
2365 Iron Point Road
Folsom, CA 95630
916-852-7409 - phone

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Rebecca Garrison", is written over a printed name and title. The signature is fluid and cursive.

Rebecca Garrison
Executive Director

Project Description

Purpose of the Program: To reduce personal auto school trips along the 50 Corridor, improve safety of students traveling to and from school (especially those traveling by non-motorized means), and build exercise and independence into the daily routines of students.

This will be accomplished by:

- Encouraging environmental friendly modes of transportation
- Encouraging modes of transportation that promote physical fitness
- Focusing on safety
- Promoting independence and personal responsibility
- Increasing awareness of personal choice on the environment and community

Who: The program will target pre-schools and elementary schools El Dorado County and the Folsom Cordova Unified School District and in El Dorado County. While participation by individual schools will be voluntary, any student in these two educational jurisdictions will be eligible for participation.

Goal: The goal is to engage and support more than 80% *students* in their efforts to explore smarter routes to school. The goal will be tracked through a web-based program which will also be a resource for communication, education and recognition.

Examples of Programs to be offered: Walking School Bus; Drop and Walk; School Pools; Walk to School Wednesdays; On Your Feet Fridays; Bike Trains; Crossing Guard training; Safety and Circulation Assessments; Bike and Pedestrian Safety; resource center for grants and funding. Other programs are discussed in this application.

Management and Oversight: A Steering Committee has been established consisting of law enforcement, the health community, education officials, representatives of corridor jurisdictions, transportation officials and the local business and development community. The lead support organization for the program is the 50 Corridor Transportation Management Association.

School-Based Implementation: While the Steering Committee will compile a menu of program and resources, each school will determine its level of participation and the leadership for that participation, be it staff-driven, parent-driven or community-based.



along the 50 Corridor including elementary schools of
El Dorado County and the Folsom Cordova Unified School District

Project Organization/Background

In October 2006, six schools on the 50 Corridor participated in International Walk To School Day. With minimal expense and effort, the special promotion collectively engaged more than 1,000 students along with their parents. (Participating schools: Sierra School, Schnell School and Northside School in El Dorado County; Navigator Elementary in Rancho Cordova; Natoma Station and Folsom Hills in Folsom.)

Teachers and school administrators lauded the promotion as a step toward better health, better air quality, less traffic congestion and more alert students.

In November, the TMA hosted a luncheon to recount the success of Walk To School Day and to explore ideas for expanding the one-day program to a year-long program which included more schools.

The consensus was to establish an umbrella program to serve as a resource for schools in El Dorado County and the Folsom Cordova Unified School District:

- to reduce personal automobile school trips along the 50 Corridor
- to improve safety of students traveling to and from school
- to build exercise and independence into the daily routines of students

Around the same time, the El Dorado County Department of Transportation was exploring ways to address traffic issues and related problems at El Dorado County public schools on county-maintained road.

- Among the issues identified by DOT in a January 2007 report were:
- Lack of bike lanes, turn lanes and inadequate on-street parking
- Low bus-ridership on school buses (less than 10%)
- Large number of parents driving kids to and from school (90%)
- Through traffic blocked and delayed by congestion at schools
- Emergency vehicles blocked by congestion at schools
- Parking on residential streets adjacent to schools
- Complaints from motorists about "congestion" at schools
- Complaints from residents about "traffic and congestion"
- School administrations asserting that they are not responsible for solving congestion programs at schools.

Clearly, there is a set of school-related transportation problems that need creative solutions.

The 50 Corridor TMA and its Smart Routes To Schools Steering Committee is attempting to provide those solutions.

Within the next two months (April and May), the TMA will prepare a Handbook for each school outlining a menu of possible programs and projects from which to consider. Each school will be responsible for choosing to participate and then to selecting from the menu those strategies which work best for that particular school. Leadership for this effort can originate from the school administration or faculty, from parents or parent organization, or from interested community groups.

