

Bicycle and Pedestrian Advisory Committee Meeting Agenda

Thursday, September 9, 2010, 5:30 to 7:30 p.m.

Meeting Outcomes:

- Receive updates on Countywide Pedestrian and Bicycle Plans
- Recommend matching funding for Safe Routes to School Competitive Grant Program
- Hear final presentation on CDF Grant Cycle 3 project: Buchanan Bicycle and Pedestrian Path
- Receive updates on the countywide walking campaign
- Hear status of countywide bicycle/pedestrian count program
- Receive update on Active Transportation legislative effort
- Review semi-annual reports on CDF Grant Cycle 3 and Cycle 4

5:30 – 5:35 p.m. Midori Tabata	1. Welcome & Introductions	
5:35 – 5:40 p.m. Midori Tabata	2. Public Comment	I
5:40 – 5:45 p.m. Midori Tabata	3. Approval of June 10, 2010 Minutes <u>03 BPAC Meeting Minutes 061010.pdf</u> – Page 1	A
5:45 – 5:55 p.m. Staff	4. Countywide Pedestrian and Bicycle Plan Updates	I
5:55 – 6:25 p.m. Staff	5. Safe Routes to School Competitive Grant Application <u>05 Memo SR2S Grant Program.pdf</u> – Page 7 <u>05A SR2S Grant Program Application.pdf</u> – Page 11 <u>05B SR2S Countywide Program Workslope.pdf</u> – Page 23	A
6:25 – 6:45 p.m. Aleida Andrino-Chavez	6. Sponsor Presentation: Buchanan Bicycle and Pedestrian Path <u>06 Progress Report Buchanan Path.pdf</u> – Page 29	I
6:45 – 6:55 p.m. Staff	7. Countywide Walking Campaign Update	I
6:55 – 7:05 p.m. Staff	8. Countywide Bicycle/Pedestrian Count Program Update <u>08 Memo Count Program Status.pdf</u> – Page 33 <u>08A Selection Criteria for Count Locations.pdf</u> – Page 37	I

7:05 – 7:15 p.m. Staff	9. Active Transportation Legislative Effort Update	I
7:15 – 7:25 p.m. Staff	10. Board Actions/Staff Reports <u>10 Semi Annual CDF Grant Progress Reports.pdf</u> – Page 39 <u>10A Per Diem Process.pdf</u> – Page 95	I
7:25 -7:30 p.m. BPAC Members	11. BPAC Member Reports <u>11 BPAC Calendar.pdf</u> – Page 97 <u>11A BPAC Roster.pdf</u> – Page 99	I
7:30 p.m.	12. Adjournment	

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting:

Date: October 14, 2010
Time: 5:30 to 7:30 p.m.
Location: ACTIA Offices

Location Information: ACTIA is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the ACTIA website for more information on how to get to ACTIA: <http://www.actia2022.com/directions.html>.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.



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www.AlamedaCTC.org

**ACTIA Bicycle and Pedestrian Advisory Committee Meeting Minutes
 Thursday, June 10, 2010, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Midori Tabata, Chair	<u>P</u> Preston Jordan
<u>A</u> David Boyer	<u>P</u> Glenn Kirby
<u>P</u> Alex Chen	<u>A</u> Anthony Salomone
<u>A</u> Lucy Gigli	<u>A</u> Tom Van Demark
<u>P</u> Marcy Greenhut	<u>P</u> Ann Welsh
<u>P</u> Gil Johnson	

Staff:

<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>A</u> Keonnis Taylor, Programs Coordinator
<u>P</u> Rochelle Wheeler, Bicycle and Pedestrian Coordinator	<u>P</u> Diane Stark, ACCMA
	<u>P</u> Angie Ayers, Acumen Building Enterprise

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:30 p.m. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comments

There were no public comments.

3. Approval of June 10, 2010 Minutes

Gil Johnson moved that BPAC approve the June 20, 2010 minutes as written. Alex Chen seconded the motion. The motion carried unanimously (7-0).

4. Countywide Discretionary Fund Cycle 4 Evaluation

Rochelle Wheeler requested BPAC members provide final feedback on the evaluation of Cycle 4 of the Countywide Discretionary Fund (CDF) grant program. Rochelle stated that no action is requested. The feedback will be used to revise the grant program guidelines and scoring criteria for the next funding cycle.

Staff and the BPAC members reviewed the list of discussion items from the June 2009 meeting, and the BPAC consensus for each discussion item. The BPAC members provided the following additional input on these items:

A. Geographic equity goal

In response to a BPAC question, staff clarified that the enabling Measure B legislation does not require that the grant funds be distributed based on planning area population. The recommendation for equity by planning area was developed by staff and approved in the Program Guidelines by the ACTIA Board.

Another member observed that, with the possible reauthorization of Measure B, there may only be one more CDF grant cycle. Therefore, it's important to focus on funding the South County projects sooner rather than later. Also, the member noted that the projects considered for Regional Bicycle Program funding were all from North County and East County. This pattern shows that there is a countywide funding imbalance which should be considered. If BPAC can perform outreach and assist South County in completing successful grants, they may have a chance of receiving more funds.

B. New scoring criteria

The BPAC members did not have additional comments for this discussion topic. The information outlined in the memo was sufficient.

C. Funding for ongoing programs (such as Bicycle Safety Education and Safe Routes to Schools (SR2S))

The BPAC requested that this summary be modified to show that there was not "general consensus" among BPAC members that the on-going programs should continue to receive Measure B funding. One member believes that programs should be piloted with Measure B funding, and then should be self-sustaining. There was concern among several members about the amount of Measure B funding going towards on-going programs, and fear that this would continue increasing. Some members do not believe this was the intent of the CDF program.

Some members also have concern about taking funding from the CDF program between funding cycles, without a competitive process, such as was done for the Safe Routes to School program this year. This diminishes the future pot of funding for the next cycle.

There was a suggestion that perhaps there should be a cap on the percentage of the CDF funds used for on-going programs. One member stated that the Countywide Bicycle and Pedestrian Plans will review the effectiveness of programs, versus capital projects, and that this should guide the decision on funding for programs.

D. Timing of the next funding cycle

Timing is to be determined. Staff wants to make sure that the Countywide Bicycle and Pedestrian Plans updates are complete before issuing the next call for projects.

E. Evaluation criteria and procedure weighting

This topic had not been discussed by the BPAC. Staff provided a summary of the June 2009 discussion and identified the key issues. Staff along with the BPAC will look at the evaluation procedures and at splitting into two scoring groups more closely before the next call for projects. The following comments were made:

- Regarding potential applicants, changing the criteria may assist staff and BPAC in reviewing the applications, but it may impact applicants negatively, as they try to figure out what projects to submit. They will need much advance notice of any changes in criteria.
- Part of the inconsistency in scoring between the two rounds is the large number of applications that must be reviewed. BPAC members may not have time to sufficiently review all in detail. Instead of waiting for a large amount of funding to be released, which results in many applications, consider doing a call for projects sooner so there will be a smaller pool of applications to review.
- Leave the subjectivity in the process.
- The judgment outside of the criteria is in question. How do we translate site visits into criteria modifications?
- There will always be subjectivity; the goal should be to acknowledge it and make it obvious to applicants.

5. Countywide Bicycle and Pedestrian Plan Updates

Rochelle Wheeler and Diane Stark presented an update on the Countywide Bicycle and Pedestrian Plan updates. Rochelle stated that the project timeline is still being finalized. The kick-off meeting with the Bicycle and Pedestrian Plans Working Group took place on June 3, 2010, and staff received input on the table of contents, timeline, and outreach strategy.

BPAC members provided the following input:

Summary of Input on the Scope of Work for the Updates:

- Members requested that staff “map” how this input is being addressed in the proposed Table of Contents.

Table of Contents:

- In the Bicycle Plan, Chapter 3, items j and m are redundant.
- Listing the maps in the table of contents would be helpful.
- The executive summaries will be highly used and are very important. Need to scope out how they are laid out and who they are directed to.
- One member said it looks great! Looks like a lot of work will be done.

- In Chapter 7 (Implementation), under discussion of projected revenue (c) for both plans – important to cover potential funding sources available for capital projects, programs, and planning (or whatever the priority areas are determined to be) separately.

Timeline:

- The BPAC members agreed that they would like input on the priorities methodology and strategy discussions.
- A member suggested combining the visions, goals, and priorities discussion. The BPAC members would like to see an early draft of these items.
- In terms of meeting schedules, BPAC members did not have a preference for meeting before or after the Plans Working Group.

Outreach Strategy:

- The BPAC members inquired if the Bicycle and Pedestrian Plans will be presented at the Transportation Forums. The turnout at the forums is generally good.
- For Oakland meetings, invite known advocacy groups to the meetings (WalkOakland BikeOakland and Bike Alameda).
- Consider reaching out to senior centers.
- Some local BPAC members may not be too invested in the Countywide Plans, since they don't meet very often.
- A suggestion was made to get people involved early on during the visions and goals discussions, so they feel like they have meaningful input.
- Local BPACs will be most interested in vision & goals, and priority projects & programs.
- A suggestion was made to look at other municipalities (Portland and Washington D.C.) for ideas and what they may have done to encourage walking and biking.

6. Organizational Meeting

A. BPAC Fiscal Year 2009-2010 Action Logs

BPAC members reviewed the actions logs for fiscal year 2009-2010.

B. ACTIA's Fiscal Year 2010-2011 Bike/Ped Work Program

Rochelle reported that the updates to the Countywide Bicycle and Pedestrian Plans will be the major staff effort, and the main subject of BPAC meetings this year. Coordination with the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) is also in progress. The countywide bicycle and pedestrian count effort will take place in the fall, and a walking promotional program will be launched in the fall, as well.

C. BPAC Fiscal Year 2010-2011 Meeting Calendar

The BPAC meeting schedule will be developed to coincide with the Bicycle and Pedestrian Plan updates. The next BPAC meeting is scheduled for September 9, 2010. A complete calendar will be in the September meeting packet.

The BPAC also discussed the length of meetings. In general, members did not object to meetings longer than two hours and several members stated that they would prefer fewer, but longer meetings, to more frequent, but shorter meetings.

D. Approve BPAC Bylaws

Rochelle reviewed the staff's recommended edits to the Bylaws, including the removal of member term limits. Staff mentioned that because of the ACTIA/CMA merger, additional changes may be required to the BPAC Bylaws later this fiscal year. Staff recommended against changing the name of the BPAC at this time, but the BPAC may wish to discuss this further when the Bylaws are reviewed again.

Gil Johnson moved to adopt the Bylaws as amended. Marcy Greenhut seconded the motion. The motion carried unanimously (7-0).

7. Election of Officers for Fiscal Year 2010-2011

Preston Jordan nominated Midori Tabata as Chair, and Midori Tabata nominated Tom Van Demark as Vice Chair.

Glenn Kirby moved to accept Midori Tabata for Chair and Tom Van Demark as Vice Chair. Gil Johnson seconded the motion. The motion carried unanimously (7-0).

8. Appoint BPAC Representative to the Countywide Transportation Plan and Expenditure Plan Development Community Advisory Working Group (CAWG)

Tess Lengyel led a discussion on the roles and responsibilities, and representation, on the newly formed CAWG. ACTIA and the Alameda County Congestion Management Agency (CMA) are in the process of coordinating the updates of the Countywide Transportation Plan and Expenditure Plan for the sales tax reauthorization. The two Boards established a Steering Committee comprised of elected officials to lead these efforts. One of the actions by the Steering Committee is to create two additional groups, the CAWG and the Technical Advisory Working Group (TAWG) to advise the Steering Committee. The 27-member CAWG will review the vision, projects, and programs, and will make comments and recommendations to both the Steering Committee and TAWG.

Tess requested three volunteers to apply for a position on CAWG. She mentioned that more than one member can submit an application, which the Steering Committee will review. The following BPAC members volunteered to apply for an appointment:

- Midori Tabata
- Tom Van Demark
- Ann Welsh

9. Board Actions/Staff Reports

Tess Lengyel announced the upcoming South County Transportation Forum on July 15, 2010 at the Ruggieri Senior Center in Union City and encouraged BPAC members to attend. She also provided an update on the ACTIA/CMA merger, and noted that the national recruitment for a new Executive Director was underway.

10. BPAC Member Reports

Preston Jordan announced that he conducted bike and pedestrian counts on the Ohlone Greenway and along Washington and Masonic in Albany. About 120 people an hour passed through the intersections.

Marcy Greenhut announced that this is her last meeting. She stated that she needs a break and may consider coming back at a later time.

11. Adjournment

The meeting adjourned at 8:10 p.m.



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MEMORANDUM

Date: September 2, 2010

To: Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator
Tess Lengyel, Programs and Public Affairs Manager

Subject: **Safe Routes to School Competitive Grant Application and Matching Funding**

Recommendations

Staff recommends that the BPAC recommend that the Alameda County Transportation Commission (Alameda CTC) accept the public sponsor role and approve up to \$65,000 in Measure B Bicycle and Pedestrian Safety Funds to secure the match for the \$500,000 competitive grant for "The BikeMobile: A Bike Repair and Encouragement Vehicle", under the Metropolitan Transportation Commission's (MTC's) Safe Routes to School (SR2S) competitive grant program. However, staff will work to acquire funds from other sources to backfill as much of this amount as possible if awarded the project. Alameda CTC staff submitted the grant to MTC with Cycles of Change in August.

Summary

In spring 2010, the Metropolitan Transportation Commission (MTC) issued a call for projects for a new Climate Initiatives Program, which included \$2.0 million for creative and innovative Safe Routes to School programs. Cycles of Change, a local non-profit offering bicycle education and repair and a partner in the current Alameda County Safe Routes to Schools program, approached ACTIA and CMA staff requesting that we be a public sponsor and provide local matching funds to create a mobile bicycle repair and encouragement program using a vehicle that would regularly visit schools with SR2S programs, recreation centers, and other applicable sites. After evaluating the merits of the proposed innovative program and working with Cycles of Change to ensure that the program would supplement the new countywide Safe Routes to School program (to be funded with the MTC SR2S funding and to begin in July 2011), staff recommends that Alameda CTC be the public sponsor and provide the local match. The application (Attachment 05A), which was due on August 13, was submitted with the understanding that the Alameda CTC would have to authorize this action at their September meeting. If funded, the program would be implemented by Cycles of Change, with Alameda CTC acting in an oversight role.

