



**Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Thursday, November 15, 2012, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

P Midori Tabata, Chair
A Ann Welsh, Vice Chair
P Mike Ansell
P Mike Bucci
A Alex Chen
P Lucy Gigli

P Jeremy Johansen
A Preston Jordan
A Diana Rohini LaVigne
P Heath Maddox
P Sara Zimmerman

Staff:

P Beth Walukas, Deputy Director of Planning
P Rochelle Wheeler, Bicycle and Pedestrian Coordinator

P Matt Todd,
P Vivek Bhat, Senior Transportation Engineer
P Angie Ayers, Acumen Building Enterprise, Inc.

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.

Guests Present: Aaron Carter

2. Public Comment

There were no public comments.

3. Approval of October 4, 2012 Minutes

Jeremy Johansen moved to approve the October 4, 2012 minutes as written. Heath Maddox seconded the motion. The motion passed unanimously (6-0).

4. CDF Grant Project Update: Sponsor Presentation on Irvington Area Pedestrian Improvements Project

Rene Dalton, Associate Transportation Engineer with the City of Fremont, gave a presentation on Fremont's Irvington Area Pedestrian Improvements Project, which is in the Irvington District of Fremont and is a Priority Development Area (PDA). He stated that the project cost was \$358,000 and the Alameda County Transportation Improvement Authority awarded the City of Fremont \$286,000. Rene mentioned that the project included the following improvements:

- Pedestrian improvements along six intersections on Fremont Boulevard
- Americans with Disability Act (ADA) compliant curb ramps, accessible pedestrian signal detectors, and pedestrian countdown signals
- Fremont/Clough intersection bulb-outs and median island widening

Questions/feedback from members:

- Has the City of Fremont done a survey to determine the stated increase in bicyclists and pedestrian activity? When were the counts done to determine this increase? Rene said the City of Fremont did the pre-project counts in the month of April and the second set of counts in the months of August/September, after the project was completed. The counts were taken Tuesday through Thursday 6 a.m. through 8 p.m. to get a representative sample.
- Which improvements were done for bicyclists? Rene noted that pedestrian improvements were the emphasis of the Irvington project. The improvements for bicyclists were mainly the added bicycle lanes at the approaches to the Fremont/Clough intersection.

5. Input on One Bay Area Grant Program

A. Draft Priority Development Area Strategic Plan

Beth Walukas gave a presentation on Priority Development Area readiness classifications.

The main comments and questions from the BPAC members were to garner a better understanding of both PDAs and the One Bay Area Grant (OBAG) program guidelines.

Questions/feedback from members:

- The top numbers (breakpoints) are missing from Figure 1, and it was difficult to understand. Does the PDA by definition have a certain breakpoint number? Are there smaller PDAs? Staff stated that the breakpoints are specific to the Alameda County PDA database. A PDA is a fixed-space area. If a city decides it can build 500 housing units, and 400 units are complete, and if another city has 3,000 units and has completed 400 units, the cities are equivalent and are rated the same. Also, some cities define their PDA more broadly in area. With the breakpoint of 300, smaller PDAs are competing with larger PDAs. If a PDA has more construction complete, the PDA may be more attractive to a vendor for financing. If 100 units are constructed, many in the last five years, this is considered an active market. Alameda CTC wants to make sure we fund projects in active markets.
- Why focus on recent and pipeline construction? If the goal is to link housing, jobs, and transit, why not consider the total amount of development within a PDA? The member suggested giving higher priority to a PDA for which build-out is complete versus one that is just starting to develop. Staff stated that Appendix A-6 of MTC Resolution 4035 states that the purpose of a PDA Investment and Growth Strategy (of which the PDA readiness classification is a component) is to ensure that congestion management agencies have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. It is important to note that the focus is on future development. Consequently, the PDA readiness criteria focus is on identifying PDAs within active development markets where new

housing and jobs are most likely to be established during this four-year funding cycle.

- Would a percentage base be considered if a PDA is almost done? Staff mentioned that the market may not be there if a PDA is almost done. The goal is to make sure that the PDA is linked to housing and jobs and to be attractive to a developer.
- There appears to be tension between the goal of connecting existing uses and the goal of encouraging development and looking at active markets.
- Did the PDA applications come from the local jurisdictions in 2007? Yes, the Association of Bay Area Governments (ABAG) asked the jurisdictions for PDA applications. Alameda County jurisdictions submitted a total of 43 PDA applications since 2007.
- Are the boundaries of the PDA areas based on the census districts? The boundaries are defined by the jurisdictions.
- Is the intent of the program to focus on new development in more remote areas? Beth said the program focus is infill development and a focus on connections to transit. Usually these are in urban/suburban areas.
- If five PDAs meet the criteria, how will Alameda CTC deal with the others? Beth said if we lower the threshold to 300, we will have more active PDAs. Many comments have been received that five PDAs is too little. A strategic plan for supporting the “near active” and “needs planning” support PDAs will be included in the strategy, which will identify how the remaining PDAs will be supported.
- Will Alameda CTC notify jurisdictions that their PDAs are selected in the first round? Alameda CTC has reviewed the information with the Alameda County Technical Advisory Committee and has been in contact with the jurisdictions.
- When is the next opportunity for those not eligible in this round to apply for Measure B funding? Staff said probably in two years.
- What has Alameda CTC done to address the letter from the community development agency regarding the lack of criteria geared toward Communities of Concern? While Communities of Concern are not used at the PDA screening level, they are part of the scoring criteria for projects.

B. Draft OBAG Program Guidelines, and Project and Program Selection Criteria and Process

Matt Todd gave a presentation on OBAG program guidelines and project and program selection criteria and process.

Members requested clarification or more detail on the following, and staff provided more information:

- The difference between the \$100,000 and \$500,000 thresholds
- The \$38.6 million for the PDA supportive transportation investments on the MTC Resolution 4035 OBAG programming categories slide
- The CMA planning and programming funds
- Use of the 70 percent (in PDAs) versus the 30 percent (outside of PDAs) of the OBAG funds

Additional questions/feedback from members:

- Is the \$38.6 million for multiple funding cycles? No, projects must be assigned to use the funding in this cycle; otherwise, Alameda County will lose access to those funds.
- How will the Measure B and Vehicle Registration funds be used with the OBAG funds? Staff stated that Alameda CTC will have a complete set of program guidelines for all funding sources to select the best set of projects for Alameda County. Each fund source has unique guidelines, and Alameda CTC will address that. Staff stated that BPAC will provide input on the draft and final program and project lists.
- Will BPAC have input on the Routine Accommodations Checklists going forward? Yes, staff said that BPAC will continue to review the Checklists. BPAC will also review the recommendations on the projects that Alameda CTC will fund.
- How are complete streets addressed in the scoring criteria? Staff stated that some of the scoring criteria address multimodal travel, and many of the scoring criteria will reward complete streets projects and PDA-supportive projects.
- A member commented that the scoring criteria for the OBAG funds should make complete streets more of a clear requirement, rather than indirectly referring to complete streets.
- A member commented that Communities of Concern should be weighted more in the screening and selection criteria.
- A member suggested that the OBAG screening criteria should say projects are “included in” the Regional Transportation Plan and the Countywide Transportation Plan, rather than the projects are “consistent with” these documents.
- Will the Bay Trail be unfunded as the result of PDA focus of this funding cycle? The Bay Trail could be funded in with Measure B or Vehicle Registration Fund funds. Also, staff said that the Bay Trail and the East Bay Greenway are Priority Conservation Areas (PCAs) and of the \$10 million that is available regionally, \$5 million is allocated for North Bay Counties and \$5 million for other counties. Alameda CTC is currently taking an inventory of PCAs. Staff will bring this topic back to BPAC’s next meeting.
- Will programs like the Bike Safety Education program be eligible for federal funds? The bike safety education program is not eligible for federal funds.
- How do the Countywide Bicycle and Pedestrian Plans come into play in any of the OBAG transportation projects? Staff is looking at the PDAs and mapping the Bicycle and Pedestrian Plans with the PDA areas, so Alameda CTC will know which bicycle/pedestrian projects are within PDAs.
- Will the OBAG criteria be used for the Measure B and VRF projects, too? Staff stated that it does not anticipate using all the OBAG criteria for stand alone Measure B or VRF projects.
- A member stated that the Alameda CTC should prioritize projects within PDAs that have been identified as Communities of Concern or are located within or in

proximity to the Bay Area Air Quality Management District Community Air Risk Evaluation (CARE) program. This would facilitate equitable distribution of program funds and is consistent with OBAG program guidelines. Staff stated that projects located within Communities of Concern, CARE communities, or freight corridors will be awarded additional points under the draft OBAG project selection/scoring criteria. Additionally, many of the active PDAs have significant portions of population that are low-income and transit-dependent and are identified as Communities of Concern.

C. Update on Complete Streets Policy Requirement

Rochelle Wheeler stated that a complete streets policy requirement is also part of the OBAG program. On October 25, 2012, the Commission adopted the ten required policy elements for meeting both the OBAG and Alameda CTC requirements for complete streets policies. All jurisdictions in Alameda County must adopt a complete streets policy resolution that incorporates these ten policy elements. The jurisdictions do not need to use the exact language, but they do need to address all elements in a resolution.

At its last meeting, BPAC discussed and provided input on the draft policy elements. Alameda CTC reviewed the draft language and considered BPAC's input and determined that opportunities for public input, particularly during the exception process, are included. Alameda CTC felt the policy requirements balanced the desires of the BPAC and the local agencies, while meeting the overall intent of a complete streets policy.

Rochelle stated that, per a request from BPAC, Alameda CTC linked to the ChangeLab Solutions website for "Model Complete Streets Resolution for Bay Area Cities and Counties, Compliant with MTC Requirements" as a resource tool for the jurisdictions. Alameda CTC also has provided many resources to the local jurisdictions to help them facilitate adoption of the local policy. Rochelle stated that Alameda CTC is requesting jurisdictions that modify the resolutions to notify Alameda CTC, so that the agency can review the changes.

Rochelle informed the committee that MTC held a complete streets policy development workshop on November 8, and approximately 40 to 50 people attended. Alameda CTC is tracking the local policy adoption by the local jurisdictions, and will post all adopted policies to the agency website.

6. Approval of Revised BPAC Bylaws

Rochelle stated that staff recommends that BPAC review and approve the updated BPAC Bylaws. She noted that Alameda CTC made updates to standardize the bylaws for all advisory committees and made two updates that only applied to the BPAC bylaws. Rochelle told the group that some of the changes that the BPAC suggested in May 2012 were not made, and explained that these changes were not essential and would move away from a consistent set of bylaws between all agency committees.

Heath Maddox moved to approve the amended BPAC Bylaws. Sara Zimmerman seconded the motion. The motion carried (6-0) with one abstention, Jeremy Johansen.

7. Board Actions/Staff Reports

Beth gave an update on the November 6 election outcome for Measure B1, which was at 65.53 percent. The Registrar of Voters had until December 4 to verify the election. The Commission would decide if a re-count would occur.

A. Grant Summary Report

Rochelle stated that the grant summary report in the packet provides a summary of the Measure B Pass-through funds and grant programs. She encouraged the members to review the information in the packet and to contact her with any questions.

B. General

Rochelle stated that the Commission adopted the Countywide Bicycle and Pedestrian Plans at the October 25, 2012 meeting. Alameda CTC will post the final documents online and make hardcopies available to BPAC once they are printed.

Rochelle stated that the October 25, 2012 North County Transportation Forum was cancelled, and Alameda CTC is working on when to reschedule the forum.

8. BPAC Members Reports

A. BPAC Renaming Subcommittee Update

Midori stated that the renaming subcommittee decided to spend more time on research and she also invited BPAC members to join the subcommittee. She mentioned that Preston Jordan would like to have a recommendation to the entire committee by May 2013.

Mike Ansell stated that Jack London Road was extended and a Class 1 bicycle path was installed as the result of the work done for the Livermore Outlet Mall.

Midori stated that one of the Measure B-funded projects that BPAC evaluated recommended, the Alamo Canal Regional Trail Undercrossing of I-580, had a ribbon-cutting in late October, and Ann Welsh attended. This provides safe access under the I-580/I-680 corridor between Dublin and Pleasanton.

Rochelle informed the committee that Diana Rohini LaVigne resigned from BPAC. Diana started a new position with Kaiser Permanente, and she had to resign because of their conflict-of-interest code.

9. Meeting Adjournment

The meeting adjourned at 7:35 p.m.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Review of Safe Routes to Schools Program 2011-2012 Year-End Report and Update**

Recommendation

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

Summary

The purpose of this item is to provide the Commission with information related to the Alameda County Safe Routes to Schools (SR2S) Program for 2011-2012 Year-End Report and update on key activities for 2012-2013 school year.

