

SR2S-AC

SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE MEETING AGENDA

Wednesday, May 18, 2016
 1:30 p.m. – 3:00 p.m.
 Solano Transportation Authority
 Conference Room 1
 One Harbor Center, Suite 130
 Suisun City, CA 94585-2473



- | <u>ITEM</u> | <u>STAFF PERSON</u> |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 1. CALL TO ORDER | Jim Antone, Chair |
| 2. INTRODUCTIONS | |
| 3. APPROVAL OF AGENDA
(1:30 – 1:35 p.m.) | SR2S-AC Members |
| 4. OPPORTUNITY FOR PUBLIC COMMENT
(1:35 – 1:40 p.m.) | |
| 5. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES
(1:40 – 1:45 p.m.) | |
| 6. CONSENT CALENDAR
<u>Recommendation:</u> Approve the following consent item.
(1:45 – 1:50 p.m.) | Sheila Ernst, STA |
| A. Minutes of the SR2S-AC Meeting of February 17, 2016
<u>Recommendation:</u>
Approve SR2S-AC minutes of February 17, 2016.
Pg. 5 | |

SR2S-AC MEMBERS				
<u>Mitchell Romao</u> Vallejo City USD	<u>Jim Antone, Chair</u> YSAQMD	<u>Mike Segala</u> STA BAC	<u>Garland Wong</u> City of Fairfield	<u>Jay Speck</u> Solano County Superintendent of Schools
<u>Andrew White, Vice-Chair</u> Suisun City Police Department	<u>Lt. Mike Green</u> Benicia Police Department	<u>Kevin McNamara</u> STA PAC	<u>Ozzie Hilton</u> City of Vacaville	<u>Robin Cox</u> Solano County Public Health

7. ACTION ITEMS – FINANCIAL

- A. Public Safety Education and Enforcement Grant - Round 3** Sarah Fitzgerald, STA
Recommendation:
Approve the following:
1. Forward a recommendation to the STA TAC and Board to authorize the STA Executive Director to enter into an agreement with the City of Rio Vista for \$25,000 for the Safe Routes to School Public Safety Education and Enforcement Grant – Round 3.
 2. Forward a recommendation to the STA TAC and Board to authorize the STA Executive Director to enter into an agreement with the City of Suisun City for \$125,000 for the Safe Routes to School Public Safety Education and Enforcement Grant – Round 3.
- (1:50 – 2:05 p.m.)
Pg. 9

Acting Police Chief
Julie Gorwood, City of
Rio Vista

Police Commander
Andrew White, City of
Suisun City

- B. Regional Transportation Plan (RTP) Project Performance Assessment** Robert Macaulay, STA
Recommendation:
Approve forwarding a letter to MTC from the SR2S Committee supporting STA’s requested changes to the RTP Performance Evaluation for the I-80/I-680/SR 12 Interchange as specified to address the benefits of the project pertaining to and active transportation and SR2S.
(2:05 – 2:15 p.m.)
Pg. 29

8. ACTION ITEMS – NON-FINANCIAL

- A. Active Transportation Program (ATP) – Cycle 3** Drew Hart, STA
Recommendation:
Authorize the Chair of the SR2S Advisory Committee to sign a letter of support for the following projects seeking funding under the Active Transportation Program – Cycle 3
- City of Fairfield’s East Tabor Ave Railroad Crossing Safety Project
 - City of Suisun City’s McCoy Creek Trail Project
 - City of Vallejo’s Bay Trail/Vine Trail Project
- (2:15 – 2:20 p.m.)
Pg. 53

9. INFORMATIONAL ITEMS – DISCUSSION

- A. OBAG 1 – Status of SR2S Engineering Projects** Anthony Adams, STA
(2:20 – 2:25 p.m.)
Pg. 55

- B. Solano County Public Health Narrative Report** Robin Cox, Tracy Nachand,
(2:25 – 2:30 p.m.) Solano County Public Health
Pg. 57
- C. Automated Bicycle and Pedestrian Counters One- Year Summary Report** Ryan Dodge, STA
(2:30 – 2:35 p.m.)
Pg. 65
- D. One Bay Area Grant (OBAG) 2 Update** Sarah Fitzgerald, STA
(2:35 – 2:40 p.m.)
Pg. 69
- E. SR2S Coordinator Updates** Karin Bloesch,
(2:40 – 2:45 p.m.) Tiffany Gephart, STA
Pg. 71
- 10. FUTURE AGENDA ITEMS AND MEMBER COMMENTS** Group
(2:45– 2:50 p.m.)
- OBAG 1 – SR2S Engineering Projects Update
 - OBAG 2 – SR2S Program Funding Priorities
 - Safe Routes to School May Survey Results
- 11. INFORMATIONAL ITEMS – NO DISCUSSION**
- A. 2016 SR2S-AC Meeting Schedule** Sheila Ernst, STA
Pg. 73
- B. SR2S-AC Attendance Matrix** Sheila Ernst, STA
Pg. 73`

12. ADJOURNMENT

The next regular meeting of the SR2S-AC will be at **1:30 p.m.**, Wednesday, August 17, 2016 at the Solano Transportation Authority in Conference Room 1, located at One Harbor Center, Suite 130, Suisun City, CA 94585.

For questions regarding this agenda:

Please contact Sarah Fitzgerald at (707) 399-3219 or sfitzgerald@sta.ca.gov

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**SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
Draft Minutes of February 17, 2016**

1. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 1:30 p.m. in the STA Main Conference Room.

SR2S-AC Members

Present:

Jim Antone	Yolo-Solano Air Quality Management District
Robin Cox	Solano County Public Health
Ozzie Hilton	City of Vacaville, Public Works Department
Kevin McNamara	Pedestrian Advisory Committee Representative
Mitchell Romao	Vallejo City Unified School District
Mike Segala	Bicycle Advisory Committee
Jay Speck	Solano County Office of Education
Andrew White	City of Suisun City Police Department <i>(Arrived to the meeting at 1:55 p.m.)</i>
Garland Wong	City of Fairfield, Traffic Engineering

SR2S-AC Members

Absent:

Lt. Mike Greene	City of Benicia Police Department
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STA Staff Present:

Karin Bloesch	STA
Betsy Beavers	STA
Sheila Ernst	STA
Sarah Fitzgerald	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Melissa Nance	STA

Others Present:

Tracy Nachand	Solano County Public Health
Rachel Dula	FSUSD

2. INTRODUCTIONS

A quorum was confirmed.

3. APPROVAL OF AGENDA: February 17, 2016

Chair Antone asked for a motion to *move informational discussion agenda items 8.A and 8.B to the beginning of the agenda.*

With a motion from Michael Segala and a second from Kevin McNamara the SR2S-AC unanimously approved the agenda as amended *above in bold and italics.*
(8 Ayes, 2 Absent)

4. **OPPORTUNITY FOR PUBLIC COMMENT**

None.

5. **COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES**

6. **CONSENT CALENDAR - APPROVAL OF MEETING MINUTES**

Recommendation: Approve the SR2S-AC minutes of November 18, 2015.

On a motion from Robin Cox and a second from Jay Speck the SR2S-AC approved the November 18, 2015 meeting minutes. (6 Ayes, 2 Absent, 2 Abstained)

7. **ACTION ITEMS - FINANCIAL**

A. Public Safety Enforcement Grant Scope of Work/RFP

Sarah Fitzgerald provided an overview of the Public Safety Enforcement Grant Scope of Work/RFP. She explained that as part of the approved work scope for OBAG 1, Safe Routes to School Program Education Program, \$150,000 funding is included for enforcement activities. She stated that the third round of this grant program seeks to fund up to \$150,000 in best practice SR2S enforcement activities that can be replicated countywide, based on the success of the two previous enforcement grants. Ms. Fitzgerald outlined the goals and objectives for this round of the Enforcement Grant. She stated that individual jurisdictions may apply for a partial amount or up to the full amount of \$150,000 and that the deadline to submit a Letter of Interest to STA is April 7, 2016. Ms. Fitzgerald concluded that the scope of the grant will cover 2 school years 16/17 and 17/18 and that recommended projects will be presented to the STA Board (anticipated date of June 8, 2016) for award.

Recommendation:

Approve the following:

1. Forward a recommendation to the STA TAC and Board to authorize the Executive Director to release a request for letters of interest for the Public Safety Enforcement Grant – Round 3.
2. Forward a recommendation to the STA TAC and Board approve the Public Safety Enforcement Grant – Round 3 Scope of Work.
3. Forward a recommendation to the STA TAC and Board appoint two SR2S Advisory Committee representatives to serve on the evaluation committee.

Robin Cox proposed to *reduce some side-bar language, add a bullet addressing direct enforcement under goals and objectives, modify the checklist option layout, and indicate partnering or working with SR2S Staff defined as Solano Public Health and STA Program Staff to the scope.*

Jim Antone suggested *changing the name of the grant to “Public Safety Education and Enforcement Grant” to encourage additional activities other than just direct enforcement.*

Jim Antone volunteered to sit on the evaluation committee. Jim Antone recommended asking a member from a law enforcement agency that does not apply for the grant funding to sit on the evaluation committee.

The group discussed locations to get bicycle helmets.

With a motion from Andrew White and a second from Robin Cox the SR2S-AC unanimously approved the recommendations as amended above in ***bold and italics***. (9 Ayes, 1 Absent)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano County Local Streets and Roads Update

Daryl Halls provided a presentation on the Solano County Local Streets and Roads Update. He explained that three call town hall meetings were held to get feedback from the public on fixing and maintaining local roads by placing a half cent sales tax measure on the June 2016 ballot. He stated that 2,400 people participated and provided over 1,650 comments addressing 3 top priorities: potholes, road safety, and mobility for seniors. He stated that Solano County does not have a local funding source to address these issues which is the purpose of the measure. Mr. Halls provided an overview of the 2014 Solano County Pothole Report and addressed each city's road Pavement Condition Index (PCI) and the different treatments and costs to fix them. He outlined STA's Mobility Management programs and addressed government accountability, trust and oversight process.

Sarah Fitzgerald stated that she will send out a link to this PowerPoint presentation to the committee.

B. One Bay Area Grant (OBAG) 2 Update

Robert Macaulay provided an update on the One Bay Area Grant (OBAG) 2. He explained at our last meeting how MTC's policies for OBAG 2 will affect the SR2S program. Mr. Macaulay discussed further updates to OBAG 2 and the process by which STA will prioritize and recommend projects for funding. He explained that during OBAG 1, the Safe Routes to School Program was allocated \$1.256M for non-infrastructure activities and in addition, \$1.2M was allocated to 6 SR2S infrastructure projects. Mr. Macaulay concluded that for OBAG 2, non-infrastructure projects are eligible for funding but there will not be a set aside for these education, encouragement and enforcement activities.

STA staff will be bringing information obtained from other advisory committees regarding OBAG 2 priorities to this committee before the May meeting. The group discussed the possibility of a holding a special meeting to discuss the call for projects, needs, criteria and priorities before the meeting in May.

C. Solano County Public Health Narrative Report

Due to lack of time this item was not discussed but only provided in the packet for the committee for review.

D. SR2S Coordinator Updates

Due to lack of time this item was not discussed but only provided in the packet for the committee for review.

E. Active Transportation Program (ATP) Update

Sarah Fitzgerald provided a brief update on the Active Transportation Program (ATP). She explained that the ATP Cycle 3 Draft Guidelines and Application has been released by CTC and they are currently hosting four workshops to take comments regarding the Application and Grant process. She stated that STA staff has been attending these CTC workshops and monitoring proposed changes to the process. Ms. Fitzgerald concluded that since the SR2S program has two current rounds of ATP grants to implement, staff will not be submitting an application for Cycle 3; however, STA staff will provide technical assistance to any member agency that wishes to apply for the grant funds.

9. FUTURE AGENDA ITEMS AND MEMBER COMMENTS

- SR2S Program Funding (Sarah Fitzgerald)
- OBAG 2 (Bob Macaulay)
- Pedestrian and Bicycle Counters (Ryan Dodge)

10. INFORMATIONAL ITEMS – NO DISCUSSION

- A. 2016 SR2S-AC Meeting Schedule**
- B. Attendance Matrix**

11. ADJOURNMENT

The meeting was adjourned at 3:20 p.m. The next regularly scheduled meeting of the SR2S-AC will be May 18, 2016 at 1:30 p.m. in the STA Conference Room.



DATE: May 9, 2016
TO: SR2S Advisory Committee
FROM: Sarah Fitzgerald, Program Administrator
RE: Public Safety Education and Enforcement Grant – Round 3

Background:

The STA's Safe Routes to School (SR2S) program encourages students to walk and bike to school and supports these activities with education and encouragement events throughout the year. The program brings together city planners, traffic engineers, police, and public health experts to create safer, less congested routes to school. The STA also supports a variety of engineering and enforcement strategies. The main goal for SR2S enforcement strategies is to deter unsafe behaviors of drivers, pedestrians and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Enforcement is one of the complementary strategies that SR2S programs use to enable more children to walk and bicycle to school safely.

The first SR2S Public Safety Enforcement Grant was piloted in 2011 by the City of Suisun City and the City of Fairfield. Program tasks and activities in the pilot included: development of crossing guard training materials and DVD, bike rodeo instructional DVD, bike rodeo and event assistance and support, coordination with schools, and directed enforcement at schools.

The second round of SR2S Public Safety Enforcement Grants were awarded in 2014 to the City of Rio Vista and the City of Vacaville in the amounts of \$30,360 and \$60,000, respectively. The City of Rio Vista's activities included purchasing electronic portable speed and messaging boards, participating in International Walk to School Day, and attending school PTA meetings and assemblies regarding traffic safety. The City of Vacaville's tasks included updating the crossing guard manual and DVD, and directed enforcement around schools. Both enforcement grants will conclude at the end of this current school year.

At the February 16, 2016 meeting, this committee recommended to release a Request for Proposals for the third round of this grant. The scope of the grant will cover 2 school years 16/17 and 17/18. Applying agencies were asked to submit a letter of interest for an amount up to \$150,000 detailing how they would use to money to meet the objectives of the grant. Eligible activities include:

- Organize and facilitate public safety educational opportunities for parents and students to identify successful self-enforcement strategies and messaging.
- Support SR2S staff and parents with identifying and solving enforcement issues at schools in the SR2S Program.
- Implement strategies to measure effectiveness of enforcement program (e.g., pre/post surveys, and traffic counts, ticket data, speed data, etc.).
- Attend and encourage SR2S events (Walking School Bus, Walking Day, Bike Rodeos, etc.)

Also at the February 16, 2016 meeting, this committee appointed a subcommittee comprised of SR2S staff, SR2S-AC Chair Jim Antone and SR2S-AC enforcement representative Lt. Mike Green of the Benicia Police Department to review the letters of interest.

Discussion:

Letters of interest for the Education and Enforcement Grant, Round 3, were received by STA on April 7, 2016 from the City of Rio Vista Police Department (RVPD) for \$25,000 and from the Suisun City Police Department (SCPD) for \$125,000.

The letter of interest from RVPD included the following tasks that will be completed if awarded funding:

- Community Safety Fair: This will include staffing, equipment, coordination with multiple agencies concentrating on safety, include a bike rodeo, Bike Mobile for repairs of bicycles, purchase and provide traffic safety materials, helmet education and distribution
- Directed Enforcement during school drop off and pick up hours
- School Presentations/Rallies, Meeting with PTA groups, Officer Involvement in Walk to School day Events
- Printing Traffic Safety Flyers/Handouts
- Participate in Stakeholder Meetings

The letter of interest from SCPD included the following tasks that will be completed if awarded funding:

- Hire a School Safety Traffic Officer (SSTO) dedicated to the SR2S program to perform duties such as: attend SR2S events including Walk/Bike to School Days, Bike Rodeos, Safety Assemblies, attend coffee with principals meetings to discuss traffic safety, conduct safety presentations at back to school nights, and other appropriate events
- Participate in crossing guard training programs
- Directed enforcement during school drop off and pick up hours
- Produce a safe driver information campaign that could be replicated and shared with other jurisdictions
- Implement a bicycle safety helmet program, including a diversion program for students cited for not wearing a helmet

On April 14, 2016, the SR2S Advisory Enforcement Grant subcommittee met to review the letter of interest submitted. The subcommittee agreed to request that both agencies submit a formal proposal for the grant funding. The subcommittee requested that both agencies include the following additional information in their formal proposal:

RVPD

- Following the recent successful Pedestrian Decoy Operation at the crosswalk at Hwy. 12 and Gardiner Lane, would you consider conducting a second operation after the crosswalk improvements are complete and provide a before/after comparison?
- Please provide a statement describing how obtaining these grant funds will add to your existing enforcement efforts at DH White and Riverview Middle schools.
- Please include assisting the SR2S program with identifying and recruiting volunteers for a Walking School Bus.