The TMA is also developing a web site for use by students and parents. The web site, password protected by approved students only, will allow students to track their trips and

modes, be eligible for prizes, be informed about transportation alternatives (such as school pools or walking school buses.)

The web site will also offer public education to students and parents on air quality and the impacts on automobile emissions. It will provide updated tips for positive behavior change for families concerned with the environment.

A large part of the program evaluation will be attributed to the web site. We will track number of non-motorized trips taken per school and distance of those trips; we will track changes in school bus ridership; we will track changes in numbers of parents carpooling more than one student.

Below is the current list of programs that will be identified and supported by the TMA:

On-site assessments

We hear from school administrators that they need professional assistance in planning for and accommodating school trips on site and in the school neighborhood. Issues such as effective circulation, adequate drop off/pick up locations for buses and cars, automobile parking, bicycle parking and circulation All require a degree of expertise that are not readily available to school officials. The TMA proposed to establish a group of transportation experts to include traffic engineers from both the public and private sector; bike and walking advocates and law enforcement officials that each school can draw upon for expertise. From the group, individual teams, upon request from a particular school, would visit the school and offer a written evaluation of issues and solutions. This report would be made available to the appropriate jurisdiction as well as the school with the hopes that infrastructure needs could be advanced for funding and implementation.

Walking Programs

For many neighborhood schools, walking is a viable transportation mode. A number of programs exist that can formalize these trips while insuring safety.

Walk to School Wednesdays/On Your Feet Fridays --- the community is informed that on a particular day or the week, students along with their parents or escorts will be walking to and from school. The community is typically supportive of these efforts because of major reductions in traffic congestion on those days. Some schools in Folsom and Rancho Cordova which are implementing these programs see from 40 -60% of all students arriving to school by either walking or biking. The program is easy and inexpensive to implement. Getting the word out to the parents is the main element. Banners are frequently utilized at the schools promoting the days. Some schools reward students with small prizes (coloring books from CHP, etc.) and parents/escorts with coffee. Some schools provide each participating student with a raffle ticket and the class of the student with the winning ticket receives a pizza party.

Walking School Buses --- A Walking School Buses builds on the concept of safety in numbers. It requires responsible parents or volunteers who have passed the necessary security screens to design a route through the neighborhood to school. A sign (or an umbrella on rainy days) is used to identify the walking school bus. Just as with a motorized bus, the walking school bus stops at scheduled times on scheduled corners and picks up students. Many times, parents will walk their students to the "bus stop" and wait with them until the walking school bus arrives. The walking school bus continues

along to the school campus, arriving with as many as 20-25 students (requiring 3-5 parents/volunteers).

Drop and Walk ---Similar to both the "park and ride" concept and the walking school bus, this strategy addresses students who don't live close enough to the school to walk but who can be dropped by a secure and designated location, blocks from the school. A parent/volunteer then walks with the students the rest of the way to school. Students get exercise they wouldn't normally get; and automobile congestion around the school is minimized because cars aren't encouraged to drive near the school.

Cycling Programs

Bike Trains – Bike Trains encourage groups of cyclists to ride together from various locations in a neighborhood to the school campus.

Drop and Bike – Similar to the Drop and Walk program, the strategy accommodates students who don't live close enough to the school to cycle safely, but who can be dropped by a secure a secure and designated location, blocks from the school.

School Pool Program

A school pool program matches parent and students who live near each other and are willing to share carpool responsibilities. An on-line system is being developed to match parents and allow them easy communication for establishing carpools.

Crossing Guard Programs

A number of schools have indicated a need for crossing guards to assist with traffic at and near the school. The TMA proposed to provide written guidelines for crossing guard programs as well as specific training for crossing guards (volunteers as well as those who are reimbursed for their time.) As funding allows, special vests and signs will be provided crossing guards who complete training.

Parking Lot Monitors

School officials and transportation professions agree that parking lots have the potential to be unsafe in terms of mixing students and automobiles in a confined area. However, these parking lots can be make safer with appropriate supervision and guidelines. The TMA will provide sample guidelines and training for parking lot monitors.