This staff report and presentation will briefly review the following key areas:

- Growth of the SR2S Program over the past 6 years;
- Enhanced selection process for 2011-12;
- An update on the High School Pilot Program;
- How students are traveling; and,
- A look ahead to 2012-13 school year.

Discussion

Alameda County's Safe Routes to Schools Program (SR2S) is a countywide program that promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. As part of the Metropolitan Transportation Commission's new Climate Initiatives program, the 6-year-old Alameda County Safe Routes to Schools Program has expanded and will reach over 100 schools across the county in the upcoming 2012-13 school year, engaging students from kindergarten through 12th grade.

The Alameda County Safe Routes to Schools program promotes safe and healthy transportation choices for parents and children. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded

dramatically and in 2011-2012, reached more than 100 schools across Alameda County. The current program is administered by the Alameda County Transportation Commission and funded by Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

During the 2011-2012 school year, Alameda County's SR2S team organized and delivered over 300 individual events to 102 schools. An enhanced selection process was adopted with the dual goals of distributing the programming equitably throughout the County and selecting schools with optimal chances of success. Ranking of schools were based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation. The extensive SR2S program provided comprehensive programming to 68 elementary and middle schools, technical assistance to 30 elementary and middle schools, along with a new pilot program for 4 high schools in Alameda County.

Programming of the Alameda County SR2S was primarily structured around three big events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. The 2011-12 school year saw increased participation and engagement of students for these events throughout the County. To maintain the enthusiasm generated by these big three events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2011-2012, fifty schools held regular Walk and Roll to School Days and 14 schools had parent-led Walking School Buses. Walking rates at the schools with Walking School Buses averaged 37 percent, higher than the county average of 29 percent.

In 2012, Alameda County Transportation Commission launched the BikeMobile, a free mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S. In 2012, the BikeMobile visited 29 schools participating in Alameda County's Safe Routes to Schools program, repaired 717 bikes, and resulted in a 30 percent increase in bicycling at these schools.

In fall 2012, Alameda County SR2S launched a groundbreaking pilot program at Oakland High, San Lorenzo High, Logan High in Union City, and Foothill High in Pleasanton. In the first year of the high school pilot program, Safe Routes had the ability to work with 1,200 students and 150 adults at the four pilot high schools. The combined events of all four schools had a participation of approximately 2,400 people.

The primary goal of the Alameda County Safe Routes to Schools program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with all schools enrolled in the comprehensive program asked to complete surveys. The spring 2012 data will serve as a baseline against which to measure mode shift.

During the 2012-2013 school year, Alameda County SR2S will focus on the following improvements and new items:

- Strengthen program evaluation by collecting more data, building data collection into programming, and collating data on a regular basis.
- Expanding participating at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May.)
- Promote a new program: Carpool to School Day in February, and tie into regional carpooling efforts supported by Metropolitan Transportation Commission.
- Provide additional Skills Drills bike rodeos, for additional hands-on re-enforcement.
- Work with City of San Leandro to coordinate county SR2S programming with that City's recently launched, Caltrans-funded, SR2S programming.

Fiscal Impact

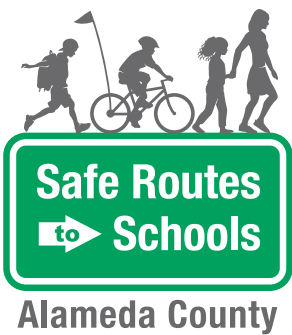
This is an informational item only, and there is no fiscal impact.

Attachments

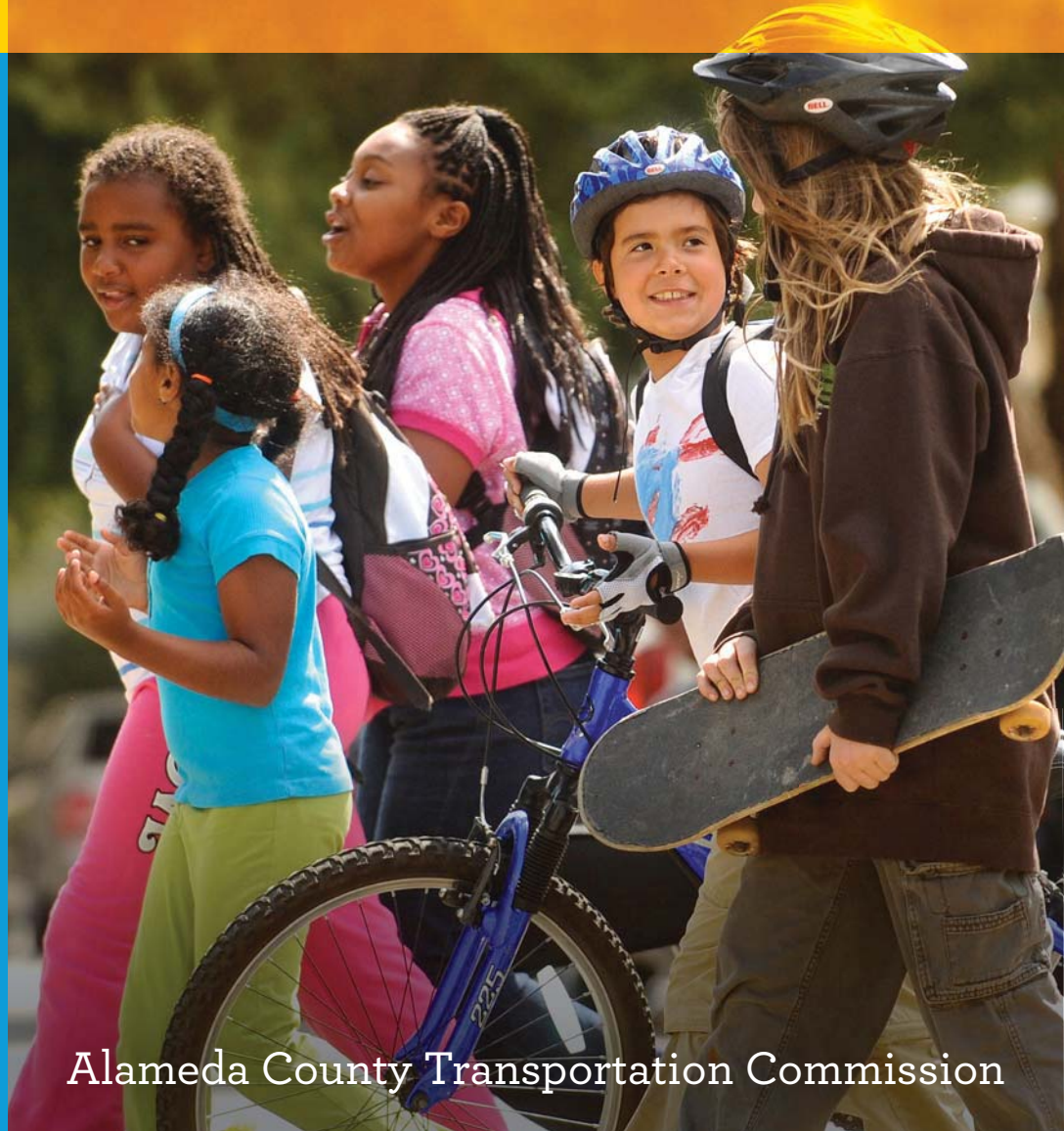
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|---------------|---|
| Attachment A: | Alameda County's Safe Routes to Schools Program 2011-2012 Year-End Report – Executive Summary |
| Attachment B: | Alameda County SR2S: 2011-2012 School Year Participating Schools |

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Alameda County Safe Routes to Schools 2011-2012 Year-End Report Executive Summary



www.alamedacountysr2s.org



METROPOLITAN
TRANSPORTATION
COMMISSION

Acknowledgements

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Commission Vice Chair
Scott Haggerty, Supervisor—District 1

AC Transit

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TransForm
Cycles of Change
East Bay Bicycle Coalition
Big Tadoo Puppet Crew
Finger Design
Lightbox

Alameda County's Safe Routes to Schools Program wishes to thank all school district, school staff, school teachers, parent champions and students who support active and shared transportation to school.

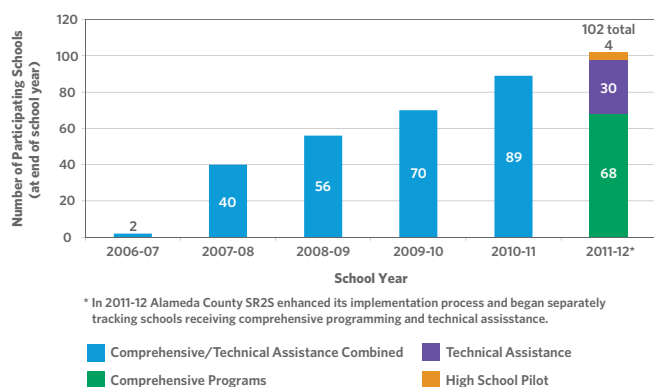
Introduction

The Alameda County Safe Routes to Schools program promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. The program is administered by the Alameda County Transportation Commission and, for the 2011-12 through 2012-13 school years, funded by \$2.31 million in Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

Program Growth

The Alameda County Safe Routes to Schools (SR2S) program began in 2006 as a pilot at two schools, funded with a Caltrans SR2S grant. Since then, the program has expanded dramatically and during the 2011-2012 school year, reached over 100 schools and delivered over 300 individual events.¹

Program Growth 2006-07 Through 2011-12



Enhanced Selection Process

In fall 2011, Alameda County SR2S established an enhanced school selection process for the elementary and middle school program, with the dual goals of distributing the programming equitably throughout Alameda County and selecting schools with optimal chances of success. Ranking of schools was based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation.

¹ Participation numbers include schools receiving comprehensive programming, schools receiving technical assistance, and for 2011-2012, pilot programming at high schools.



Elementary and Middle School Programming

Alameda County SR2S structured 2011-2012 programming around three big events: International Walk and Bike to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. Increased participation was seen for all three events:

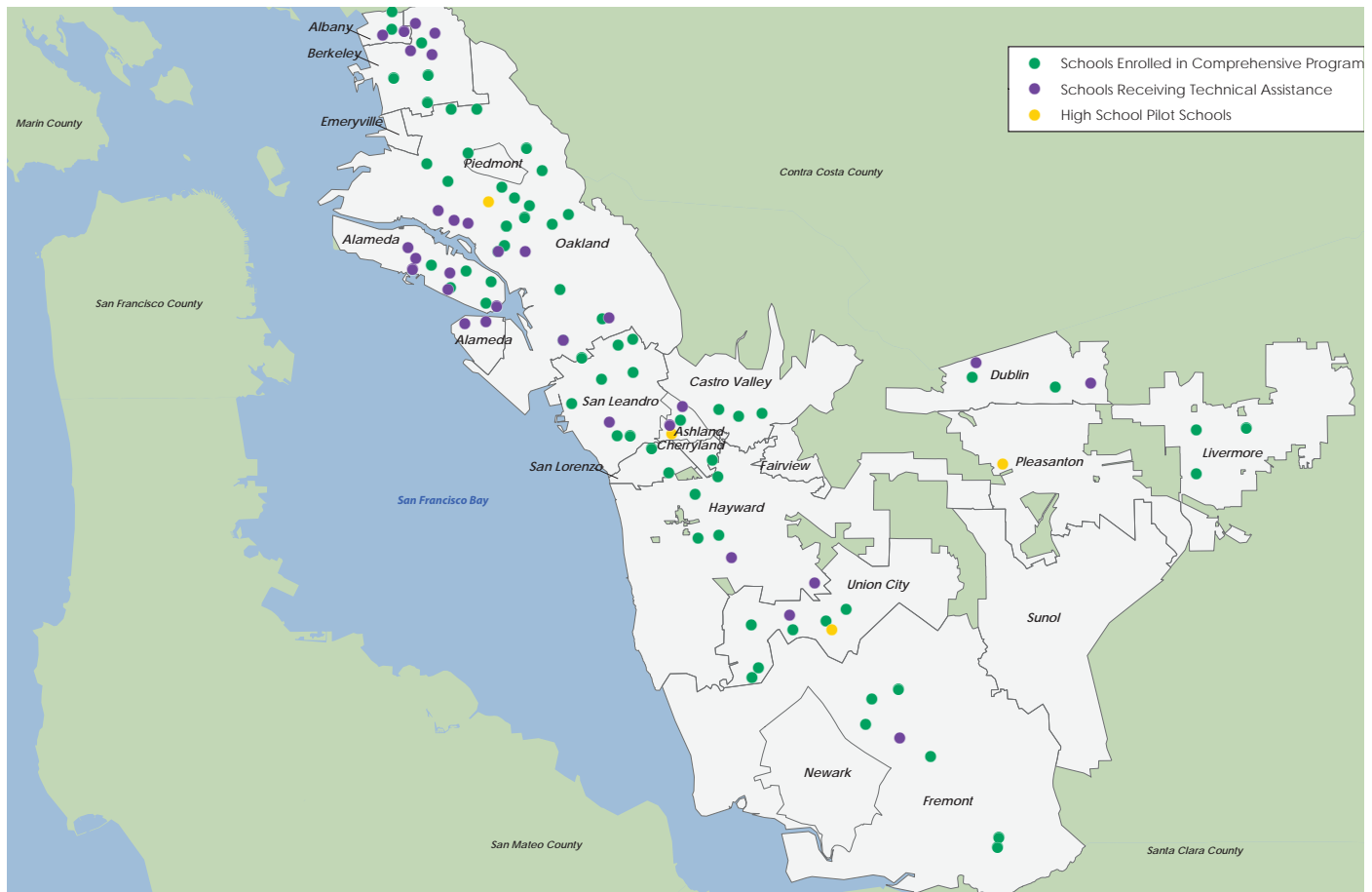
- 80 schools participated in International Walk and Bike to School Day in October 2011, up from 72 schools participating in 2010.
- 45 schools participated in Bike to School Day in May 2012, up from 7 schools in 2011. Bike ridership for that day nearly tripled, with over 1,600 students riding to school.
- 38 schools participated in the Golden Sneaker Contest in March 2012, up from 12 schools in 2011.