SCPD

- Provide a statement describing how obtaining these grant funds will add to your existing enforcement efforts at schools throughout Suisun City.
- Provide the estimated number of safety assemblies and bike rodeos the Suisun City PD will deliver during the duration of this grant.
- Regarding the Safe Driver Flyer you propose to produce, the subcommittee would like you to consider expanding this effort to encompass a “Distracted Road User” education campaign, recognizing that distracted drivers, pedestrians and bicyclists can create traffic hazards.

The formal proposals from both agencies are attached. The proposals addressed the questions from the subcommittee.

Fiscal Impact:

STA will enter into funding agreements with successful applicants for a total amount not to exceed \$150,000 funded by One Bay Area Grant (OBAG) funds.

Recommendation:

Approve the following:

1. Forward a recommendation to the STA TAC and Board to authorize the STA Executive Director to enter into an agreement with the City of Rio Vista for \$25,000 for the Safe Routes to School Public Safety Education and Enforcement Grant – Round 3.
2. Forward a recommendation to the STA TAC and Board to authorize the STA Executive Director to enter into an agreement with the City of Suisun City for \$125,000 for the Safe Routes to School Public Safety Education and Enforcement Grant – Round 3.

Attachments:

- A. Proposal from City of Rio Vista Police Department
- B. City of Rio Vista Police Department Scope of Work
- C. Proposal from City of Suisun City Police Department
- D. City of Suisun City Police Department Scope of Work



50 POPPY HOUSE ROAD, RIO VISTA, CA 94571 | T: 707-374-6366 | F: 707-374-6217
GREGORY BOWMAN – CHIEF OF POLICE

May 5, 2016

Solano Transportation Authority
Attn: Judy Leaks, Rideshare and School Division Manager
1 Harbor Center Suite 130
Suisun City, CA 94585

Re: SR2S Public Safety Enforcement Grant – Formal Proposal
City of Rio Vista – Grant Funding, Fiscal Year 2016-2018

Ms. Leaks,

The City of Rio Vista submits this Formal Proposal to the Solano Transportation Authority (STA) Safe Routes 2 School Public Safety Enforcement Grant Program for consideration of grant funding in support of STA and City Objectives.

Solano Transportation Authority – Grant Formal Proposal
City of Rio Vista – Grant Funding, Fiscal Year 2016-2018

Project Title:	Public Safety Education and Enforcement Campaign
Project Applicant:	City of Rio Vista
Project Manager:	Julie Gorwood, Commander
Contact Info:	jgorwood@riovistapd.com 707-374-6366 Office 707-507-9268 Cell

Project Description and Purpose

The project proposal includes elements of Education and Enforcement, as well as the implementation of previously recommended traffic safety improvements:

- Increasing community awareness for pedestrian and bicycle safety;
- Encouraging more students to walk and ride bicycles;
- Facilitating a safe pedestrian and bicycle environment through education and enforcement efforts.

This project stems from previously identified needs to facilitate the safe travel of Rio Vista's youth in walking and biking to school. To that primary goal those previous assessments identified infrastructure upgrades necessary to ensure safety of our youth and to which the City of Rio Vista has struggled to identify funding to complete. Specifically this project hopes to achieve an increase in students riding/walking to school, a reduced perception of traffic-related concerns around the identified schools, and increased awareness of students and parents.

Partners

Such an endeavor cannot be successful based on the efforts of one agency or entity; the project(s) outlined in this proposal can only achieve success through the continued partnership of the City of Rio Vista and the River Delta Unified School District (RDUSD). These stakeholders communicate regularly and are committed to the necessary partnership to facilitate a safe commuting environment for Rio Vista's youth. If successful in this grant cycle we anticipate monthly stakeholder meetings to round-table and discuss observations, learning opportunities and identify adjustments to strategy in maximizing effectiveness.

We also envision at least two (2) parent meetings, held in conjunction with regularly scheduled school-calendared functions to provide educational material and personal availability to parents seeking clarification on the programs.

Scope of Work

As outlined in the original Letter of Interest our project will focus on Education, Enforcement, and past Project Implementation.

EDUCATION

- School Rallies – Working in conjunction with school staff the partners shall provide rallies/assemblies at D.H. White Elementary and Riverview Middle Schools within the first 60 days of the school year to educate and inform students on the core messages of bicycle/skateboard/pedestrian safety and the compliance with helmet laws.
- The hosting of the Annual Safety Fair, an multi-jurisdictional event designed to work with Safe Routes 2 School and local public safety agencies to provide a combined event focusing on pedestrian and bicycle safety, including a Bicycle Rodeo. This year we plan to include traffic safety component for our senior drivers. Since the largest segment of the City of Rio Vista's population is 55 and older, it is beneficial to provide traffic safety education directed at this demographic since they drive through the neighborhoods around the schools. Regular traffic safety education would not reach this population through normal information sharing through the schools.

ENFORCEMENT

- These efforts, as mentioned above will be tailored to:
 - o Enhance awareness through visibility and direct contact with students

- Provide visible deterrence to traffic violators through traditional enforcement efforts culled from applicable traffic counts/studies.
- Directed traffic safety enforcement and education operations during hours of school pick up and drop off times.

The enforcement efforts will be an ongoing project and will be re-evaluated periodically after examination of traffic data and stakeholder meetings.

STA Specific Comments

1. *Following the recent successful Pedestrian Decoy Operation at the crosswalk at Highway 12 and Gardiner Lane, would you consider conducting a second operation after the crosswalk improvements are complete and provide a before/after comparison?*
 - a. Staff will collect traffic data of all Pedestrian Decoy Operations conducted before the crosswalk improvements are complete in order to show the statistics before and after results.
 - b. It is anticipated that the improvements to the crosswalk will be completed by the end of summer 2016. Since the crosswalk at Highway 12 and Gardiner Way is the main concern for having their children walk or bike to school it will be beneficial to see if the improvements to the crosswalk has a measurable effect. As a part of our directed enforcement efforts during school drop off and pick up times, we plan to conduct at least two Pedestrian Decoy Operations per school year.
2. *Please provide a statement describing how obtaining these grant funds will add to your existing enforcement efforts at DH White and Riverview Middle School?*
 - a. The grant funds provided by the Safe Routes 2 School grant will enable the department to schedule the appropriate amount of staff to conduct targeted enforcement operations. Due to limited regular patrol staffing and no dedicated traffic enforcement unit, the funds will allow for these types of directed enforcement and operations to occur and be successful. Our last operation combined pedestrian crosswalk enforcement, bicycle helmet violation and distribution, plus school bus violation enforcement and education. The funds will also allow for parking enforcement to be conducted by our part-time community services officer during school pick-up times.
 - b. The funds will allow for the color printing of traffic safety materials to distribute to students and parents at both schools.
 - c. The funds will allow for patrol officers and CSO to participate in school rallies and assemblies. The success of the most recent rally at Riverview Middle school is a good example of the great interaction between law enforcement officers and students. It allowed for a creative and fun way to educate the importance of traffic safety through skits and interactive

participation. Jelly Belly packs of jelly beans as rewards for questions and answers increased participation and excitement from the students.

3. *Please include assisting the SR2S program with identifying and recruiting volunteers for Walking School Bus.*

- a. The Rio Vista Police Department wants to work in coordination with the SR2S program to find volunteers for the Walking School Bus program. With the assistance of our ViPS, we plan to identify volunteers from the community to make the program successful.

The City of Rio Vista looks forward to further participation in this beneficial program and the continued relationship toward furthering the safety of our community's youth.

Regards,

Julie C. Gorwood

Julie Gorwood
Police Commander

Evaluation

Submit a log of citations and/or verbal warnings from targeted enforcement efforts around the schools.

School surveys – SR2S staff requests hand tally surveys from all schools in Solano County every October and May. As part of this enforcement grant, Rio Vista Police Department will work with SR2S staff and Rio Vista schools to promote the hand tally survey in October and May to ensure participation.

General Guidelines

Inform SR2S staff of date and time of school visits, monthly or bi-monthly stakeholder meetings, Children’s Safety Fair and invite SR2S staff to participate and/or attend all events.

All flyers, printed materials and other materials developed as part of this grant, must be approved by SR2S staff. All materials must include the SR2S logo.



Task A.		Community Safety Fair	
Community Safety Fair: This will include staffing, equipment, coordination with multiple agencies concentrating on safety, purchase and provide traffic safety materials, helmet education and distribution. Work with S2S2 to include a bike rodeo and the Bike Mobile for repairs of bicycles.			
Staff Time (hours)		60	3,600
Materials			3,400
Total Task A			\$7,000
Task B.		School Presentations and Parent Education & Traffic Safety Flyers	
School Presentations/Rallies, Meeting with PTA groups, Officer Involvement in Walk to School Day Events. Assist SR2S program in recruiting volunteers for a Walking School Bus. Provide a minimum of one school presentation at DH White and Riverview Middle.			
Staff Time	23 hours		\$1400
Materials/Printing	\$300/per year		\$600
Total Task B			\$2,000.00
Task C.		Stakeholder round-table meetings (monthly or bi-monthly)	
Invite Safe Routes to School staff to these meetings to discuss observations, learning opportunities and identify adjustments to strategy.			
Staff Time (hours)		14 hours	\$800
Materials			\$200
Total Task C			\$1,000.00
Task D.		Direct Enforcement Before and After School	
Include a pedestrian decoy operation (identical to the operation that occurred in Spring 2016) after the Highway 12 and Gardiner Way Crosswalk Improvement Project is complete and provide a before/after comparison.			
Staff Time (hours)		220 Hours	\$13,400
Materials/Printing			\$600
Safety Equipment			\$1,000
Total Task D			\$15,000.00
Total Enforcement Grant funds requested			\$25,000.00

Staff time will be reimbursed up to \$60/hr, including salary, overtime and benefits

The Suisun City Police Department

*Solano Transportation Authority
Safe Routes to School (SR2S) Solano County*

Safe Routes to School Public Safety Education and Enforcement Grant Proposal

“Come walk and bike with us!”



2016

PROJECT INFORMATION

Project Title: Solano County Safe Routes to School (SR2S) Education and Enforcement Initiative

Applicant: Suisun City Police Department
701 Civic Center Blvd.
Suisun City, CA 94585

Project Manager: Andrew White, Commander
Suisun City Police Department
707-421-7383 (office)
707-422-8074 (fax)
awhite@suisun.com

Other Contacts: Daniel Healy, Sergeant, Special Operations
Suisun City Police Department
707-421-6684 (office)
707-422-8074 (fax)
dhealy@suisun.com

PROJECT NARRATIVE

BACKGROUND & PROBLEM STATEMENT

A successful Safe Routes to School (SR2S) program is a sustained effort that involves bringing the right mix of people together, identifying critical issues, and finding ways to improve walking and bicycling conditions. SR2S programs can improve safety not just for children, but for a community of pedestrians and bicyclists. In Solano County, this program was launched in 2008 and has now expanded to include all schools in the County. According to the National Center for Safe Routes to School Program, enforcement activities by Public Safety Agencies can help to change unsafe behaviors of drivers, bicyclists, and pedestrians and is a complementary strategy in any innovative SR2S program. Furthermore, SR2S enforcement does not just involve police officers; many different community members must take part including students, parents, school personnel, and adult school crossing guards. *A collaborative “best practice” enforcement program shared by all Solano County Public Safety Agencies would significantly impact the success of the SR2S program in the County.*

NEED STATEMENT

The California Department of Education states, “Thirty years ago, more than 60 percent of all California children walked to school.” Walking or biking to school gives children a sense of freedom and responsibility, provides exercise, curbs childhood obesity rates, and provides children the opportunity to arrive at school alert, refreshed, and ready to start their day.

The funding from this program is needed to increase the number of children walking and biking safely to school, reduce traffic congestion and unsafe driving habits around schools and increase students’ physical activity. The most frequent complaint received by the police department about local schools is unsafe traffic conditions jeopardizing children walking and bicycling to school. In the absence of this funding, we must utilize limited patrol resources to conduct enforcement and we are restricted in our ability to conduct educational outreach.

PROGRAM DESCRIPTION

The Suisun City Police Department will implement a SR2S program to satisfy the goals and objectives of the grant. The program will run for a two-year period and involve a high degree of collaboration between the police department, the Fairfield-Suisun Unified School District, Solano County Public Health and the Solano County Transportation Authority, Safe Routes to School.

The Suisun City Police Department will fund a full-time School Safety Traffic Officer (SSTO), who is dedicated to SR2S efforts. The Fairfield-Suisun Unified School District will support the SR2S efforts under this grant by providing office space at Crescent Elementary School and a financial contribution to the overall project cost in exchange for the enhanced enforcement and education services.

METHODOLOGY

Encouragement Activities

The SSTO will attend SR2S related encouragement activities, including Walk to School Day Events, Walking School Bus/Walking Day Launch, Bike Rodeo Community Events and Coffee with the Principal meetings to discuss traffic safety issues.

Enforcement Activities

The SSTO and our SRO will attend Back to School nights to conduct traffic safety presentations, support crossing guard programs and participate in a local training session.

The SSTO will patrol the schools within Suisun City before and after school. The primary purpose is to reinforce the education provided to students with regards to safe travel to and from school. This includes enforcement of the mandatory helmet law as well as safe walking and biking.

The SSTO also will enforce parking regulations around the schools. This is essential to ensuring crosswalks are available for students to use and children are being picked up and dropped off at proper locations.

The SSTO will also coordinate their efforts with our School Resource Officer (police officer) to provide enforcement related to moving violations and other more serious violations that must be handled by a sworn peace officer. Under the grant, our SSTO will provide diversion classes for juveniles cited for not wearing a bicycle helmet. Under the program, cited juveniles (first time offenders) are offered the option of attending a bicycle helmet safety class in lieu of appearing in Juvenile Court.

Our SSO will also work with the SRO and other patrol resources, including overtime resources, to conduct targeted enforcement for walking and bicycling right of way violations, such as vehicles not yielding and vehicles running stop signs and traffic signals.

We will track all activity related to enforcement and report it to the SR2S program.

Educational Activities

We will work closely with STA and the schools to provide educational opportunities for both parents and students. These programs are diverse and include in-class presentations, assembly presentations, bicycle rodeos and morning announcements. We will extend the reach of these events by providing educational programs at City and other public events, where appropriate. In order to maximize our effectiveness, we will make use of STA's assets including the bicycle rodeo trailer and handout material.

We will seek to produce a safe driver flyer/handout for driver safety around the schools. This effort will also encompass a "Distracted Road User" campaign, recognizing that distracted drivers, pedestrians *and* bicyclists can create traffic hazards. This will be shared with any other interested agencies in the county and be customizable for their jurisdictional needs/issues.

SCOPE OF WORK AND SCHEDULE

1. See attachment.

LETTER OF INTEREST RESPONSE

1. Provide a statement describing how obtaining these grant funds will add to your existing enforcement efforts at schools throughout Suisun City.

The grant funds will fund an SSTO who is dedicated to conducting bicycle helmet enforcement and parking enforcement in and around the schools. In the absence of this funding, we do not have a dedicated resource to conducting this enforcement.

In our experience, many of the violations around the schools that jeopardize student safety are non-moving violations related to double-parking, parking in crosswalks, etc. For more serious moving violations, the SSTO will work with the SRO to conduct targeted enforcement. This enforcement will include special operations, such as crosswalk right of way violations around the schools as well as on the routes to school.