Bike To School

Similar to all the walking programs proposed, biking programs can either be incorporated along with walking or designed specifically for cyclists. (i.e. Bike to School Wednesdays, Bike Buses, Drop and Bike.) In additional, bicycle safety courses will be offered to schools with train students on the cycling "rules of the road."

Grants Awareness

Grants and other special funding opportunities exist for specific schools for programs and infrastructure. The TMA will identify these funding opportunities and assist schools with grant applications. One of the primary grant opportunities is the federal Safe Routes To Schools programs.

In many cases, the results of the on-site assessments will provide guidance for grant requests.

A special feature of the TMA's application to the AQMD includes \$10,000 that would be made available for a special mini-grant program to El Dorado County Schools. The TMA would administer this mini-grant program with the assistance and approval of the El Dorado County Air Quality Management District.

Formal applications would be required with decisions being recommended by a formal selection committee and final approval being granted by the AQMD. In many cases the "mini-grant" would amount to seed money or match money for another grant opportunity. Just as with the Safe Routes To School funding program, the mini-grants could be for both programs and infrastructure.

The results and effectiveness of the grant program would be included in the TMA's final report to the AQMD.

Marketing/Promotion

The TMA will offer marketing assistance to individual schools, as well as marketing the corridor-based program. The Steering Committee has already designed a program logo which will be made available to all schools.



along the 50 Corridor including schools of
the Folsom Cordova Unified School District and El Dorado County

20-25% of morning rush hour traffic can be parents driving their kids to school*

In one generation, the number of kids walking and biking to school has decreased from 71% to 18%*

***National Center for Safe Routes to School**

Emissions Benefits/Cost Effectiveness

To estimate the emissions benefits and cost effectiveness, we have used various components of the program with conservative assumptions. Not only will actual benefits and cost effectiveness vary by program components, they will vary by participating school.

Walk to School Wednesdays, On your Feet Fridays

Assumptions:

Months of Participation: September, October, March, April, May

5 Months per year, 4.33 weeks per month; two days per week,

5 Months participation = 5 x 4.33 weeks/month = 21.65 weeks/year Say 21

Assuming 40% of the stated 40-60% participation

Average number of students at an elementary school = 350

40% Participation = 140 students per school

T (One-way Trips Eliminated per Week) = 2 trips/day x 2 days/week x 140 students/school = 560 trips/week/school

L (Length of trips) = 1 mile

W (Weeks) = 21

A (Adjustment) = 1

$W * T * A = 21 \text{ weeks/year} \times 560 \text{ trips/week} * 1 = 11,760 \text{ trips/year reduced}$

$W * T * L = 21 \text{ weeks/year} \times 560 \text{ trips/week} * 1 \text{ mile/trip} = 11,760 \text{ VMT reduced/year}$

Annual Emissions Reductions Factors for 20-year project 2004-2023 from Table 3:
ROG-0.866 trip/ 0.229 VMT; NOx-0.387 trip/ 0.269 VMT; PM10-0.016/ 0.219 VMT

$ROG = [(11,760 \text{ Trips} \times 0.866) + (11,760 \text{ VMT reduced} \times 0.229)] / 454 = 28.36 \text{ lbs/yr}$

$NOx = [(11,760 \text{ Trips} \times 0.387) + (11,760 \text{ VMT reduced} \times 0.269)] / 454 = 16.99 \text{ lbs/yr}$

$PM10 = [(11,760 \text{ Trips} \times 0.016) + (11,760 \text{ VMT reduced} \times 0.219)] / 454 = 6.09 \text{ lbs/yr}$

Cost Effectiveness – Where CRF = 0.0672 (20 year project life)

Cost Effectiveness = $0.0672 * \$8,000 / (28.36 \text{ lbs ROG} + 16.99 \text{ lbs NOx} + 6.09 \text{ lbs PM10}) = \$10.45 / \text{lb.}$

Cost Effectiveness – Where CRF = 0.118 (10 year project life)