To maintain the enthusiasm generated by these three events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2011-2012, fifty schools held regular Walk and Roll to School Days and 14 schools had parent-led Walking School Buses. Walking rates at the schools with Walking School Buses averaged 37 percent, higher than the county average of 29 percent.²

Alameda County SR2S education programming included “A Breath of Fresh Air” puppet show, which reached over 8,700 students in 22 schools, and in-classroom multi-day bicycle safety education, which reached approximately 3,600 students and 28 teachers at nine schools. As these programs were limited, an effort was made to distribute programming equitably throughout Alameda County’s four planning areas.

² Hand Tally Data at participating schools, spring 2012

Schools Participating in 2011-2012 Alameda County Safe Routes to Schools



In 2012, Alameda County Transportation Commission launched the BikeMobile, a free, mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S. In 2012, the BikeMobile visited 29 schools participating in Alameda County's Safe Routes to Schools program, repaired 717 bikes, and resulted in a 30 percent increase in bicycling at these schools

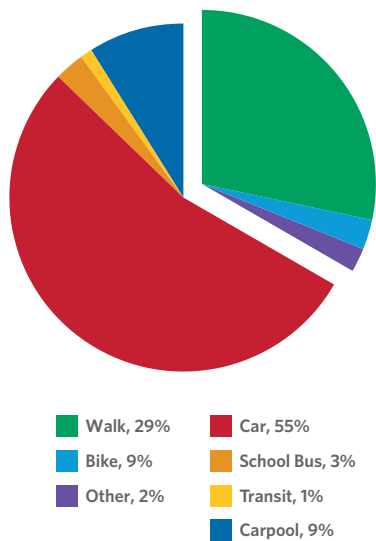
High School Pilot Program

In fall 2012, Alameda County SR2S launched a groundbreaking pilot program at Oakland High, San Lorenzo High, Logan High in Union City, and Foothill High in Pleasanton. In the first year of the high school pilot

program, Safe Routes had the ability to work with 1,200 students and 150 adults at the four pilot high schools. The combined events of all four schools had a participation of approximately 2,400 people.

James Logan High students organized a weekly Bike-Pool, celebrated Bike to School Day, and created a public service announcement for entry into Metropolitan Transportation Commission's "This is How We Roll" video contest. Students participated in a school site assessment event with Union City staff to look at a sidewalk gap along Meyers Drive and documented the event on video. In July 2012, Union City won a grant to build the sidewalk for approximately \$250,000, with construction planned to start fall 2012.

2012 Travel Mode for SR2S Program Schools:
Hand Tallies



source: Hand Tally Data, 2012

note: Data drawn from a subset of elementary and middle schools participating in the Alameda County SR2S program

At Foothill High in Pleasanton, Alameda County SR2S worked with 10 students in the Earth Club and Leadership after-school programs. Students promoted the existing Ride Free Wednesday program established by Livermore Amador Valley Transit Authority and the City of Pleasanton, boosting transit ridership during



April. Ridership stayed higher for the remainder of the school year. Students also developed a proposal to give priority parking to carpools, hosted the BikeMobile, promoted Bike to School Day, and were interviewed by TV 30 (Tri-Valley Television) for their work with Alameda County SR2S.

At Oakland High, the Alameda County SR2S High School Site Coordinator led a weekly class for 60 students in the Public Health Academy. Students read and discussed articles linking health, environment and Safe Routes to Schools, conducted travel surveys of their peers, participated in a school site assessment event, received professionals as guest speakers, and developed public health campaigns. As an outcome of the public health campaigns, students organized and promoted Transit Tuesday.

Alameda County SR2S worked with 20 students in San Lorenzo High's Green Academy Urban Design Class to organize and deliver SR2S programming. Students met weekly. Students conducted travel surveys of their peers, participated in a school site assessment event, kept track of their travel using a travel log and used the information to calculate pollution impact, and organized and promoted Walk and Roll to School Day, complete with a pop-up bike festival.



How Students Travel

The primary goal of the Alameda County Safe Routes to Schools program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with the program collecting hand tally and parent survey data from 50 schools. The spring 2012 data will serve as a baseline against which to measure mode shift.

For the 2012-2013 school year, Alameda County SR2S has launched improved internal processes to track and measure participation in the program by schools, students, teachers, and parents. This additional data will permit us to measure mode shift and will allow us to look for correlations between mode shift and specific program elements or strength of program participation.

A Look Ahead

With expansion of the program in 2012-2013 and plans for eventually expanding to reach all schools in the County, the Alameda County SR2S program must make strategic decisions about program improvements and resource allocation. During the 2012-2013 school year, Alameda County SR2S will focus on the following improvements and new items:

- Strengthen program evaluation by collecting more data, building data collection into programming, and collating data on a regular basis.
- Expanding participation at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May.)



Alameda County

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Alameda County Safe Routes to Schools: 2011-12 School Year

	Comprehensive Program	Technical Assistance	High School Pilot	Opted Out
North				
Alameda City Unified				
Bay Farm Elementary		•		
Donald D. Lum Elementary	•			
Earhart Elementary		•		
Edison Elementary	•			
Frank Otis Elementary	•			
Franklin Elementary		•		
Henry Haight Elementary	•			
Lincoln Middle School		•		
Nea Community Learning Center		•		
Paden Elementary		•		
Ruby Bridges		•		
Washington Elementary (AUSD)	•			
Wood Middle School		•		
Albany City Unified				
Albany Middle	•			
Cornell Elementary	•			
Marin Elementary		•		
Ocean View		•		
Berkeley Unified				
Berkeley Arts Magnet		•		
Jefferson Elementary		•		
Malcolm X Elementary	•			
Martin Luther King Middle	•			
Oxford Elementary		•		
Rosa Parks Environmental Science Magnet	•			
Thousand Oaks Elementary		•		
Washington Elementary (BUSD)	•			
Oakland Unified				
Achieve Academy	•			
Anthony Chabot Elementary	•			
Brookfield Elementary		•		
Community United Elementary	•			
Crocker Highlands Elementary	•			
Elmhurst Community Prep	•			
Franklin Elementary		•		
Fruitvale Elementary	•			
Glenview Elementary	•			
Hoover Elementary	•			

Alameda County Safe Routes to Schools: 2011-12 School Year

	Comprehensive Program	Technical Assistance	High School Pilot	Opted Out
North (Continued)				
Oakland Unified (Continued)				
International Community	•			
James Madison Elementary		•		
Joaquin Miller Elementary	•			
La Escuelita		•		
Laurel Elementary	•			
Learning Without Limits		•		
Lincoln School		•		
Manzanita Community	•			
Manzanita SEED	•			
Montclair Elementary	•			
Oakland International High School			•	
Peralta Elementary	•			
Piedmont Avenue Elementary	•			
Reach Academy		•		
Redwood Heights Elementary	•			
Sequoia Elementary	•			
Sobrante Park Elementary	•			
Think College Now		•		
Westlake Middle	•			
World Academy	•			
Central				
Castro Valley Unified				
Castro Valley Elementary	•			
Marshall Elementary	•			
Stanton Elementary	•			
Hayward Unified				
Bret Harte Middle	•			
Burbank Elementary	•			
Cherryland Elementary	•			
Eden Gardens Elementary	•			
Longwood Elementary	•			
Palma Ceia Elementary		•		
Southgate Elementary	•			
San Leandro Unified				
Garfield Elementary	•			
McKinley Elementary	•			
Roosevelt Elementary	•			
San Lorenzo High School			•	
Washington Elementary (SLUD)	•			
Wilson Elementary	•			

Alameda County Safe Routes to Schools: 2011-12 School Year

	Comprehensive Program	Technical Assistance	High School Pilot	Opted Out
Central (Continued)				
San Lorenzo Unified				
Bohannon Middle	•			
Dayton Elementary	•			
Edendale Middle	•			
Grant Elementary	•			
Hesperian Elementary		•		
Hillside Elementary		•		
Washington Manor Middle	•			
South				
Fremont Unified				
Brookvale Elementary				•
Centerville Junior High	•			
E. M. Grimmer Elementary				•
Glenmoor Elementary	•			
James Leitch Elementary	•			
John G. Mattos Elementary				•
John Gomes Elementary				•
Niles Elementary				•
O. N. Hirsch Elementary	•			
Parkmont Elementary	•			
Walters Junior High		•		
Warm Springs Elementary	•			
New Haven Unified (Union City)				
Alvarado Elementary	•			
Cesar Chavez Middle	•			
Delaine Eastin Elementary	•			
Guy Jr. Emanuele Elementary	•			
Hillview Crest Elementary		•		
Logan High School			•	
Pioneer Elementary	•			
Searles Elementary	•			
Tom Kitayama Elementary		•		
Newark Unified				
H. A. Snow Elementary				•

Alameda County Safe Routes to Schools: 2011-12 School Year

	Comprehensive Program	Technical Assistance	High School Pilot	Opted Out
East				
Dublin Unified				
Dougherty Elementary	•			
Dublin Elementary	•			
Kolb Elementary		•		
Murray Elementary		•		
Livermore Valley Joint Unified				
Emma C. Smith Elementary	•			
Junction K-8	•			
Rancho Las Positas Elementary	•			
Pleasanton Unified				
Foothill High School			•	
Thomas S. Hart Middle				•



Memorandum

DATE: January 8, 2013

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas, Deputy Director, Planning
Matt Todd, Manager of Programming

SUBJECT: One Bay Area Grant (OBAG) Program Update

Recommendation

This is an information item. No action is requested.

Discussion

The OBAG program is funded with the Metropolitan Transportation Commission's (MTC) Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funding sources for the next four fiscal years (FY 2012-13 through FY 2015-16) addressed in MTC Resolution 4035. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Per the OBAG requirements 70 percent of the funds must be used towards transportation projects within Priority Development Areas (PDAs).

MTC has requested the Alameda CTC provide an OBAG program recommendation by June 30, 2013, that meets the OBAG program requirements in the allocation of funding to local transportation priorities. The Alameda CTC has been provided with an OBAG programming target of \$63 million in STP and CMAQ funds. In addition to the OBAG funds, the Alameda CTC has been provided \$4.3 Million Regional SR2S funds and approximately \$3.8 Million of Priority Development Activities funds for PDA Planning and Implementation Technical Assistance Program (P&I TAP).

PDA Readiness Classification

As presented previously, the Alameda CTC's strategy for this four-year funding cycle is to use the OBAG program to invest in PDAs with a mature real estate market and completed advance planning activities. In October 2012, the Commission approved the PDA readiness categories and criteria. These were refined based on comments from Commission and ACTAC members, and breakpoints were identified and used to determine whether or not a PDA has a more active development market. The planning screen was refined to more accurately reflect whether or not a

PDA had completed the necessary planning and regulatory activities to facilitate future development.