Background

Over the past year, MTC has created two regional Safe Routes to School funding programs under the Climate Initiatives category of the Regional Transportation Plan – (1) a countywide allocation for general SR2S programs and (2) a regionally-competitive grant program for new creative SR2S efforts.

In July 2010, the Alameda CTC approved Alameda County's four-part approach for a countywide Safe Routes to Schools program, and the use of \$420,000 to match the county's allocation of \$3.22 million in federal funding. This \$420,000 will come from the Measure B Bicycle/Pedestrian Countywide discretionary funds. The ACTIA BPAC reviewed the SR2S program and recommended this source for matching funds at their May 2010 meeting. The final countywide SR2S work scope was submitted to MTC, as required, on July 31 and is attached for background information (see Attachment 05B).

The MTC regionally-competitive grant program, intended to fund creative and innovative efforts, had two phases – first, Letters of Interest had to be submitted, and then after reviewing the letters, MTC invited selected applicants to submit full applications. ACCMA staff submitted a Letter of Interest for a SR2S Commute Alternatives Program which did not move forward to the second phase of the application process.

Cycles of Change also submitted a Letter of Interest for a "BikeMobile Program" and were invited to submit a full application. All non-profit applicants are required to have a public sponsor, and Cycles of Change approached several public agencies, including Alameda CTC and the Alameda County Public Health Department. The Public Health Department was unable to offer to be the sponsor, since they are not familiar with the federal transportation funding processes. Cycles of Change also asked if Alameda CTC could provide the required 11.5% local match, since they did not feel they could assemble this amount of matching funds in the short period before the grant application was due, if at all.

After evaluating the proposed program and working with Cycles of Change, Alameda CTC staff determined that, if funded, this innovative program would benefit the county's Safe Routes to School program. Staff worked with Cycles of Change on developing the final application (Attachment 05A), and in particular ensuring that it would be strongly linked to the countywide SR2S program that is proposed to begin in July 2011 with new high school, commute alternative and capital funding elements. It is believed that the administration of this program can be wrapped into the overall administration of the new countywide SR2S program, and that this additional program will not require a large amount of additional staff resources. Finally, if funded, the \$65,000 in matching funds will leverage \$500,000 in new funding for the county.

Grant Description

Cycles of Change has found that a large number of children have bicycles that are broken and not ride-able, or not well-maintained and therefore unsafe or uncomfortable to ride. Often these children do not live near bicycle shops, nor do they have resources to pay for bicycle

repair. The BikeMobile program will purchase and operate a truck that will be fully staffed to offer bicycle repair, bicycle safety instruction and encouragement to ride. The services will be primarily geared toward students, but will also serve interested parents, teachers and school staff, and are expected to reach over 3,000 individuals via up to 275 site visits over two years. The BikeMobile program will support existing sites with Safe Routes to School programs and also outreach to recreation centers, and community events to repair broken bikes, teach hands-on bike repair, offer safety trainings, and promote biking to school.

The total program budget is \$565,000 and includes funding for staffing, equipment, materials, program evaluation, contingency, and public sponsor implementation for a two-year period. The staffing budget includes funding for the countywide SR2S program staff to market the BikeMobile and assist with data collection for the evaluation of the program.

Matching Funding

As mentioned above, this grant requires an 11.5% local match, which totals \$65,000 for the BikeMobile. Staff recommend that up to \$65,000 of Measure B funds be secured for the match; however, if awarded the grant, staff will work to acquire funds from other sources to backfill as much of this amount as possible.

Future Uses of Bike/Ped Countywide Discretionary Funds (CDF)

The multiple requests to use CDF funds to match Safe Routes to School programs has made staff aware that a process is needed for addressing requests for matching funds for bicycle/pedestrian programs and projects. Staff will review different options and bring them to the BPAC to consider at a future meeting. One model that will be considered is the Measure B Paratransit Gap Grant program which has guidelines for matching fund requests and sets aside a maximum amount that can be used each year.

Next Steps

MTC is in the process of reviewing the submitted grant applications, and will make a final funding decision at their October Commission meeting. If the grant is successful, the Alameda CTC implementation of this grant program is proposed to be coordinated with the overall countywide SR2S program. Cycles of Change would implement the program in the field beginning in July 2011, and Alameda CTC would be responsible for making sure the grant program is implemented and delivered as described in the grant application.

Fiscal Impacts

If authorized and the grant is successful, \$65,000 from the Measure B Bicycle and Pedestrian Safety Fund would be used to match the \$500,000 grant.

Attachments

05A_SR2S_Grant_Program_Application.pdf

05B_SR2S_Countywide_Program_Workscope.pdf

August 13, 2010

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94601

Delivered via email to: anguyen@mtc.ca.gov

Subject: MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program – Grant Proposal for “BikeMobile: A Bike Repair and Encouragement Vehicle”

Dear Ms. Nguyen:

Thank you for the opportunity to submit the attached grant proposal for the “BikeMobile: A Bike Repair and Encouragement Vehicle” project for funding from MTC’s Safe Routes to School Creative Grant Program. The Alameda County Transportation Commission (Alameda CTC) is partnering with the non-profit group Cycles of Change, a 501(c)(3) organization, which will manage this project. Cycles of Change has a proven track record of delivering effective bicycle education, bicycle distribution, and youth job training programs in the East Bay. The total grant request is for \$500,000 and Alameda CTC will provide the required 11.5% local match of \$65,000.

ACTIA and ACCMA, which have recently merged to form the Alameda CTC, are working collaboratively on both this effort and on the MTC-funded Alameda County Safe Routes to School (SR2S) Program and will closely coordinate the BikeMobile project with current and future countywide SR2S efforts.

The Alameda CTC intends to be the public sponsor for the project and, as such, agrees to the following:

- To carry out all of the requirements and obligations associated with the use of federal funds;
- To provide the required minimum 11.5% local match;
- To implement and deliver the project; and
- To provide for regular and timely reporting of activities and results to MTC.

The new Alameda CTC was advised of this possible partnering opportunity with this proposed grant application at its July meeting. The Alameda CTC will be requested to consider accepting the public agency sponsorship and to commit the local match funding for this project at its September 23, 2010 meeting.

We appreciate your consideration of our grant proposal. If you have any questions or concerns regarding the attached project proposal, please contact Tess Lengyel, ACTIA Manager of Programs and Public Affairs, tlengyel@actia2022.com, 510-267-6111, or Matt Todd, ACCMA Manager of Programming, mtodd@accma.ca.gov, 510-350-2315.

Sincerely,

A handwritten signature in black ink, appearing to read 'Art Dao', written in a cursive style.

Art Dao
Executive Director

Attachment

cc: Beth Walukas, ACCMA
Matt Todd, ACCMA
Tess Lengyel, ACTIA
Rochelle Wheeler, ACTIA
Tommy Bensko, Cycles of Change

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program

Grant Proposal:

The BikeMobile: A Bike Repair and Encouragement Vehicle

Lead Organization: Cycles of Change
Project Manager: Tommy Bensko, Safe Routes Coordinator
Project Manager Contact Info: safecycles@gmail.com, 901-275-4188

Public Sponsor: Alameda County Transportation Commission
Public Sponsor Contact Info: Tess Lengyel, tlengyel@actia2022.com, 510-267-6111
Matt Todd, mtodd@accma.ca.gov, 510-350-2315

Organization Background

Cycles of Change is a 12-year-old organization that has a proven track record of delivering effective bicycle education, bicycle distribution, and youth job training programs in the East Bay. Since Cycles of Change started implementing Safe Routes to Schools programming in Alameda County two and a half years ago, they have trained over 5,000 students in their six-hour “Drive Your Bike” curriculum which takes youth on the road with Cycles of Change bikes to teach them vehicular cycling skills. In order to continue this work sustainably, Cycles of Change has trained and continues to support over 25 school teachers who continue to deliver this curriculum in public schools and recreation centers in Livermore, San Lorenzo, Fremont, Oakland, Alameda, Berkeley, and Albany. Their work has been supported by strong partnerships with TransForm, Alameda Point Collaborative, Alameda County Department of Public Health, East Bay Bicycle Coalition, and East Bay Asian Youth Center.

Project Need

Three Alameda County middle schools¹ in which Cycles of Change delivered Safe Routes to Schools “Drive Your Bike” Safety Trainings during the 2009-10 school year were selected for a survey intended to identify prevalent barriers to students biking to school and biking in general.

¹ Edendale and Washington Manor in San Lorenzo, CA, and Junction in Livermore, CA.

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program
Project: BikeMobile – A Bike Repair and Encouragement Vehicle
Submitted by: Alameda CTC & Cycles of Change

Ten to fifty percent of students reported they do not ride their bicycle because it is not functional. Most school-age students do not have access to professional bike repair shops due to geographic and/or financial limitations. Some youth know how to perform their own bike repair, but do not have the necessary tools or parts. When an individual's bike falls into disrepair or is stolen, it may take years for that person to start riding again.

The Alameda County Safe Routes to Schools (SR2S) Partnership currently supports young people biking to elementary and middle schools in a wide variety of ways. Activities like the Puppet Show assemblies, "Drive Your Bike" safety trainings, Bike to School Day, Bike Rodeos, Family Cycling Clinics, regular Walk and Roll to School Days, parent and principal presentations, Bike Trains, and advocating for policies that allow students to bike to school where it was not previously allowed, all comprehensively encourage school children (and also their parents and teachers) to bike to school. There is a huge push for children to ride to school from the SR2S Partnership, but there is currently no support to help people keep their bikes maintained and operating safely within this effort.

Project Description

Imagine a bike repair shop meets a Book-Mobile. The "BikeMobile" will support existing sites with Safe Routes to Schools programs and also outreach to other schools, recreation centers, and community events to repair broken bikes, teach hands-on bike repair, offer safety trainings, and promote walking and biking to school. Bikes that are functional can be used, and bikes that are regularly inspected and maintained are more enjoyable to ride and less prone to mechanical failures which can result in personal injuries and possible discontinued usage. Thus, the three key BikeMobile project components of safety, repair and encouragement are closely tied together in an effort to keep people riding happily and safely. Services will be primarily geared toward students, but will also serve interested parents, teachers and school staff, and are expected to reach over 3,000 individuals via up to 275 site visits.

Through the following three outreach services, this project will enable people to stop driving and start biking to school and other destinations more often, thus reducing criteria pollutants and congestion.

A. Bike Safety Education

Bike safety will be taught by going over key safety procedures such as proper helmet fitting, the ABC (air, brakes, chain) bike safety check, and the rules of the road. We will provide bookmarks

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program
Project: BikeMobile – A Bike Repair and Encouragement Vehicle
Submitted by: Alameda CTC & Cycles of Change

that list key safety points and contact info for relevant resources. Visual diagrams illustrating safety concepts and mechanical information could be integrated into the graphic design on the side of the vehicle to emphasize the safety message.

B. Bike Repair Education

In addition to safety, youth will learn how to repair and maintain their own bikes. When possible, our staff will encourage youth to fix their own bikes under our supervision using our tools and parts. If a repair is too complicated for the owner to do, we will do it for them while explaining the process along the way.

C. Bike Riding Encouragement and Incentives

Once a student goes through a safety lesson and their bike is fixed or tuned-up, they will receive a reflective sticker with a pro-bike message, specifically designed for this program, to place on their bike. If the same student is seen on campus with their bike during the BikeMobile's following visit, the student will be eligible to receive an incentive such as a patch kit. During the next visit the same student will receive a multi-tool, then a tail light, then a lock, etc. Each time the truck visits throughout the year, participating students will receive something new and useful to encourage them to keep riding. We also plan on providing colored duct tape, tin foil, paint markers, and reflective tape for youth to decorate their bikes and helmets as "scraper bikes" (a popular form of bike decoration) while we visit.

Scope of Work and Schedule

The following scope of work will take place over two school years, between July 1, 2011 and June 30, 2013, in conjunction with the next cycle of SR2S funding in Alameda County.

The BikeMobile will make a total of 200-275 visits over the course of the two-year project. Each BikeMobile site visit will average two to four hours. To the full extent possible, the BikeMobile visits will be advertised in advance, and will regularly return to each site an average of two to seven times per year in an effort to build a relationship with the community and provide a regular service on which people can depend. Additionally, we expect the BikeMobile to make one-time visits to special events and sites.

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program
Project: BikeMobile – A Bike Repair and Encouragement Vehicle
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The BikeMobile site visits will be carefully coordinated with the current and future SR2S program in Alameda County as well as other related non-SR2S programs, as described below. Priority will be given to SR2S programs over non-SR2S programs, in order to maximize the impact of both the BikeMobile and the SR2S program.

1. SR2S 4th-8th Grade Bike Safety Programming

We will partner with the 4th-8th grade SR2S bike safety provider to make 20-90 BikeMobile visits to 5 to 20 unique schools (visiting each school 2-7 times a year, depending on the school need). The BikeMobile visits will ideally occur during or after a bike safety training lesson and provide the bicycle safety, repair and encouragement services outlined above in sections A, B, & C.

2. SR2S K-8th Grade General Programming

We will be partnering with the K-8th grade SR2S general provider to make 20-90 BikeMobile visits to 5-20 unique schools (visiting each school 2-7 times a year, depending on the school need), at schools across Alameda County that currently have general SR2S programming. These visits could occur during monthly “walk and bike to school days”, family day events, or as stand-alone visits to provide the services outlined above in sections A, B & C.

3. SR2S High School Programming

A new SR2S high school program will begin in Fall 2011 in Alameda County, however, the type and extent of SR2S programming is yet to be determined. The BikeMobile project will be coordinated with the high school SR2S provider to deliver services outlined above in sections A, B, & C through 10-50 visits to 2-8 participating high schools (visiting each school 2-7 times a year, depending on the school need). Since high school students are capable of learning advanced maintenance skills, the BikeMobile could also offer formal mechanics and safety workshops at the request of an after-school club or other group. These students could then assist with repairs, and be ambassadors for the BikeMobile at the high school.