Annual Emissions Reductions Factors for 10-year project 2004-2013 from Table 3:
ROG-1.223 trip/ 0.318 VMT; NOx-0.547 trip/ 0.390 VMT; PM10-0.015/ 0.219 VMT

$$\text{ROG} = [(11,760 \text{ Trips} \times 1.223) + (11,760 \text{ VMT reduced} \times 0.318)]/454 = 39.92 \text{ lbs/yr}$$

$$\text{NOx} = [(11,760 \text{ Trips} \times 0.547) + (11,760 \text{ VMT reduced} \times 0.390)]/454 = 24.27 \text{ lbs/yr}$$

$$\text{PM10} = [(11,760 \text{ Trips} \times 0.015) + (11,760 \text{ VMT reduced} \times 0.219)]/454 = 6.06 \text{ lbs/yr}$$

$$\text{Cost Effectiveness} = 0.118 * \$8,000 / (39.92 \text{ lbs ROG} + 24.27 \text{ lbs NOx} + 6.06 \text{ lbs PM10}) = \$13.43/ \text{ lb.}$$

School Pool, Ridesharing trips to school

Assumptions:

- 10 Parents participating per school, 4 days per week – (10 adults each ridesharing with 1 other parent/1 child)
- 36 weeks per year
- 4 days/week
- 64 days of ridesharing
- 640 trips reduced per year

$$T \text{ (One-way Trips Eliminated per Week)} = 2 \text{ trips/day} \times 10 \text{ parents} \times 4 \text{ days/week} \times \frac{1}{2} = 40 \text{ trips/week (see assumptions above)}$$

$$L \text{ (One-way Length of trips)} = 5 \text{ miles (average distance from school)}$$

$$W \text{ (Weeks)} = 36$$

$$A \text{ (Adjustment)} = 0.7$$

$$W * T * A = 36 \text{ weeks/year} \times 40 \text{ trips/week} * 0.7 = 1,008 \text{ trips/year reduced}$$

$$W * T * L = 36 \text{ weeks/year} \times 40 \text{ trips/week} * 5 \text{ mile/trip} = 7,200 \text{ VMT reduced/year}$$

Annual Emissions Reductions for 1 year (2005) from Table 3A:

ROG-1.577 trip/ 0.424 VMT; NOx-0.675 trip/ 0.538 VMT; PM10-0.014/ 0.218 VMT

$$\text{ROG} = [(1,008 \text{ Trips} \times 1.577) + (7,200 \text{ VMT reduced} \times 0.424)]/454 = 10.23 \text{ lbs/yr}$$

$$\text{NOx} = [(1,008 \text{ Trips} \times 0.675) + (7,200 \text{ VMT reduced} \times 0.538)]/454 = 10.03 \text{ lbs/yr}$$

$$\text{PM10} = [(1,008 \text{ Trips} \times 0.014) + (7,200 \text{ VMT reduced} \times 0.218)]/454 = 3.49 \text{ lbs/yr}$$

Cost Effectiveness – Where CRF = .1.03 (1 year project life)

$$\text{Cost Effectiveness} = 1.03 * \$8,000 / (10.23 \text{ lbs ROG} + 10.03 \text{ lbs NOx} + 3.49 \text{ lbs PM10}) = \$349.89/ \text{ lb.}$$

Cost Effectiveness – Where CRF = 0.218 (5 year project life)

Annual Emissions Reductions for 5 year (2004-2008) from Table 3:

ROG-1.481 trip/ 0.392 VMT; NOx-0.645 trip/ 0.491 VMT; PM10-0.015/ 0.218 VMT

ROG = [(1,008 Trips x 1.481) + (7,200 VMT reduced x 0.392)]/454 = 9.50 lbs/yr

NOx = [(1,008 Trips x 0.645) + (7,200 VMT reduced x 0.491)]/454 = 9.22 lbs/yr

PM10 = [(1,008 Trips x 0.015) + (7,200 VMT reduced x 0.218)]/454 = 3.49 lbs/yr

. Cost Effectiveness = 0.218 * \$8,000/(9.50 lbs ROG + 9.22 lbs NOx + 3.49 lbs PM10)
= \$78.50/ lb.