At its December 2012 meeting, the Commission adopted a revised PDA readiness classification that used lower development activity thresholds than what had been presented at the November 2012 ACTAC meeting. Based on comments received from PPLC, ACTAC and others, use of the higher thresholds that were initially presented at the November 2012 ACTAC meeting was deemed to be too stringent and produced too few active PDAs. This may have resulted in too few eligible transportation projects from which to choose.

For a PDA to be considered active, 100 or more units must have been constructed since 2007 (including units that are currently under construction and will be complete by June 2013), 300 or more units must be built and/or in the pipeline (entitled or possessing a building permit), and some commercial development must have either been built since 2007 or is in the pipeline. Near-active PDAs are defined as those that have 100 or more units built or in the pipeline and have some commercial development either built since 2007 or in the pipeline.

Using these criteria, 17 PDAs are identified as active, 13 are identified as near active, and 13 are identified as needing planning support or having low or no development activity. Creating a somewhat larger pool of active PDAs will help ensure that there are enough eligible capital transportation projects while still focusing capital transportation investments in those PDAs that are most likely to experience housing and job growth within this four-year funding cycle. The PDA readiness classification adopted by the Commission at their December 2012 meeting is shown in Attachment A.

OBAG Programming

The OBAG Programming Guideline elements were approved by the Commission at their October meeting. The guideline elements included programming categories, program eligibility, screening and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by the Alameda CTC be programmed in coordination with the OBAG process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

At its December 2012 meeting staff presented OBAG selection and scoring criteria. The proposal included 60% of the evaluation criteria points towards project deliverability criteria and 40% towards MTC mandated OBAG criteria. After a significant amount of discussion the Commission approved the overall 60-40 weighting of the scoring criteria. The Commission also approved revisions to the distribution of the weighted scores among the 40 points assigned to the additional land use criteria mandated by OBAG. Attachment B enlists the final OBAG scoring criteria approved by the Commission in December.

Attachments

Attachment A: PDA Readiness Classification
Attachment B: Final OBAG Scoring Criteria

PDA Readiness Classification**Active:**

- 300 units or more built or in the pipeline
- 100 units built since 2007
- Any amount of commercial built since 2007 or in the pipeline
- Planning, zoning, etc. complete

Near Active:

- 100 units or more built or in the pipeline
- Any amount of commercial built or in the pipeline
- Planning, zoning, etc. partially complete or in progress

PDA	Development Screens				Development Readiness	Planning Readiness	Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commercial Sq. ft. Built	Commercial Sq. ft. Pipeline			
Oakland: TOD Corridors	533	4,986	87,792	285,750	Active	Active	Active
Oakland: Downtown and Jack London Square	2,106	3,346	220,820	3,007,885	Active	Active	Active
Dublin: Town Center	953	2,114	125,670	0	Active	Active	Active
Oakland: West Oakland	1,019	1,981	72,848	38,500	Active	Active	Active
Dublin: Transit Center/Dublin Crossing	674	1,800	15,000	1,700,000	Active	Active	Active
Union City: Intermodal Station District	811	1,784	9,000	43,700	Active	Active	Active
Emeryville: Mixed Use Core	739	1,517	522,780	200,000	Active	Active	Active
Dublin: Downtown Specific Plan Area	300	990	24,580	0	Active	Active	Active
Livermore: Downtown	116	837	19,911	7,500	Active	Active	Active
Hayward: The Cannery	427	767	80,000	4,000	Active	Active	Active
Fremont: Irvington District	447	721	9,200	6,830	Active	Active	Active
Berkeley: Downtown	240	662	60,000	26,600	Active	Active	Active
Oakland: Fruitvale & Dimond Areas	123	591	29,020	15,000	Active	Active	Active
Fremont: Centerville	311	559	61,000	58,000	Active	Active	Active
Berkeley: University Avenue	400	510	20,000	5,000	Active	Active	Active
Oakland: Coliseum BART Station Area	373	501	55,120	5,451	Active	Active	Active
Fremont: City Center	330	342	15,000	115,900	Active	Active	Active

Continued on the following page.

PDA Readiness Classification, Continued

PDA	Development Screens					Development Readiness	Planning Readiness	Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commercial Sq. ft. Built	Commercial Sq. ft. Pipeline				
Oakland: MacArthur Transit Village	56	1,194	165,000	1,452,500		Near Active	Active	Near Active
Livermore: Isabel Avenue/BART Station Planning Area	406	972	470,845	190,000		Active	Near Active	Near Active
Hayward: South Hayward BART Urban Neighborhood	0	857	0	78,484		Near Active	Active	Near Active
Pleasanton: Hacienda	0	506	680,580	117,700		Near Active	Active	Near Active
Alameda: Alameda Naval Air Station	200	500	0	140,000		Active	Near Active	Near Active
Fremont: South Fremont/Warm Springs	455	490	0	9,700		Active	Near Active	Near Active
Berkeley: San Pablo Avenue	81	319	14,000	33,500		Near Active	Active	Near Active
Albany: San Pablo Avenue/Solano Avenue Mixed Use Neighborhood	25	200	0	85,000		Near Active	Near Active	Near Active
San Leandro: Downtown TOD	0	200	82,000	0		Near Active	Active	Near Active
Hayward: Downtown	60	192	78,277	9,158		Near Active	Active	Near Active
Berkeley: South Shattuck	0	150	0	23,000		Near Active	Active	Near Active
Alameda County: East 14th Street and Mission Boulevard Mixed Use Corridor	135	135	31,500	0		Near Active	Active	Near Active
San Leandro: East 14th Street	119	119	144,000	28,000		Near Active	Active	Near Active
Newark: Dumbarton TOD	0	797	0	0		Needs Support	Active	Needs Support
Livermore: East Side PDA	0	510	67,364	187,537		Near Active	Needs Support	Needs Support
Alameda County: Castro Valley BART	19	59	36,280	0		Needs Support	Active	Needs Support
Oakland: Eastmont Town Center	24	57	0	99,000		Needs Support	Active	Needs Support
Alameda: Northern Waterfront	45	227	25,000	30,000		Needs Support	Active	Needs Support
Berkeley: Adeline Street	0	42	0	1,900		Needs Support	Needs Support	Needs Support
Berkeley: Telegraph Avenue	0	38	0	4,000		Needs Support	Active	Needs Support
Alameda County: Hesperian Boulevard	13	13	0	0		Needs Support	Active	Needs Support
Newark: Old Town Mixed Use Area	0	2	0	0		Needs Support	Needs Support	Needs Support
Alameda County: Meekland Avenue Corridor	0	0	0	0		Needs Support	Active	Needs Support
Hayward: Mission Corridor	0	0	0	75,350		Needs Support	Near Active	Needs Support
Hayward: South Hayward BART Station Mixed Use Corridor	0	0	0	1,391		Needs Support	Active	Needs Support
San Leandro: Bay Fair BART Transit Village	0	0	0	0		Needs Support	Needs Support	Needs Support

Index	Final OBAG Selection / Scoring Criteria	Proposed Weight
<i>Delivery Criteria</i>		
1	Transportation Project Readiness <ul style="list-style-type: none"> Funding plan, budget and schedule Implementation issues Agency governing body approvals Local community support Coordination with partners Identified stakeholders 	25
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> Defined scope Useable segment. Project study report / equivalent scoping document 	10
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> Defined project need Defined benefit Defined safety and/or security benefits 	15
4	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> Identify funding and responsible agency for maintaining the transportation project Transportation Project identified in a long term development plan 	5
5	Matching Funds <ul style="list-style-type: none"> Direct Project Matching above Minimum required Local Match 	5
<i>Subtotal</i>		<i>60</i>

<i>Additional Land Use Criteria Mandated by OBAG</i>		
6	PDA Supportive Investments (Includes Proximate Access) <ul style="list-style-type: none"> Transportation Project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA Transportation Project provides multi modal travel options 	5
7	Transportation Investment addressing / implementing planned vision of PDA <ul style="list-style-type: none"> PDA transportation facility will be X% complete with project 	4
8	High Impact project areas.	
a	Housing Growth <ul style="list-style-type: none"> Projected growth of Housing Units in PDA 	2

	b	Jobs Growth <ul style="list-style-type: none"> Projected growth of Jobs in PDA 	2
	c	Improved transportation choices for all income levels <ul style="list-style-type: none"> Proximity of alternative transportation mode project to a major transit or high quality transit corridor stop 	6
	d	PDA parking management and pricing policies <ul style="list-style-type: none"> Parking Policies Other TDM strategies 	3
	e	PDA affordable housing preservation and creation strategies <ul style="list-style-type: none"> Inclusionary zoning ordinance or in-lieu fee Land banking Housing trust fund Fast-track permitting for affordable housing Reduced, deferred or waived fees for affordable housing Condo conversion ordinance regulating the conversion of apartments to condos SRO conversion ordinance Demolition of residential structures ordinance Rent control Just cause eviction ordinance Others 	9
9		Communities of Concern (C.O.C.) <ul style="list-style-type: none"> Transportation project mitigates the transportation need of the C.O.C. Relevant planning effort documentation 	4
10		Freight and Emissions <ul style="list-style-type: none"> Project in PDA that overlaps or is collocated with populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program or is in the vicinity of a major freight corridor 	5
Subtotal			40
Total			100

Approved by Alameda CTC Board on 12/06/12



MEMORANDUM

Date: January 31, 2013

To: Countywide Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Beth Walukas, Deputy Director of Planning

Subject: Discussion and Input on the Bicycle Safety Education Program

Recommendations

It is recommended that the Countywide Bicycle and Pedestrian Advisory Committee (BPAC) discuss and provide early input on the development of a draft scope of work for a future Request for Proposals (RFP) for the Bicycle Safety Education Program.

Summary

Staff is considering changing the Bicycle Safety Education program, currently funded through Measure B Bicycle/Pedestrian grant funds, to be an agency contract. The program provider would be selected via an RFP process. Staff is requesting early input on the development of a draft scope of work for this program. The program is currently operated by the East Bay Bicycle Coalition. The current grant agreement and latest progress report is attached for background information on this program. These documents would be used as the starting point for developing a scope of work. The BPAC is requested to provide input on any additional tasks or performance measures to consider including.

Discussion

The countywide Bicycle Safety Education program, operated by the East Bay Bicycle Coalition, was established in 2007, with a two-year grant from the Cycle 3 Measure B bicycle/pedestrian grant program. The program received a second Measure B bicycle/pedestrian grant in 2009, as part of the Cycle 4 grant program, at which time the program was significantly expanded. That grant went through June 30, 2011.

Because there has not been a Measure B grant funding cycle since 2009, the Bicycle Safety Education program grant agreement was twice considered for, and received, extensions and augmentations of funds. The first was in May 2011 when the Alameda CTC Commission extended the grant for one year, through June 30, 2012, and augmented the funding by approximately \$45,000. This action was supported by the BPAC. This funding was combined with \$55,017 in grant funds that were rolled over from the initial bicycle safety education grant,

totaling a \$100,000 program for the 2011-2012 fiscal year. The second grant extension occurred for the 2012-2013 fiscal year. The Alameda CTC Commission again extended the grant for one year, through June 30, 2013, and augmented the funding by approximately \$100,000. This action was also supported by the BPAC.

Over the past two years, Alameda CTC has considered moving this program to be funded via a contract, rather than via grant funds. This is because the program, which will have been in place for six years as of June 2013, provides a core service of bicycle safety education to Alameda County residents, and is a priority program identified in the Countywide Bicycle Plan. The agency is now considering releasing an RFP for the bicycle safety education program services in 2013.

As described in the grant agreement (Attachment A), the current grant program provides bicycle safety education classes through a variety of classroom and on-road classes primarily to adults, but also to children. The program operates throughout the county. The most recent progress report, for the period of July 1, 2012 to December 31, 2012, is included as Attachment B.

BPAC Input

The BPAC is requested to provide early input on the development of a scope of work for this RFP, in particular the tasks and the performance measures.

Over the years, the BPAC has had several presentations from the EBBC regarding the Bicycle Safety Education Program, and it has also reviewed the semi-annual progress reports since the program began. Below is a summary of the input that staff have heard to date:

- BPAC would like to see reporting on average class attendance.
- Alameda CTC should develop an average class size target (or minimum).
- Methods are needed for capturing lessons learned and applying new strategies to improve the program.

Next Steps

Alameda CTC will determine a schedule for releasing the RFP for the Bicycle Safety Education program and request that the Commission authorize the release of the RFP and funding for the program.