4. SR2S Alternative Commute Campaign

Alameda County will also begin a new pilot alternative commute program tailored to teachers, staff and parents at schools in Fall 2011. The BikeMobile will attend events as part of this campaign as opportunities arise.

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program
Project: BikeMobile – A Bike Repair and Encouragement Vehicle
Submitted by: Alameda CTC & Cycles of Change

5. Family Cycling Clinics and Bike Rodeos

We will coordinate with the Family Cycling Clinic and Bike Rodeo provider (currently the East Bay Bicycle Coalition) to bring the BikeMobile to deliver services outlined above in sections A, B, & C to 5-15 events. Family Cycling Clinic attendees will be encouraged to arrive one hour before class begins to participate in a preliminary maintenance workshop during which they will be able to make needed repairs to their bike. The BikeMobile will be available to attend Bike Rodeos if there is an expected attendance of fifteen or more students who will be bringing their own bicycles.

6. Other Events

The BikeMobile will also attend other Cycles of Change events, city events, events at public parks, recreation centers and other SR2S-related events, as resources are available, to complete the maximum of 200-275 total site visits for the entire project. This results in an additional possible 30-145 visits to other events, providing the services outlined in the above sections A, B & C.

Additional Project Benefits & Details

Collaboration

The BikeMobile could be a stand-alone project, but it is intended to be closely coordinated with the Alameda County Safe Routes to Schools Partnership to provide a stronger overall SR2S presence. (The Alameda County SR2S program is being implemented by a partnership between TransForm, Alameda County Public Health Department and Cycles of Change with grant funding through June 30, 2011. It will be offered by a yet to-be-determined provider with federal funds through the Alameda CTC starting July 1, 2011.) The BikeMobile will also be available to attend city and county events, Cycles of Change events, East Bay Bicycle Coalition events, and other community events that will benefit from its services.

Innovation

Cycles of Change Earn-a-Bike programs, currently offered at four sites in Alameda and Oakland, are effective at encouraging youth to ride, and teaching maintenance skills to keep bikes functional. However, these programs are limited to only a few locations. While our Safe Routes to Schools Bike Safety Programs extend across Alameda County to many locations, it is limited by the inability to teach and deliver bike repair due to time and resource constraints. This project

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program
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will combine the repair component of an Earn-a-Bike program with the far-reaching arm of the Safe Routes to Schools Partnership to deliver accessible bike repair, education and resources to a wide and under-served population in Alameda County. There are no known services similar to the BikeMobile in the Bay Area.

Replication

Once the project is demonstrated and refined, we would be enthusiastic about sharing this model and lessons learned with any Safe Routes to Schools program that aims to reduce vehicle miles traveled by encouraging usage of bicycles. Many existing organizations around the Bay Area would be capable of replicating this project since it is relatively low in cost and requires only basic materials and a sustained level of coordination.

Anticipated Results

We expect the BikeMobile project to make the existing (and the future) SR2S programming in Alameda County more successful by complementing the bicycle promotion and encouragement element of an already robust SR2S program. We expect the BikeMobile will engage over 3000 people in bicycle safety, repair and encouragement over the two year period. Specifically, we expect it will assist youth, teachers, staff and parents in making 2000 tune-ups and repairs. While repairs are being made, the audience will learn valuable traffic safety and bicycle maintenance skills that will help them stay safe and active in the future. Using the above efforts combined with promoting bike riding through incentives and other activities, we aim to increase the number of trips made by bike by the engaged audience by 35%.

Responses To MTC Questions

1. Would it be feasible to expand the scope of the project for larger-scale implementation, or should we keep it to one truck for testing purposes? Please explain why.

We believe it is prudent to start the program with one truck, and have designed the project this way. With the available local match, there is not enough funding to purchase and operate a second truck. Additionally, we would like to verify success of this project before expanding to using two trucks.

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program
Project: BikeMobile – A Bike Repair and Encouragement Vehicle
Submitted by: Alameda CTC & Cycles of Change

2. The bike repair component could be boosted by a complementary bicycle safety education component. Please consider adding a bicycle safety education component to the project scope. Are there other strategies that could be folded into this repair shop concept?

We have incorporated a safety component, as described above in section A. Additionally, as described in the application, the BikeMobile services are strongly tied to the current Alameda County SR2S program which has a large safety component.

3. Please revisit the line-item budget and explain the costs.

This has been done and is explained in this application.

Approach to Evaluation

A two-part data collection method is proposed. Data collection will be executed by Cycles of Change and the other SR2S program providers. Funding for this data collection is included in the staffing budget in this proposal. An additional seven percent of the total budget is reserved for assistance with evaluation, including data analysis and report preparation.

Part 1 - Verbal Survey: When a bike is repaired, we will document whether the repair made the bike functional or simply improved its functionality. Then, we will document how many more trips per week the owner expects to make because of the repair and what type of car the family drives (for emissions estimates). Then, that data will be used to estimate emissions reduction.

Part 2 - Bike Counting at selected SR2S sites: When a bike is repaired, the owner will receive a reflective sticker to put on the bike. SR2S staff or volunteers will periodically count the number of bikes with the sticker parked in the school's bike cage. This method will work well for evaluating the effectiveness at school sites, but not for work done at other community events and locations where people do not regularly return. Note: The sticker could have a serial number on it for more advanced tracking or theft recovery.

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program
Project: BikeMobile – A Bike Repair and Encouragement Vehicle
Submitted by: Alameda CTC & Cycles of Change

Project Cost and Funding

This project is estimated to cost \$565,000. The Alameda CTC will provide an 11.5% match of \$65,000 for the requested amount of \$500,000 from the MTC.

Cost Summary

Category	Cost
Staffing	\$ 260,000
Materials	\$ 90,000
Equipment (customized truck)	\$ 65,000
Evaluation	\$ 40,000
Contingency	\$ 55,000
Public Sponsor	\$ 55,000
Total	\$ 565,000

Staffing

Staffing is expected to cost \$260,000, equaling about 45% of the total budget. Three Cycles of Change staff will be responsible for implementing the majority of the project.

- A part-time Program Manager (about 20% of a full-time equivalent position) will be responsible for integrating this program with other programs under the Safe Routes to Schools Partnership, for integrating it into other non-SR2S events and programs, and for managing the program within Cycles of Change. The Program Manager will work directly with the Alameda CTC, other local SR2S providers, and the BikeMobile Program Coordinator to ensure all requirements are being met.
- A part-time Program Coordinator (about 80% of a position) will use about half of his/her time to operate the BikeMobile and the rest of his/her time developing, planning, and promoting the program. The Coordinator will also manage the Program Assistant.
- A part-time Program Assistant (about 40% of a position) will assist with the operation of the BikeMobile and data collection.

MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program
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Additional budget is included in the staffing category for the K-8 SR2S general provider, the grades 4-8 SR2S Bike Safety provider, and the high school SR2S provider, who will be contracted with to promote and collect data for the BikeMobile at the sites where they are operating programs.

The breakdown of staff time by type of task is as approximately as follows:

- 40% Direct Service
- 35% Development and Planning
- 20% Outreach
- 5% Data Collection and Evaluation

Materials

Materials in the budget fall under three major categories and equal about 20% of the entire budget totaling \$90,000.

- \$25,000 for tools and parts to make repairs
- \$35,000 for incentives (locks, lights, stickers, patch kits, multi-tools, snacks, helmets, and bike decoration supplies)
- \$30,000 for vehicle operation (insurance, maintenance, fuel)

Equipment

A customized utility vehicle will cost \$65,000 equaling about 15% of the total budget.

- \$50,000 for a 17-foot Box Truck
- \$15,000 for customization (creating and installing graphic design for the truck's exterior and installing customized work stations)

Evaluation

Seven percent of the budget, equaling \$40,000, is set aside for evaluation services. Staff time and materials for collecting data to support the evaluation (described above under *Approach to Evaluation*) is included in the staffing budget.

Contingency

Ten percent of the budget, equaling \$55,000, is set aside for contingency, as this is a pilot project which may have unexpected costs.

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Pubic Sponsor

Ten percent of the budget, equaling \$55,000, is set aside for the Alameda CTC to oversee and monitor this project, and ensure that it is meeting all federal requirements.

Alameda County Safe Routes to School Program
Proposed Workscope for Program
July 30, 2010

Goals and Objectives of Overall Program

- Will be an “Alameda County” program, with the program policies, goals and contractor selection made by the Alameda CTC Board;
- Will be one cohesive program, with all elements integrated and coordinated, even if implemented by different entities;
- Will build on and continue existing efforts and successes;
- Will complement other SR2S funding programs, which are mostly for capital projects;
- Will address traditional SR2S 5 E’s (Education, Encouragement, Engineering, Enforcement, Evaluation) as well as a 6th E, Emission Reductions, to address the air quality component of the new program; and
- Will be designed to meet eligibility requirements of funding source (federal CMAQ).

Description of the four Program Elements (including scope of work and schedule for each)

Program Element 1: Alameda County SR2S Program - Elementary & Middle Schools (K-8)

Project Manager: Tess Lengyel, ACTIA

Email: tlengyel@actia2022.com

- Background:
 - There are 225 elementary and 56 middle schools in the county (281 total) with 147,000 students (68% of all students in county).
 - Existing program is operating comprehensive programs in 83 schools (73 elementary + 10 middle). This is 30% of all elementary/middle schools in the county.
 - By June 2011, the existing program will be established in 90 schools
 - Established programs at 90 schools over a four-year period. Based upon the funding amounts available through this program, plan to maintain this program level.
- Description/Work Products:
 - Continue SR2S programs (similar in scope of work that has been performed with ACTIA grant funds) in 90 schools.
 - Include Bike Safety Education (similar scope of work that has been performed with ACTIA grant funds).
 - Program details: bike safety education classes, curriculum development, trainings, walking school buses, assemblies, puppet shows, monthly Walk to School Days,

promotional events and activities, collaboration with enforcement, walk audits, web-based resources, technical assistance.

- Evaluation of Program Element
- Implementation/Schedule:
 - Current ACTIA-funded SR2S program funded through June 30, 2011.
 - Request E-76 for FFY 10/11 funding by February 1, 2011.
 - Release a Request for Proposals (RFP) during spring 2011 for a team to operate one program countywide (team may have subconsultant(s) and could be coordinated with High School consultant team).
 - Select consultant for countywide program by July 1, 2011.
 - New MTC-funded program proposed to start July 1, 2011 and end June 30, 2013.

Program Element 2: Alameda County SR2S Program - High Schools

Project Manager: Tess Lengyel, ACTIA

Email: tlengyel@actia2022.com

- Background:
 - No HS programs currently
 - Different target group from elementary/middle school students, so needs a separate approach that appeals to this age group.
 - 63 high schools in county with about 68,000 students (32% of students in the county)
- Description/Work Products:
 - Develop new program, based on national and local models (i.e. Sonoma County, Marin County and Palo Alto examples).
 - Pilot the program in the first year with five schools that differ in size and geographic location. Expand the program to 5-8 more schools in the second year, and maintain the original five programs, for a total of 10-13 schools.
 - Program details: TBD. Would be based on best practices. Could include social marketing and parking management.
 - Evaluation of Program Element
- Implementation/Schedule:
 - Request E-76 for FFY 10/11 funding by February 1, 2011.
 - Release a Request for Proposals to during spring 2011 for a team to operate one program countywide (Team may have sub-consultant(s) and could be coordinated with elementary and middle school team).
 - Create new High School SR2S program in 15%-20% of all high schools (10-13 schools) by June 30, 2013.
 - New program proposed to start July 1, 2011 and end June 30, 2013.

Program Element 3: Alameda County SR2S Program - Ridesharing/Carpool/Clean Air

Project Manager: Beth Walukas, ACCMA

Email: BWalukas@accma.ca.gov

- Background:
 - 349 schools in county with about 21,000 staff/teachers.
 - 22 school districts total; 16 with 100 or more staff/teachers.
 - Thousands of parents.

- Description/Work Products:
 - Develop a pilot ridesharing/carpool/clean air program, which is based on researched need and effectiveness.
 - Program would create a new program for those working at schools, where none currently exists, reduce emissions related to staff, teacher and parent vehicle trips, and expand opportunities for students who can't bike/walk to school.
 - Program targeted at school campuses, with programs initially established in a limited number of school districts (initial strategy is to pursue a program in one to two school districts).
 - Primary target audience: Faculty and staff at schools.
 - Consider including HS students as riders with legal drivers. Student drivers that can legally carry passengers may also be candidates for this program.
 - Begin program with school sites, but consider and evaluate benefits of including district offices, if large enough and/or near a school.
 - Program details TBD, but could include the following:
 - TDM program for faculty/staff that promotes walk, bike, carpool, transit modes.
 - Promote/modify 511 "school pool" module
 - Marin "School Pool" model (www.schoolpoolmarin.org)
 - Dynamic ride sharing
 - Tie to High School Program, since students can be riders under some circumstances.
 - Evaluation of Program Element

- Implementation/Schedule:
 - Program administrator to request E-76 for FFY 10/11 funding by February 1, 2011.
 - Request for Proposals to hire a team to operate a program countywide. Program could coordinate with the K-8 and high school programs.
 - New program proposed to start July 1, 2011 and end by June 30, 2013.