10 year project life = Approximately \$160/ lb

Cost Effectiveness – Where CRF = 0.117 (10 year project life)

Annual Emissions Reductions Factors for 10-year project 2004-2013 from Table 3:
ROG-1.223 trip/ 0.318 VMT; NOx-0.547 trip/ 0.390 VMT; PM10-0.015/ 0.219 VMT

ROG = [(1,008 Trips x 1.223) + (7,200 VMT reduced x 0.318)]/454 = 7.76 lbs/yr

NOx = [(1,008 Trips x 0.547) + (7,200 VMT reduced x 0.390)]/454 = 7.40 lbs/yr

PM10 = [(1,008 Trips x 0.015) + (7,200 VMT reduced x 0.219)]/454 = 3.50 lbs/yr

. Cost Effectiveness = 0.117 * \$8,000/(7.76 lbs ROG + 7.40 lbs NOx + 3.50 lbs PM10)
= \$51.13/ lb.

Work Statement

The duties and responsibilities of the TMA will be:

Task 1 To facilitate the Smart Routes To School Steering Committee. This includes meeting agendas, meeting minutes and follow up of action items. This task is on-going.

Task 2 To introduce the Smart Routes To Schools program to the Folsom Cordova Unified School District and the schools of El Dorado County. The TMA will also, upon request, make special presentations to any school in the FCUSD and El Dorado County. This task will begin July 1 and will be on-going.

Task 3 To facilitate a handbook for each school outlining the program and how a Smart Routes To Schools program can be implemented. This task will begin July 1 and will end August 1, 2007

Task 4 To facilitate the various programs and projects offered, and to be a resource in their implementation. This task will begin July 1 and will be on-going.

Task 5 To oversee an incentive program for El Dorado County schools which agree to special efforts of public education, training, safety and circulation improvement. This task will begin July 1. Incentives will be awarded by September 1. Reports to the AQMD staff will be on-going.

Task 6 To make presentations to various Boards, Advisory Groups and Community Groups as requested. This task will begin July 1 and will be on-going.

Task 7 To maintain the web site. This task will begin July 1 and will be on-going.

Task 8 To provide promotional materials for schools, students and media. This task will begin July 1 and will be on-going.

Special Note: The AQMD (AB2766 DMV Surcharge Funds) will be recognized on all promotional materials used by Smart Routes To School, including the web site.

Funding Request/Breakdown of Cost

The TMA's total funding request to the AQMD is \$26,000.

Our alternative project budget, as stated on Page 1 of this application, is \$15,000 and represents a slightly scaled back program by removing the incentive component which is being proposed for individual schools.

General program support	\$15,000	Alternative Budget only
Incentives to EDC schools	\$10,000	Preferred Budget inclusion
Administration of incentives	1,000	Preferred Budget inclusion

The **total cost** of the **50 Corridor** Smart Routes To Schools program is \$50,000. (This excludes the \$11,000 being requested specifically for El Dorado County Schools.) Of the \$50,000 total, \$15,000 is being requested from El Dorado County's AQMD's AB 2766 funding. (\$15,000 has also been approved by the Sacramento Metropolitan Air Quality Management District.)

The additional \$11,000 (\$10,000 plus \$1,000 in the Preferred Budget) is specifically for incentives to El Dorado County Schools.

The below breakdown of "costs per task" represents the entire **Corridor** and **County** budget, including the tasks specifically related to El Dorado County. (\$50,000 for the Corridor; an additional \$11,000 for El Dorado County; for a Total \$61,000) In-Kind match of TMA admin services is \$15,000.