Attachments

- Attachment A: Bicycle Safety Education Program Grant Agreement
(A09-0025) – Attachments A through D
- Attachment B: Bicycle Safety Education Program Grant Progress Report
(July 1, 2012 to December 31, 2012)

REVISED ATTACHMENT A

PROJECT DESCRIPTION AND TASK BREAKDOWN

Project Sponsor: East Bay Bicycle Coalition

Project Title: Bicycle Safety Education Program

Agreement Number: A09-0025

Grant Initiation Date: July 1, 2009

Initial Funds Awarded to Project: \$215,401

Additional Measure B Fund Award to Project: (Commission Approval 05/26/11) \$44,983
(Commission Approval 01/26/12) \$50,000
(Commission Approval 06/28/12) \$99,699

Total Alameda CTC Funds Awarded to Project: **\$410,083**

Project Sponsor Matching Funds: \$54,889

<u>Amount</u>	<u>Source</u>
\$ 2,100	Kaiser Permanente
\$ 1,200	Bicycle-Friendly Berkeley Coalition
\$ 6,589	Bike Alameda
\$45,000	MTC JARC / Lifeline Cycle 3 funding

Total Project Cost: **\$464,972**

Percentage: Total Measure B Funds Awarded to Project/Total Project Cost: **88.2%**

Project Description: This Project provides a comprehensive bicycle safety education program, offering classes and instruction for people of all ages and abilities in Alameda County. The goals of this Project are to educate and train bicyclists on safe biking techniques, ranging from proper and safe riding to basic repair and maintenance. Selected classes and materials will be offered in three languages: English, Spanish, and Chinese.

Specifically, the comprehensive bicycle safety education program will include the following components:

- Day 1 classes: An in-classroom bike safety class targeting adults and teenagers.
- Day 2 classes: An on-road class for graduates of the Day 1 classes.
- Spanish Day 1 classes: The Day 1 class, conducted fully in Spanish.

- Chinese Day 1 classes: The Day 1 class, conducted fully in Chinese. Includes the translation of documents.
- Family Cycling workshops: A class that teaches parents and kids how to safely ride on public streets.
- How-to-Ride-a-Bike classes: These classes will teach adults how to ride a bike.
- Train-the-Trainer classes: Training new instructors on how to teach Lunchtime Commute Workshops, Bike Rodeos, and How-to Ride-a-Bike classes.
- Lunchtime Commute Workshops: One hour workshops offered at employment sites.
- Kids Bike Rodeos: A workshop using an obstacle course and other tools to teach safe riding techniques to young children.
- Development of a Police Department citation diversion program. This will include both an opt-in program, whereby flyers listing safety classes are distributed to law breakers, and a fully integrated program, whereby law breakers must attend a class to defray the cost of their ticket.

All classes will be taught by instructors certified by the League of American Bicyclists or by trainers who have taken a Train-a-Trainer course.

The Project Sponsor will offer these programs in all areas of Alameda County, and county residents will have priority for participating. The Project Sponsor will aggressively market the programs throughout the county to maximize attendance.

The overall bicycle education program offered by the Project Sponsor is larger than the grant effort and includes additional classes in Alameda County that are funded with other funding sources not reflected in this grant agreement.

The scope of work also includes coordination with Cycles of Change on the Neighborhood Bicycle Transportation Centers bicycle distribution and education program (aka Bike-Go-Round), operated by Cycles of Change at two neighborhood-based centers:

1. West Oakland, based at MOHR 1 Community Center at 741 Filbert Street, serving residents within a two-mile radius of the BART station.
2. Central/East Oakland, based at the Bikery, the Cycles of Change community bicycle shop at 2289 International Boulevard, serving residents within two miles of the 12th Street and 19th Street Oakland BART stations, Fruitvale, and Coliseum BART station.

Project Task Breakdown: The following Revised Table A-1 is intended to replace the current, approved Table A-1 in its entirety.

Table A-1: Project Task Breakdown			
Task No.	Phase	Task Description	Prerequisite Task No.
1	Operations	Market and Conduct First Series of Classes/Trainings in Each Region of Alameda County - FY 09-10	None
2	Operations	Prepare (Translate) Training Materials into Chinese	None
3	Operations	Market and Conduct Additional Series of Classes/Trainings in Each Region of Alameda County - FY 10-11, and FY 11-12.	1 and 2
4	Closeout	Project closeout – <i>Task Closed</i>	N/A
5	Operations	Market and Conduct Additional Series of Classes/Trainings in Each Region of Alameda County - FY 12-13.	1 and 2
6	Operations	Develop Police Diversion Program	None
7	Operations	Cycles of Change Neighborhood Bicycle Transportation Centers Bicycle Distribution and Education Program	None
8	Closeout	Project Closeout	All

REVISED ATTACHMENT B

TASK BUDGETS AND OTHER FUNDING

Project Sponsor: East Bay Bicycle Coalition

Project Title: Bicycle Safety Education Program

Agreement Number: A09-0025

Task Budgets and Other Funding: The following Revised Table B-1 is intended to replace the current, approved Attachment B Table B-1 in its entirety.

Table B-1: Task Budgets and Funding				
Task No. (from Table A-1)	Measure B Not-To-Exceed Amount ^(Note 1)	Amount of Other Funding Provided by Project Sponsor	Previously Approved Total Task Budget Amount	Revised Total Task Budget Amount
1	\$79,377	\$2,400	\$81,777	\$81,777
2	\$2,000	\$0	\$2,000	\$2,000
3	\$162,338	\$7,489	\$169,827	\$169,827
4	\$0	\$0	\$0	\$0
5	\$94,714	\$0	\$0	\$94,714
6	\$1,150	\$0	\$1,150	\$1,150
7	\$50,000 ^(Note 4)	\$45,000	\$95,000	\$95,000
8	\$20,504 ^(Note 3)	\$0	\$15,519 ^(Note 3)	\$20,504
Totals	\$410,083	\$54,889	\$365,273	\$464,972

Notes:

1. The Measure B funding for each task shall reimburse eligible costs in the same proportion indicated for the applicable task in Table B-1, i.e., the proportion of Measure B Not-to-Exceed Amount to Total Task Budget in Table B-1.
2. No Measure B funds are earmarked for this task. (N/A)
3. Measure B funds shown for the Project Closeout task will be released on receipt of the deliverable. The Measure B amount assigned to the Project Closeout task is assumed to be withheld from Measure B amounts from other tasks and represents 5 percent of total Measure B Not-to-Exceed funds.
4. \$45,000 is to be used toward a local match for Lifeline Transportation Program funds; \$3000 may be used for EBBC administrative costs; \$2000 may be used for Cycles of Change administrative costs.

REVISED ATTACHMENT C

**TASK DELIVERABLES, DELIVERABLE DUE DATES,
AND MILESTONE SCHEDULE**

Project Sponsor: East Bay Bicycle Coalition

Project Title: Bicycle Safety Education Program

Agreement Number: A09-0025

Project Task Deliverables and Due Dates: The following Revised Table C-1 is intended to replace the current, approved Attachment C Table C-1 in its entirety.

Table C-1: Task Deliverables and Due Dates			
Task No. (from Table A-1)	Deliverable	Previously Approved Deliverable Due Date	Revised Deliverable Due Date
1	Summary of first six months of classes/trainings, including the location, date, time, and number of attendees for each session, including the number of Alameda County residents; and a description and copies of all marketing efforts, e.g., flyers, ads, notices, etc. (Note: This deliverable may be submitted with Progress Report No. 1.)	January 31, 2010	January 31, 2010
1	Summary of the second six months of classes/ trainings, including the location, date, time, and number of attendees for each session, including the number of Alameda County residents; and a description and copies of all marketing efforts, e.g., flyers, ads, notices, etc., and a report on the status of acquisition of matching funds. (Note: This deliverable may be submitted with Progress Report No. 2.)	July 31, 2010	July 31, 2010
2	Copies of Chinese training materials	July 31, 2010	December 31, 2011
3	Summary of the third six months of classes/trainings, including the location, date, time, and number of attendees for each session, including the number of Alameda County residents; and a description and copies of all marketing efforts, e.g., flyers, ads, notices, etc. (Note: This deliverable may be submitted with Progress Report No. 3.)	January 31, 2011	January 31, 2011

3	Summary of the fourth six months of classes/trainings, including the location, date, time, and number of attendees for each session, including the number of Alameda County residents; and a description and copies of all marketing efforts, e.g., flyers, ads, notices, etc. (Note: This deliverable may be submitted with Progress Report No. 4.)	July 31, 2011	July 31, 2011
3	Summary of the fifth six months of classes/trainings, including the location (city and planning area), date, and number of attendees for each session, including the number of Alameda County residents; a cumulative summary report with the previously listed data on all classes/trainings to date, including total classes by planning area; and a description and copies of all marketing efforts, e.g., flyers, ads, notices, etc. (Note: This deliverable may be submitted with Progress Report No. 5.)	January 31, 2012	January 31, 2012
3	Summary of the sixth six months of classes/trainings, including the location (city and planning area), date, and number of attendees for each session, including the number of Alameda County residents; a cumulative summary report with the previously listed data on all classes/trainings to date, including total classes by planning area; and a description and copies of all marketing efforts, e.g., flyers, ads, notices, etc. (Note: This deliverable may be submitted with Progress Report No. 6.)	July 31, 2012	July 31, 2012
5	Summary of the seventh six months of classes/trainings, including the location (city and planning area), date, and number of attendees for each session, including the number of Alameda County residents; a cumulative summary report with the previously listed data on all classes/trainings to date, including total classes by planning area; and a description and copies of all marketing efforts, e.g., flyers, ads, notices, etc. (Note: This deliverable may be submitted with Progress Report No. 7.)	N/A	January 31, 2013

5	Summary of the eighth six months of classes/trainings, including the location (city and planning area), date, and number of attendees for each session, including the number of Alameda County residents; a cumulative summary report with the previously listed data on all classes/trainings to date, including total classes by planning area; and a description and copies of all marketing efforts, e.g., flyers, ads, notices, etc. (Note: This deliverable may be submitted with Progress Report No. 8.)	N/A	July 31, 2013
6	Summary of Police Department outreach, including contacts made, meeting dates and number of attendees, and outcomes. (Note: This deliverable may be submitted with Progress Report No. 2.)	July 31, 2010	July 31, 2010
6	Summary of Police Department outreach, including contacts made, meeting dates and number of attendees, and outcomes. (Note: This deliverable may be submitted with Progress Report No. 4.)	July 31, 2011	July 31, 2011
6	Summary of Police Department outreach, including contacts made and outcomes. (Note: This deliverable may be submitted with Progress Report No. 6.)	July 31, 2012	July 31, 2012
6	Summary of Police Department outreach including contracts made and outcomes. (Note: This deliverable may be submitted with Progress Report No. 8.)	N/A	July 31, 2013
7	Copies of Cycles of Change's progress reports submitted to MTC for Lifeline Transportation Program funds. (Note: This deliverable may be submitted with Progress Report No. 8.)	N/A	July 31, 2013
8	Final Report/Presentation to BPAC/Final Invoice	September 30, 2012	September 30, 2013
8	Grant Funding Agreement Expires	October 31, 2012	October 31, 2013
<p>Notes:</p> <p>Project Sponsor shall provide Alameda CTC with not less than ten (10) days advance notice of any public meetings or events related to implementation of this grant.</p>			

Project Milestone Schedule: The following Revised Table C-2 is intended to replace the current, approved Attachment C Table C-2 in its entirety.

Table C-2: Project Milestone Schedule		
Project Milestone	Previously Approved Date	Revised Date
Award ACTIA Grant (Cycle 4)	July 1, 2009	July 1, 2009
Initiate Grant/Notice to Proceed Date	July 1, 2009	July 1, 2009
Complete Chinese Translation of Materials	June 30, 2010	December 31, 2011
Complete Year 1 Safety Classes/Trainings	June 30, 2010	June 30, 2010
Complete Year 2 Safety Classes/Trainings	June 30, 2011	June 30, 2011
Complete Year 3 Safety Classes/Trainings	June 30, 2012	June 30, 2012
Complete Year 4 Safety Classes/Trainings	N/A	June 30, 2013
Police Diversion Programs Established	June 30, 2012	June 30, 2013
Complete Grant Funding Period	June 30, 2012	June 30, 2013
Close Out Project – Complete Final Report, Presentation to BPAC, Final Invoice	September 30, 2012, or Ninety (90) days after Project Completion, whichever is earlier	September 30, 2013, or Ninety (90) days after Project Completion, whichever is earlier
Grant Funding Agreement Expires	October 31, 2012	October 31, 2013

REVISED ATTACHMENT D

PROJECT PERFORMANCE MEASURES

Project Performance Measures: The following Revised Table D-1 is intended to replace the current, approved Attachment D Table D-1 in its entirety.