Program Element 4: Alameda County SR2S Capital Program

Project Manager: Matt Todd, ACCMA

Email: MTodd@accma.ca.gov

- Description/ Work Products:
 - Technical Assistance Program: Provide assistance to local agencies in identifying and designing engineering solutions for projects that encourage non-automotive school trips.
 - Walk audits may be considered, if non-CMAQ funds are available.
 - Would fund pre-construction phases, such as preliminary engineering, environmental, PS&E. May also include other SR2S project development efforts.
 - Model after “Technical Assistance Program” (TAP).
 - Capital Program: Funding for capital improvements.
 - Projects that flow from a TAP project or completed walk audit could be considered in the project evaluation.
 - Projects will need to be CMAQ eligible.
 - Propose to give priority to projects that have a match, but not require it.
 - All schools would be eligible. The status of a school’s comprehensive SR2S program could be considered in the project evaluation.
 - Geographic equity will be considered in project selection.
 - Staff Resource Assistance, including considering financial assistance for local agency staff time associated with SR2S project development efforts (assuming a program administrative structure that meets federal aid requirements is available).
- Implementation/Schedule:
 - Technical Assistance Program (PE activities):
 - Release Request for Qualifications (RFQ) during fall or winter 2010 to develop a prequalified list of on-call consultants (engineers/planners) to assign to the selected projects.
 - Release call for projects fall or winter 2010 for local agencies to determine who receives assistance for PE activities.
 - TIP amended to include PE activity scope by January 2011.
 - Program administrator to request E-76 for FFY 10/11 PE funds by February 1, 2011.
 - Capital Program:
 - Release call for projects for local agencies during spring or summer 2011.
 - TIP amended to add selected projects to TIP.

- Selected sponsors request E-76 for FFY 11/12 funding for construction between October 1, 2011 and February 1, 2012.

Program Cost and Funding

- See SR2S Workscope budget attachment for cost and funding breakdown.
- The ACTIA Board approved the use of up to \$420,000 of Measure B Bike/Ped CDF grant funds for the local match on May 27, 2010.
- STP funding requested for CMAQ ineligible walking audits and project development activities that are seen as crucial for implementing a successful countywide program. It is estimated that these activities account for approximately 11% of the program budget.

Attachments:

Alameda County SR2S Program Budget

ALAMEDA COUNTY SR2S PROGRAM

Final Proposed Budget ¹:

Program Element	Sample Program Budget (Using Mid Point Targets)			Sample Funding Budget for Total Amount (Using Mid Point Targets)		
	Funding Range Low-Mid-High	Total Amount	% of Total	Requested CMAQ	Requested STP ²	Local Match ³
1. Elementary & Middle Schools	\$1,500,000-\$1,700,000-\$1,900,000	\$ 1,700,000	47%	\$ 1,305,000	\$ 200,000	\$ 195,000
2. High Schools	\$320,000-\$360,000-\$400,000	\$ 360,000	10%	\$ 319,000		\$ 41,000
3. Commute Alternatives	\$226,000-\$278,000-\$330,000	\$ 278,000	8%	\$ 246,000		\$ 32,000
Subtotal	\$2,338,000	\$ 2,338,000	64%	\$ 1,870,000	\$ 200,000	\$ 268,000
4. Capital Program (includes PE activities)	\$1,300,000	\$ 1,300,000	36%	\$ 951,000	\$ 200,000	\$ 149,000
Subtotal	\$1,300,000	\$ 1,300,000	36%	\$ 951,000	\$ 200,000	\$ 149,000
Totals	\$3,638,000	\$ 3,638,000	100%	\$ 2,821,000	\$ 400,000	\$ 417,000

Goals and Assumptions

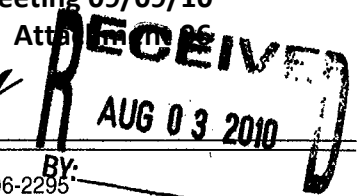
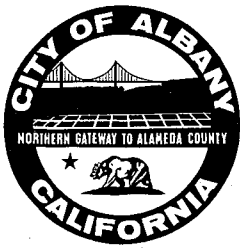
-Funding will cover 2 years of program operations

-Staff proposes to procure Program Elements 1, 2 and 3 through one RFP. Staff has estimated costs of the types of services that would be included in the program. Actual costs of the services/programs provided will vary. Staff proposes to include targets (such as schools by area, number of bike events, number of walking audits and monitoring requirements) in the RFP. The actual funds needed to meet those targets will likely fall in the ranges detailed above. ACTAC will be requested to review the RFP document prior to its release.

- 1. Elementary & Middle Schools Per school costs can range from \$2,000 to over \$25,000 depending upon the types of programs implemented at schools. For budget estimating purposes, an average cost of \$10K per school site was used. Continue to implement SR2S programs in elementary and middle schools that will reach 30% of all schools (90 total) by June 30, 2011, and offer technical assistance to all schools upon request, by June 30, 2013.
- 2. High Schools Per school costs will vary. For budgeting purposes an average estimated cost of \$20K for the 1st year and \$15K for the 2nd year per school site was used. Pilot program in 5 schools for first year and add 5 - 8 more second year = 10 -13 schools.
- 3. Commute Alternatives Because this program will be implemented based upon best practices, staff recommends that this program be scaleable to allow for the combined use of funds in programs 1-3 that results in the highest reduction of vehicle trips to schools. The goal is to implement this program in 1-2 school districts.
- 4. Capital & TAP Program \$1,300,000 for a combination of capital grants, technical assistance and staff resources.

Notes

- 1. Program evaluation is built into the budgets for each element and includes at a minimum direct data collection in the program classrooms or schools. Budget assumes 7.5% -10% for program evaluation costs.
- 2. STP funding requested for CMAQ ineligible walking audits and project development activities that are seen as crucial for implementing a successful countywide program. It is estimated that these activities account for approximately 10% of the program budget.
- 3. The ACTIA Board approved the use of up to \$420,000 of Measure B Bike/Ped CDF grant funds for the local match on May 27, 2010.



ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT

CITY ADMINISTRATOR
PH. (510) 528-5710
FAX (510) 528-5797

PROJECT PROGRESS REPORT NUMBER: 6 - FINAL

CITY ATTORNEY
PH. (510) 528-5858
FAX (510) 526-9190

REPORTING PERIOD: From: January 1, 2010 To: July 31, 2010

CITY CLERK
PH. (510) 528-5720
FAX (510) 528-5797

PROJECT SPONSOR: City of Albany

CITY COUNCIL
PH. (510) 528-5720
FAX (510) 528-5797

PROJECT TITLE: Buchanan Bicycle and Pedestrian Path

COMMUNITY DEVELOPMENT & ENVIRONMENTAL RESOURCES

ACTIA PROJECT No: A007-007

STATUS

- Building
 - Engineering
 - Environmental Resources
 - Maintenance
 - Planning
- PH. (510) 528-5760
FAX (510) 524-9359

-NEPA for the segment of the path adjacent to USDA is being processed along with the Right of Way agreements. City is correcting language upon USDA request. City is drafting final language for the Right of Way Agreements with the other stakeholders

FINANCE & ADMINISTRATIVE SERVICES

-35% plans finalized – attached to this report is a hard copy of the final plans showing USDA requests. These plans supersede the set sent to Rochelle Wheeler on 3/4/2010.

CITY TREASURER
PH. (510) 528-5730
FAX (510) 528-2743

-Construction of the Buchanan Path from San Pablo Ave. to the Buchanan Bridge is being recommended for funding under the ACTC Block Grant.

FIRE & EMERGENCY MEDICAL SERVICES

PH. (510) 528-5771
FAX (510) 528-5774

ACTIONS (In this Reporting Period)

PERSONNEL
PH. (510) 528-5714
FAX (510) 528-5797

-Finalized 35% PS&E and addressed USDA concerns regarding path design along its property. This required several meetings and analytical work that is outside of the original project scope. City amended the budget by \$12,600 to cover the additional work required by USDA. City used local funds to cover this expense. This was reported in the previous Progress Report.

POLICE
PH. (510) 525-7300
FAX (510) 525-1360

-Filed CEQA documentation with State Clearinghouse in January 2010.

RECREATION & COMMUNITY SERVICES

1249 Marin Avenue
PH. (510) 524-9283
FAX (510) 528-8914
• Friendship Club/
Childcare Program
PH. (510) 559-7220
• Senior Center
PH. (510) 524-9122
FAX (510) 524-8940
• Teen Center
PH. (510) 525-0576

-Produced drafts for right of way agreements with stakeholders in April, 2010.

-Submitted a successful grant application to ACTC for construction funds for the segment of the path between San Pablo Ave. and the Buchanan Bridge overcrossing. City is processing resolution to enter into agreement with ACTC. Since the source of funds is federal, the NEPA process for the project must be conducted and the City is committed to working with Caltrans to complete this process in order to receive federal funds. The City expects to complete the NEPA process in 2011. Given that the CEQA process is completed and the City worked with USDA to address their NEPA concerns for the segment of the path adjacent to their property, and the funds for this grant are expended, we kindly request to close out this project. As a courtesy, the City will send to ACTIA the NEPA documentation, once finalized.



ANTICIPATED ACTIONS (In Next Reporting Period)

Submission of the NEPA document (expected in November 2010)

Presentation to BPAC

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*

- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: <http://www.albanyca.org/index.aspx?page=804>
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(enter dates and the names of any publications here)*

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

<input type="checkbox"/>	<input type="checkbox"/>	Audible Pedestrian Signals
<input type="checkbox"/>	<input type="checkbox"/>	Adjustable Pedestrian Timing
<input type="checkbox"/>	<input type="checkbox"/>	Emergency Vehicle Pre-Emption

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

MEMORANDUM

Date: September 2, 2010

To: Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator
Tess Lengyel, Programs and Public Affairs Manager

Subject: **Update on Countywide Bicycle and Pedestrian Count Program**

Recommendations

This item is for information only. No action is recommended.

Summary

Alameda County Transportation Commission (Alameda CTC) is working with the Metropolitan Transportation Commission (MTC) to conduct bicycle and pedestrian counts in Alameda County at up to 63 sites during September and October 2010, as part of an annual countywide bicycle and pedestrian counting effort. By piggy-backing on a consultant contract that MTC already had for their regional bicycle/pedestrian counts, Alameda CTC has saved staff time and resources, and is able to have counts conducted at many more intersections than had been anticipated.

Background

Since 2002, there have been several efforts to count bicyclists and pedestrians on a regular basis in Alameda County. The Alameda County Congestion Management Agency's (ACCMA's) biennial Level of Service (LOS) Monitoring Study began in 2002 and has included bicycle counts at 12 locations voluntarily conducted by local jurisdictions, in 2002, 2004, 2006 and 2008. (In addition, some local jurisdictions conduct their own counts on a varied basis.) The MTC conducted a regional bicycle and pedestrian count program in 2003 and 2004, and is now re-starting this program in 2010 with the hope that it will occur annually. In 2008 and 2009 UC Berkeley's SafeTREC (formerly the Traffic Safety Center), with funding and support from ACTIA, conducted bicycle and pedestrian counts at multiple locations around the county.

In 2010, ACTIA began to evaluate which locations should be counted on an annual basis in order to see trends in walking and bicycling in the county. The ACTIA Board authorized funding to conduct the 2010 counts in January. Staff developed a short draft list of sites to be counted, given an anticipated cost per location. Subsequently, MTC released a consultant contract to

conduct regional counts and the consultant stated they would count all proposed 100 sites, including the designated 13 locations in Alameda County. Staff then worked with MTC to add additional Alameda County locations to the MTC consultant contract, which resulted in the cost per count location being lower than anticipated.

Alameda CTC staff recommended counting at as many locations in 2010 as could be reasonably accommodated within the MTC contract. An additional 50 locations were added to their contract. This will leave funding for other count efforts, including possible multi-use pathway counts and data analysis. In future years, all of the proposed sites may not be counted every year, given that costs may be higher and given that MTC may not have the budget to do annual bike/pedestrian counts, but it is hoped that most sites will be counted at least every other year in the future.

Selection Criteria for Count Locations

The 2010 manual bicycle and pedestrian counts, to be conducted utilizing MTC's consultant, will be done at up to 63 locations in Alameda County. In selecting these locations, listed in Attachment 08A, Alameda CTC staff used the following criteria:

Primary Criteria (in order of importance)

1. Locations where counts have been conducted historically (in order to see trends).
2. On the Countywide Bicycle and/or Pedestrian Network
3. Geographic equity by planning area based on population

Secondary Criteria

- Variety of land uses - commercial, residential, employment centers, etc
- Variety of land use density (within ¼-mile radius) - high, medium and low
- Variety of street types
- Some sites near transit (within a ¼-mile radius)
- Some sites near multi-use trails (within a ¼-mile radius)
- Some sites near schools (within a ¼-mile radius)
- Minimum distance between count locations of ¼ mile to reduce interdependence between the sample locations

The draft list of locations was emailed to all local bicycle/pedestrian coordinators for their review and input, as well as the Alameda CTC BPAC. This input was reviewed and incorporated as feasible to create the final list (Attachment 08A) which was provided to MTC's consultant.

Schedule

Manual counts will be conducted on Tuesdays, Wednesdays and Thursdays during September and October, but not directly around Labor Day (Sept 1-7) or Walk to School Week (Oct 4-8).