We will also utilize a portion of the funding for officer overtime to conduct directed traffic enforcement around the schools as well as the routes to the schools.

Finally, we believe that the education the SSTO will provide will encourage safe driving, bicycling and walking patterns **before** a violation occurs.

2. Provide the estimated number of safety assemblies and bike rodeos that Suisun City PD will deliver during the duration of this grant.
3. Regarding the Safe Driver Flyer you propose to produce, the subcommittee would like you to consider expanding this effort to encompass a “Distracted Road User” education campaign, recognizing that distracted drivers, pedestrians and bicyclists can create traffic hazards.

This has been incorporated into our methodology.

4. The requested form is attached to this proposal.

EVALUATION METHODOLOGY

The SSTO will work with our volunteer staff to conduct tally counts and also encourage the schools to participate in these surveys. We believe we can leverage our strong working relationship with the schools to obtain their buy-in for these evaluations as well as to obtain strong participation with all of our initiatives under this grant. Based upon past experience, we will ensure our efforts are coordinated with other ongoing data collection/evaluation efforts to prevent unnecessary duplication and/or reduced participation.

School and Community Events

We will track the number of participants reached through school activities and community events.

Direct Enforcement Activity

We will track enforcement activity by date and location. We will track the type of citations issued as well as warnings given. This information will be summarized into a report.

Monthly and Annual Report

We will internally collect a monthly activity report from the SSTO. We will also extract enforcement activity information from the SRO's existing monthly activity report. This information will be made available to STA.

We will prepare an annual report of our efforts and accomplishments in our SR2S program for submittal to the SR2S Program Administrator. Additionally, at the conclusion of the grant period, we will submit a final report of results and recommended best practices.

BUDGET AND BUDGET NARRATIVE

INTRODUCTION

The Suisun City Police Department is applying for a grant award of \$125,000 through the Safe Routes to School Public Safety Enforcement Grant.

BUDGET

The following sections outline the expenditures for each budget area. All costs are best estimates with available information at the time.

PERSONNEL COSTS		
City of Suisun City		
Position	Computation	Cost
School Safety Traffic Officer	\$36,665/yr x 2 years	\$73,330
School Safety Traffic Officer OT	\$1,527/yr x 2 years	\$3,054
Police Officer Overtime	\$67/hr x188 hours	\$12,596
Total Personnel Costs		\$88,980

FRINGE BENEFITS		
City of Suisun City		
Position	Computation	Cost
School Safety Traffic Officer	\$18,010/yr x 2 years	\$36,020
Total Fringe Benefits		\$36,020

OTHER COSTS		
City of Suisun City		
Item	Computation	Cost
Vehicle Lease for SSTO	\$500/mo x 24 months	\$12,000
Total Other Costs		\$12,000

BUDGET SUMMARY

BUDGET SUMMARY	
Public Safety Enforcement Grant	
Category	Amount
Personnel	\$88,980
Fringe Benefits	\$36,020
Travel	\$0
Equipment	\$0
Supplies	\$0
Construction	\$0
Consultants/Contracts	\$0
Other	\$12,000
Other Contributions by FSUSD	-\$12,000
Total Grant Reimbursable Costs	\$125,000

BUDGET NARRATIVE

Suisun City Police Department

Total: \$125,000

School Safety Traffic Officer

\$73,330

This request will fund a full-time School Safety Traffic Officer (SSTO) for two-years. The SSTO will serve as the coordinator for the educational components of the grant and also conduct the project effectiveness evaluation. This request funds the costs associated with the continued leasing of a vehicle for use by the SSTO to travel from site to site.

Personnel:	\$76,384
>Regular Time	\$73,330
>Overtime	\$3,054
Benefits:	\$36,020
Other:	
>Vehicle Lease	\$12,000

Police Officer Overtime

\$12,596

This request will fund overtime for officers to conduct directed traffic enforcement related to this grant program.

Personnel:	\$12,596
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Staff time will be reimbursed up to actual incurred costs, including salary, overtime and benefits, not to exceed the total grant funded amount.

Evaluation

Submit a log of citations and/or verbal warnings from targeted enforcement efforts around the schools.

Submit a log of the number of participants in the helmet diversion program.

Distracted Road Users Campaign Flyers: Include a quiz question at the bottom of the flyer. Respondents can send in their answer and can be included into a prize drawing. Submit the number of people who entered into the prize drawing.

School surveys – SR2S staff requests hand tally surveys from all schools in Solano County every October and May. As part of this enforcement grant, the City of Suisun City will work with SR2S staff and Suisun City schools to promote the hand tally survey in October and May to ensure participation.

General Guidelines

Inform SR2S staff of date and time of school visits and invite SR2S staff to participate and/or attend all events.

All flyers, printed materials and other materials developed as part of this grant, must be approved by SR2S staff. All materials must include the SR2S logo



Task A.	Education & Encouragement Activities	
Walk to School Day Events, Walking School Bus/Walking Day Launch, Bike Rodeo Community Events and Coffee with the Principal meetings to discuss traffic safety issues. Provide educational opportunities for both parents and students. These programs are diverse and include in-class presentations, assembly presentations, bicycle rodeos and morning announcements. Provide educational programs at city and other public events, where appropriate. To maximize effectiveness, make use of STA's bicycle rodeo trailer and handout material.		
Assemblies: 4 (1 per school) x 2 years = 8 Bicycle Rodeos: 3 (1 per school) x 2 years = 6		
Staff Time (hours)	2621	
Materials/Printing		
Safety Equipment		
Total Task A	2621	

Task B.	Distracted Road User Education Campaign	
Recognizing traffic hazards caused by distracted drivers, pedestrians and bicyclists, produce a safe road user flyer/handout for driver, pedestrian and bicyclist safety around the schools. This will be shared with other agencies in the county and be customizable for their jurisdictional needs/issues.		
Staff Time	166	
Materials/Printing		
Total Task B	166	

Task C.	Helmet Diversion Program	
The School Safety Traffic Officer (SSTO) will provide diversion classes for juveniles cited for not wearing a bicycle helmet. Under the program, cited juveniles (first time offenders) are offered the option of attending a bicycle helmet safety class in lieu of appearing in Juvenile Court.		
Staff Time (hours)	208	
Materials/Printing		
Total Task C	208	

Task D.	Directed Enforcement Before and After School	
Staff Time (hours)	1128	
Total Task D	1128	

Task G.	Project Evaluation	
Staff Time (hours)	125	
Total Task G	125	

Total Enforcement Grant funds		\$125,000
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DATE: May 11, 2016
TO: STA SR2S Committee
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Project Performance Assessment

Background:

The Regional Transportation Plan (RTP) is the long-range planning document developed and adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG). The RTP is guided by both federal and state requirements. The most important of the later is SB 375, which requires the development of a Sustainable Communities Strategy (SCS) that achieves two goals: reduction in the emissions of Greenhouse Gases (GHGs) emitted by cars and light trucks, and construction of adequate housing.

In addition to the 2 required goals established by SB 375, MTC has adopted 11 additional goals. These range from supporting healthy and safe communities to preserving agricultural and open space lands to reducing the impacts of transportation projects on communities of concern.

Discussion:

The current RTP/SCS, Plan Bay Area, was adopted in 2013, and is now being updated. As a part of the update, MTC is assessing all projects that are a) not fully funded, and b) have a project cost of greater than \$100 million. The assessment is two-fold:

- A quantitative Benefit to Cost (BC) ratio
- A qualitative Target assessment

The initial MTC assessment scores for projects in Solano County are provided in Attachment A. On March 30, 2016, STA transmitted a letter expressing concerns about this assessment to MTC and underlining the benefits of both projects (See Attachment B). The focus of STA's comments pertain to the I-80/I-680/SR 12 Interchange and SolanoExpress Bus Service.

MTC staff prepared an updated assessment for the MTC Commission workshop on April 28th. The Target Assessment for the I-80/I-680/SR 12 Interchange was raised from 1.0 to 2.5, an improvement of 1.5 points. The BC assessment of the interchange project was not changed, and remains at 0.2.

On May 10, 2016, STA sent a memo to MTC Executive Director Steve Heminger further detailing ST A's concerns with the assessment of the I-80/I-680/SR 12 Interchange, and asking for an amendment to the BC rating. As of this date, STA has not received a reply from MTC. STA staff is therefore asking advisory committees such as the SR2S Committee to convey their support to MTC of the I-80/I-680/SR 12 Interchange project based on the SR2S improvements.

The I-80/I-680/SR 12 Interchange project has a number of features that will improve safety and encourage healthy access to schools in the Green Valley and Cordelia area. All of these improvements are shown in attachment D. The current construction project is shown on the first page, labeled Package One Construction. The most important of these improvements are the new

class one and class two bicycle and pedestrian facilities on the Green Valley Road overcrossing (currently under construction) and the associated pathways along Lopes and Red Top Roads that connect to the Green Valley Road overcrossing. All of these changes directly support safe and healthy bicycle access to Rodriguez high school.

There are a number of other bicycle and pedestrian improvements in the I-80/I-680/SR 12 Interchange project, and they support safe access to both Rodrigues high school and Green Valley middle school. There are also improvements to surface streets that will make driving activities safer for those who are in cars.

In addition to improve access to local schools, the I-80/I-680/SR 12 Interchange project also includes connections to the county and regional bike network. These include provides vital links to the class two facility through Jamison Canyon that connects Fairfield and the Suisun Valley PCA to Napa County, and better connections for four regional bike facilities – North Connector, Solano Bikeway (McGary Road), Lopes Road and Jameson Canyon. All of these improvements make it more likely that local residents, including those who are school age, will bicycle recreationally on a regular basis. This not only has its own independent health benefits, but also makes it more likely that students will bicycle or walk to school.

STA staff is requesting the SR2S committee consider sending a letter asking MTC to amend the RTP project assessment for the I-80/I-680/SR 12 Interchange to more accurately capture the active transportation and health benefits that the project will provide.

Fiscal Impact:

Fiscal impact to be determined. If the interchange project is not included in the RTP, it would be ineligible for Federal, State or regional funding. If the express bus project is not included in the RTP, STA and the member agencies would need to examine funding options. The fiscal impact of this is unknown, but could be significant.

Recommendation:

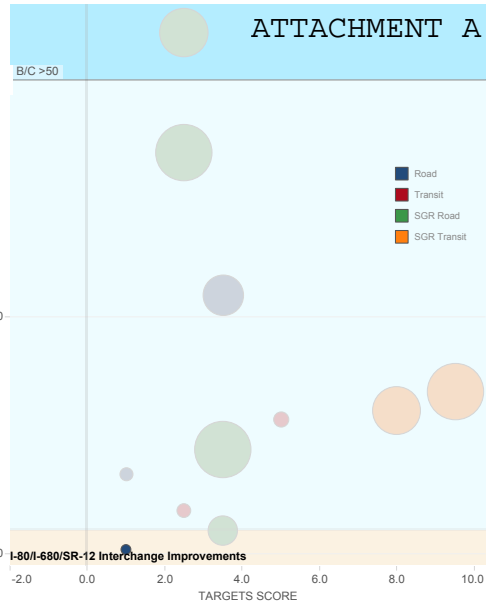
Approve forwarding a letter to MTC from the SR2S Committee supporting STA’s requested changes to the RTP Performance Evaluation for the I-80/I-680/SR 12 Interchange as specified to address the benefits of the project pertaining to and active transportation and SR2S.

Attachments:

- A. MTC Project Assessments – March 2016
- B. STA Letter to MTC – March 30, 2016
- C. STA Memo to MTC – May 10, 2016
- D. Bicycle and Pedestrian Improvements in the I-80/I-680/SR 12 Interchange by construction package

County Solano

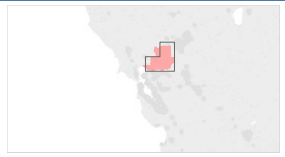
	B/C RATIO	TARGETS SCORE
1503 Highway Pavement Maintenance (Ideal Conditions vs. Preserve Condi..	>50	2.5
1502 Highway Pavement Maintenance (Preserve Conditions vs. No Funding)	17	2.5
1301 Columbus Day Initiative	11	3.5
1651 Public Transit Maintenance - Rail Operators..	7	9.5
1650 Public Transit Maintenance - Bus Operators..	6	8.0
1203 Vallejo-San Francisco + Richmond-San Francisco Ferry Freq..	6	5.0
1403 Local Streets and Roads Maintenance (Preserve Conditions vs. No Funding)	4	3.5
605 Jepson Parkway (Fairfield to Vacaville)	3	1.0
604 Solano County Express Bus Network	2	2.5
1413 Local Streets and Roads Maintenance (Preserve Conditions vs. Local Fund..	1	3.5
601 I-80/I-680/SR-12 Interchange Improvements	0.2	1.0
1407 Local Streets and Roads Maintenance (Ideal Conditions vs. Preserve Condi..	TBD	3.5



ATTACHMENT A

SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

601
I-80/I-680/SR-12 Interchange Improvements
B/C: 0.2 Targets Score: 1.0



BENEFIT - COST ASSESSMENT
(monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT	ANNUAL COST	CAPITAL COST	NET O+M COST
\$5M	\$32M	\$567M	\$16M

Annual Benefit	TRAVEL TIME + COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$5.1M	\$13.0M	(\$0.5M)	(\$0.5M)	(\$0.1M)	\$0.0M	(\$1.3M)	(\$5.5M)	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection	Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Equitable Access			Economic Vitality			Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13
1.0	MODERATE ADVERSE	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MODERATE SUPPORT	MODERATE ADVERSE	MINIMAL IMPACT	MINIMAL IMPACT

CONFIDENCE ASSESSMENT

Travel Model Accuracy	Framework Completeness	Timeframe Inclusiveness
▲	✓	✓

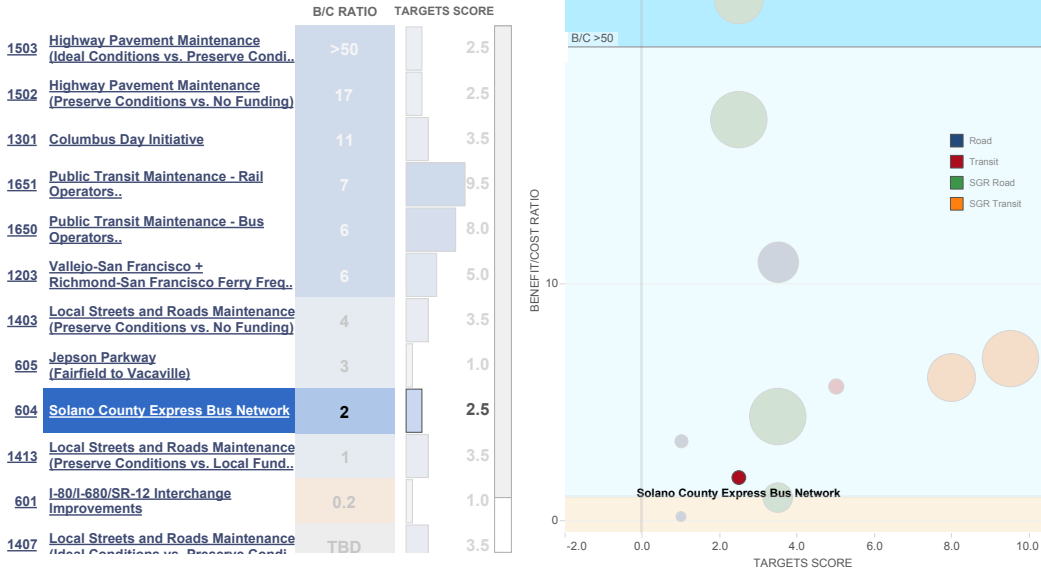
The model does not explicitly represent weaving (thus ignoring the benefits of longer weaving sections), acceleration or deceleration behavior, or queue spillback.