Table D-1: Project Performance Measures and Targets		
Performance Measure	Previously Approved Target	Revised Target
Number of all Day 1, Adult Bicycle Safety Classes	52	74
Number of attendees at all Day 1, Adult Bicycle Safety Classes	1005	1305
Number of all Day 2, Adult Bicycle Safety Classes	13	19
Number of attendees at all Day 2, Adult Bicycle Safety Classes	239	329
Number of all Day 1, Adult Bicycle Safety Classes taught in Spanish	5	5
Number of attendees at all Day 1, Adult Bicycle Safety Classes taught in Spanish	32	32
Number of all Day 1, Adult Bicycle Safety Classes taught in Chinese	2	2
Number of attendees at all Day 1, Adult Bicycle Safety Classes taught in Chinese	20	20
Number of Family Cycling Clinics	16	21
Number of attendees at all Family Cycling Clinics	564	689
Number of How-to-Ride-a-Bike Classes	4	7
Number of attendees at all How-to-Ride-a-Bike Classes	63	93

Table D-1: Project Performance Measures and Targets (continued)		
Number of Train-the-Trainer Sessions	6	8
Number of trained trainers	68	98
Number of Lunchtime Commute Workshops	31	46
Number of attendees at all Lunchtime Commute Workshops	475	670
Number of Kids Bike Rodeos	25	32
Number of attendees at all Kids Bike Rodeos	1394	1754
Number of integrated Police Department citation diversion programs	1 program	1 program
Number of opt-in Police Department citation diversion programs	12 programs	12 programs



EAST BAY BICYCLE COALITION

Working for safe, convenient and enjoyable bicycling for all people in the East Bay

ACTC BICYCLE/PEDESTRIAN COUNTYWIDE DISCRETIONARY FUND GRANT PROJECT PROGRESS REPORT

PROJECT PROGRESS REPORT NUMBER: 7

REPORTING PERIOD: **From:** July 1, 2012 **To:** Dec 31, 2012

PROJECT SPONSOR: East Bay Bicycle Coalition

PROJECT TITLE: Bicycle Safety Education Program

ACTIA PROJECT No: A09-0025

STATUS

Grant extended through June 30, 2013. Status: current

ACTIONS (In this Reporting Period)

Conducted Urban Cycling 101 (was Traffic Skills 101) classes in English, Spanish, and Cantonese, On-the-Bike Road Classes in English and Cantonese, a Train-the-Trainer Session, Family Cycling Workshops, Kids Bike Rodeos, Lunchtime Commute Workshops, Adult How-to-Ride-a-Bike classes, and Police Diversion Outreach, including our continuing Bicycle Diversion Program on campus at UC Berkeley and our new "Bike Traffic School" program in the City of Alameda.

ANTICIPATED ACTIONS (In Next Reporting Period)

Continuing our class offerings from the previous period while adding additional English, Spanish and Cantonese language Urban Cycling 101 Classes, Family Cycling Workshops, Kids Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride classes, and On-the-Bike Road Classes. A series of adult, family, and youth classes has been initiated in Concord and Richmond as part of two new Contra Costa County-based grants, and we hope to win additional funding to expand our programs in that county. We also hope to win funding to host more adult/teen classes in the City of Oakland, and anticipate expanding our "Bike Traffic School" programs to include partnerships with additional police departments.

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 submitted shortly.

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 will be submitted shortly.

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 being finalized.

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.)

GENERAL

- X At this time we anticipate no problems on the project.

PUBLICITY

- X Updated and accurate project information is included, with a link to ACTC's website, at the following web address: www.ebbc.org/safety

An article which highlighted this Project was published on the following date(s) in the publication(s) listed:

KTVU.com (November 6, 2012): www.ktvu.com/videos/news/oakland-bike-coalition-gives-away-free-lights-to/vg4CZ/

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 and they are finalized and in the process of approval.

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.

Performance Measures Table D-1	REPORTING PERIOD 7	MARGIN TO GOAL	PERFORMANCE MEASURES (PERIODS 7 + 8)	TOTALS TO DATE	PERFORMANCE MEASURES TO DATE	ADDED CLASSES (NON-ACTC)
Number of all Day 1, Adult Bicycle Safety Classes (all lang.)	12	10	22	61	71	1
Number of attendees at all Day 1, Adult Bicycle Safety Classes (all lang.)	132	168	300	1114	1282	20
Number of all Day 2, Adult Bicycle Safety Classes	3	3	6	16	19	
Number of attendees at all Day 2, Adult Bicycle Safety Classes	66	24	90	336	360	
Number of Family Cycling Clinics	2	3	5	19	22	1
Number of attendees at all Family Cycling Clinics	53	72	125	575	647	24
Number of How-to-Ride-a-Bike Classes	2	1	3	9	10	
Number of attendees at all How-to-Ride-a-Bike Classes	11	19	30	67	86	
Number of Train-the-Trainer Sessions	1	1	2	7	8	
Number of trained trainers	12	18	30	90	108	
Number of Brown Bag Lunches	2	13	15	38	51	
Number of attendees at all Brown Bag Lunches	37	143	180	629	772	
Number of Kids Bike Rodeos	3	4	7	28	32	7
Number of attendees at all Kids Bike Rodeos	270	90	360	1854	1944	580
Number of integrated Police Department citation diversion classes						11
Number of attendees at integrated Police Department citation diversion programs						198
Number of opt-in Police Department citation diversion programs	10 programs	10 programs	12 programs			
Total Classes (Original Agreement):	25	35	60	178	213	(Added classes) 20
Total Attendees (Original Agreement):	581	534	1115	4665	5199	(Added classes) 624

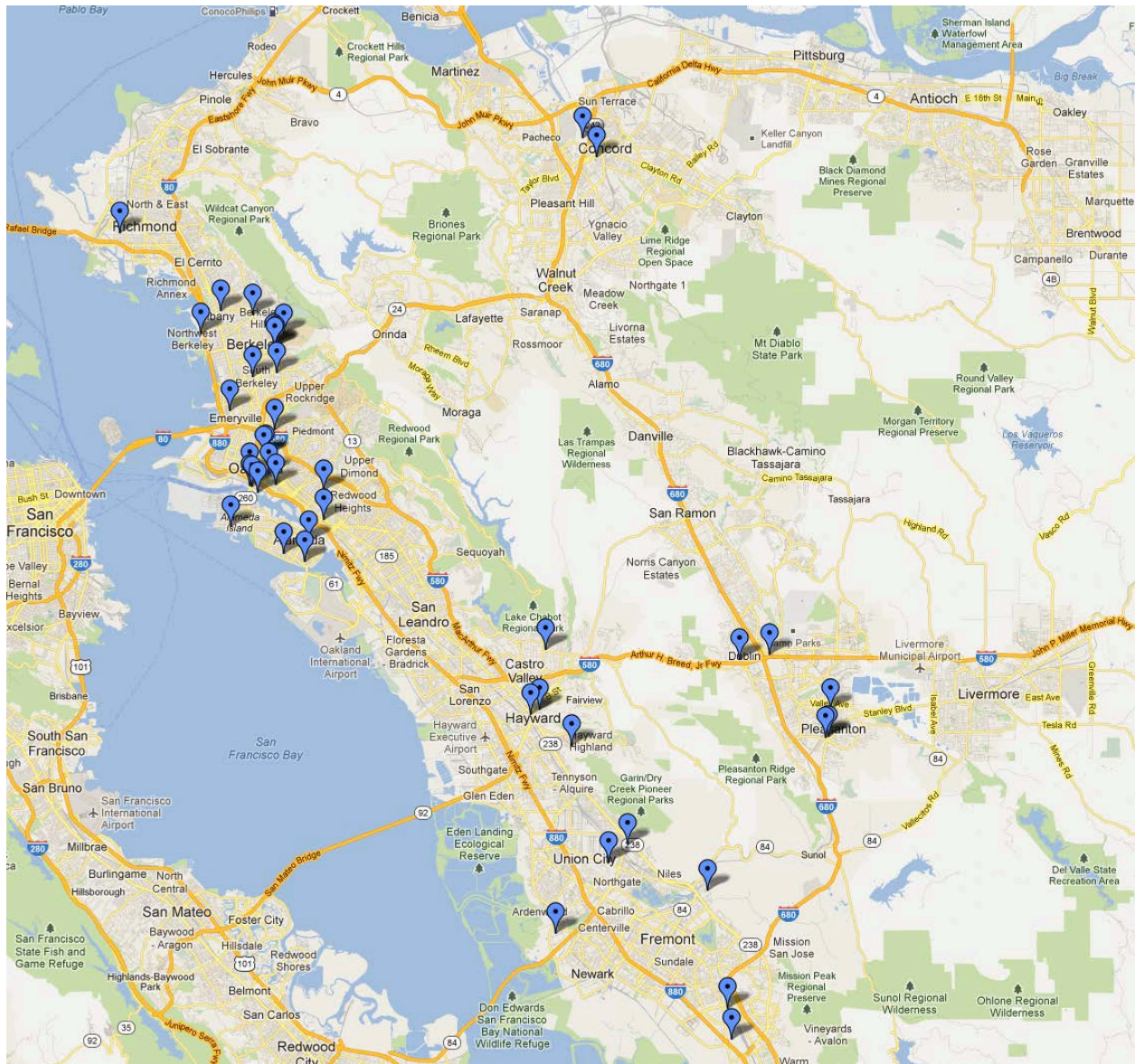
ACTC-Funded Classes (July 2012 – December 2012)

Class Type	Location	Date	Attendance
Family Cycling Workshop			
	Hayward	8/19/2012	26
	Dublin	9/29/2012	27
How to Ride A Bike			
	Berkeley	9/8/2012	5
	Oakland	12/8/2012	6
Kids Bike Rodeo			
	Oakland	8/18/2012	150
	Pleasanton	10/7/2012	70
	Berkeley	10/14/2012	50
Lunchtime Commute Workshop			
	Oakland	8/30/2012	30
	Alameda	12/18/2012	7
Traffic Skills 101 Classroom Workshop			
(Cantonese language)	Oakland	8/11/2012	12
(Spanish language)	Oakland	8/11/2012	5
	Berkeley	9/4/2012	14
(Cantonese language)	Oakland	9/15/2012	15
	Oakland	9/19/2012	22
	Fremont	9/23/2012	7
(LGBTQ class)	Berkeley	10/16/2012	6
	Hayward	10/20/2012	4
	Oakland	10/25/2012	11
	Dublin	11/4/2012	13
(Cantonese language)	Oakland	11/17/2012	17
(Women only class)	Oakland	12/11/2012	6
Traffic Skills 101 Road Class			
	Berkeley	9/8/2012	25
	Oakland	10/13/2012	22
	Fremont	12/15/2012	19
Train the Trainer			
	Oakland	10/7/2012	12
Total:			581

Added Classes (July 2012 – December 2012)

Class Type	Location	Date	Attendance
Family Cycling Workshop			
	Berkeley	9/30/2012	24
Kids Bike Rodeo			
	Oakland	9/29/2012	40
	Concord	10/6/2012	150
	Alameda	10/12/2012	80
	Oakland	10/13/2012	100
	Oakland	10/20/2012	30
	Alameda	10/23/2012	100
	Oakland	10/24/2012	80
Traffic Skills 101 Classroom Workshop (Spanish language)			
	Concord	11/14/2012	20
"Bike Traffic School" Diversion Class			
	Berkeley	7/2/2012	8
	Berkeley	7/26/2012	23
	Berkeley	8/6/2012	19
	Berkeley	8/30/2012	20
	Berkeley	9/27/2012	17
	Berkeley	10/1/2012	25
	Berkeley	10/25/2012	14
	Berkeley	11/5/2012	32
	Berkeley	11/29/2012	9
	Berkeley	12/3/2012	12
	Alameda	12/13/2012	19
Total:			822

ATTACHMENT E
MAP OF BIKE SAFETY ACTIVITES (JULY 2012-DEC 2012)



(Note: Includes classes from all funding sources. Multiple classes at same location only indicated once.)

ATTACHMENT F BIKE SAFETY POSTER UPDATE



FREE BICYCLE SAFETY CLASS

URBAN CYCLING 101 FOR ADULTS AND TEENS
LEARN SAFE CYCLING SKILLS
Bike with confidence. Bike for the future. Bike for fun!