Methodology

All locations will be counted using the same methodology used in Alameda County in 2008 and 2009 counts, which is similar to that used by MTC in the past and is based on UC Berkeley's SafeTREC recommendations. It is compatible to that used for the [National Bike/Ped Documentation Project](#). Each site will be counted for two 2-hour time periods between 12pm and 6pm. The default counting periods are 12-2pm and 4-6pm, but some sites may be counted at different times to capture the peak period for that site.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

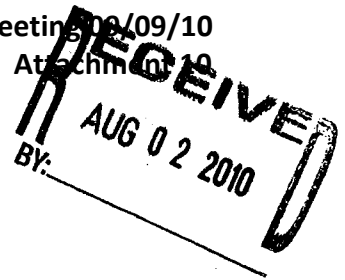
08A Selection Criteria for Count Locations.pdf

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ID#	Street	Cross street	City	ACTIA Planning Area	In Plan			W/in 1/4 mi		Historical Counts										Final 2010 Count List	
					Reg. Bike Plan	Co. Bike Plan	Co. Ped Plan	School	Trail	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009		
1	Atlantic Avenue	Webster Street	Alameda	North	x	x	x	x				x		x		x		x	x	1	
2	Broadway (CA 61)	Calhoun Street	Alameda	North		x												x		1	
3	Central Avenue	Fifth Street	Alameda	North	x	x	x	x											x	1	
7	Park Street	Otis Drive	Alameda	North			x					x								1	
95	Buchanan Street	Jackson Street	Albany	North	x	x	x	x												1	
9	Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	North	x	x	x	x	x									x	x	1	
10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North	x	x	x			x		x	x	x	x				x	1	
12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North			x	x											x	1	
14	College Avenue	Derby Street	Berkeley	North			x	x											x	1	
16	Hearst Avenue	Milvia Street	Berkeley	North	x	x	x	x			x	x	x	x	x	x		x	x	1	
17	San Pablo Avenue	Virginia Street	Berkeley	North			x					x							x	1	
22	Hesperian Boulevard	Lewelling Boulevard	County	Central		x	x	x				x		x		x		x	x	1	
23	Mission Boulevard (CA 185)	Grove Way	County	Central		x	x												x	1	
24	Redwood Road	Castro Valley Boulevard	County	Central		x						x		x		x		x	x	1	
28	Dublin Boulevard	Hacienda Drive	Dublin	East	x	x	x	x											x	1	
27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East		x	x		x			x	x	x					x	1	
30	Powell Street	Christie Avenue	Emeryville	North		x	x					x								1	
31	San Pablo Avenue	40th Street	Emeryville	North			x	x				x		x		x		x	x	1	
32	Fremont Blvd	Mowry Avenue	Fremont	South			x					x								1	
98	Fremont Blvd (Washington)	Union Street	Fremont	South			x													1	
33	Fremont Boulevard (CA 84)	Peralta Boulevard	Fremont	South		x	x												x	1	
34	Mission Boulevard (CA 238)	Nichols Avenue	Fremont	South			x	x											x	1	
35	Mowry Avenue (CA 84)	Cherry Lane	Fremont	South		x													x	1	
36	Paseo Padre Parkway	Mowry Avenue	Fremont	South		x	x					x		x		x		x	x	1	
99	Paseo Padre Parkway	Decoto Rd	Fremont	South	x	x	x	x												1	
38	Warm Springs	Grimmer	Fremont	South	x	x	x												x	1	
97	C Street	Grand Street	Hayward	Central	x	x	x													1	
39	Foothill Boulevard (CA 238)	D Street	Hayward	Central			x	x											x	1	
41	Mission Boulevard (CA 238)	Jefferson Street	Hayward	Central			x	x				x		x		x		x	x	1	
45	Santa Clara Street	Ocie Way	Hayward	Central		x		x											x	1	
47	Winton Avenue	Amador Street	Hayward	Central			x	x				x	x	x					x	1	
49	East Street	Vasco Road	Livermore	East		x	x					x		x		x		x		1	
50	Railroad Avenue	First Street	Livermore	East			x												x	1	
51	Ardenwood Boulevard (CA 84)	Newark Boulevard (E side interchange ramp)	Newark	South		x													x	1	
52	Thornton Avenue	Willow Street	Newark	South		x		x				x		x		x		x	x	1	
53	66th Avenue	San Leandro St	Oakland	North			x	x					x							1	
55	Bancroft Avenue	Auseon Avenue	Oakland	North		x	x	x											x	1	
56	Broadway	12th Street	Oakland	North			x												x	x	1
57	Broadway	20th Street	Oakland	North		x	x	x													1
58	Chatham Road	13th Avenue	Oakland	North			x	x											x		1
59	Doolittle Drive (CA 61)	Airport Access Road	Oakland	North	x	x	x		x										x	x	1
62	Fruitvale Avenue	Foothill Blvd	Oakland	North		x	x	x													1
63	Fruitvale Avenue	Alameda Ave	Oakland	North		x			x											x	1
64	Grand Avenue	Staten Ave	Oakland	North			x		x				x								1
65	Grand Avenue	Lake Park	Oakland	North		x	x	x												x	1
70	MacArthur Boulevard	38th Avenue	Oakland	North	x	x	x	x												x	1
72	Mandela Parkway	14th Street	Oakland	North	x	x														x	1
75	Mountain	La Salle	Oakland	North			x													x	1
96	Telegraph Avenue	40th Street	Oakland	North	x	x	x														1

Alameda County Bicycle and Pedestrian Count Location - Sept/Oct 2010

ID#	Street	Cross street	City	ACTIA Planning Area	Reg. Bike Plan	Co. Bike Plan	Co. Ped Plan	School	Trail	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Final 2010 Count List
76	Telegraph Avenue	27th Street	Oakland	North	X	X	X	X				X		X		X		X	X	1
78	Webster Street	7th Street	Oakland	North			X											X		1
79	Grand Avenue	Oakland Avenue	Piedmont	North				X				X		X		X		X	X	1
80	Main St	Bernal Ave	Pleasanton	East		X	X	X					X							1
81	Owens Drive	Andrews Drive	Pleasanton	East			X											X		1
82	Santa Rita Road	Francisco Street	Pleasanton	East	X	X	X	X											X	1
83	Stoneridge Drive	Hopyard Road	Pleasanton	East		X		X				X		X		X		X	X	1
85	Bancroft Avenue	Estudillo Avenue	San Leandro	Central	X	X	X	X				X	X	X					X	1
87	Davis Street (CA 61)	Pierce Avenue	San Leandro	Central		X												X		1
88	East 14th Street (CA 185)	Hesperian Boulevard	San Leandro	Central		X	X											X		1
89	East 14th Street (CA 185)	Maud Avenue	San Leandro	Central			X											X		1
92	Alvarado-Niles Road	Dyer Street	Union City	South		X	X	X											X	1
93	Decoto Road	Alvarado-Niles Road	Union City	South		X	X						X							1
94	Decoto Road	7th Street	Union City	South	X	X	X	X											X	1
Total Number of Count Locations:																			63	



**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 6

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: Alameda-Contra Costa Transit District (AC Transit)

PROJECT TITLE: Bicycle Racks for New Buses Project

ACTIA PROJECT No: A07-0003

STATUS

The bid solicitation period has ended. Review of bids to begin soon for awarding contract.

ACTIONS (In this Reporting Period)

AC Transit's Procurement Department issued an Invitation For Bid (IFB) for this procurement in May 2010. Bid solicitation closed on July 21, 2010.

ANTICIPATED ACTIONS (In Next Reporting Period)

Selection of Vendor and possible receipt of bike racks.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of Amendment Request 2.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Amendment Request 2.)
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.

- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
- No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*
The project is in the bidding phase. Invoices will be submitted once contract has been awarded and bike racks received.

GENERAL

At this time we anticipate no problems on the project.

- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

Delay in selecting vendor as a bid protest needs to be addressed before the contract is awarded. Our legal team is on board and resolve this issue.

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: *(enter web address here)*

www.actransit.org

- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(enter dates and the names of any publications here)*

AC Transit District Newsletter/"Buslines" (Dec. 2007)

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

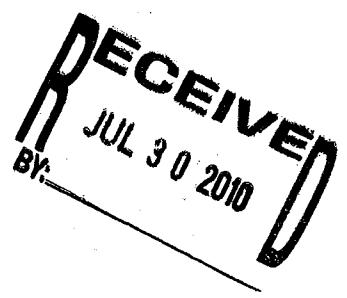
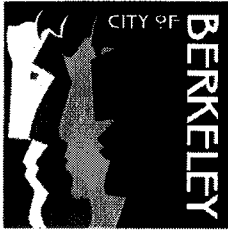
-
- | | | |
|--------------------------|--------------------------|-------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Audible Pedestrian Signals |
| <input type="checkbox"/> | <input type="checkbox"/> | Adjustable Pedestrian Timing |
| <input type="checkbox"/> | <input type="checkbox"/> | Emergency Vehicle Pre-Emption |

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
 Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
 There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.



**Planning Department
Redevelopment**

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 5

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: Berkeley Redevelopment Agency

PROJECT TITLE: Aquatic Park Connection Streetscape Improvement Project

ACTIA PROJECT No: A07-0005

STATUS

The final improvements funded by ACTIA were signage, which were completed in the last period with three (3) exceptions due to concurrent construction of streetscape elements. This period an adjacent developer installed two of the three signs and the final one is pending Agency construction of the sidewalk where the sign shall be placed. Agency construction was delayed by PG&E revisions to the undergrounding design to respond to a new City project west of the project site. Construction of the broader streetscape improvements, comprehensive of furnishings, sidewalk replacement, undergrounding, bicycle and pedestrian safety signage and thermoplastic markings, and the railway crossing enhancements began this period with potholing, property notification, additional surveying, and tree removal. Construction of all the streetscape elements is expected in the following period.

ACTIONS (In this Reporting Period)

The Agency contractor, Ray's Electric was given notice to proceed, conducted a site meeting with utility representatives, began potholing, and provided property notification of construction initiation was completed this period.

Construction of the adjacent streetscape at 700 University Avenue, a new 170 unit mixed use development covering two street blocks adjacent to the Agency's streetscape improvements was built to APC design standards, as required under the Conditions of Approval. Bike rack/tree guards, pedestrian lighting, wayfinding, seating and new sidewalks were installed. Two of three remaining signs manufactured with funding from ACTIA were installed.

2118 Milvia Street 3rd Floor, Berkeley, CA 94704 Tel: 510.981.7400 TDD: 510.981.6903 Fax: 510.981.7470

E-mail: planning@ci.berkeley.ca.us Website: <http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=974>

ANTICIPATED ACTIONS (In Next Reporting Period)

The Agency will substantively complete construction of APC including undergrounding, rail crossing improvements and Promenade construction at the entry to Aquatic Park in the next reporting period and should the current schedule be followed, reporting to BPAC and project closeout will be completed in this period. With the bid coming under the project cap at 83% of the not exceed contract amount, staff anticipate including additional thermoplastic bike treatments connecting the APC Route to the existing Bike Boulevards at the Virginia and Channing bike boulevards, as endorsed by the Berkeley Bike Plan.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

A Request for Reimbursement was submitted within the last six months, on this date: December 18, 2009

No Request for Reimbursement has been submitted within the last six months for the following reason(s): *ACTIA reimbursements have been completed except for the 10% retained for release at project completion. Project costs incurred by the Agency are not reimbursable by ACTIA.*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time:

PUBLICITY

- Updates are continually made at the Agency website with a link to ACTIA's website, at the following web address: <http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=522>

Additionally the BikeLink Website now promotes the lockers at the Berkeley Amtrak station
<http://www.bikelink.org/locations/map>

- An article which highlighted this Project was published. *The July 2009 ACTIA newsletter included staff submittal on the project and ACTIA support for it, targeting eLocker component of the project and heralding the coming of the wayfinding signage* http://www.actia2022.com/rss/pdfs/ACTIA_newsletter_Jul09_final.pdf

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

Considered	Included	
<input type="checkbox"/>	<input type="checkbox"/>	Audible Pedestrian Signals
<input type="checkbox"/>	<input type="checkbox"/>	Adjustable Pedestrian Timing
<input type="checkbox"/>	<input type="checkbox"/>	Emergency Vehicle Pre-Emption

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- Form not required (Project Progress Reports No.'s 1 and 3). No single contractor receiving \$50,000

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.



Public Works Department
Transportation Division

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 6

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: City of Berkeley

PROJECT TITLE: Ashby BART Station/Ed Roberts Campus
Pedestrian and Bicycle Access and Safety Project

ACTIA PROJECT No: A07-0008

STATUS

Construction is ongoing, nearing substantial completion.

ACTIONS (In this Reporting Period)

Construction of the overall project reached approximately 95% completion. The contractor began addressing punch-list work.

ANTICIPATED ACTIONS (In Next Reporting Period)

Construction will finish, with completion of punch-list items scheduled by September 30, 2010. Project close-out activities will begin.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement, ***Amendment 1***.
- The project schedule has been revised and a Grant Amendment Request (A-2) to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.

- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: June 22, 2010
- No Request for Reimbursement has been submitted within the last six months for the following reason(s):

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: www.edrobertscampus.org
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed:

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.
- Considered Included *(please check the appropriate box)*
-
- Audible Pedestrian Signals

- Adjustable Pedestrian Timing
- Emergency Vehicle Pre-Emption

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.



Public Works Department
Transportation Division

**ACTIA TCD Match Grant
PROGRESS REPORT**

PROJECT PROGRESS REPORT No.: 5

REPORTING PERIOD: **From: January 1, 2010** **To: June 30, 2010**

PROJECT SPONSOR: City of Berkeley

PROJECT TITLE: Ed Roberts Campus Project

ACTIA PROJECT No.: A07-0020

STATUS:

Construction is ongoing, nearing substantial completion.

ACTIONS (in this reporting period):

Construction of the overall project reached approximately 95% completion. The contractor began addressing punch-list work.

ANTICIPATED ACTIONS (in next reporting period):

Construction will finish, with completion of punch-list items scheduled by September 30, 2010. Project close-out activities will begin.

GENERAL:

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

1947 Center Street, 3rd Floor, Berkeley, California, 94704
Telephone: 510.981.7010 TTY: 510.981.7075 Fax: 510.981.7060
E-mail: transportation@ci.berkeley.ca.us

SCHEDULE, SCOPE, AND BUDGET:

- The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
 - A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
 - Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
 - Project Scope *(Exhibit B of Grant Amendment Request Form)*
 - Task Budgets *(Exhibit C of Grant Amendment Request Form)*
 - Project Schedule *(Exhibit D of Grant Amendment Request Form)*
 - Project Performance Measures *(Exhibit E of Grant Amendment Request Form)*

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
 - A Request for Reimbursement was submitted within the last six months on *June 22, 2010. This was the final TCD reimbursements request, fully expending the funds.*
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s):

PUBLICITY:

- As required per the Grant Funding Agreement, updated and accurate project information is included, with a link to the ACTIA Web site, at the following web address:
<http://edrobertscampus.org/public.html>
- As required per the Grant Funding Agreement, an article was published, highlighting this Project.
 - A copy of the article is attached to this report:
 - An article was submitted to ACTIA for publication in the ACTIA newsletter on *(enter date)*.