EQUITY ASSESSMENT

Equity Targets Score	Serves Community of Concern
1.5	Yes

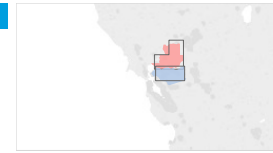
For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map

County Solano



SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

604
Solano County Express Bus Network
B/C: 2 Targets Score: 2.5



BENEFIT - COST ASSESSMENT

(monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT \$21M **ANNUAL COST** \$12M **CAPITAL COST** \$125M **NET O+M COST** \$48M

Annual Benefit	TRAVEL TIME + COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$21.2M	\$11.9M	\$1.5M	\$0.3M	\$0.2M	\$0.0M	\$1.8M	\$5.4M	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection	Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Equitable Access			Economic Vitality			Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13
2.5	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT

CONFIDENCE ASSESSMENT

Travel Model Accuracy Framework Completeness Timeframe Inclusiveness

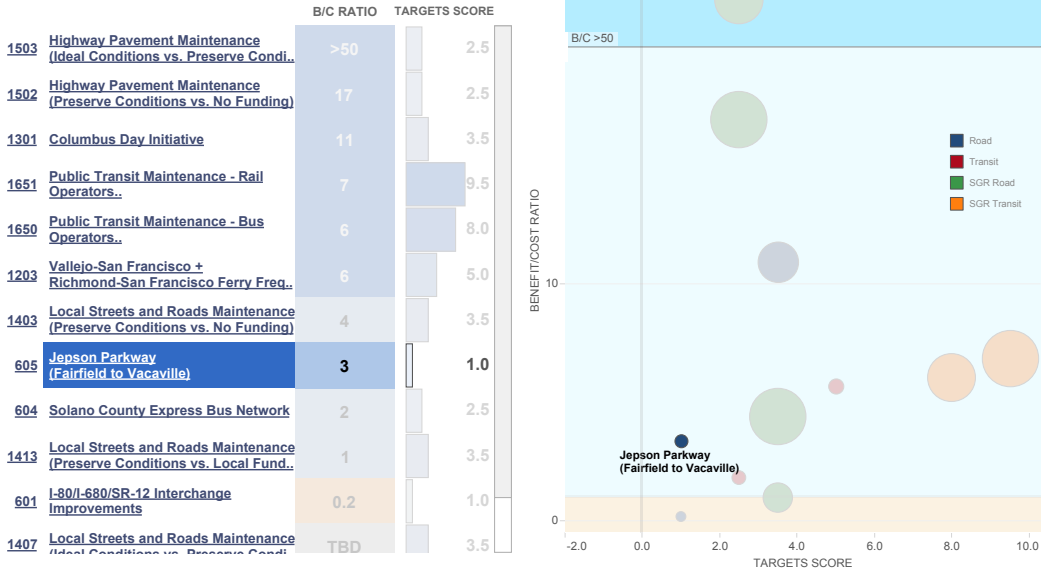
✓ ✓ ▲
Bus frequency projects can be implemented quickly for near-term benefits.

EQUITY ASSESSMENT

Equity Targets Score Serves Community of Concern

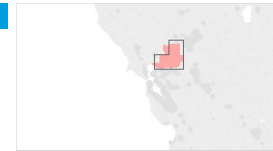
1.5 Yes
For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map

County Solano



SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

605
Jepson Parkway
(Fairfield to Vacaville)
B/C: 3 Targets Score: 1.0



BENEFIT - COST ASSESSMENT

(monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT \$17M **ANNUAL COST** \$5M **CAPITAL COST** \$84M **NET O+M COST** \$18M

Annual Benefit	TRAVEL TIME + COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$17.1M	\$4.4M	\$0.9M	(\$0.1M)	\$0.0M	\$0.0M	\$4.8M	\$7.0M	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection				Adequate Housing			Healthy + Safe Communities		Open Space + Agricultural Preservation			Equitable Access		Economic Vitality			Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13							
1.0	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE ADVERSE	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT							

CONFIDENCE ASSESSMENT

Travel Model Accuracy Framework Completeness Timeframe Inclusiveness



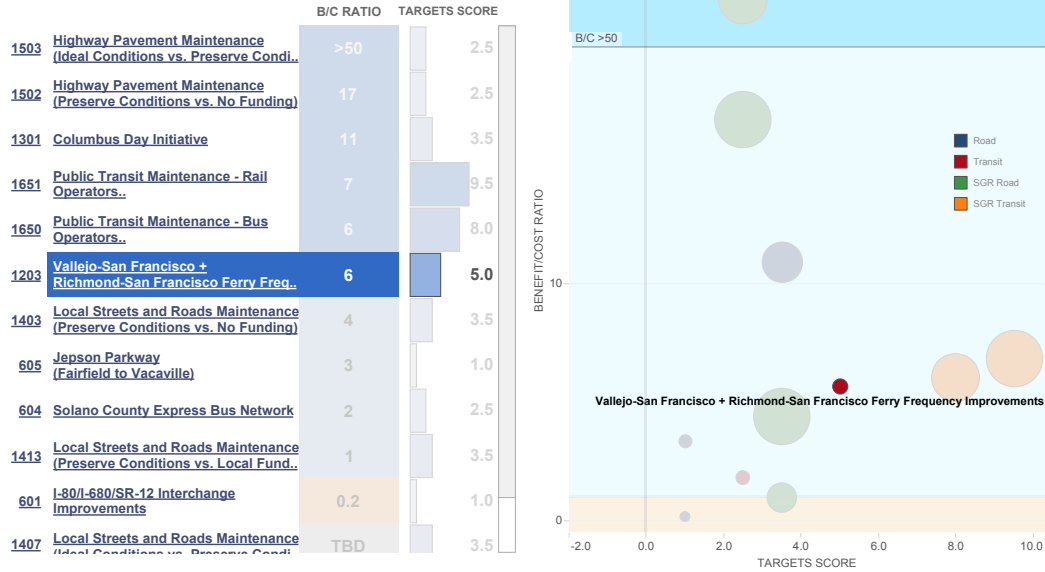
EQUITY ASSESSMENT

Equity Targets Score Serves Community of Concern

1.0 **Yes**

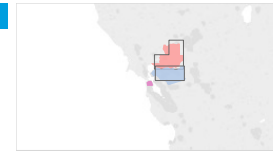
For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map

County Solano



SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

1203
Vallejo-San Francisco + Richmond-San Francisco Ferry Frequency Improvements
B/C: 6 Targets Score: 5.0



BENEFIT - COST ASSESSMENT
(monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT \$29M **ANNUAL COST** \$5M **Capital Cost** \$40M **O+M Cost** \$134M

Annual Benefit	TRAVEL TIME + COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$29.2M	\$16.3M	\$0.3M	\$0.0M	\$0.1M	\$0.0M	\$0.9M	\$11.6M	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection				Adequate Housing			Healthy + Safe Communities		Open Space + Agricultural Preservation		Equitable Access		Economic Vitality			Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13						
5.0	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	STRONG SUPPORT	STRONG SUPPORT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT						

CONFIDENCE ASSESSMENT

Travel Model Accuracy Framework Completeness Timeframe Inclusiveness



Due to the project's smaller size, the travel model may not accurately estimate its benefits relative to the regional scale of the model. Ferry frequency improvements can be implemented quickly for near-term benefits.

EQUITY ASSESSMENT

Equity Targets Score Serves Community of Concern

3.0 **Yes**

For a map of all projects and their relationship to Communities of Concern, please refer to the Equity Map



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

March 30, 2016

Sent Via Electronic and US Mail

Page 1 of 5

Ken Kirkey
 Planning Director
 Metropolitan Transportation Commission (MTC)
 101 Eight Street
 Oakland, CA 94607

RE: Plan Bay Area Project Assessment for Solano County

Dear Mr. Kirkey:

STA has significant concerns about how two Solano County projects are rated; the I-80/I-680/SR-12 Interchange and the SolanoExpress Bus service frequency changes. Detailed comments on each of these projects are provided below. We request that MTC staff give serious consideration to the issues raised, and adjust the assessment and scores of these projects prior to their presentation at the MTC Planning Committee meeting of April 8th, 2016.

MTC released its draft of the Plan Bay Area project assessment for the Partnership Technical Advisory Committee meeting of March 18th, 2016. STA staff, along with Contra Costa and Napa County staff, were given access to the project assessment website on the late afternoon of Wednesday, March 16th, 2016, and received a briefing on the results the morning of Thursday, March 17th, 2016.

As you know, each project's performance assessment is broken into two components by your staff: a benefit to cost (the BC ratio) calculation, and a performance target assessment score. The benefit to cost ratio is calculated using both CMA provided data and MTC's assessment of project capital and operating costs. There are three broad categories for the BC ratio. These are travel time and cost savings, air pollution, and health and safety. A more detailed discussion of how the benefit-cost assessment is performed has been provided by your staff.

The target assessment is based on 13 qualitative performance targets approved by MTC. For the original Plan Bay Area, there were only 10 targets. Projects can be assessed anywhere from -1.0 to +1.0 for each target. Again, more detailed discussion of how assessment was provided by your staff.

Project #1 – the I-80/I-680/SR 12 interchange. Benefit to cost ratio of 0.2, target assessment of 1.0.

- The interchange was rated with a total annual benefit of \$5.1 million.
 - This benefit arose entirely from reduced travel time and cost \$13.1 million).
 - The project had numerous costs associated with it, including increased vehicle ownership (- \$0.5 million), increased greenhouse gas (GHG) emissions (- \$0.5 million), increased particulate matter (PM) emissions (- \$0.1 million), and most significantly, an increase in collisions (- \$1.3 million) and a decrease in physical activity (- \$5.5 million). These costs are called a counterpoint to the benefit of decreased travel time. The Plan Bay Area assessment and MTC's model assume that reduced travel time will result in higher rates of vehicle ownership, which

result in more vehicle trips and higher Vehicle Miles Traveled (VMT). The higher VMT directly translates into higher GHG and PM emissions. The model also assumes more VMT automatically results in more collisions. MTC acknowledges that the model cannot capture changes in weaving behavior, changes to acceleration and deceleration patterns or the results of fewer queuing vehicles at the revised interchange. All three of these changes would result in a positive impact to collisions and safety, rather than the negative impact assigned by MTC's model.

The model and project assessment also assumes that making vehicle trips easier will reduce the number of people who walk or bicycle to mass transit such as SolanoExpress buses. MTC staff has stated that they believe suburban residents, such as those in Solano County, who would get in a car and drive to an express bus facility such as the Fairfield Transportation Center, would instead remain in their car and drive the remaining distance to an employment location in the Bay Area. It is therefore your assessment that reduced congestion in the interchange will result in fewer, rather than more, ridership on SolanoExpress buses.

STA believes this assessment is fundamentally flawed. We have found that Solano commuters are very willing to take carpool, vanpool and express bus trips when those trips have a reliable time, a convenient schedule, and start and end at appropriate locations. Two of the three express bus major transportation centers in Solano County are located on the northeast side of the interchange. Reducing congestion in the interchange and expansion of the Bay Area Express Lane network through Solano County will have a positive impact on all forms of transit usage in Solano County traveling through this interchange.

- The interchange target assessment had four areas ranked as moderate support (+0.5 each) and two rated as moderate averse (-0.5 each).
 - The positive assessments were for reducing total housing and transportation costs, improving access to jobs, job creation and goods movement. Since the interchange is listed as a priority project in national, state and regional goods movement plans, STA believe that the jobs creation and goods movement scores should both be strongly supports (+ 1.0 points each).
 - The adverse assessments were for climate protection due to increased GHG emissions, and non-auto mode share. The recognized inability of MTC's model to account for improved weave movement and reduced vehicle queuing results in the project not receiving a moderate support rating for safety. The assessment also does not account for the improved bicycle access that is a key component of the project. This bicycle access is both local and regional. Locally, the project provides access at several points across Interstate 80. There is a Safe Routes to Schools benefit as well as providing all the regular benefits that come from an expanded local bicycle network connecting to a local high school and middle school. Finally, the project provides connection from the Solano County bicycle network to SR 12 Jameson Canyon, thereby connecting Solano and Napa County's bicycle networks.

- Overall, MTC's assessment of the interchange has a number of important errors. The first is the benefit-cost assessment, where it is unable to account for the safety benefit from improved weave movements and reduced collisions due to shorter or eliminated vehicle to queues. The assessment also calculates lower physical activity due to an assumption of lower transit usage, and does not capture the significant improvement in local and regional bicycle connectivity. If the collision and physical activity ratings were put at neutral, the benefit to cost ratio would improve to 2.9.

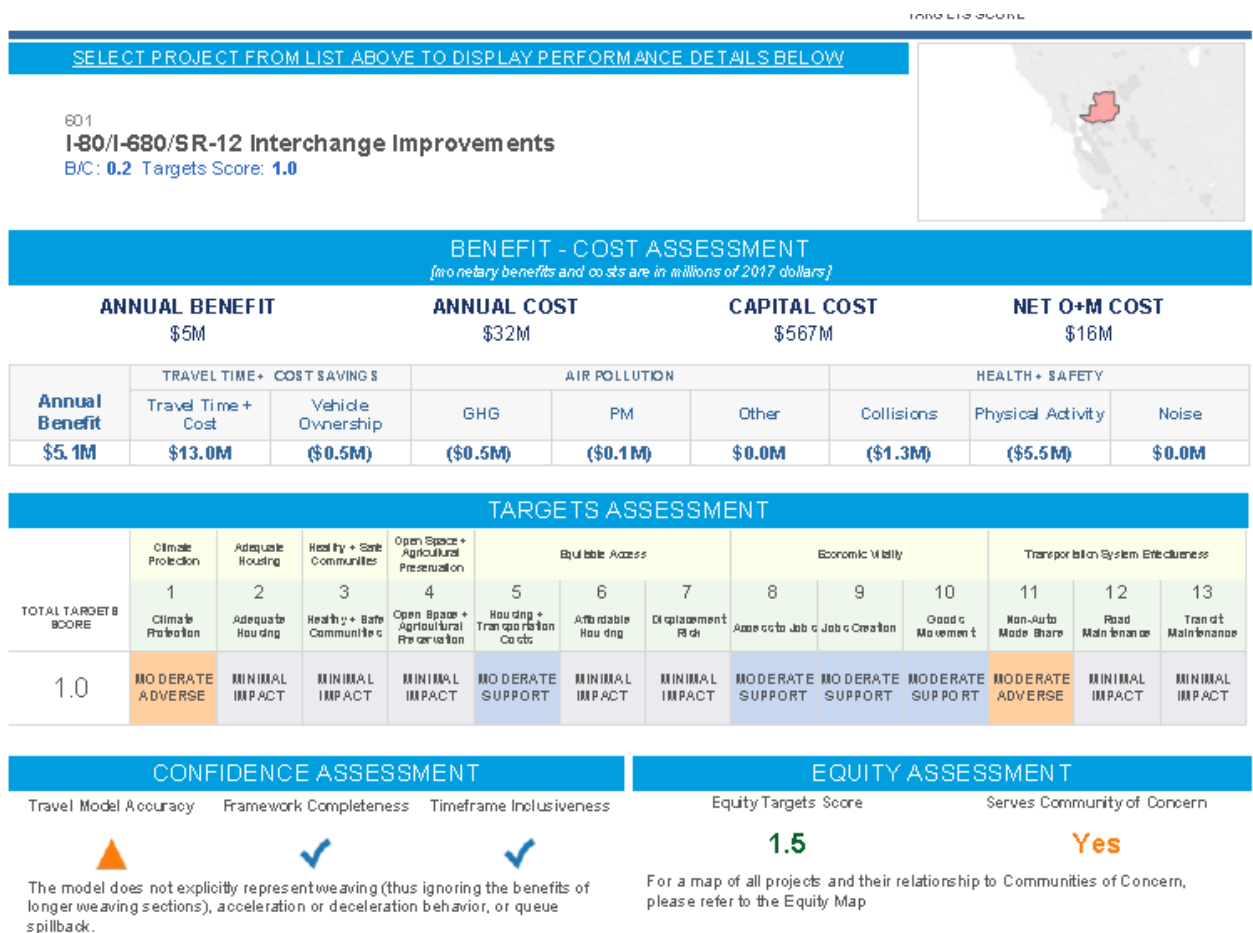
Similarly, in the target assessment, the healthy and safe communities should be upgraded from minimal impact to moderate support due to the bicycle and Safe Routes to School benefits noted previously. Noting the interchange's importance in the national, state and regional goods movement plans, the project should be listed as strong support for goods movement. These two changes would move the target assessment to a positive 2.0.