WHERE: Dublin Library, 200 Civic Plaza
WHEN: Sunday, November 4th, 1-4:30pm
More info and pre-registration at:
www.ebbc.org/safety or 510-845-7433 ext 2



MEETING PLACE & TIME

**Bicycle Safety Education Program
July 1, 2012- December 31, 2012 Update
Alameda CTC**

Table D-1 shows, in the Column entitled "Reporting Period 7", the classes we conducted from July through December, 2012. The "Reporting Period " classes are the classes funded through this Alameda CTC grant. Numbers reported in the "Added Classes" column are additional classes we taught with funding from the following sources: UC Berkeley Police, City of Alameda Police, Alameda County Safe Routes To School, TransMetro Richmond, and Kaiser Permanente in Concord.

Review:

For the second half of 2012 we were able to host 25 classes via this grant (45 when including other funding sources), and we are well on our way toward meeting our class number and attendance goals by the end of June. We are exceeding our required attendance averages for our Family Cycling Workshops, Kids Bike Rodeos, and Road Classes, and we will be working to boost attendance at our Urban Cycling 101 classroom workshops and Lunchtime Commute Workshops throughout this Spring in order to reach our attendance performance measures in those categories.

Overall this past Fall and Winter 2012, via the ACTC grant the East Bay Bicycle Coalition taught twelve Urban Cycling 101 Classroom Workshops with 132 participants total. Three of these workshops were offered in Cantonese with 44 attendees, and one workshop was taught in Spanish to 5 participants. We also held three Road Classes with 66 participants, 2 one-hour commute workshops at businesses with 37 participants, two Family Cycling Workshop with 53 parents and kids, two How to Ride a Bike clinics for adults with 11 attendees, and three kids bike rodeos with 270 kids.

Outside of the ACTC grant funding we were able to program ten Police Diversion classes at UC Berkeley and one in Alameda with a total of 198 students. We also partnered with Alameda County Safe Routes to Schools to offer seven Kids Bike Rodeos to 430 attendees, and one Family Cycling Workshop to 24 participants. Finally, we initiated a new program in the city of Concord and so far have hosted one Kids Bike Rodeo with 150 attendees and one Urban Cycling 101 class in Spanish for 20 adults.

Police Diversion:

After months of planning and preparation we were very excited to host our very first of several monthly diversion classes in the City of Alameda in December, partnering with the Alameda Police Department to allow cyclists ticketed in the city to take a 2 hour class and have their \$200+ citations reduced to just \$50. The reduced fee then goes back into the department to help pay for the classes themselves. This first class was well attended by 19 students, most of whom were there voluntarily.

We have received lots of attention on both a local and national level regarding this program, taking calls from officials and advocates in SF, LA, and Davis, as well as from the League of American Bicyclists and the Alliance for Biking and Walking, asking for information on how our program works and how they can start their own. News articles on this program were published in the SF Chronicle, Contra Costa Times, Alameda Sun-Times, and more. This press has helped bring attention to all of the other free programs we offer, including the ACTC-funded classes, boosting attendance and increasing our overall success.

Before beginning this new program we worked directly with the individual police officers to provide them with guidance as to what type of ticketing will have the biggest impact on safety, as opposed to simply discriminating against cyclists. In addition to offering a traffic ticket reduction to cyclists with citations, we also facilitated a collaboration between the Alameda PD and the local Tucker's Ice Cream shop, so that officers who see youth bicyclists displaying safe, independent behavior can offer them a token for a free cone. The officers appreciated this opportunity to have positive interactions with the community, helping to build rapport and trust.

We also hosted an additional 10 diversion classes at UC Berkeley, continuing our collaboration with the UCB Police Department. These twice-per-month sessions have continued to be popular with attendance exceeding our other adult class averages. However, limitations on where and when these classes are

taught, as well as which vehicle code violations are eligible to be reduced, have stifled an even greater, potential success, so we are currently investigating the possibility of expanding the campus program to include the City of Berkeley Police, and to extend the classes off-campus to where they will be easier to program and more accessible for interested participants to attend.

In addition to extending the UC Berkeley classes, we will be working on ticket diversion class partnerships with more police departments all over Alameda and Contra Costa Counties, similar to what we are already doing in the City of Alameda. These types of classes allow us to reach more cyclists while growing our program sustainably, as they are almost entirely self-funded and require less overhead due to being taught at the same location and time each month. They also allow us to reach communities where no immediate grant funding is available.

The following police departments continue to participate in our opt-in program, handing out tear sheets with bike safety class information: Alameda, Livermore, Pleasanton, Dublin, Fremont, Newark, Union City, UC Berkeley, Richmond, Berkeley, Richmond and El Cerrito.

New Marketing Materials:

In an effort to make our classes more desirable to a wider range of attendees we changed our classroom workshop title from "Traffic Skills 101" to "Urban Cycling 101", which is more evocative of the information being offered. At the same time we updated our promotional poster from a flat illustration of a bicycle and car to a dynamic photograph of a smiling, female cyclist, shown in Attachment F. The poster includes fewer details about the class content and more inspirational language that we hope will make a greater emotional connection to potential class attendees.

We hope to also update more of our marketing materials in multiple languages as well as the bike safety page on our website in 2013, to make registering for classes easier and more appealing.

Spanish and Cantonese Language Classes:

Over the past six months we hosted three well-attended Cantonese language Urban Cycling 101 classes in Downtown Oakland, and quite a few of these students joined us again for one of our "Day 2" Road Classes, completing their training and earning a free set of bike lights. Our Cantonese language instructor Willion Wu continues to be an invaluable asset, both in teaching these classes as well as assisting us with class promotion and translation work.

We offered one Spanish language class in Oakland's Fruitvale neighborhood. The low attendance of five students can be partially attributed to the fact that the class occurred on the same day as Mexico's World Cup playoff soccer game, but even so the turnout convinced us to find alternative venues for these classes. Our new partnership with an established day-labor center in Hayward, with another one soon to open in Oakland, looks to be very promising for our additional Spanish-language classes already scheduled for 2013.

We moved from offering free helmets at these in-language classes to instead provide free reflective safety vests, which we will continue offering at future sessions. Unlike helmets, safety vests can be branded with our coalition name and logo, are less expensive, can be worn when biking or walking at night, are easier for our instructors to transport in quantity, and do not require a time-consuming fitting process. These vests have been very popular among class attendees.

In addition to Hayward and Oakland, a new grant from Kaiser will allow us to offer many more Spanish-language bike safety class opportunities to adults and teens in Concord. Our first classroom workshop from this program attracted 20 students, and we expect to see attendance at these sessions grow even more over the coming year due to a great partnership with local organizers.

Additional Family Cycling Workshops and Bike Rodeos:

Our collaboration with the Alameda County Safe Routes to School program expanded in the second of 2012 with a total of six Kids Bike Rodeos offered at schools throughout Oakland and Alameda, and one Family Cycling Workshop taught in North Berkeley.

A new grant from Kaiser Permanente also allowed us to host one very successful Bike Rodeo in Concord, where we offered safety instruction to over 150 children while handing out and fitting just as many free helmets.

Both of these programs will be expanding significantly in the first half of 2013.

New Class Focus:

As part of our ongoing effort to connect with more of the East Bay population we offered our first Women-Only and LGBTQ classes, providing the same instruction as in our other Urban Cycling 101 classes but in a more conversational setting among peers with similar experiences. While neither of these classes had as high attendance as we would have liked they were still valuable experiences, and we hope to take advantage of our very diverse group of instructors to offer similar opportunities going forward. Other specific class themes we may be exploring are night-time visibility and bike theft prevention.

Bicycle Instructor Update:

We hosted a Train-the-Trainer workshop in October, to which we invited a speed coach who provided specialized instruction to 12 of our most active instructors. The training was very enlightening and useful, helping our instructors to better communicate with groups of any size and to get the intended information across succinctly and on time.

We also used this workshop as an opportunity to provide our instructors with student feedback that we had been collecting as part of our post-class online surveys. This data showed that students are largely satisfied with the class material and instruction, and that their confidence while biking is going up as a result.

Looking ahead:

We are scheduling a record number of classes for the first half of 2013, and will be taking on a Bike Safety Programs intern to help deal with the promotional and organizational demands through mid-May.

We already have a host of ACTC-funded classes scheduled throughout the East Bay: Family Workshops in Berkeley, Dublin, Hayward, and Fremont, and adult classroom workshops in Alameda, Berkeley, Dublin, Hayward, and Oakland. We also have Road Classes coming up in Dublin and Oakland, and a Kids Bike Rodeo scheduled in Fremont. These classes and many more will be supplemented with our new funding sources bringing adult and youth classes to Concord and Richmond in Spanish and English, and our Safe Routes to School partnership bringing Bike Rodeos to 22 Alameda County Schools. A Safe Routes-funded Family Workshop in Berkeley will also be the centerpiece of an Earth Day biking celebration this April.

We will continue to investigate new class opportunities via additional "Bike Traffic School" programs with local police departments, a potential partnership with Oakland Parks and Rec via a monthly class series, and a partnership with East Bay Parks and Rec to schedule and promote a series of classes using park facilities. We will also be exploring additional funding opportunities to bring free classes to more of Contra Costa County.

Finally, we will be working on updating our safety class website, marketing and presentation materials in order to remove barriers to attendee participation while making our instruction relevant and appealing to a wide audience. While the number of class registrations is satisfactory we still receive a large percentage of cancellations and no-shows, which we will attempt to convert into a higher rate of attendance via incentives and improved communication.

Overall we will continue to increase the number of class attendees while expanding our safety programs to include additional areas, widened demographics, and new types of classes.

Our current class schedule is available online at www.ebbc.org/safety.

Bike-Go-Round:

As part of this funding cycle we have been asked to also report on Cycles of Change's Bike-Go-Round program, which provides low-income East Bay residents with free bicycles and safety training. As of the time of this report data for Q4 of 2012 (October through December) has not been provided, so the details below reflect just Q3 (July through September). A revision to this report will be supplied shortly to complete the report.

The target area for their efforts over the past 3 months has been East Oakland (zip codes 94606, 94602, 94621) and West Oakland (zip code 94607). Their partners for providing education and distribution services were:

- International Rescue Committee (East Oakland)
- The Bikery Community Bike Shop (East Oakland)
- The Bread Project (East and West Oakland)

From July 1st to September 30th, Cycles of Change's scaled back activities have consisted of soliciting bicycle donations with partners, preparing/restoring bicycles for distribution, scheduling with 2 partner agencies and conducting bicycle education classes for adults with partner agencies, and distributing bicycles for use in attending places of employment or educational institutions.

Through bicycle education programs, they have provided on-road education classes and restored and distributed 32 bicycles for the purpose of attending employment.

More information on this program can be found online at www.cyclesofchange.org/programs/bike-go-round.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2012/2013

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since Jul '12*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms.	Welsh, Vice-Chair	Ann	Pleasanton	Alameda County Supervisor Nate Miley, District 4	Oct-09	Jan-12	Jan-14	1
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	0
5	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	2
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	2
9	Mr.	Maddox	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	0
10	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	1
11		Vacancy			Alameda County Mayors' Conference, D-2				

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

BPAC Meeting 02/07/13
Attachment07A1

**Draft Meeting Schedule for
2012-2013 Fiscal Year**

Created: May 30, 2012
Updated: January 30, 2013

	Meeting Date	Meeting Purpose
1	July 12, 2012	<ul style="list-style-type: none"> Review Draft Countywide Pedestrian and Bicycle Plans (Info) Review Draft Bike/Ped Counts Report and 2012 Counts List (Info) Draft Performance Report (Info) Update on Complete Streets & June Workshop (Info)
2	September 6, 2012 (Note – this is the 1 st Thursday of the month)	<ul style="list-style-type: none"> Input on OBAG Funding Program & Complete Street Policy requirement (Info) Summary of All Local Pass-Thru Expenditures (Board report) (Info) Update on Subcommittee on BPAC Renaming CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) CDF Grants: Sponsor presentations (Berkeley Aquatic Park, Travel Choice, and Albany AT Plan)
3	October 4, 2012 (Note – this is the 1 st Thursday of the month)	<ul style="list-style-type: none"> Recommendation on Final Draft Countywide Pedestrian and Bicycle Plans (Action) Input on OBAG Funding Program (Info) Input on Alameda CTC Complete Street Policy requirement (Info) Update on Subcommittee on BPAC Renaming
4	November 15, 2012 (Note – this is the 3 rd Thursday of the month)	<ul style="list-style-type: none"> Input on OBAG Funding Program (Info) Approval of Revised BPAC Bylaws (Action) CDF Grants: Amendment requests and sponsor presentations, as needed (Irvington) Update on the Transportation Expenditure Plan ballot measure (Info) Grant Summary Report to Commission (Info)
5	February 7, 2013	<ul style="list-style-type: none"> Update on OBAG Funding Program and PDA Planning (Info) Status report on Alameda County SR2S program (Info) Bike Safety Education Scope of Work (Info) Update on Complete Streets policy adoption (Info) Update on Bike to Work Day 2013 planning and funding (Info)
6	April 11, 2013	<ul style="list-style-type: none"> OBAG/Measure B/VRF Coordinated Call for Projects: Review summary list of all submitted projects. (Info) Develop questions on Complete Streets Checklists for OBAG Projects (Info) Updates on OBAG Funding Program and PDA Planning (Info) Update on Complete Streets policy adoption (Info) Review TDA Article 3 Projects (Info) CDF Grants, Cycles #3&4: Semi-Annual Progress Reports, including an update on East Bay Greenway project (Info) CDF Grants: Amendment requests and sponsor presentations, as