Breakdown of Costs Per Task

Task 1 To facilitate the Smart Routes To School Steering Committee.
\$1,000

Task 2 To introduce the Smart Routes To Schools program to the Folsom Cordova Unified School District and the schools of El Dorado County. The TMA will also, upon request, make special presentations to any school in the FCUSD and El Dorado County.
\$1,000

Task 3 To facilitate a handbook for each school outlining the program and how a Smart Routes To Schools program can be implemented.
\$5,000

Task 4 To facilitate the various programs and projects offered, and to be a resource in their implementation.
\$2,000

Task 5 To oversee the incentive program and report regularly to the AQMD staff.
\$1,000 – administration of the program
\$10,000 – school incentives

Task 6 To make presentations to various Boards, Advisory Groups and Community Groups as requested.
-0-

Task 7 To maintain the web site.
\$25,000

Task 8 To provide promotional materials for schools, students and media. This task will begin July 1 and will be on-going.
\$16,000

Task 1	\$1,000
Task 2	\$1,000
Task 3	\$5,000
Task 4	\$2,000
Task 5-a	\$1,000
Task 5-b	10,000
Task 6	-0-
Task 7	25,000
Task 8	16,000
In Kind Admin Support	15,000

Matching funds

The TMA has secured \$35,000 in matching funds from the following sources:

Kaiser Permanente - \$10,000

AKT Community Foundation - \$10,000

Sacramento Metro Air Quality Management District - \$15,000

In addition, the TMA will provide in-kind funds in terms of staff resources. The approximate value of staff resources is \$15,000.

Schedule of Deliverables

1. Minutes of Steering Committee Meetings, delivered within two weeks of each meeting.
2. Smart Routes To School Handbook – anticipated delivery date: August 1, 2007
3. Smart Routes To School Web site – anticipated delivery date: July 15, 2007
4. Smart Routes To Schools Marketing Materials – delivered as produced
5. Incentive updates and evaluations – anticipated delivery October 1, June 30, 2008
6. Final Report and evaluation – June 30, 2008

Monitoring of program

The web site will offer on-going monitoring of the success of the program. We'll be able to track involvement, number of miles and modes and mode changes. In addition, there will be special events, like International Walk to School Day, which will provide special reports.

The TMA is pleased to present the following letters of support for this project

- Smart Routes To School Steering Committee
- El Dorado County Transportation Commission
- El Dorado County Superintendent of Schools
- El Dorado County Department of Transportation

Smart Routes to School



along the 50 Corridor including schools of
the Folsom Cordova Unified School District and El Dorado County

Ms. Carolyn Craig
El Dorado County Air Quality Management District
2850 Fairlane Court
Placerville, CA 95667

Dear Carolyn,

The members of the Smart Routes To School Steering Committee respectfully request the support of the 50 Corridor TMA's application for AB 2766 funds for its Smart Routes To School program. The program has already received \$35,000 in funding from the Sacramento Metropolitan Air Quality Management District, AKT Development and Kaiser Permanente.

Many of us participated in International Walk To School Day in October where more than 1,000 students along the 50 Corridor either walked or cycled to school. The students loved the program; parents loved the program; and residents of neighborhoods of participating schools loved the program (many assumed Walk To School Day was a school holiday because of the dramatic decrease in automobile traffic that day.) This program has the potential to be a win-win for everyone involved!

We look forward to continuing as volunteers to make this program a success.

Sincerely,

[Handwritten signatures]
Linda Lee
Aly. Plam
Jim Knopf
Jenny
Rebecca Gawn



2828 Easy Street Suite 1 Placerville CA 95667 tel:530.642.5260 fax:530.642.5266 www.edctc.org

April 10, 2007

Carolyn Craig
El Dorado County Air Quality Management District
2850 Fairlane Court
Placerville, CA 95667

Dear Ms. Craig:

The El Dorado County Transportation Commission (EDCTC) supports the 50 Corridor Transportation Management Association's (TMA) request for AB 2766 funding to support its Smart Routes to School program.

School-related trips are a distinct transportation issue in El Dorado County. School trips occur during typical peak-hour commute periods; therefore, they significantly contribute to growing congestion and air quality concerns.