Project #2 – Solano County Express Bus Network. Benefit-cost rating positive 2.0. Target assessment positive 2.5.

- The project is given a total annual benefit of \$21 million. The BC assessment is a + 2.0.
 - Annual benefit (+ \$21.2 million) comes from reduced travel time and vehicle ownership, reduced air emissions (both GHG and PM), reduce collisions and increased physical activity. In addition, MTC states that bus frequency projects can be implemented quickly for near-term benefits. This is a positive impact of this project
 - There are no negative ratings for the project. The annual operating cost is \$12 million.
 - The costs that offset the annual benefit are all due to operational expenses. MTC's assessment does not note that the Interchange project is key to the express bus network improvements. That is why the Interchange has a negative assessment on collisions and physical activity, but the bus improvements have positive ratings in the same categories.
- The target assessment is positive 2.5.
 - Moderate support is given in five categories: they are climate protection, healthy and safe communities, access to jobs, job creation and non-auto mode share. The job creation benefits are direct impact from the project, rather than permanent jobs in the nearby community.
 - There are no negative impacts associated with the project.

- As noted above, STA believes that MTC staff assessment of the increase in suburban ridership on express buses, and the overall importance of express bus service in reducing GHG emissions, is understated. Commuter trips from Solano County are some of the longest in the bay area. GHG emissions are a direct result of the length of the trip, whereas particulate matter and other criteria pollutants are as much a result of whether the engine is started in the first place as the length of the trip. The SolanoExpress bus service improvements are designed to make the system more fiscally efficient and to increase ridership. The latter will clearly result in lower air emissions.

STA wishes to reiterate the importance of having MTC staff review and change the BC and target assessments for these projects prior to releasing the staff reports for the April 8 MTC Planning Committee. Simply noting that staff is examining requests for changes in a staff report and telling STA staff that the points raised above should be included in a compelling case appeal to the commission is inadequate.

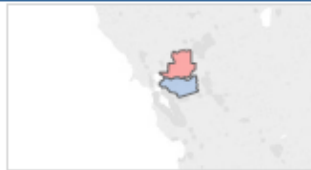


STA Ltr. to MTC's KKirkey dated: March 30, 2016
 RE: Plan Bay Area Project Assessment for Solano County

TARGET SCORE

SELECT PROJECT FROM LIST ABOVE TO DISPLAY PERFORMANCE DETAILS BELOW

804
Solano County Express Bus Network
 B/C: 2 Targets Score : 2.5



BENEFIT - COST ASSESSMENT
(Monetary benefits and costs are in millions of 2017 dollars)

ANNUAL BENEFIT	ANNUAL COST	CAPITAL COST	NET O+MCOST
\$21M	\$12M	\$125M	\$48M

Annual Benefit	TRAVEL TIME+ COST SAVINGS		AIR POLLUTION			HEALTH + SAFETY		
	Travel Time + Cost	Vehicle Ownership	GHG	PM	Other	Collisions	Physical Activity	Noise
\$21.2M	\$11.9M	\$1.5M	\$0.3M	\$0.2M	\$0.0M	\$1.8M	\$5.4M	\$0.0M

TARGETS ASSESSMENT

TOTAL TARGETS SCORE	Climate Protection		Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Equitable Access			Economic Vitality		Transportation System Effectiveness		
	1	2	3	4	5	6	7	8	9	10	11	12	13
	Climate Protection	Adequate Housing	Healthy + Safe Communities	Open Space + Agricultural Preservation	Housing + Transportation Costs	Affordable Housing	Displacement Risk	Access to Jobs	Job Creation	Goods Movement	Non-Auto Mode Share	Local Maintenance	Transit Maintenance
2.5	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MINIMAL IMPACT	MODERATE SUPPORT	MODERATE SUPPORT	MINIMAL IMPACT	MODERATE SUPPORT	MINIMAL IMPACT	MINIMAL IMPACT

CONFIDENCE ASSESSMENT

Travel Model Accuracy Framework Completeness Timeframe Inclusiveness

✓
✓
▲

But frequency of projects can be implemented quickly for near-term benefits.

EQUITY ASSESSMENT


Equity Targets Score Service Community of Concern

1.5
Yes

For a map of all projects and the relationship to Communities of Concern, please refer to the Equity Map.

Thanks for your consideration of this request, and we would welcome an opportunity to discuss these two projects with your staff in greater detail.

Sincerely,



Daryl Halls
 Executive Director

Cc: MTC Commissioner Jim Spring and STA Board Members
 Alix Bockelman, MTC Deputy Executive Director, Policy
 Robert Macaulay, STA Director of Planning



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

 One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074
 Email: info@sta.ca.gov • Website: sta.ca.gov

MEMORANDUM

DATE: May 10, 2016
 TO: Steve Heminger, Executive Director, MTC
 FROM: Daryl K. Halls, Executive Director, STA
 SUBJECT: **Revised Benefit to Cost (BC) Calculation for the I-80 / I-680 / SR-12 Interchange**

Below are the STA's requested changes to MTC's benefit to cost (BC) calculation for the I-80 / I-680 / SR-12 Interchange. Based on utilizing more accurate calculations for projects costs and for assessing the project, the revised BC ratio should be moved from the current 0.2 up to 1.14. I look forward to discussing this project assessment in more detail with you and your staff.

Project cost. MTC staff incorrectly calculated the cost of the project. (All numbers below are in thousands of dollars.)

The total project capital cost is	\$567,400
MTC staff did not deduct the cost of the express lane direct connections which is	\$220,000
The net project cost is actually	\$347,400
Using MTCs 20 year project cost calculation, annual project capital cost is	\$17,370
MTC staff calculated the annual O&M cost based on 32 new lane miles	\$3,300
The project adds zero new lane miles.	\$0
Because existing, higher maintenance pavement is been replaced with new, low maintenance pavement, the actual annual O&M costs for the 20 years of the plan are:	\$0
THE ACTUAL TOTAL ANNUAL COST OF THE PROJECT IS	\$17,370

Project benefit. MTC staff incorrectly calculated the benefits from the project. (All numbers below are in thousands of dollars.)

MTC calculated project benefits from reduced congestion totaling	\$13,000
MTC calculated project costs as follows:	
• Increased vehicle ownership	\$500
• Increased GHG emissions	\$500
• Increased PM emissions	\$100
• Reduced physical activity	\$5,500
• Increased collisions due to higher VMT	\$1,300
TOTAL	\$7,900
STA does not disagree with the vehicle ownership, GHG emission and PM emission costs	\$1,100
STA staff disagrees with the physical activity cost, which is spelled out in Attachment A.	
• Reduced congestion will lead to increased access by bike and walking express bus carpool and vanpool sites.	
• The project includes significant local and regional bike facilities and trail connections – connecting 4 regional bike routes.	
The net result should be neutral – neither a cost nor a benefit.	\$0
STA staff disagrees with the collision costs estimated by MTC, as spelled out in Attachment B.	
• The project will reduce accidents in the project area by 18 per year.	
• Based on data from the project’s EIR/EIS, two fatal collisions occur in the project area annually. A conservative assumption is that the project improvements will eliminate half of these accidents. Using MTC’s costs, this is a benefit of:	\$10,800
• Of the remaining accidents, a conservative estimate is that 10% will result in injuries. Using MTC’s costs, eliminating two injury accidents will have a benefit of:	\$248
• The remaining 15 crashes will be property damage only. Using MTC’s costs, eliminating 15 property damage accidents will have a benefit of:	\$69
The net benefit, using both MTC’s calculated costs and the project’s EIR/EIS derived benefit, totals	\$7,817

End result of these changes to the total and annual project cost and project benefit is shown below:

Interchange Project Cost	567,400
Regional Express Lane Cost	220,000
Actual Interchange Project Cost	347,400
Annual Capital Cost	17,370
<hr/>	
Annual O&M	0
<hr/>	
TOTAL ANNUAL COST	17,370
TOTAL ANNUAL BENEFIT	19,717
REVISED FINAL BC CALCULATION	1.14

- MTC’s modeling staff believes that, in suburban communities such as those found in Solano County, reductions in traffic congestion – as would be provided by the Interchange – result solely in an increase in drive-alone commuters, and a reduction in the willingness of residents to bike or walk to transit centers in order to join a carpool or vanpool, or ride and express bus, ferry or train.
- This staff conclusion is **not consistent with the actual travel behavior of Solano County residents**. The best example of this is the Suisun City – Fairfield Capitol Corridor station. According to data provided by the Capitol Corridor and included as part of STA’s recently completed Rail Facilities and Freight Study, this station has **access rates for bicyclists and pedestrians (18%) equal to those found in Emeryville and Berkeley**. The bicycle storage lockers at the Vacaville and Fairfield Express Bus / Park and Ride lots are consistently filled. The generally good weather and the constantly expanding bicycle and pedestrian networks funded by STA and implemented by cities throughout Solano County are incentives for people to use active transportation to get to a transit center. The disincentive to using transit to access the Bay Area is congestion found in a few key spots such as the Interchange. The MTC staff analysis misses this point.
- Additional active transportation benefits are provided through providing and connecting **numerous new class one and class two bicycle facilities that are integral elements of the Interchange project**. These new facilities provide local connections between single family and multifamily residential areas, nearby commercial and employment centers, and existing schools and civic facilities. They **bypass the barrier provided by I-80 and I-680** by creating new bike lanes on existing over crossings, and creating new grade-separated bike lanes.
- In addition to the local connections, the project provides a vital link to the class two facility **through Jamison Canyon that connects Fairfield and the Suisun Valley PCA to Napa County** and provides better connection for **four regional bike facilities** – North Connector, Solano Bikeway (McGary Road), Lopes Road and Jameson Canyon. The project will also improve Safe Routes to School access for students traveling to Green Valley Middle School and Rodriguez High School.
- The MTC model does not lend itself to calculating the benefit of additional student bicycle and pedestrian trips that would result from the project. It also has trouble capturing the local transition of commute trips from automobiles to bicycles that would be provided by elimination of the interstate freeway barriers by the project. Finally, it is unable to capture the increased physical activity (and support for open space and agriculture in the Napa and Solano PCAs) that would be provided by the completion of the project.

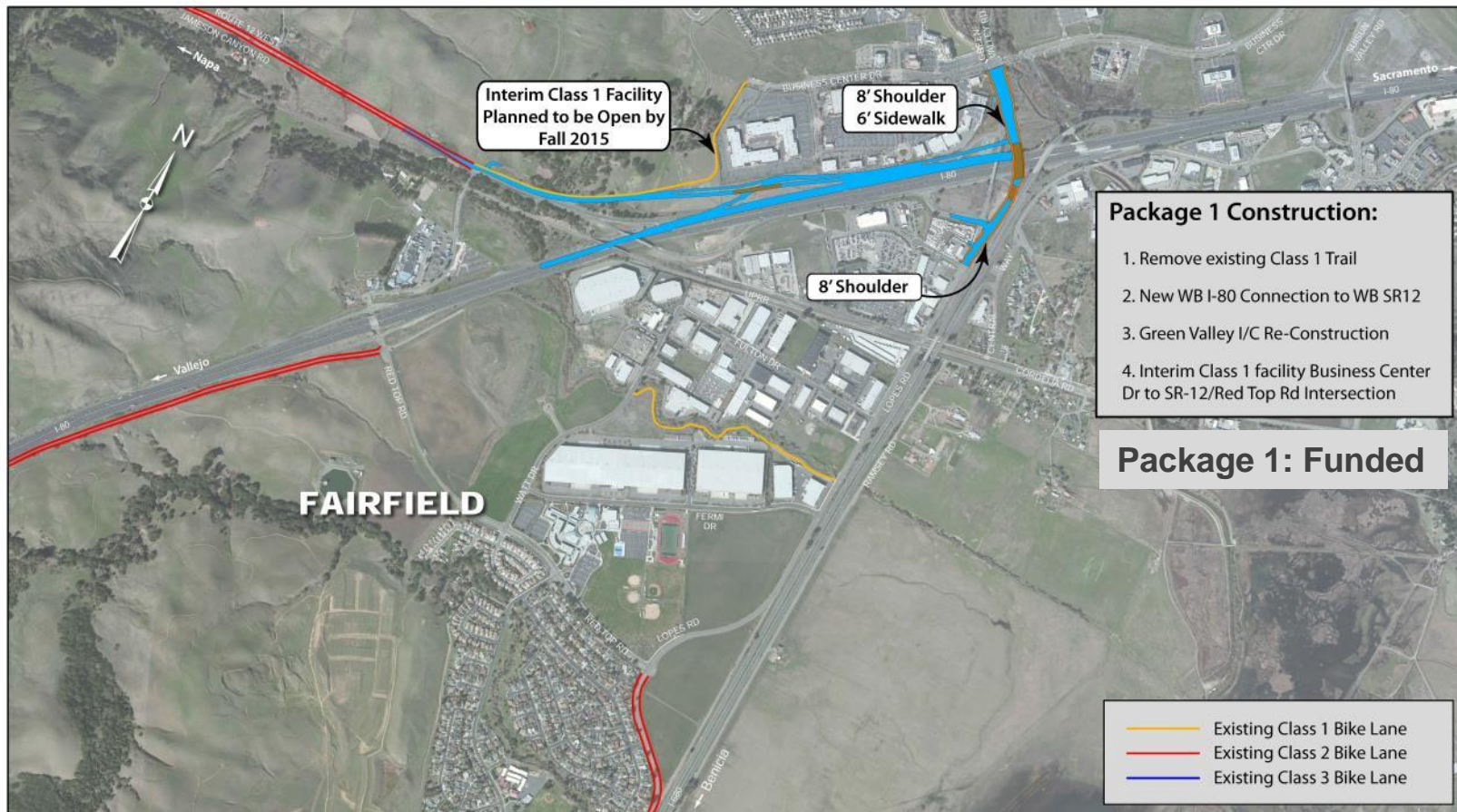
- MTC’s assessment includes a footnote regarding traffic collisions stating that the **MTC model cannot account for changes in weaving movements and rear end collisions** – exactly the sort of improvements that will result from the interchange project. This means that MTC staff acknowledges that they cannot accurately model the safety benefits of the project.
- **STA staff provided data from the approved EIR/EIS for the interchange to MTC staff** that documents expected reductions in collisions that will result from the completion of the Interchange project. The information from the EIR/EIS documents numerous road segments that exceed the state average for injury and fatality accidents. To quote directly from the environmental document,

“in particular, the total and fatality + injury actual accident rates are 1.9 to 1.4 times higher, respectively, for the west-bound off ramp to Red Top Road; the total actual accidents and fatality + injury actual accident rates are 1.7 to 2.0 times higher, respectively, for the east-bound off ramp to Green Valley Road; the actual fatality + injury accident rate is 34% higher than the average accident rate (fatality+ injury) for the eastbound onramp from Green Valley Road; the total actual accident rate is 3.9 times higher, for the westbound connector ramp from northbound I-680; and the total actual accident and fatality + injury actual accident rates are 37% and 55% higher than the average accident rate (fatality + injury) respectively for the eastbound connector ramp from northbound I-680 than average rates.”
- The environmental document safety discussion concludes with the following paragraph:

“The proposed improvements will reduce current and projected congestion as well as braid several congested weave movements. **Therefore, it is anticipated that construction of the proposed improvements will result in accident rates dropping to, or below, the state-wide average for similar facilities.**” (emphasis added)
- STA staff used road length and accident rates and numbers from the EIR/EIS and AADT rates from Caltrans (2014) to calculate the reduction in accidents that would result from the Interchange project. Specifically, STA staff focused on those segments of the interchange project with accident rates above the State average for similar facilities, and those segments with recorded fatal accidents. STA assumed those segments with accident rates above the state average would now have accident rates equal to the state average, and applied those revised rates to the recorded number of accidents as documented in the EIR/EIS.
- STA staff used the costs for fatal, injury and property damage collisions provided by MTC staff in the document titled Plan Bay Area 2040 Project Performance Assessment Approach to Benefits and Costs.
- STA staff used conservative estimates. For example, only ½ of the number of fatal accidents

were assumed to be eliminated by the project improvements. Similarly, even though the environmental document stated that accent rates might drop below the state-wide average, STA staff only assumed that they would drop to the statewide average.