SIGNALS:

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project. *(If checked, proceed to the section below)*

Considered	Included	<i>(Check all that apply)</i>
<input type="checkbox"/>	<input type="checkbox"/>	Audible Pedestrian Signals
<input type="checkbox"/>	<input type="checkbox"/>	Adjustable Pedestrian Timing
<input type="checkbox"/>	<input type="checkbox"/>	Emergency Vehicle Pre-Emption

CONTRACT REPORTING:

- Form attached. *(Required with Project Progress Reports No. 2 and No. 4)*
- Form not attached. *(Not required with Project Progress Reports No. 1 and No. 3, or if no grant funds have been expended to date)*



**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 1

REPORTING PERIOD: From: July 1, 2009 To: June 31st, 2010

PROJECT SPONSOR: Urban Ecology

PROJECT TITLE: East Bay Greenway

ACTIA PROJECT No: A090016

STATUS

Urban Ecology and ACTIA have a grant agreement and an MOU. We are currently interviewing RFP respondents.

ACTIONS (In this Reporting Period)

Four meetings with ACTIA. Drafting of an MOU, drafting of a grant agreement. Drafting of RFQ. One PDT meeting about Federal grant support. Extended term for Coastal Conservancy grant agreement.

ANTICIPATED ACTIONS (In Next Reporting Period)

Hire ACTIA consultants, PDT and Steering meetings, finalize Urban Ecology's hiring choices, and coordinate outreach planning with ACTIA. Assist ACTIA with fundraising efforts by gathering support letters. Finalize outreach plan. Begin outreach to all stakeholders and groups involved in creating the Concept Plan. Work with ACTIA to secure the EBRPD Measure WW grant.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment C of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

URBAN ECOLOGY



BUDGET

- The Task Budgets, as shown in Attachment B of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: <http://urbanecology.org/greenway>
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(enter dates and the names of any publications here)*

SIGNALS

- Signal modifications are not part of the Project.
 - Signal modifications are part of the Project.
Considered Included *(please check the appropriate box)*
-

URBAN ECOLOGY



-
- | | | |
|--------------------------|--------------------------|-------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Audible Pedestrian Signals |
| <input type="checkbox"/> | <input type="checkbox"/> | Adjustable Pedestrian Timing |
| <input type="checkbox"/> | <input type="checkbox"/> | Emergency Vehicle Pre-Emption |

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- X Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- X There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 2

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: City of Dublin

PROJECT TITLE: Alamo Canal Regional Trail, I-580 Undercrossing

ACTIA PROJECT No: A09-0018

STATUS

The East Bay Regional Park District has contracted with TYLin to prepare the project NEPA document and acquire approval from Caltrans. Environmental work is underway.

ACTIONS (In this Reporting Period)

In May 2010, the CTC approved \$1.021M of federal funds for the Alamo Canal Trail project. These funds will be available in fiscal year 2010-2011 for use in construction. Use of federal funds requires project NEPA approval by Caltrans prior to construction. Dublin and EBRPD staffs have met with Caltrans to discuss their NEPA requirements.

ANTICIPATED ACTIONS (In Next Reporting Period)

Over the next 6 months (July to December 2010) EBRPD and their consultant will prepare and submit the required technical studies to Caltrans. Based on TYLin's schedule, the NEPA document is planned for approval in spring 2011.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes will be sent for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.

- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*
-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
- No Request for Reimbursement has been submitted within the last six months for the following reason(s): Charges to the project have been minimal (staff time only).

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: *(enter web address here)*
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(enter dates and the names of any publications here)*

SIGNALS

Signal modifications are not part of the Project.

Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

n/a	<input type="checkbox"/>	<input type="checkbox"/>	Audible Pedestrian Signals
n/a	<input type="checkbox"/>	<input type="checkbox"/>	Adjustable Pedestrian Timing
n/a	<input type="checkbox"/>	<input type="checkbox"/>	Emergency Vehicle Pre-Emption

CONTRACT REPORTING

Form attached (required for Project Progress Report No.'s 2 and 4).

Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

There are no Performance Measures for this project.

There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

July 2, 2010

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
 PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 2

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: East Bay Regional Park District

PROJECT TITLE: Iron Horse Trail Feasibility Study – Dublin BART to Santa Rita Road

ACTIA PROJECT No: A09-0019

STATUS

Active

ACTIONS (In this Reporting Period)

Task #2, Prepare Draft and Final Feasibility Study

Task 3, Oversee Consultant’s Work

ANTICIPATED ACTIONS (In Next Reporting Period)

Draft Feasibility Study

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

Board of Directors

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(A Payment Request will be submitted by the end of July.)*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: *(http://www.ebparcs.org/news/061909a)*
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(Article for publication in ACTLA Newsletter submitted on May 11, 2010.)*

SIGNALS

- Signal modifications are not part of the Project.
 - Signal modifications are part of the Project.
- Considered Included *(please check the appropriate box)*
-
- Audible Pedestrian Signals

- | | | |
|--------------------------|--------------------------|-------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Adjustable Pedestrian Timing |
| <input type="checkbox"/> | <input type="checkbox"/> | Emergency Vehicle Pre-Emption |

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- Form not required (Project Progress Reports No.'s 1 and 3). Grant less than \$50,000.

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

Thank you for your support and participation in this project. If you need any further information, please contact me at jrasmussen@ebparks.org or 510-544-2204.

Sincerely,



Jeff Rasmussen
Grants Manager

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 2

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: City of Fremont

PROJECT TITLE: Irvington Area Pedestrian Improvements

ACTIA PROJECT No: A09-0020

STATUS

Design 95% complete project to go out to Bid in September 2010.

ACTIONS (In this Reporting Period)

Report on the status of the project and request to amend the project scope to install two new curb ramps at the intersection of Fremont Boulevard/James Avenue and delete installation of three curb ramps at Fremont Boulevard/Papazian Way because another City project, Bay Street Improvement project will install new curb ramps. Change request/amendment with applicable attachments are enclosed.

ANTICIPATED ACTIONS (In Next Reporting Period)

Receive Construction bids and City Council to award and execute construction agreement to Contractor.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(March 2010)*
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: *(enter web address here)*
<http://www.fremont.gov/index.aspx?NID=646>
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(Summer 2010 - Fremont City News, July 2010 ACTIA Reports)*

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.
Considered Included *(please check the appropriate box)*

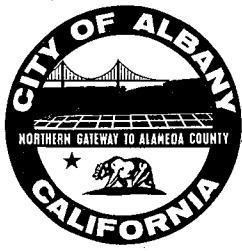
-
- | | | |
|--------------------------|-------------------------------------|-------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Audible Pedestrian Signals |
| <input type="checkbox"/> | <input type="checkbox"/> | Adjustable Pedestrian Timing |
| <input type="checkbox"/> | <input type="checkbox"/> | Emergency Vehicle Pre-Emption |

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- Form not required (Project Progress Reports No.'s 1 and 3).

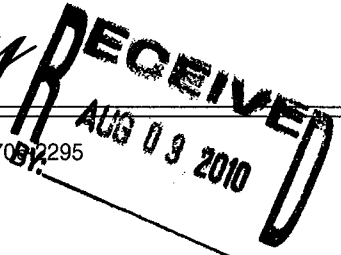
PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.



City of Albany

1000 SAN PABLO AVENUE • ALBANY, CALIFORNIA 94706-2295



ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT

PROJECT PROGRESS REPORT

CITY ADMINISTRATOR
PH. (510) 528-5710
FAX (510) 528-5797

CITY ATTORNEY
PH. (510) 528-5858
FAX (510) 526-9190

CITY CLERK
PH. (510) 528-5720
FAX (510) 528-5797

CITY COUNCIL
PH. (510) 528-5720
FAX (510) 528-5797

COMMUNITY DEVELOPMENT & ENVIRONMENTAL RESOURCES
• Building
• Engineering
• Environmental Resources
• Maintenance
• Planning
PH. (510) 528-5760
FAX (510) 524-9359

FINANCE & ADMINISTRATIVE SERVICES
CITY TREASURER
PH. (510) 528-5730
FAX (510) 528-2743

FIRE & EMERGENCY MEDICAL SERVICES
PH. (510) 528-5771
FAX (510) 528-5774

PERSONNEL
PH. (510) 528-5714
FAX (510) 528-5797

POLICE
PH. (510) 525-7300
FAX (510) 525-1360

RECREATION & COMMUNITY SERVICES
1249 Marin Avenue
PH. (510) 524-9283
FAX (510) 528-8914
• Friendship Club/
Childcare Program
PH. (510) 559-7220
• Senior Center
PH. (510) 524-9122
FAX (510) 524-8940
• Teen Center
PH. (510) 525-0576

PROJECT PROGRESS REPORT

2

NUMBER:

REPORTING PERIOD:

From: January 1, 2010

To: June 30, 2010

PROJECT SPONSOR:

City of Albany

PROJECT TITLE:

Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan

ACTIA PROJECT No:

A09-0021

STATUS

City selected Fehr and Peers Consultants to work on the Pedestrian and Bicycle Master Plans. A contract with this firm was signed on April 26, 2010. A copy of the contract was submitted to ACTIA thereafter. The Master Plans kick off meeting took place on June 4, 2010, but Fehr and Peers started collecting data as soon as the contract was signed and took every opportunity of a public event to do so. For instance, the consultants were at the City booth at the Green and Arts Festival in early May and at the Bike to Work Day 2010.

ACTIONS (In this Reporting Period)

Contract with Fehr and Peers (4/26/10)

Project initiation-Kick off meeting with TAC (June 4, 2010)

Project website: http://albanypedbikeplan.fehrandpeers.net/?page_id=4

Green and Art Festival data collection (May 2, 2010)

Bike to Work Day (May 13, 2010)

ANTICIPATED ACTIONS (In Next Reporting Period)

Codornices Creek Walk Tuesday, August 31, 2010

Central Albany Walk Thursday September 2, 2010

Cerrito Creek Walk Tuesday, September 7, 2010

Existing Conditions Workshop Tuesday September 14, 2010

First Draft Report due Thursday, September 30, 2010.

The City of Albany is dedicated to maintaining its small town ambience, responding to the needs of the community, and providing a safe, healthy, and vibrant environment for all. ACTIA Countywide Discretionary Fund Cycle 4



PRINTED ON RECYCLED PAPER

SCHEDULE CHANGE

None so far

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s):

PUBLICITY

The project description is available on the City’s website at <http://www.albanyca.org/index.aspx?page=803>

- Updated and accurate project information is included, with a link to ACTIA’s website, at the following web address: *(enter web address here)*

<http://www.albanyca.org/index.aspx?page=803>

- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: City of Albany Newsletter-Summer 2010 (attached)

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*

- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

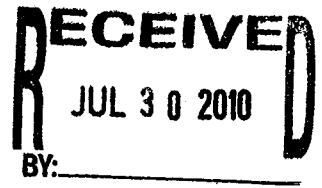
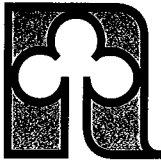
<input type="checkbox"/>	<input type="checkbox"/>	Audible Pedestrian Signals
<input type="checkbox"/>	<input type="checkbox"/>	Adjustable Pedestrian Timing
<input type="checkbox"/>	<input type="checkbox"/>	Emergency Vehicle Pre-Emption

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.



**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 2

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: CITY OF NEWARK

PROJECT TITLE: Newark Pedestrian and Bicycle Master Plan

ACTIA PROJECT No: A09-0022

STATUS:

The project is continuing in accordance with the revised Task Deliverables and Due Dates (Table C-1) and Project Milestone Schedule (Table C-2) in the "Request No. 2 for Administrative Change to ACTIA Grant Agreement" approved on March 29, 2010. The City has selected a transportation planning consultant, Fehr & Peers, and has formed a Bicycle and Pedestrian Advisory Committee to advise City staff and the consultant during preparation of the Pedestrian and Bicycle Master Plan.

ACTIONS (In this Reporting Period):

The Request for Proposals for a transportation planning consultant was released on December 18, 2009, and five (5) proposals were received by the January 28, 2010 deadline. An Administrative Change to ACTIA Grant Agreement for adjustment to the project schedule was approved by ACTIA on March 29, 2010. Two (2) firms, Alta Planning + Design and Fehr & Peers, were interviewed following a detailed review of all proposals. Fehr & Peers was recommended by staff as the most qualified firm and was awarded a contract by the City Council on June 24, 2010. The City's Bicycle and Pedestrian Advisory Committee was also formed on June 24, 2010.

ANTICIPATED ACTIONS (In Next Reporting Period):

City staff will hold a kick-off meeting with Fehr & Peers in July. The BPAC member roster is scheduled to be filled with interested Newark residents by the City Council on July 22, 2010. The first BPAC meeting is scheduled for the end of August and the first Community Workshop is tentatively scheduled for September. By the end of the next reporting period in December, the draft master plan should be nearing completion following a second BPAC meeting and a second workshop.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes was approved on March 29, 2010.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report.

-
- A Request for Reimbursement was submitted within the last six months, on this date:
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *In accordance with the Attachments A and B of the project funding agreement, the tasks completed to date, including preparation and release of the Request for Proposals and Execution of the Consultant Contract do not include reimbursement with Measure B funds. Although the Bicycle and Pedestrian Advisory Committee has been formed, no meetings were conducted during the reporting period and therefore funds were not expended that require reimbursement. The project costs during this reporting period are the responsibility of the project sponsor.*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

- We anticipate problems in the following area but do not feel we need your assistance at this time:

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: www.newark.org
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *City of Newark "Newark News" Fall 2009 Newsletter*

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

- | | | |
|--------------------------|--------------------------|-------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Audible Pedestrian Signals |
| <input type="checkbox"/> | <input type="checkbox"/> | Adjustable Pedestrian Timing |
| <input type="checkbox"/> | <input type="checkbox"/> | Emergency Vehicle Pre-Emption |

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 2

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: Alameda County CMA/CTC

PROJECT TITLE: Alameda Countywide Bicycle Plan

ACTIA PROJECT No: A09-0023

STATUS The project is moving forward within the budget and on schedule. See “Actions,” below.

ACTIONS (In this Reporting Period): Revised scope, had meeting with BPAC and Bike/Ped Working Group, developed and distributed questionnaire for existing conditions chapter, began to collect existing conditions data.

ANTICIPATED ACTIONS (In Next Reporting Period)

Complete existing conditions chapter, write current practices chapter, initiate vision and goals chapter, approach options, and discussion, hold BPAC and Bike/Ped Working Group meetings.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- X The project schedule has been revised and a Grant Amendment Request to reflect the
- proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- X Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- X No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- X A Request for Reimbursement was submitted within the last six months, on this date: *(May 2010)*
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

- S At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: *(www.alamedactc.com)*

- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(enter dates and the names of any publications here)*

SIGNALS

- X Signal modifications are not part of the Project.

- Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

Audible Pedestrian Signals

Adjustable Pedestrian Timing

Emergency Vehicle Pre-Emption

CONTRACT REPORTING

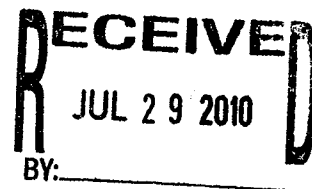
- X Form attached (required for Project Progress Report No.'s 2 and 4).

- Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- X There are no Performance Measures for this project.

- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.



TRANSFORM



WORLD-CLASS PUBLIC TRANSPORTATION. WALKABLE COMMUNITIES.

ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT NUMBER: 2

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: TransForm

PROJECT TITLE: Safe Routes to Schools Alameda County Partnership

ACTIA PROJECT No: A09-0024

STATUS: Ongoing

ACTIONS (In this Reporting Period):

- Celebrated Bike to School Day with over 300 youth.
- Continued expansion of program into Dublin, Pleasanton, Livermore, and Union City.
- Puppetshow assembly reached 7000 students in 15 elementary schools.
- Surveyed students and parents for post data.
- Walking school buses launched at seven new schools.
- Close to 50 parent presentations involving 800 parents.

ANTICIPATED ACTIONS (In Next Reporting Period):

- Continue to expand and strengthen program in East and South County areas
- Sponsor International Walk and Roll to School Day October 6.

- Establish and strengthen Walking School Bus programs
- Conduct 5 to 10 additional walk audits, produce conceptual plans, present plans to public agencies and assist with SR2S infrastructure grant applications.
- Debut new Educators Guide featuring new middle school curriculum and afterschool activities.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)* July 8, 2010
No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*

- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: <http://transformca.org/campaign/sr2s>
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: Contra Costa County Times, March 31, 2010

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.

Considered	Included	<i>(please check the appropriate box)</i>
<input type="checkbox"/>	<input type="checkbox"/>	Audible Pedestrian Signals
<input type="checkbox"/>	<input type="checkbox"/>	Adjustable Pedestrian Timing
<input type="checkbox"/>	<input type="checkbox"/>	Emergency Vehicle Pre-Emption

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

ATTACHMENT D
PROJECT PERFORMANCE MEASURES

Project Performance Measures: Table D-1 describes what outcome-based performance measure you plan to evaluate to ensure that the project/program is meeting its objectives.

Table D-1: Performance Measures Report					
No.	Performance Measure	Goal ⁽¹⁾	Progress/Activity this Period	Cumulative Progress to Date	Remarks
1	Number of schools offered a comprehensive SR2S program	90	72	84	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
2	Number of students attending schools offering a comprehensive SR2S program	31,500	34,202	38,640	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
3	Number of students who received in-classroom presentations	5,400	1,006	2,600	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
4	Number of students who attended an assembly program	28,000	5,554	12,501	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
5	Number of students who participated in after-school activities focused on walking/biking	900	175	463	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
6	Mode shift by families/students to bicycling and/or walking as a result of the Project	10%	N.A.	N.A.	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>

7	Number of walking and bicycling school-wide events	200	85	186	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
8	Number of students receiving in-class bicycle safety education and training	2,500	1,760	3,389	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
9	Number of walkabouts conducted	25	0	17	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
10	Number of conceptual plans resulting from walkabouts	25	0	17	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
11	Number of teachers who received SR2S training on classroom presentations	250	22	42	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
12	Number of after-school providers who received SR2S trainings	40	5	15	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
13	Number of schools provided with resources/assistance (outside of those targeted for comprehensive program)	90	23	42	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
14	Number of parents, volunteers, and community members involved in SR2S programs	300	142	924	Details provided in Table F-1 Appendix <i>(format to be developed by sponsor and approved by ACTIA in advance)</i>
Notes:					
1. Goal should be consistent with goals and/or objectives stated in application.					



EAST BAY BICYCLE COALITION
P.O. BOX 1736 OAKLAND CALIFORNIA 94604
FRUITVALE VILLAGE 3301 E12TH ST SUITE 143

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 1

REPORTING PERIOD: From: Jan 1, 2010 To: Jun 30, 2010

PROJECT SPONSOR: East Bay Bicycle Coalition

PROJECT TITLE: Bicycle Safety Education Program

ACTIA PROJECT No: A09-0025

STATUS

Ongoing

ACTIONS (In this Reporting Period)

Conducted Traffic Skills 101 Classes, Train-the-Trainer Sessions, Family Cycling Workshops, Kids Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes, and Police Diversion Outreach

ANTICIPATED ACTIONS (In Next Reporting Period)

Same, plus community-based kids bike rodeos, more Family Cycling Clinics, how-to-ride-a-bike classes and completion of translation into Spanish.

SCHEDULE CHANGES

- X The project remains on schedule, as shown in Attachment B of the Agreement.
The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- X The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- X The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

A Request for Reimbursement is included with this Progress Report.

- X No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*

No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

At this time we anticipate no problems on the project.

We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*

- X We anticipate problems in the following area(s) but do not feel we need your assistance at this time: we still anticipate requesting ACTIA to approve a grant amendment reallocating monies from the kids bike rodeos to more Family Cycling Clinics. In addition, we are considering a request to postpone the translation of the materials into Chinese, pending the delayed completion of the translation of the materials into Spanish.

PUBLICITY

- X Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: www.ebbc.org/safety
- X An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *Oakland Local, April 2, 2010*

SIGNALS

- X Signal modifications are not part of the Project.

Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

-
- Audible Pedestrian Signals
 - Adjustable Pedestrian Timing
 - Emergency Vehicle Pre-Emption

CONTRACT REPORTING

Form attached (required for Project Progress Report No.'s 2 and 4).

X Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

There are no Performance Measures for this project.

X There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

**ATTACHMENT D
 PROJECT PERFORMANCE MEASURES**

Project Performance Measures: Table D-1 describes what outcome-based performance measure you plan to evaluate to ensure that the project/program is meeting its objectives.

Table D-1: Project Performance Measures and Targets				
Performance Measure	Target	Reporting Period 1	Reporting Period 2	Totals to Date
Number of attendees at all Day 1, Adult Bicycle Safety Classes	600	137 (9 Day One Classes)	278 (12 Day One Classes)	415
Number of attendees at all Day 2, Adult Bicycle Safety Classes	280	32 (2 Day Two Classes)	73 (3 Day Two Classes)	105
Number of attendees at all Day 1, Adult Bicycle Safety Classes taught in Spanish	60	0	0	0
Number of attendees at all Day 1, Adult Bicycle Safety Classes taught in Chinese	30	0	0	0
Number of attendees at all Family Cycling Clinics	160	56 (1 Family Cycling Workshop)	66 (2 Family Cycling Workshops)	122
Number of attendees at all How-to-Ride-a-Bike Classes	80	0	20	20
Number of trained trainers	25	10 (1 Train-the-Trainer Session)	10 (Train-the-Trainer Session)	20
Number of attendees at all Brown Bag Lunches	300	0	93 (6 lunchtime workshops)	93
Number of attendees at all Kids Bike Rodeos	2450	123 (2 Kids Bike Rodeos)	391 (5 Kids Bike Rodeos)	514

Number of Police Department citation diversion programs	1 program	0	0	0
Number of Police Department citation diversion opt-in programs	10 opt-in programs	7 Police Departments in the opt-in program	7 Police Departments in the opt-in program	7

Bicycle Safety Education Program
Update: Reporting Period: January 1, 2010 thru June 30, 2010
ACTIA BPAC

Overall this past Winter/Spring 2010, the East Bay Bicycle Coalition put on twelve Traffic Skills 101 Classroom Workshops with 278 participants, three Road Classes with 105 participants, two Family Cycling Workshop with 66 parents and kids, and five kids bike rodeos with 1391 kids participating. Two of these Kids Bike Rodeos were public rodeos and three were after-school. We hosted our 2nd Train-the-Trainer workshop in March with ten instructor trainees. We also worked with police departments in Livermore, Pleasanton, Dublin, Fremont, Newark, Union City, UC Berkeley, Richmond, and El Cerrito to promote the bicycle safety classes.

Marketing:

Our marketing efforts continued as they had the prior Fall, with marketing through our organizational outreach, thru affiliated organizations, online, social networking sites, and media advertising. Our primary marketing efforts were concentrated around Bike to Work Day. We also ran continuous ads in the East Bay Express (copies included). As a result, online registrations increased significantly. and this year for the first time we had higher attendance at our classes than in the Fall.

Review and looking ahead:

We saw strong attendance in the Traffic Skills 101 Classroom Workshops, Family Cycling Clinics and Train-the-Trainer workshops. The adult Road classes still are falling short of our attendance goals, despite offers of free bike light sets. Also, our goal over over 100 kids at each bike rodeo is too optimistic. Our rodeo team can more realistically handle 60-80 kids per rodeo, and that is the level of attendance we are seeing. The goal should be adjusted to around 1500.

Spanish and Chinese Classes:

We have postponed these classes because the Bay Area regional instructors are revising the curriculum for the classes in English and we wanted to wait until that was done prior to completing our translations into Spanish and Chinese. It is now looking like we will not be able to offer any classes in Chinese thru this grant, but rather thru the next cycle. And we will need to reduce the number of Spanish classes. We plan to submit a grant amendment to reflect these proposed changes. In the meantime, we have been offering more classes in English and in more cities and have offered our first all-women's class that was very popular.

Staffing has become an issue:

As we reported in our last Progress Report, we hired a new coordinator for the program, but she resigned after two months on the job. In addition, our Executive Director resigned one month later. We have an interim assistant helping out with class coordination and assistance, but we plan to hire a new coordinator this Summer and have that person ready for the 2nd years cycle of classes. We are optimistic that this person will speak Spanish and can greatly assist in expanding the classes in that capacity

Look for the schedule of classes at www.ebbc.org/safety.

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 2

REPORTING PERIOD: **From:** January 1, 2010 **To:** June 30, 2010

PROJECT SPONSOR: City of Fremont
Main Project Collaborator: Generations Community Wellness

PROJECT TITLE: Tri-City Senior Walk Clubs
Marketed as the “Walk This Way Program”

ACTIA PROJECT No: A09-0026

STATUS

Project started in July 2009. Two new walking program sites added.

ACTIONS (In this Reporting Period)

- Reviewed project progress with Generations Community Wellness and determined changes needed for future program implementation.
- Revised Walk This Way curriculum and participant workbook. Curriculum covers four major topic areas: *physical activity* (importance of being active, endurance, strength, flexibility, and balance), *nutrition* (nutrient density, label reading & dietary fiber, bone health & portions, fats & oils), *health education* (diabetes & heart diseases, osteoporosis & osteoarthritis, and stroke) and “*getting around town*” (pedestrian safety, community walkability, older driver safety, community transportation resources, and fun places to walk).
- Established two new program sites: One at the Fremont Community Center and one at Wisteria Place senior housing in Union City. Each weekly program is 90 minutes and includes weekly educational topic discussion, warm up exercises, walking, games that promote balance, coordination, strength, flexibility and brain fitness, and cool down exercises. Field outing arranged where participants walked to a farmers market or local grocery store for an educational session on nutrition/healthy eating and pedestrian safety.
- Assessments conducted with each participant at the following intervals: Day 1, Week 8 and Week 16. Assessments included number of chair stands completed for a timed interval, amount of time taken to complete ¼ mile walk (one with long strides and one with march and side steps). Majority of participants showed improvements on all assessments performed.

- Program participants also attended supplemental programs that were coordinated by City of Fremont staff. These programs included:

Nutrition Education Classes

Older Driver Safety Workshops

Travel Training Workshops

- Met with Executive Director and staff of the Afghan Elderly Association to assess how agency-initiated weekly walking and education program was progressing. Determined that Walk This Way fitness instructor was needed to provide program structure and continuity for participants and to provide training and support for agency staff to lead participants through weekly program activities. Will start new WTW program site at the AEA's weekly program in July 2010. Identified AEA agency staff who will provide interpretation assistance for formal 16 week program as well as staff who will lead alumni group after program graduation.
- Conducted outreach to individuals and groups interested in Walk This Way. Five new program sites identified for program implementation in the next reporting period: Afghan Elderly Association, Fremont Senior Center, Fremont Teen Center, Newark Silliman Center and Union City Kennedy Center.
- Continue to provide support and training as needed for five peer leaders who are facilitating weekly walking program in Fremont, Newark and Union City for graduates of the first Walk This Way sessions. Peer leaders were sent to an intensive 3 day training conducted by Generations Community Wellness at San Jose State University in January 2010.
- Program surveys were completed at the end of the 16 week program. A summary of survey responses is included at the end of this report.

ANTICIPATED ACTIONS (In Next Reporting Period)

- Continue outreach to potential senior groups and walking club sites.
- Revise program curriculum and workbook, if needed, based on program participant feedback.
- Identify four additional program sites and implement new round of Walk This Way during Spring 2011.
- Continue evaluation of the Walk This Way program.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.

- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

Based on participant feedback and experience of Generations Community Wellness in recruiting and retaining walk program participants as well as the difficulty in managing a 20 week mostly outdoor program with inclement weather, project staff have modified the program structure from 20 weeks to 16 weeks.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report. *Request for reimbursement mailed in August 2010 under separate cover by the City of Fremont's Finance Department.*
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
- No Request for Reimbursement has been submitted within the last six months for the following reason(s): *(enter reasons here)*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA's website, at the following web address: *(enter web address here)*
- www.fremont.gov
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: *(enter dates and the names of any publications here)*
- Tri City Voice, March 24, 2010
- The Argus, July 17, 2010

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

- | | | |
|--------------------------|--------------------------|-------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Audible Pedestrian Signals |
| <input type="checkbox"/> | <input type="checkbox"/> | Adjustable Pedestrian Timing |
| <input type="checkbox"/> | <input type="checkbox"/> | Emergency Vehicle Pre-Emption |

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table D-1 from the grant agreement) is attached to this report.