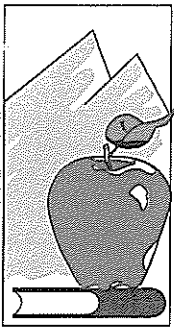
The 50 Corridor TMA's Smart Routes to School program is a cutting-edge, comprehensive program which addresses school trips and encourages the reduction of automobile trips in school zones. The program will be designed to apply to El Dorado County's diverse school sites – rural, suburban and urban.

The Smart Routes to School program will also focus on environmental awareness. Educating students at an age when they embrace new concepts for positive change is a companion goal to automobile trip reduction. In this way, the value of the Smart Routes to School program will endure beyond its one-year pilot program.

EDCTC looks forward to working with the TMA to assist in the implementation of this program. We urge your approval for the request for AB 2766 funding for the corridor-based program.

Sincerely,

Kathryn F. Mathews, AICP
Executive Director



El Dorado County Office of Education

April 10, 2007

Vicki L. Barber, Ed.D.
Superintendent

Francie Heim
Deputy Superintendent

Cathy Bean
Deputy Superintendent

County Board of Education

Dolores Garcia
John Lane
Matt Boyer
Gene Rasmussen
Heidi Weiland

Ms. Carolyn Craig
El Dorado County Air Quality Management District
2850 Fairlane Court
Placerville, CA 95667

Dear Ms. Craig:

As Superintendent of El Dorado County Schools, I endorse the 50 Corridor's request for AB2766 funding to support the Smart Routes To School program.

There is no doubt that transportation issues have increased in importance at many schools in the county. And, while we take responsibility for some of those transportation issues, that is not our area of expertise nor is it our main focus. We welcome the transportation community along the 50 Corridor as partners in helping to reduce congestion around our schools.

We've reviewed the plans of the Smart Routes To Schools program and realize that it does much more than address transportation. There are many elements in the program that we embrace as education professionals. The program encourages students to be active by walking and cycling when they can. This is important as our schools are addressing childhood obesity at almost epidemic proportions. We also know that students are more alert and learn more effectively when they exercise; this increases test scores which has a ripple effect on everything from increased funding opportunities to economic development. The program also emphasizes awareness and education on environmental issues with a particular focus on air pollution and its causes. And the program engages parents in the process, the value of which we, as educators, can't stress enough.

We look forward to introducing our students to this program in the next school year. We thank you for your consideration of its funding request.

Sincerely,

Vicki L. Barber, Ed.D., Superintendent
El Dorado County Office of Education

VB:jkm

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RICHARD W. SHEPARD, P.E.
Director of Transportation

Internet Web Site:
<http://co.el-dorado.ca.us/dot>

MAIN OFFICE:
2850 Fairlane Court
Placerville CA 95667
Phone: (530) 621-5900
Fax: (530) 626-0387



April 16, 2007

Ms. Carolyn Craig
El Dorado County Air Quality Management District
2850 Fairlane Court
Placerville, CA 95667

Dear Ms. Craig,

As you may know, the El Dorado County Department of Transportation has submitted projects that will compete for AB2766 funding. The projects we submitted are our highest priority, however should our projects not be chosen for AB2766 funding, I want you to know I do support the 50 Corridor TMA's request for funding for their Smart Routes To School Program.

In January, the El Dorado County Department of Transportation evaluated school-related traffic congestion in the county and identified seven recommendations which would reduce congestion at schools. This Smart Routes To School Program addresses all seven recommendations.

In addition to mitigating traffic at our county schools, this program creates a safer environment for our students, not to mention a means for encouraging them to have a healthier, more active lifestyle. And, most importantly, the focus of this program is to reduce automobile trips, which has a major impact on air quality, not just in El Dorado County but in the region.

DOT will be assisting the TMA in the implementation of this program by providing staff for the on-site school evaluations. We will also be working with individual schools, once circulation and safety solutions have been identified, to implement infrastructure solutions.

I want to thank you for your consideration of our projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard W. Shepard".

Richard W. Shepard, P.E.
Director of Transportation
El Dorado County