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

		needed (City of Oakland Final Report?)
7	May 2, 2013 (Note – this is the 1 st Thursday of the month)	<ul style="list-style-type: none"> • Updates on OBAG Funding Program and PDA Planning (Info) • Input on Draft List of Projects for OBAG/Other Funding • Input on Draft 2013 Countywide Bicycle and Pedestrian Counts Report (Info) • Input on Draft Performance Report (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed
8	June 13, 2013	<ul style="list-style-type: none"> • Updates on OBAG Funding Program and PDA Planning (Info) • Input on Final List of Projects for OBAG/Other Funding • BART Bicycle Advisory Task Force Appointment(s) (Action) • Final Performance Report (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed • Report on Bike to Work Day (Info) • Grant Summary Report from May Commission Meeting (Info) • Summary of All Local Pass-Thru Expenditures (Board report) (Info) • Organizational Meeting: <ul style="list-style-type: none"> ○ Distribute BPAC Action Log: FY 12/13 (Info) ○ Presentation on Alameda CTC's Bike/Ped Work Program for 13/14 (Info) ○ Schedule for 13/14 BPAC Meetings (Info) ○ Election of Chair & Vice-Chair for FY 13/14 (Action) ○ Review Bylaws (Action)

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Thursday, January 10, 2013	Legislative Reception 2013	East Bay EDA	CSU East Bay, New Union Multipurpose Room 25800 Carlos Bee Blvd Hayward, CA	B - Business	5 - 8pm
Friday, January 11, 2013	Service Review Advisory Committee Meeting Presentation	East Bay Paratransit	MTC, 101 8th Street, Oakland, CA	S_PWD - Senior Center and People with Disabilities	12:30-2:30 pm
Wednesday, January 16, 2013	APBP Webinar: Best Practices in Pedestrian Wayfinding	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Wednesday, January 16, 2013	Open House for I-880 southbound HOV Lane Construction	Alameda CTC, Caltrans, and the cities of Oakland and San Leandro	14709 Catalina Street, San Leandro, CA	O - Other	11am - 1pm
Wednesday, January 16, 2013	Open House for I-880 southbound HOV Lane Construction	Alameda CTC, Caltrans, and the cities of Oakland and San Leandro	Woodrow Wilson Elementary School Multi-Purpose (lunch) room, 1300 Williams Street, San	O - Other	6 - 8pm
Wednesday, January 16, 2013	BikeMobile	Oakland Technical High School	4351 Broadway Oakland, California 94609	ED - Education	
Wednesday, January 23, 2013	BikeMobile	Burbank Elementary School	3550 64th Ave Oakland, CA 94605	ED - Education	
Thursday, January 24, 2013	APWA Luncheon Meeting - Presentation	APWA	His Lordship's, 199 Seawall Drive Berkeley, CA 94710	B - Business	11:30am - 1:30pm
Friday, January 25, 2013	Latino Business Roundtable	Hayward Chamber of Commerce	St. Rose Hospital - Sherman Balch Pavilion, 27190 Calaroga Avenue	B - Business	8:15 - 9:45am
Late January	Regional Express Lane Network Public Information Working Group	MTC			60 minutes
Monday, January 28, 2013	Congresswoman Barbara Lee - Cake & Conversation	13th District of CA	Alameda Main Library 1550 Oak Street, Alameda CA 94501	E_G - Elected Officials_Governme nt Agencies	1 - 2pm
Tuesday, January 29, 2013	CTF Transportation Forum - 14th Annual	California Transportation Foundation (CTF)	Sacramento Sheraton Grand Hotel- 1230 J Street, Sacramento CA 95814	B - Business	10am - 2:30pm
Wednesday, January 30, 2013	State of the State Luncheon	Fremont, Milpitas, Newark and Santa Clara Chambers of Commerce	Marriott Fremont Silicon Valley, 46100 Landing Parkway, Fremont, CA	B - Business	11:30am - 1:45pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Wednesday, January 30, 2013	Legislative Roundtable	Alameda CTC	1333 Broadway, Suite 300, Oakland	E_G - Elected Officials_Governme nt Agencies	3 - 4:30pm
Saturday, February 02, 2013	Oakland Lunar New Year Celebration	Oakland Chinatown Chamber of Commerce	388 9th Street, Oakland	B - Business	8am - 5pm
Tuesday, February 05, 2013	4th Annual Transition Information Night (for High School Students with Disabilities)	Fremont, Newark and New Haven Unified School Districts	Teen Center (in Central Park) 39770 Paseo Padre Parkway Fremont, CA	S_PWD - Senior Center and People with Disabilities	5:30 - 8pm
Wednesday, February 06, 2013	Leadership Pleasanton	Pleasanton Chamber of Commerce	Palm Event Center, 1184 Vineyard Avenue, Pleasanton, CA 94566	B - Business	2 - 4pm
Saturday, February 09, 2013	BikeMobile	Parkmont Elementary School	2601 Parkside Dr. Fremont, CA 94536	ED - Education	
Wednesday, February 13, 2013	ACEC - East Bay Chapter	ACEC	Round Hill Country Club, 3169 Roundhill Road, Alamo, CA	B - Business	6 - 9pm
Thursday, February 14, 2013	9th Annual Mayors' Economic Forecast	San Francisco Business Times	San Francisco Marriott Marquis, 55 Fourth Street, San Francisco, CA 94103	B - Business	7:15 - 10am
Wednesday, February 20, 2013	APBP Webinar: Driving Deaths Down: Proven Countermeasures that Work	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Thursday, February 21, 2013	Maintenance Superintendents Association (MSA) Meeting Presentation	Maintenance Superintendents Association (MSA)	34650 7th St. Union City, CA	B - Business	10:30am - 1:00pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Thursday, February 21, 2013	Business Expo	Dublin Chamber of Commerce	Holiday Inn - Dublin 6680 Regional St Dublin, CA	B - Business	5 - 7pm
Saturday, February 23, 2013	BikeMobile	Redwood Heights Elementary School	4401 39th Avenue Oakland, California 94619	ED - Education	1 - 4pm
Early March - TBD	Golden Sneaker Contest		City of Albany City Hall Council Chambers 1000 San Pablo Ave		
Saturday, March 16, 2013	BikeMobile	Manzanita Seed School	2409 East 27th Street Oakland, CA 94601	ED - Education	
Saturday, March 16, 2013	Transition Information Faire	Developmental Disabilities Planning and Advisory Council	College of Alameda 555 Ralph Appenzato Pkwy	S_PWD - Senior Center and People with Disabilities	9:30-3 pm
Saturday, March 16, 2013	St. Patrick's Day Celebration	City of Dublin	Dublin Civic Center	G - General	10-5 pm
Wednesday, March 20, 2013	APBP Webinar: Dynamics of Effective Advisory Committees	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Wednesday, March 20, 2013	City Manager's Association Meeting	City of San Leandro	City Hall, Sister Cities Gallery, 835 East 14th Street, San Leandro, CA 94577	E_G - Elected Officials_Governme nt Agencies	9 - 11am
Thursday, March 21, 2013	USOAC Annual Convention	USOAC	Oakland Zoo: 9777 Golf Links Road	S_PWD - Senior Center and People with Disabilities	9-4 pm
Saturday, March 23, 2013	Oakland Running Festival Expo	City of Oakland	TBD	BP - Bike/Ped	10-5 pm
Wednesday, March 27, 2013	BikeMobile	Oakland Center One Apartments	Oakland	ED - Education	

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type (sponsor-driven)	Meeting Time
Thursday, March 28, 2013	BikeMobile	Cherryland Elementary School	585 Willow Avenue Hayward, CA 94541	ED - Education	
Saturday, April 06, 2013	Cinderella Classic	Valley Spokesman Bicycle Touring Club	Alameda County Fairgrounds, Pleasanton, CA	BP - Bike/Ped	10-5 pm
Tuesday, April 16, 2013	BikeMobile	Dougherty Elementary School	5301 Hibernia Drive Dublin, CA 94568	ED - Education	2 - 4pm
Wednesday, April 17, 2013	APBP Webinar: Economic Benefits of Walkable and Bike Friendly Communities	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Saturday, April 20, 2013	Earth Day (includes BikeMobile)	City of Emeryville	Doyle Hollis Park (between Hollis/Doyle and 61st/62nd Streets)	G - General	11am - 3pm
Sunday, April 21, 2013	Primavera Century Bicycle Tour	Fremont Freewheelers Bicycle Club	Mission San Jose High School, 41717 Palm Avenue, Fremont, CA 94539	BP - Bike/Ped	10 - 3 pm
Wednesday, May 01, 2013	Annual Pleasanton Transit Fair	City of Pleasanton Senior Center	Pleasanton Senior Center 5333 Sunol Blvd.	S_PWD - Senior Center and People with Disabilities	10-1 pm
Thursday, May 09, 2013	Bike to School and Work Day			BP - Bike/Ped	6 - 10 am
Wednesday, May 15, 2013	APBP Webinar: Bike Signals	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Friday, May 17, 2013	BikeMobile	Malcolm X Elementary School	1731 Prince St, Berkeley, CA 94703	ED - Education	5 - 8pm
Saturday, May 18, 2013	BikeMobile	Thousand Oaks Elementary School	840 Colusa Avenue, Berkeley, CA 94704	ED - Education	
Saturday, May 18, 2013	Amgen Tour of California	City of Livermore	Downtown Livermore, 22 S. L Street, Livermore, CA 94550	BP - Bike/Ped	10-8 pm

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Friday, May 31, 2013	BikeMobile	Wilson Elementary School	1300 Williams Street, San Leandro, CA 94577	ED - Education	
Saturday, June 01, 2013	BikeMobile	Washington Elementary School	2300 Martin Luther King Junior Way Berkeley, CA 94704	ED - Education	
Friday, June 07, 2013	Four Seasons of Health Expo	Four Seasons of Health Implementation Team and City of Fremont	Fremont Multi-Service Senior Center in Central Park, 40086 Paseo Padre Parkway	S_PWD - Senior Center and People with Disabilities	9:30 - 1:30 pm
Wednesday, June 19, 2013	APBP Webinar: What's in There for Me: Mining National Data for Information on Walking and Bicycling	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Wednesday, July 17, 2013	APBP Webinar: From Paint to Preform: Getting the Most from Pavement Markings	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Thursday, July 18, 2013	Healthy Living Festival	USOAC	Oakland Zoo: 9777 Golf Links Road	S_PWD - Senior Center and People with Disabilities	8-2 pm
Saturday, July 20, 2013	Pedal Fest	Jack London Square, East Bay Bicycle Coalition, Walk Oakland Bike Oakland	Jack London Square	BP - Bike/Ped	11-8 pm
Wednesday, August 07, 2013	Healthy Aging Fair	Alameda County Area Agency on Aging	Chabot College Cafeteria (25555 Hesperian Blvd)	S_PWD - Senior Center and People with Disabilities	10-2:30 pm
Wednesday, August 21, 2013	APBP Webinar: Getting Better Data for Better Decisions: Improving Performance Measures and Outcomes	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Wednesday, September 18, 2013	APBP Webinar: Integrating Spatial Data to Develop Community Priorities	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Wednesday, October 16, 2013	APBP Webinar: Using Photo-enforcement to Improve Pedestrian Safety	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Wednesday, November 20, 2013	APBP Webinar: Is There Safety in Numbers for Cyclists and Pedestrians?	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm
Wednesday, December 18, 2013	APBP Webinar: Integrating Equity into Bicycle and Pedestrian Planning	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12:00pm - 1:00pm

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October 2013 - TBD	Festival of Lights - Diwali Mela 2013		Alameda County Fairgrounds, 4501 Pleasanton Ave Pleasanton, CA 94566	G - General	11am - 11pm