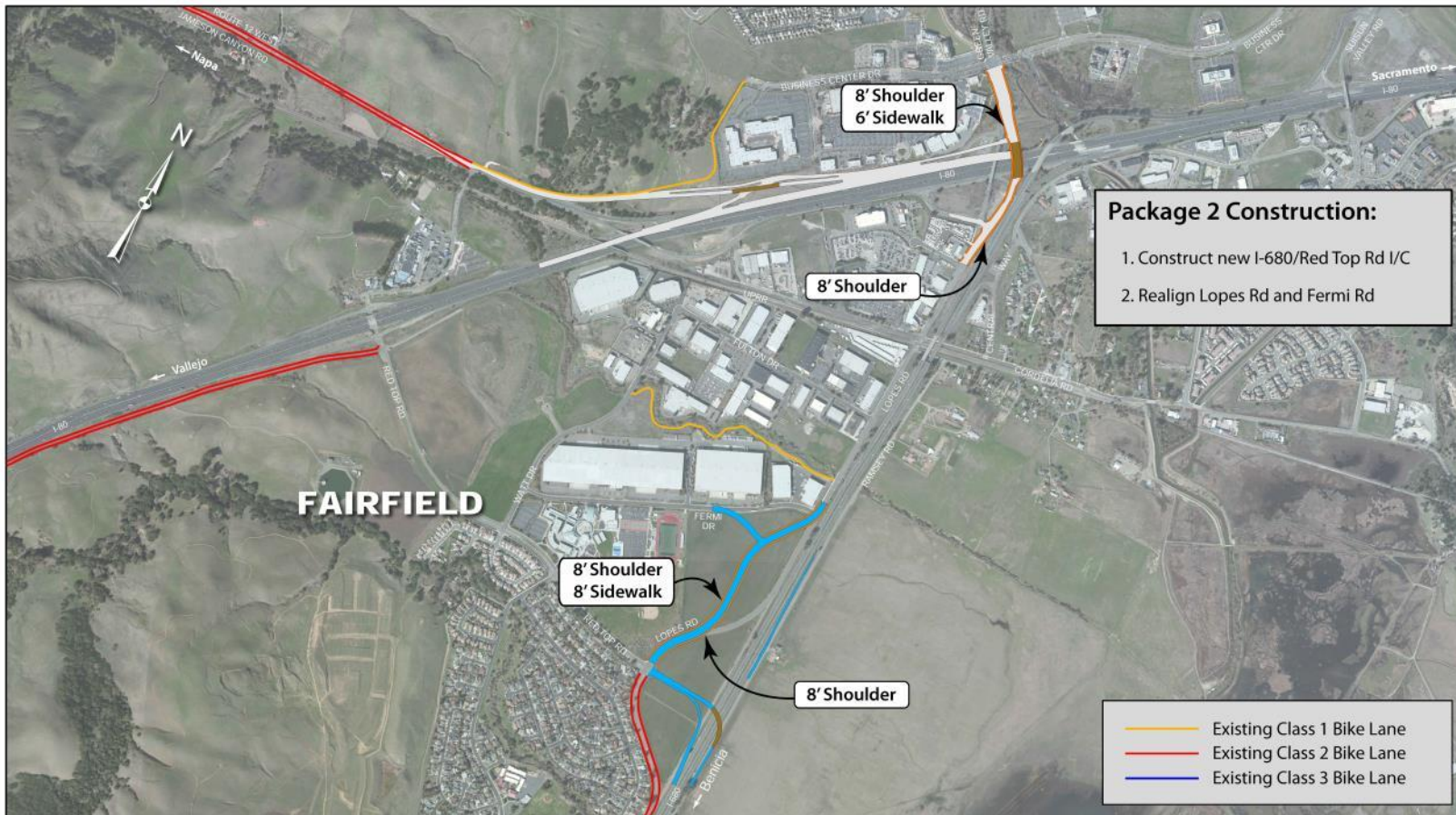
In summary, STA staff has identified a combination of project cost reductions and project benefits that conservatively result in a project assessment for the I-80/I-680/SR 12 Interchange of 1.14.



SCALE: 1" = 300'
 DATE: June 2014
 JOB: 81-52008-139 ai

**BIKE/PED FACILITIES
 AFTER COMPLETION OF PACKAGE 1
 I-80 / I-680 / SR-12 INTERCHANGE PROJECT**





Package 2 Construction:

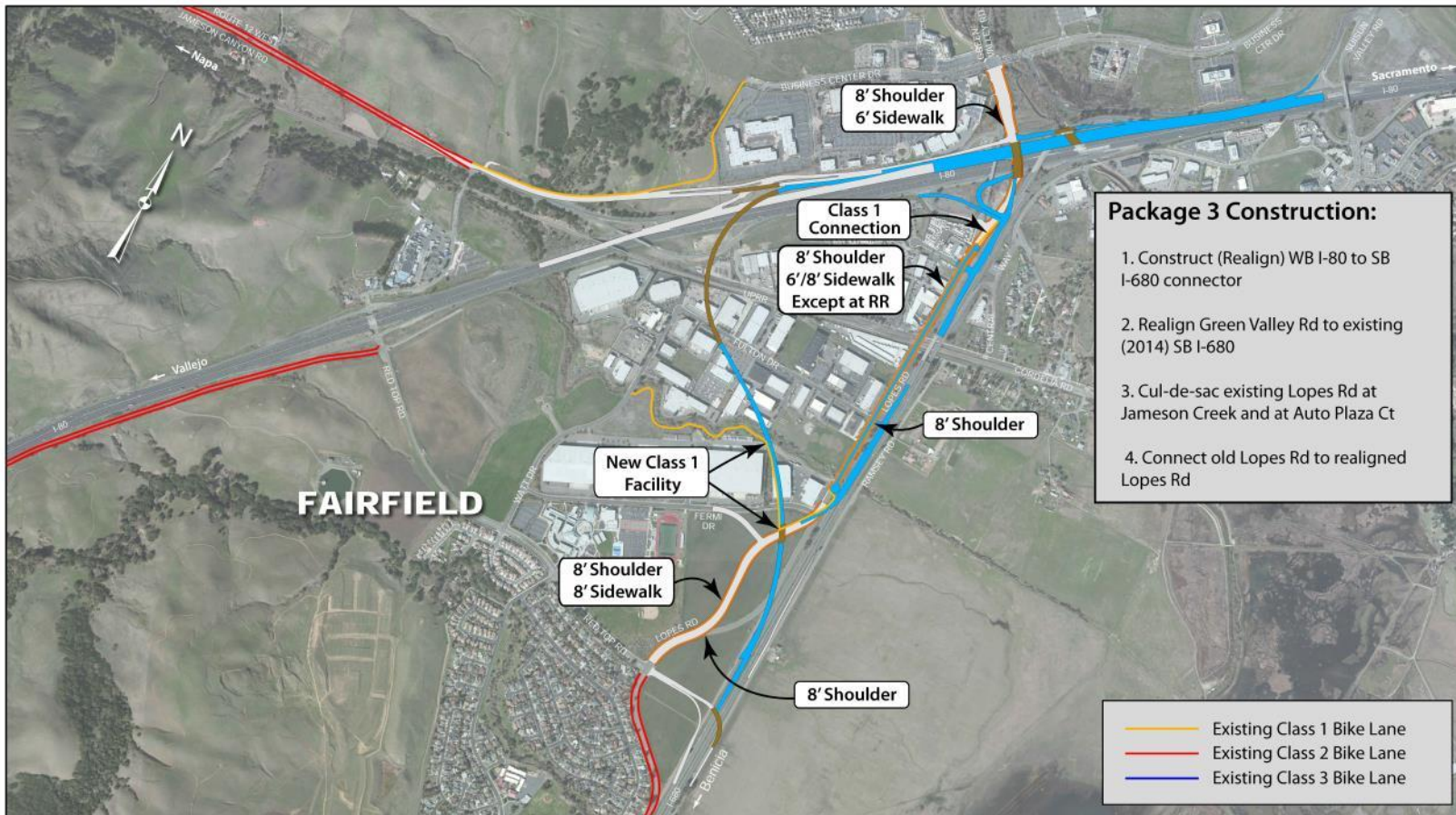
1. Construct new I-680/Red Top Rd I/C
2. Realign Lopes Rd and Fermi Rd

— Existing Class 1 Bike Lane
— Existing Class 2 Bike Lane
— Existing Class 3 Bike Lane

SCALE: 1" = 300'
 DATE: June 2014
 JOB: 81-52008-139 ai

BIKE/PED FACILITIES
AFTER COMPLETION OF PACKAGE 2
I-80 / I-680 / SR-12 INTERCHANGE PROJECT


MARK THOMAS & COMPANY
 3000 Oak Road, Suite 650, Walnut Creek, CA 94597
 (925) 938-0383
 www.markthomas.com



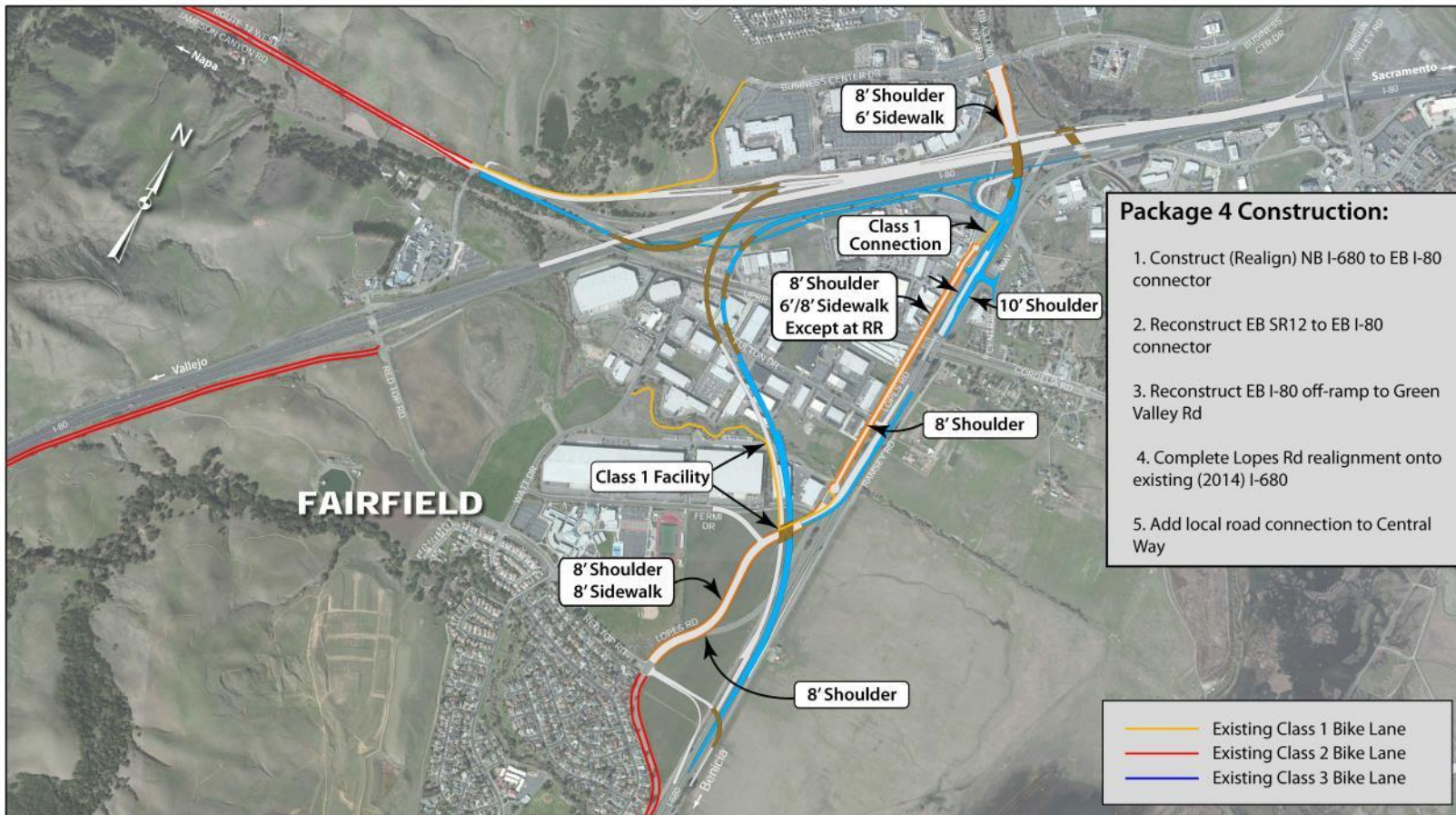
- Package 3 Construction:**
1. Construct (Realign) WB I-80 to SB I-680 connector
 2. Realign Green Valley Rd to existing (2014) SB I-680
 3. Cul-de-sac existing Lopes Rd at Jameson Creek and at Auto Plaza Ct
 4. Connect old Lopes Rd to realigned Lopes Rd

- Existing Class 1 Bike Lane
- Existing Class 2 Bike Lane
- Existing Class 3 Bike Lane

SCALE: 1" = 300'
 DATE: June 2014
 JOB: 81-52008-139 ai

**BIKE/PED FACILITIES
 AFTER COMPLETION OF PACKAGE 3
 I-80 / I-680 / SR-12 INTERCHANGE PROJECT**





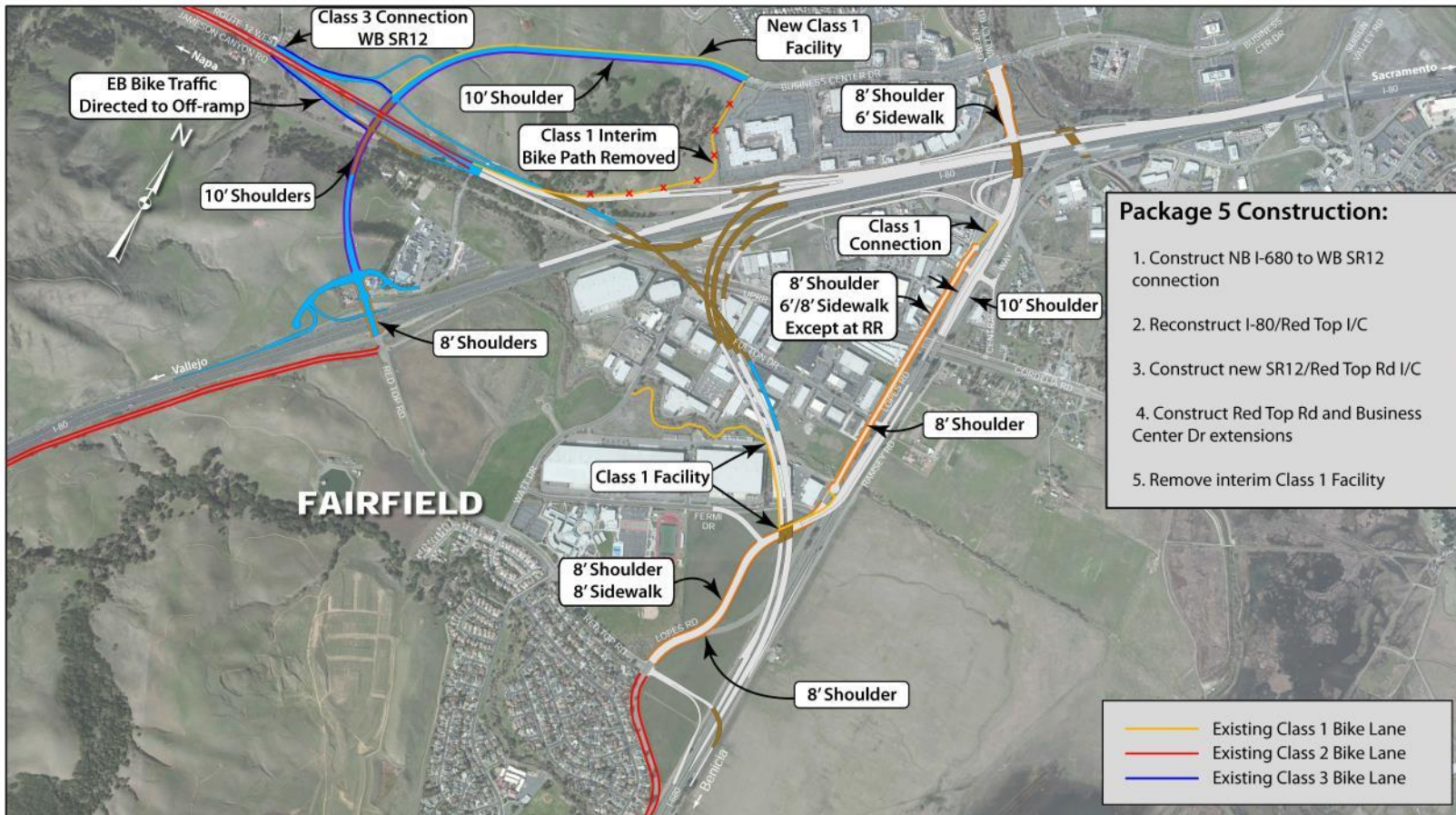
- Package 4 Construction:**
1. Construct (Realign) NB I-680 to EB I-80 connector
 2. Reconstruct EB SR12 to EB I-80 connector
 3. Reconstruct EB I-80 off-ramp to Green Valley Rd
 4. Complete Lopes Rd realignment onto existing (2014) I-680
 5. Add local road connection to Central Way