PROJECT PERFORMANCE MEASURES REPORT

Project Performance Measures: Table D-1 describes what outcome-based performance measures are being evaluated to ensure that the project/program is meeting its objectives.

Table D-1: Performance Measures Report		
No.	Performance Measure	Progress/Activity this Period
1	<p>Number of walking groups established 6 groups by 6/30/10 12 groups by 6/30/11</p>	<p><i>4 groups started in 7/09 and met for 20 weeks:</i></p> <ul style="list-style-type: none"> - Newark Senior Center Mondays, 9:00 – 10:30 - Tropics Mobile Home Park (Union City) Tuesdays, 8:00 – 9:30 - Fremont Senior Center Thursdays, 8:30 – 10:00 - Fremont Senior Center Thursdays, 10:00 – 11:30 <p><i>2 groups started in 4/10 and met for 16 weeks:</i></p> <ul style="list-style-type: none"> - Wisteria Place (Union City) Fridays, 9:00 – 10:30 - Fremont Community Center Thursdays, 10:00 – 11:30 <p>Peer leaders were recruited, trained and are leading “alumni” Walk This Way groups at the Newark Silliman Center, Fremont Senior Center and Tropics Mobile Home Park.</p>
	<p>Level of program participant satisfaction Achieve satisfaction rating of “excellent” or “good” on at least 90% on participant surveys of program experience</p>	<p>94 of participants surveyed during reporting period rated their overall program experience as “excellent”. 6 rated their program experience as “good”. 100% of participants surveyed during reporting period said they would recommend the program to others.</p>

**WALK THIS WAY
PROGRAM EVALUATION (n=36)**

1. How would you rate your overall experience of the Walk This Way Program?

Excellent	Good	Fair	Poor
34 - 94%	2 - 6%		

2. How would you rate the instructor who ran this program?

Excellent	Good	Fair	Poor
35 - 97%	1 - 3%		

3. Would you recommend this program to others?

Definitely	Maybe	No
36 - 100%		

4. This program improved my overall health and well being:

A lot	Quite a bit	Moderately	Slightly	Not at all
12 - 33%	20 - 56%	3 - 8%	1 - 3%	

5. This program helped me to increase my walking:

A lot	Quite a bit	Moderately	Slightly	Not at all
14 - 39%	18 - 50%	2 - 5.5%	2 - 5.5%	

6. This program helped me to increase my fruit and vegetable intake:

A lot	Quite a bit	Moderately	Slightly	Not at all
7 - 19%	12 - 33%	8 - 22%	6 - 17%	3 - 8%

7. This program helped me understand how to live a more healthy lifestyle:

A lot	Quite a bit	Moderately	Slightly	Not at all
15 - 42%	15 - 42%	4 - 10%	1 - 3%	1 - 3%

8. This program increased my understanding of how exercise can decrease risks for or manage chronic health conditions:

A lot	Quite a bit	Moderately	Slightly	Not at all
25 - 69%	8 - 22%	2 - 6%	1 - 3%	

9. This program increased my knowledge about pedestrian safety:

A lot	Quite a bit	Moderately	Slightly	Not at all
15 - 42%	15 - 42%	4 - 10%	1 - 3%	1 - 3%

10. This program increased my knowledge about driving safety:

A lot	Quite a bit	Moderately	Slightly	Not at all
10 - 28%	13 - 36%	8 - 22%	3 - 8%	2 - 6%

11. This program increased my knowledge about alternative transportation resources in the community:

A lot	Quite a bit	Moderately	Slightly	Not at all
12 - 33%	10 - 28%	6 - 16.5%	6 - 16.5%	2 - 6%

12. What sections of the program workbook did you find MOST useful?

- All sections were helpful
- Alternatives to driving
- Exercise and nutrition info
- Warm-up exercises
- Health awareness info
- Reducing serious health problems through physical activity
- Staying safe as a driver and pedestrian
- How exercise strengthens muscles and allows you to stay active

13. What sections of the program workbook did you find LEAST useful?

- Alternative transportation resources section
- All sections were useful

14. Please tell us what you liked most about this program and the activities you participated in:

- Having an opportunity to exercise together and see our progress over time.
- Great program!...teacher, workbook and activities
- Exercising as a group and supporting each other
- Motivation from exercising together
- Walking
- Homework assignments kept us motivated between classes
- The different exercises and games
- Different modes of walking strengthened different muscle groups
- Games were a lot of fun and helped us develop multiple skills at once
- Developing healthy habits
- Great teacher
- Meeting new people and socializing in a fun setting
- Sharing ideas about to stay motivated and healthy
- The instructor was very patient and modified activities to our different abilities
- Games, coordination, socializing and walking different ways
- Trinh was a very good teacher
- Learning different ways of walking
- Supportive and friendly atmosphere, group activities helped us to bond and laugh
- Variety of activities
- Pedometers
- Structure and pace of the program
- I have improved a lot...can't wait to join the alumni group!

15. What suggestions do you have for improving the program?

- Have it be an ongoing program
- Keep it as it is
- Give prizes for accomplishments to encourage people to exercise everyday
- Have class meet two or three times a week
- More health information
- More information of workshops outside of class that are related to exercise and health
- Keep an instructor, like Trinh, after the program "ends"

Walk This Way Participant Assessment Results

FREMONT SENIOR CENTER: Thursdays @ 10:00-11:30 am

56% of participants increased their number of chair stands.

87% of participants decreased the amount of time it takes to walk $\frac{1}{4}$ mile. (Long Stride)

100% of participants decreased the amount of time it takes to walk $\frac{1}{4}$ mile. (March + Side Steps)

WISTERIA SENIOR APARTMENTS (UNION CITY): Fridays @ 8:00-9:30 am

100% of participants increased their number of chair stands.

86% of participants decreased the amount of time it takes to walk $\frac{1}{4}$ mile. (Long Stride)

Wisteria participants did not perform the march + side steps assessments.



Print on Sponsor's Letterhead

**ACTIA BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT
PROJECT PROGRESS REPORT**

PROJECT PROGRESS REPORT NUMBER: 2

REPORTING PERIOD: From: January 1, 2010 To: June 30, 2010

PROJECT SPONSOR: TransForm

PROJECT TITLE: TravelChoice: New Residents

ACTIA PROJECT No: A09-0027

STATUS

TravelChoice New Residents

ACTIONS (In this Reporting Period)

As noted in the last report, TravelChoice New Residents, with the concurrence of ACTIA staff, was on hiatus for the first six months of 2010 in anticipation of matching funds being acquired. The only activity during this reporting period was in connection with acquiring the remaining matching funds, including three major grant applications to TFCA, Cy Pres and the MTC Climate Initiative.

On July 22, the Alameda County Transportation Commission voted unanimously to approve the proposed TFCA Regional Manager program. TravelChoice New Residents was included in this recommendation for \$165,000, which is the full outstanding amount of matching funds for the project. This approval will allow TransForm to sign a contract with ACTC in the coming months and begin work on TravelChoice New Residents in earnest in September.

ANTICIPATED ACTIONS (In Next Reporting Period)

It looks as if TCNR's TFCA grant application was successful for the full amount of funding, next steps include signing a contract and restarting phase I work for the project in September.

SCHEDULE CHANGES

- The project remains on schedule, as shown in Attachment B of the Agreement.
- The project schedule has been revised and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

SCOPE CHANGES

- The project description is unchanged, and is the same as shown in Attachment A of the Agreement.
- The scope of the project has been modified and a Grant Amendment Request to reflect the proposed changes is attached for review and approval.

BUDGET

- The Task Budgets, as shown in Attachment C of the Agreement, are essentially unchanged.
- Changes are proposed to the Task Budgets. A Grant Amendment Request to reflect the proposed changes is attached for review and approval.

EXPENDITURES

- A Request for Reimbursement is included with this Progress Report.
- No Request for Reimbursement is included with this Progress Report. *(If checked, then complete one of two check boxes below.)*

-
- A Request for Reimbursement was submitted within the last six months, on this date: *(enter date here)*
 - No Request for Reimbursement has been submitted within the last six months for the following reason(s): *As agreed upon with ACTIA staff, TCNR was suspended during the past six months, with the exception of non-reimbursable staff time for fundraising. Therefore there were no expenses to invoice for.*

GENERAL

- At this time we anticipate no problems on the project.
- We anticipate problems in the following area(s) and would appreciate any assistance you could offer: *(enter description of any areas of concern and type of assistance requested here)*
- We anticipate problems in the following area(s) but do not feel we need your assistance at this time: *(enter description of any areas of concern here)*

PUBLICITY

- Updated and accurate project information is included, with a link to ACTIA’s website, at the following web address: <http://transformca.org/campaign/travelchoice>
- An article which highlighted this Project was published on the following date(s) in the publication(s) listed: none created due to suspension

SIGNALS

- Signal modifications are not part of the Project.
- Signal modifications are part of the Project.

Considered Included *(please check the appropriate box)*

- | | | |
|--------------------------|--------------------------|-------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Audible Pedestrian Signals |
| <input type="checkbox"/> | <input type="checkbox"/> | Adjustable Pedestrian Timing |
| <input type="checkbox"/> | <input type="checkbox"/> | Emergency Vehicle Pre-Emption |

CONTRACT REPORTING

- Form attached (required for Project Progress Report No.'s 2 and 4).
- Form not required (Project Progress Reports No.'s 1 and 3).

PERFORMANCE MEASURES

- There are no Performance Measures for this project.
- There are Performance Measures for this project. A completed Performance Measures Report (Table F-1 from the grant agreement) is attached to this report.

Project Performance Measures: Table F-1 describes what outcome-based performance measures you are evaluating to ensure that the project/program is meeting its objectives.

Outreach has not begun at this time therefore there are no performance measures to report this period.

Table F-1: Performance Measures Report		
No.	Performance Measure	Target (cumulative)
1	Number of household contacted by program	10,000
2	Number of requests for information/materials (also, number of deliveries made)	7,500
3	Increase in Bicycling mode share as compared to a control group	20%
4	Increase in Walking mode share as compared to a control group	30%
5		
Note: 1. List all performance measures included in the grant funding agreement for Project.		

Per Diem Process

On July 22nd, the Commission for the Alameda County Transportation Commission met for the first time. One of their actions was to raise Community Advisory Committee Per Diems to \$50. In order to be paid, members should sign-in to meetings attended or verify attendance with Staff.

See below for a table summarizing Per Diem eligibility.

	BPAC Member
Regular BPAC meetings	Yes
Other Alameda CTC-related meetings/events, such as: <ul style="list-style-type: none"> - Alameda CTC Commission meetings - Alameda CTC Committee meetings 	Yes – allowed for up to two total meetings per month (including BPAC meetings)

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

Meeting Schedule

for

2010/2011 Fiscal Year

Created: July 27, 2010

Updated: August 24, 2010

	Meeting Date	Meeting Purpose
1	September 9, 2010	<ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: General Status Update. • Review of matching funding for SR2S Climate Initiatives Program competitive grant project (Action) • Update on CDF Grants: Sponsor Presentations, as needed • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • Report on Walking Campaign • Report on Bike/Ped Counts • Update on Active Transportation Legislative Effort
2	October 14, 2010	<ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: Input on Existing Conditions, Evaluation of Current Practices and Vision/Goals • Review of San Leandro Slough un-used grant funding (Action) • Update on CDF Grants: Sponsor Presentations, as needed • Discuss configuration of BPAC under Alameda CTC and BPAC Bylaws • Input on evaluation of Bike to Work Day and Get Rolling campaigns • Input on Alameda CTC 2010 Legislative program • Report on Walking Campaign Launch
3	November 11, 2010 <i>(Veterans Day)</i>	<ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: Input on Vision/Goals • Input on Half-Day Bike/Ped Conference • Update on CDF Grants: Sponsor Presentations, as needed • Discuss timing of CDF Grant Cycle 5 (or at Feb. 2011 meeting) • Report on Bike to Work Day planning/funding and request for funding for annual count program • Grant Summary Report (Fall) for Commission (Info)
4	February 10, 2011	<ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: Input on Projects/Program Priorities • Update on CDF Grants: Sponsor Presentations, as needed • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • Review TDA Article 3 Projects (as requested)
5	April 14, 2011	<ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: Input on Projects/Program Priorities • Update on CDF Grants: Sponsor Presentations, as needed • Preview of June officer elections • Grant Summary Report (Spring) for Commission (Info) • Summary of Local Pass-Thru (75%) Expenditures (Board report + Bike/Ped summary) • Report on Bike to Work Day activities

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

6	June 9, 2011	<ul style="list-style-type: none">• Countywide Pedestrian and Bicycle Plan Updates: General Status Update• Update on CDF Grants: Sponsor Presentations, as needed• CDF Grant Cycle 5: Input on Program Guidelines (if planning a Fall Call for Projects)• Admin: Distribute BPAC Action Log: 2010• Admin: Presentation on ACTIA's Bike/Ped Work Program for 11/12• Admin: Plan Agendas for 11/12 BPAC Meetings• Admin: Election of Chair & Vice-Chair for FY 11/12• Admin: Review Bylaws
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Meeting Date: September, 9, 2010
Alameda County Transportation Improvement Authority's
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2010/2011

Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Ms. Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10	0
2	Mr. Van Demark, Vice-Chair	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11	0
3	Mr. Boyer	David	Union City	Mayor Mark Green, Union City	Nov-06	Nov-08	Nov-10	0
4	Mr. Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	0
5	Ms. Gigli	Lucy	Alameda	Supervisor Alice Lai-Bitker, District 3	Jan-07	Jan-09	Jan-11	0
6	Mr. Johnson	Gil	San Leandro	Mayor Anthony Santos, San Leandro	Oct-03	Jan-10	Jan-12	0
7	Mr. Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08		Oct-10	0
8	Mr. Salomone	Anthony	Union City	May Marshall Kamena, Livermore	Jan-10		Jan-12	0
9	Mr. Kirby	Glenn	Hayward	Supervisor Steele, District 2	Oct-03	Jan-10	Jan-12	0
10	Ms. Welsh	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11	0
11	Vacancy			Mayor Beverly Johnson, Alameda				