- Existing Class 1 Bike Lane
- Existing Class 2 Bike Lane
- Existing Class 3 Bike Lane

SCALE: 1" = 300'
 DATE: June 2014
 JOB: 81-52008-139 ai

**BIKE/PED FACILITIES
 AFTER COMPLETION OF PACKAGE 4
 I-80 / I-680 / SR-12 INTERCHANGE PROJECT**





- Package 5 Construction:**
1. Construct NB I-680 to WB SR12 connection
 2. Reconstruct I-80/Red Top I/C
 3. Construct new SR12/Red Top Rd I/C
 4. Construct Red Top Rd and Business Center Dr extensions
 5. Remove interim Class 1 Facility

- Existing Class 1 Bike Lane
- Existing Class 2 Bike Lane
- Existing Class 3 Bike Lane

SCALE: 1" = 300'
 DATE: June 2014
 JOB: 81-52008-139 ai

**BIKE/PED FACILITIES
 AFTER COMPLETION OF PACKAGE 5
 I-80 / I-680 / SR-12 INTERCHANGE PROJECT**



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DATE: May 10, 2016
TO: SR2S-AC
FROM: Drew Hart, Associate Planner
RE: Active Transportation Program (ATP) – Cycle 3

Background:

The Active Transportation Program (ATP) is the statewide funding program for bicycle and pedestrian projects. The program began in 2014 and has continued to be developed and refined this year. STA’s Safe Routes to School application (\$388,000) was the only project from Solano County to receive statewide ATP grant funding in Cycle 1. In Cycle 2, no Solano County applications received any funding at the state level, however the Safe Routes to School application (\$3.067 million) submitted by STA in partnership with the cities of Benicia and Vallejo was awarded funds from the regional program.

Applications for Cycle 3 are due June 15, 2016.

Solano applicants will have two funding opportunities:

- Statewide competition: \$120M
- Regional competition through MTC: \$20M

Discussion:

STA anticipates three applications coming out of Solano agencies. The applications include Safe Routes to School improvements, and gap closures on the Bay Trail and Vine Trail. The cities of Fairfield, Suisun City, and Vallejo are all represented in these three applications. STA staff will provide technical assistance and guidance with the application preparation.

The following is a list of the applications with their funding requests and a brief summary:

Fairfield – East Tabor Avenue \$2.7 M

Install new sidewalk on north side of East Tabor Avenue to serve students traveling to Tolenas Elementary which is located in Solano County and Grange Middle School located in Fairfield. The project will also widen the existing sidewalk on Tolenas Road from Tolenas Elementary to East Tabor Avenue, and increase landing area at the intersection of East Tabor/Tolenas.

Project Sponsor: City of Fairfield

Suisun City – McCoy Creek Trail \$1.87 M

Phase I, of a 3 phase project. Connect to existing Class I path at Pintail Dr. Build path along McCoy Creek from Pintail Dr, connecting to existing Class I facility to Humphrey Dr. Construct bridge over Laurel Creek.

Project Sponsor: City of Suisun City

Vallejo – Bay Trail/Vine Trail \$5.3 M

Construct segments of the Vine Trail in the City of Vallejo, including from Napa County Line, under SR 37 along Broadway Street, and to Sonoma Boulevard/SR 29. Construct segments of the Bay Trail. Construct the joint Bay Trail/Vine Trail segment from SR 37/ Sacramento Street onto Wilson Avenue.

Project sponsor: City of Vallejo

Recommendation:

Authorize the Chair of the SR2S Advisory Committee to sign a letter of support for the following projects seeking funding under the Active Transportation Program – Cycle 3:

- City of Fairfield’s East Tabor Ave Railroad Crossing Safety Project
- City of Suisun City’s McCoy Creek Trail Project
- City of Vallejo’s Bay Trail/Vine Trail Project

SOLANO COUNTY							
#	Responsible Agency (agency to receive funds)	Project Name	Description of Work	Project Completion Date (Expected)	FY Programmed	Total Project Cost	Current Status
1	City of Suisun City	Suisun Safe Routes to Schools Project	Stripe high-visibility crosswalks by Crescent Elementary and Crystal Middle School. Design a Class I pedestrian/bicycle facility along the west side of Marina Boulevard between State Route 12 and Lotz Way, and along Lotz Way between Marina Boulevard and the Suisun multi-modal transit station on Main Street. Design and construct a path along the south side of Driftwood Drive from Whispering Bay Circle to Marina Boulevard. Install rectangular rapid flashing beacons on Harrier Drive at the main entrance to Dan O. Root Elementary School.	8/30/2016	15/16	\$635,000	Project bids came back far above estimates. City is considering re-bidding the job to see if they can get lower ones. Project still expected to begin construction by Summer, but may not be completed until after start of the school year.
2	City of Vallejo	Vallejo Safe Routes to Schools Project	Intersection, striping, and signage improvements in the vicinity of Wardlaw Elementary and Cooper Elementary School. High visibility crosswalks and pedestrian signs will be the first priority projects, with additional lane reconfiguration with any remaining funds.	8/1/2016	15/16	\$280,428	The project has received E-76 clearance. Construction is scheduled to begin in early summer.
3	City of Dixon	Dixon Safe Routes to Schools Project	Construct sidewalk bulb-out on North Lincoln Street at CA Jacobs. Construct sidewalk bulb-out on Pheasant Run Drive at Tremont Elementary School. Installation of high visibility crosswalks at various schools. Install bike racks and overhead covering at CA Jacobs. Install gate in fence along pedestrian path near Silveyville Elementary School. Restripe bike lane on Rehrmann Drive from Evqans Road to North Lincoln Street. Plant trees and gate improvements along Rehrmann Drive at Tremont Elementary School. Miscellaneous striping improvements at Tremont Elementary and CA Jacobs.	8/1/2017	16/17	\$ 219,386	Project received an additional \$94,430 in funds from another project. Expecting to add speed feedback signs as additional scope. Field review is scheduled for May 19th.
4	City of Vacaville	Vacaville Safe Routes to Schools Project	Construction of bicycle and pedestrian safety improvements for VUSD and TUSD. Vacaville High School Area-Work includes improvements on Monte Vista Avenue and West Street including curb extensions at the Monte Vista/West St. intersection and potential landscape installation to limit erosion and widen effective sidewalk width. Sidewalk improvements to Monte Vista Ave. and West Street and possible sidewalk extension from school to Stinson Ave. Installation of accessible curb ramps and high vis. crosswalks at various crossings. Bicycle network improvements including possible low vol. signed bikeway with sharrows. Cambridge Elementary School-Construct curb extension, accessible ramps and high vis. x-walks at Nut Tree/Cambridge intx. Citywide-installation of radar speed feedback sign and rect. rapid flashing beacons at priority locations.	8/1/2016	15/16	\$342,607	Project bids came back over estimates. STA is working with the City of Vacaville to close the funding gap. Construction expected to begin early Summer.
5	City of Benicia	Benicia Safe Routes to Schools Project	New sidewalks in the vicinity of Robert Semple School install widened sidewalk landings and new crosswalks across Dempsey - Drive and the entrance to the parking lot adjacent to Matthew Turner School, install a flashing beacon on Southampton Road in front of the Benicia Middle School, and construct wider sidewalk landings on Southampton Road in front of Benicia Middle School	Complete	13/14	\$124,000	Project Complete and Closed-out
6	City of Rio Vista	SR 12 crossing with updated lighting	New updated lighted crosswalk at SR 12 Crossing.	8/1/2016	15/16	\$198,000	Project bids came back far under budget. Project expected to begin construction in early June.

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**Solano County Public Health
Narrative Report re:
Safe Routes to School (SR2S) Program, Education and Encouragement Components
February 2016**

Task	Funding Program	Progress this reporting period: February 2016	Next Steps
Education and Encouragement	SR2S General	<ul style="list-style-type: none"> • Public Health (PH) staff coordinated with schools to implement education and encouragement activities. • PH staff received email requests from STA staff as part of the new protocol for scheduling activities with schools. Staff responded and proposed times for requested dates to Wardlaw Elementary in Vallejo. • PH staff met with Solano School Health Collaborative for monthly meeting. • PH staff completed the inventory of incentive items attached to this report is the list of major items on hand. 	<ul style="list-style-type: none"> • Continue to coordinate SR2S general activities requested by Solano County schools and community organizations through the new referral source plan. • Order helmets for future helmet fitting and bicycle rodeo events. • Continue to meet with the collaborative regarding focus areas on making Solano County healthy. Will participate in “Healthstival” event in May if staff is available.
Middle School Development	SR2S General	<ul style="list-style-type: none"> • PH staff presented information to the all staff meeting regarding the commitment of Hogan Middle School (MS) for SR2S activities. • PH staff provided Hogan MS staff with the list of potential 	<ul style="list-style-type: none"> • Continue with the development and implementation of a Middle School (MS) program for safe routes.

Task	Funding Program	Progress this reporting period: February 2016	Next Steps
		<p>incentive items and requested Hogan staff to commit to several dates before incentive items would be allocated. PH staff is waiting for Hogan staff to finalize commitment.</p> <ul style="list-style-type: none"> • PH staff promoted Safe Routes to School Poster contest for STA with providing Solano County Middle School with Poster Contest packet. • PH Staff has been communicating with Green Valley Middle school to implement Safe Routes events. 	<ul style="list-style-type: none"> • Assist MS with implanting SR2S activities.
High School Pilot Program	TFCA	<ul style="list-style-type: none"> • PH staff followed up with Vallejo High School staff with numerous emails to provide ideas and ideas to implement the pilot project. • PH staff researched various online sources for bicycle storage units and skateboard units. • PH staff provided Vallejo High School staff with the various online sources for bicycle and skateboard storage options. 	<ul style="list-style-type: none"> • Continue encouragement and assistance of VHS staff and teens to develop and implement ideas for the Teen Youth Pilot Project. • Set a meeting with Vallejo High School Staff to finalize objectives for pilot project.
SR2S Policy	SR2S General	<ul style="list-style-type: none"> • PH staff developed a draft of a Solano County policy status document and submitted for review. • PH staff researched the school wellness policies of Travis Unified School District and Benicia School district to ascertain the strength of the Safe Routes to School component. 	<ul style="list-style-type: none"> • Continue to finalize the development of the Solano County policy status document. • Work on selection of next school districts with whom to work on strengthening their School District Wellness Policies to including SR2S provisions. • Gauge the willingness of school districts to include stronger

Task	Funding Program	Progress this reporting period: February 2016	Next Steps
			policy regarding safety helmets.
Parent Education Workshop	ATP	<ul style="list-style-type: none"> • Developed a draft power point presentation for parents and community members on the benefits and activities of the SR2S program. 	<ul style="list-style-type: none"> • Finalize the parent education workshop/presentation. • Work with Vallejo City Unified School District (VCUSD) and the family night's program to pilot the presentation. • Identify the targeted schools from the ATP Scope of Work (SOW) to implement the presentation.
Student & Parent outreach and marketing	SR2S General	<ul style="list-style-type: none"> • PH staff assisted in the distribution of the poster contest to the MS. • PH started work on upcoming media messages for SR2S spring events. 	<ul style="list-style-type: none"> • PH staff will further provide input and seek other opportunities to promote student and parent outreach.
Overall program	SR2S General	<ul style="list-style-type: none"> • Participated in weekly SR2S staff meetings. • PH staff and PH manager participated in the Advisory Committee meeting. • PH staff was asked to review the National Partnership Safe Routes Learning Center workshops available for staff development. • Staff participated in Solano Health Collaborative meeting. 	<ul style="list-style-type: none"> • Continue to provide technical assistance to SR2S staff as necessary. • Provide feedback on the National Partnership Safe Routes Learning Center workshops available for staff development.

**Solano County Public Health
Narrative Report re:
Safe Routes to School (SR2S) Program, Education and Encouragement Components
March & April 2016**

Task	Funding Program	Progress this reporting period: March-April 2016	Next Steps
Education and Encouragement	SR2S General	<ul style="list-style-type: none"> • Public Health (PH) staff coordinated with schools to implement education and encouragement activities. • PH staff received email requests from STA staff as part of the new protocol for scheduling activities with schools. Staff responded and proposed times for requested dates to Wardlaw Elementary in Vallejo. • PH staff met with Solano School Health Collaborative for monthly meeting. • PH staff completed the inventory of incentive items attached to this report is the list of major items on hand. • PH staff prepared and distributed National Bike to School Day participation packets to 26 schools. • PH staff provided two bike rodeos at Patterson Elementary in Vallejo to 53 fourth grade students. • PH staff provided a bike rodeo at Mary Farmar Elementary in Benicia to 83 students providing 37 helmets. At this same event the bike mobile was present and they said that they worked on 37 bikes mostly with minor repairs. • PH staff provided a bike rodeo at Gretchen Higgens elementary in Dixon to 69 students providing 68 helmets. • PH staff provided maintenance to the bicycle rodeo trailer and equipment in preparation for future bicycle rodeo events. 	<ul style="list-style-type: none"> • Continue to coordinate SR2S general activities requested by Solano County schools and community organizations through the new referral source plan.

Task	Funding Program	Progress this reporting period: March-April 2016	Next Steps
		<ul style="list-style-type: none"> • PH staff completed the inventory of incentive items attached to this report is the list of major items on hand. 	
Middle School Development	SR2S General	<ul style="list-style-type: none"> • PH staff was informed by Hogan MS staff that they were not able to commit to implement any type of Safe Routes to School program for this school year. • PH Staff has been communicating with Green Valley Middle school to implement Safe Routes events. • PH staff that had the primary responsibility of the Middle School program has left the program for another position within the county. • After further discussion with STA staff the Middle School program for school year 2015-2016 will be put on hold but PH staff will provide support and program activities to middle schools on an as requested basis. 	<ul style="list-style-type: none"> • Assist MS with implanting SR2S activities on an as requested basis.
High School Pilot Program	TFCA	<ul style="list-style-type: none"> • PH staff and STA staff continued to encourage Vallejo High School to develop a strategy to implement some sort of campaign to spend funds. • Vallejo High School staff reached out to Alta Planning through the encouragement of STA staff to enter into a contract to implement a walk in regards to ongoing challenges on Nebraska Street. • Vallejo High School staff provided a work plan to implement a program promoting walking, carpooling, and riding public transportation. 	<ul style="list-style-type: none"> • Continue encouragement and assistance of VHS staff and teens to develop and implement ideas for the Teen Youth Pilot Project. • PH staff will develop an expense sheet to provide to Vallejo High School staff to show the expenses planned.
SR2S Policy	SR2S General	<ul style="list-style-type: none"> • After input from STA staff PH staff has been in the process of redesigning the Solano County status documents. The recommendations from STA staff will create a document that is 	<ul style="list-style-type: none"> • Continue to finalize the development of the Solano

Task	Funding Program	Progress this reporting period: March-April 2016	Next Steps
		more of a glimpse into the history of Safe Routes to School in Solano County and potential recommendations for future growth.	County policy status document. • Gauge the willingness of school districts to include stronger policy regarding safety helmets.
Parent Education Workshop	ATP	<ul style="list-style-type: none"> • The parent power point presentation promoting the benefits and activities of the SR2S program has been shown during the attendance of PH staff at the Vallejo Spring Family nights. These events include: <ul style="list-style-type: none"> ○ Patterson Elementary ○ Lincoln Elementary ○ Vallejo Charter ○ Steffan Manor Elementary ○ Loma Vista Elementary 	<ul style="list-style-type: none"> • Work with Vallejo City Unified School District (VCUSD) and the family night's program to pilot the presentation. • Look into the potential of being one of the break-out sessions to parents during the Vallejo City Unified School District Family Resource nights for the 2016-2017 school year.
Student & Parent outreach and marketing	SR2S General	<ul style="list-style-type: none"> • PH staff assisted in the distribution of the poster contest to the Middle Schools. • PH staff participated in the judging of the poster contest. • PH staff put together a display in the PH waiting area on the second floor of the Fairfield Social Services Building. This display promotes the Safe Routes to School program and National Bike to School Day. 	<ul style="list-style-type: none"> • PH staff will further provide input and seek other opportunities to promote student and parent outreach.
Overall program	SR2S General	<ul style="list-style-type: none"> • Participated in weekly SR2S staff meetings. • Staff participated in Solano Health Collaborative meeting. • PH staff prepared and delivered safety helmets to Rio Vista Police Department for officers to use as education and enforcement tools. 	<ul style="list-style-type: none"> • Continue to provide technical assistance to SR2S staff as necessary. • Provide assistance to all local

Task	Funding Program	Progress this reporting period: March-April 2016	Next Steps
		<ul style="list-style-type: none"> • PH staff attended the March 10, 2016 Wardlaw safety committee meeting to provide information and input on implementing a bicycle rodeo during their spring field day event. • PH staff attended the spring family resource night at Patterson Elementary in Vallejo and provided 8 helmets to the students who had their bikes repaired (16) by the Bike Mobile staff.. • PH staff attended the Lincoln elementary spring family resource night. • PH staff attended the Vallejo Charter spring family resource night. • PH staff attended the Steffan Manor spring family resource night. • PH staff attended the Loma Vista spring family resource night. 	<p>police departments.</p> <ul style="list-style-type: none"> • Continue to participate in Vallejo City Unified School District Spring Family Resource Nights.

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DATE: May 3, 2016
 TO: Safe Routes to School Advisory Committee
 FROM: Ryan Dodge, Associate Planner
 RE: Automated Bicycle and Pedestrian Counters One-Year Summary Report

Background:

The STA purchased eight portable automated counters (four bicycle and four pedestrian) in March, 2015 for the purpose of collecting continuous volume count data throughout Solano County and the seven cities.

Volume count data will be collected and used primarily for competitive grant applications, to collect before-data for funded projects, to collect after-data to help evaluate the effectiveness of implemented projects, and to assist the STA Bicycle Advisory Committee (BAC) and the STA Pedestrian Advisory Committee (PAC) in prioritizing future projects.

Discussion:

Solano Transportation Authority (STA) staff has coordinated the installation of automated counters at four locations (two short-term and two continuous) and has counted a total of over 70,000* people walking, biking, or rolling:

Location	Location Detail	Data Collection Purpose	Year	Count Data Days	Ped ADT*	Bike ADT*	Ped / Bike ADT*
Suisun City	McCoy Creek Path, at Central County Bikeway	ATP grant application	2015	366	n/a	n/a	103
Vallejo	Bay Trail, between B and Hichborn Streets	ATP grant application	2015	366	n/a	n/a	98
County	Suisun Valley Parkway, south of Rockville Road	ATP grant application	2015	9	n/a	49	n/a
Vacaville	East Main Street, between McClellan and Wilson Streets	economic redevelopment project	2016	17	37	15	52

** Reported volume counts are raw data (not validated). ADT = Average Daily Traffic*

Additionally, four counters were loaned to the Napa Valley Transportation Authority (NVRTA) for use in September 2015 to collect data that contributed to the National Bicycle and Pedestrian Documentation Project (see <http://bikepeddocumentation.org/>). STA's policy is to share equipment with neighboring CMAs in order to be a good neighbor but also to procure good will in case of future need for short-term use of another CMA's equipment.

Recommendation:

Informational.

Attachment:

- A. STA Automated Bicycle and Pedestrian Counter Site Selection Policy



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

Solano Transportation Authority (STA) Automated Bicycle and Pedestrian Counter Site Selection Policy

The STA owns and operates eight portable automated counters (four pneumatic tube bicycle counters and four passive infrared pedestrian/bicycle/people counters). The STA, Solano County, and the seven member cities within Solano County have priority over requests from outside agencies and stakeholders, in case of time or resource conflict.

The STA will prioritize requests to use automated counters to collect bicycle and/or pedestrian volume data based on the following criteria:

Priority 1: Grant Funding Opportunities (Applications).

Proposed projects seeking competitive grant funds, including but not limited to grants from the Active Transportation Program (ATP), Bay Area Air Quality Management District (BAAQMD), and Yolo-Solano Air Quality Management District (YSAQMD).

Priority 2: Before-Data (Funded Projects and Studies).

Projects with secured implementation-funding (grant or otherwise), and funded studies, for data collection prior to (potential) project implementation.

Priority 3: After-Data to Supplement Before-Data.

Implemented projects that previously used automated counters to collect before-project volume data.

Priority 4: Priority Projects.

Planned projects that have been prioritized through: approved plans; by the STA Bicycle Advisory Committee (BAC); by the STA Pedestrian Advisory Committee (PAC); within a Priority Conservation Area (PCA); and/or within a Priority Development Area (PDA).

Priority 5: All Other Projects and Purposes.

Proposed projects under review by the STA Bicycle Advisory Committee (BAC) and by the STA Pedestrian Advisory Committee (PAC) in order to determine priority projects for planning and funding purposes. STA will also accept requests to use automated counters for purposes not described above, or for use by other jurisdictions such as a neighboring Congestion Management Agency (CMA), on a case-by-case basis.

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DATE: May 10, 2016
TO: SR2S-AC
FROM: Sarah Fitzgerald, SR2S Program Administrator
RE: One Bay Area Grant (OBAG) 2 Update

Background:

The development of One Bay Area Grant Program Cycle 2 (OBAG 2) is currently underway by the Metropolitan Transportation Commission (MTC). OBAG 2 is the second round of the federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). The program will establish commitments and policies for investing roughly \$800 million over the five year period from FY 2017-18 to FY 2021-22, funded by federal funds authorized by Congress in the reauthorization of Moving Ahead for Progress in the 21st Century (MAP 21) for the nine Bay Area Counties, including Solano County.

At our November 2015 meeting, Robert Macaulay, STA Planning Director provided an overview of how MTC's policies for OBAG 2 will affect the SR2S program. At the February 2016 meeting, he discussed further updates to OBAG 2 and the process by which STA will prioritize and recommend projects for funding.

Mr. Macaulay reviewed the process of project selection in OBAG 1. STA screened projects and programs for eligibility based on the following criteria:

- Projects or programs must be identified in an adopted or draft STA document.
- The project must be delivered by a public agency.
- Projects may only be programmed in jurisdictions with a Housing Element approved by the California Department of Housing and Community Development.
- Projects may only be programmed in jurisdictions that prove compliance with MTC's Complete Streets policy.
- Project funds must be able to be obligated by March 31, 2016. (MTC has extended the deadline for completion of OBAG 1 projects by one year. This will allow STA to similarly extend the date for project obligation to March 31, 2017.)

For OBAG 1, STA created a Project and Program Screening and Ranking Criteria for eligible projects and programs in order to ensure compliance with MTC Resolution 4035 and to prioritize projects and programs for funding, using the criteria listed below. Similar criteria are planned for use with OBAG 2, although the dates will need to be updated.

1. How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
2. Does the project support transportation and land use connections, Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)?
3. Does the project address safety improvements?
4. Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank?
5. Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?

6. Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)?
7. Does the project deliver an element of a Complete Street?
8. Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?
9. Does the project or program support maintaining and expanding the employment base in Solano County?
10. Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?
11. Does the project encourage or facilitate the use of public transit or other use of alternative modes?
12. Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?
13. Have adequate local match funds been identified for the project?

STA staff plans to recommend an OBAG 2 process for Solano County that is almost identical to the original OBAG project review and selection process. This includes assessing priority projects identified by the seven cities and the county against the MTC criteria, as well as STA selected criteria such as project deliverability.

Discussion:

In OBAG 1, MTC created a non-competitive set aside for SR2S non-infrastructure programs in each of the nine Bay Area Counties. Solano's SR2S program was allocated \$1.256M (\$314,000 per year based on a student enrollment formula) for these purposes. Initially, OBAG 1 was intended to be a four-year funding program. However, in December 2014, MTC extended OBAG 1 into a fifth year, with no additional funding, with the exception of the SR2S non-infrastructure projects. In November 2015, MTC approved a resolution to give all SR2S non-infrastructure projects an extra year of funding. For Solano's program, this amounted to \$314,000 for FY16/17.

In addition to the funds received through the MTC SR2S set aside, this committee submitted a recommendation to the STA Board to include SR2S engineering projects as part of the competitive OBAG 1 project selection process in Solano County. \$1.2M of OBAG 1 funds were allocated to 6 SR2S infrastructure projects. These projects are in various stages of completion. (See Item 9.A).

For OBAG 2, non-infrastructure projects are eligible for funding, however, there will not be a set aside for these education, encouragement and enforcement activities. Therefore, the SR2S non-infrastructure program will have to submit a funding request for OBAG 2 funds, following a similar competitive procedure that projects followed for OBAG 1 as detailed above. At our next meeting, SR2S staff will discuss the funding necessary to sustain the SR2S program at current levels and what amount of funds will need to be requested from OBAG2. This committee will also consider to recommend a funding allocation for SR2S engineering projects. STA staff intends to bring recommendations for OBAG 2 funds before the STA Board in December with final recommendations being due to MTC in early 2017.

Fiscal Impact:

The Safe Routes to School program is eligible to receive funds through OBAG 2.

Recommendation:

Informational.



DATE: May 9, 2016
 TO: Safe Routes to School Advisory Committee
 FROM: Betsy Beavers, Karin Bloesch, Tiffany Gephart-SR2S Program Coordinators
 RE: SR2S Coordinator Updates

Informational Items – Discussion

A. SR2S Events (Tiffany Gephart)

Countywide Safe Routes Event schedule: February 2016-August 2016

School Events	Date	City
Spring Family Night at Cooper	Thurs., Feb. 25	Vallejo
Spring Family Night at Dan Mini	Thurs., March 3	Vallejo
Bike Mobile at Grace Patterson	Tues., March 15	Vallejo
Spring Family Night at Pennycook	Thurs., April 28	Vallejo
Bike Rodeo at Fairmont	Wed., May 4	Vacaville
Spring Family Night at Beverly Hills	Thurs., May 19	Vallejo
Bike Mobile at Robert Semple	Friday, May 27	Benicia

Community Events	Date	City
Bike Mobile at Dixon Public Library	Sat., March 19	Dixon
Earth Day Event	Sat., April 23	Fairfield
Tomato Festival	Sat./Sun. Aug.20/21	Fairfield

B. SR2S ‘Think Outside the Car!’ Poster Contest (Tiffany Gephart)

The second SR2S poster contest was a success. There were 129 entries from 23 schools in the county. The contest asked for students to ‘Think Outside the Car’ and design a poster to encourage their classmates to walk, bike or ride a scooter to school instead of taking the family car. Contest information was sent or hand-delivered to all county K-8 schools and public libraries. Promotion also included social media posts and electronic communications.

Prizes included a bike for the First Place winners and a \$100 gift certificate to a local bike shop for the Second Place winner, and a \$50 local bike shop gift certificate for Third Place.

Prizes were awarded in each of the following grade categories: TK - 2nd, 3rd - 5th, and 6th – 8th.

The artwork from the 3rd-5th grade category First Place winner, Josiah Lacy of Crescent Elementary, was used on this year’s Solano SR2S Bike to School Day poster.

C. Walking School Bus/Walking Wednesday Update (Karin Bloesch)

City	District	School	Update/Events
Benicia	BUSD	Mary Farmar	Started WSB on Wednesdays (led by principal)
Benicia	BUSD	Matthew Turner	Monthly Walking Wednesdays
Fairfield	FSUSD	B. Gale Wilson	Walking School Bus Tuesdays/Thursdays
Vallejo	VCUSD	Loma Vista	Daily Walking School Bus in mornings
Vallejo	VCUSD	Grace Patterson	Weekly Walking Wednesdays
Vallejo	VCUSD	Beverly Hills	Fit Fridays weekly
Vacaville	VUSD	Browns Valley	One WSB route 3 days/wk. led by staff.
Vacaville	VUSD	Callison	Three daily WSB’s led by school staff.

D. Bike to School Day 2016: (Karin Bloesch)

National Bike to School Day 2016, was May 4th. The event was our largest Bike to School Day with 26 schools participating. This year each city as well as each district had schools participating. Locally elected officials took part in events at schools throughout the county.

E. Travel Tally Surveys-May 2016: (Karin Bloesch)

Schools have the month of May to complete the surveys and return them to the SR2S program. Sup. Jay Speck helped by speaking to the individual district superintendents about the importance of receiving the data from schools for continued funding opportunities for the SR2S program. The surveys will be entered into the national database over the summer and the results will be presented at the August SR2S Advisory Committee meeting.

Recommendation:

Informational.



DATE: May 2, 2016
 TO: Safe Routes to School Advisory Committee (SR2S-AC)
 FROM: Sheila Ernst, Administrative Assistant II/SR2S-AC Clerk
 RE: 2016 SR2S Meeting Schedule & Attendance Matrix

Wednesday, February 17, 2016, 1:30 – 3:00 p.m.
 Wednesday, May 18, 2016, 1:30 – 3:00 p.m.
 Wednesday, August 17, 2016, 1:30 – 3:00 p.m.
 Wednesday, November 16, 2016
 11:30 – 1:00 p.m. (earlier time)

Solano Transportation Authority
Conference Room 1
One Harbor Center, Ste. 130
Suisun City, CA 94585

Member	Position	Feb 2015	May 2015	Aug 2015	Nov 2015	Feb 2016
Frank Hartig/Mike Greene	Law Enforcement representative, Benicia	X	CA	CA	CA	CA
Garland Wong	STA TAC appointee	X	X	CA	X	X
Jay Speck	School representative	A	X	X	CA	X
Jim Antone	Air District representative	X	X	X	X	X
Mel Jordan/Mitch Romao	School representative	X	X	CA	X	X
Kevin McNamara	STA PAC appointee	n/a	X	X	X	X
Mike Segala	STA BAC appointee	X	CA	CA	CA	X
Ozzie Hilton	STA TAC appointee	X	X	X	X	X
Robin Cox	Public Health representative	X	X	X	X	X
Tim Mattos/Andrew White	Law Enforcement representative, Suisun City	X	X	X	X	X

X = Present CA = Contacted Absence UA = Uncontacted Absence

SR2S-AC Bylaws state that “Members of the SR2S-AC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an ‘un-contacted absence’ which may have their position declared vacant by the STA Board. Absence after contacting staff is considered a ‘contacted absence.’ Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a SR2S-AC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the SR2S-AC, the position may be declared vacant by the STA Board.

Recommendation:
 Informational.