

**CITY OF ALBANY  
CITY COUNCIL AGENDA  
STAFF REPORT**

Agenda Date: June 21, 2022

Reviewed by: NA

**SUBJECT:** FY2022-2023 Sugar-Sweetened Beverage Tax Expenditure Plan

**REPORT BY:** Nicole Almaguer, City Manager  
Isabelle Leduc, Assistant City Manager/Recreation & Community  
Services Director

---

**SUMMARY**

In November 2016 Albany voters approved Measure O1, a tax on sugar sweetened beverages. In accordance with the Ordinance establishing the tax measure, the City Council held a study session on May 2, 2022 to receive input and recommendations regarding the expenditure of proceeds from the tax. This report provides a draft expenditure plan for the proceeds from the Sugar-Sweetened Beverage Tax based on Council discussion at the study session.

**STAFF RECOMMENDATION**

That the Council:

1. Review the proposed expenditure of proceeds from the Sugar-Sweetened Beverage Tax; and
2. Determine whether to allocate funding to any other items as noted, including: Bicycle Path Improvements adjacent to the SAHA (Satellite Affordable Housing Associates) Housing development, BikeLink lockers at Albany Waterfront, distribution of reflector jackets for walking safety/safety, and funding for the Gill Tract Community Farm for incorporation into Resolution No. 2022-73; and
3. Adopt Resolution No. 2022-73 approving the FY 2022-2023 Sugar-Sweetened Beverage Tax Expenditure Plan

**BACKGROUND**

In November 2016 the City of Albany voters approved Measure O1, a general tax on sugar sweetened beverages. The tax is outlined in Albany Municipal Code §4-13. As passed, the tax has no restrictions on spending and is a general tax. While this is a general tax, a study session is required annually by Albany Municipal Code §4-13.10, to receive input and recommendations regarding the expenditure of proceeds from the tax, and solicit

recommendations from a number of organizations, including: the City’s Parks, Recreation & Open Space Commission, Social & Economic Justice Commission, Transportation Commission, a designated representative from the Albany Unified School District (AUSD), and individuals with specialized expertise in areas such as public health issues and programs relating to diabetes, obesity and sugary drink consumption.

**DISCUSSION**

A Council study session was held on May 2, 2022 to receive and discuss options for the expenditure of Sugar-Sweetened Beverage (SSB) Tax proceeds. The Sugar-Sweetened Beverage Tax Expenditure Plan below provides information including cost estimates for proposed programs selected by Council during the study session for implementation with Sugar-Sweetened Beverage Tax proceeds during fiscal year 2022-2023.

Expenditures include continued funding for the crossing guard program during the school year, Healthy Me Music & Movement program which teaches preschool, transition kindergarten and kindergarten students, the importance of good nutrition, drinking water, fitness, hygiene, and social skills, Bike Safety Program which teaches elementary school students street riding, AUSD’s All-bany Swims, a pilot program which teaches 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> grade students basic swimming skills, and partial funding for Move’n’Groove, a 5k course event to promote outdoor exercise around Albany High School and Memorial park with live bands stationed around the course.

Fiscal Year 2022-2023 Sugar-Sweetened Beverage Tax Expenditure Plan recommended for approval for:

<b>Description</b>	<b>Cost</b>
Crossing Guard Program - The crossing guard program has been provided by All City Management Services (ACMS) since FY2018/19 school year and funded by Sugar-Sweetened Beverage Tax proceeds. Contracting for the service has helped to lessen workload and demand placed on the police department allowing staff to focus on law enforcement duties and internal matters related to the operations of the police department rather than the management of an ancillary program.	\$198,100
Healthy Me Music & Movement program - Program implemented in-person created by Healthy Me Kids in English and Spanish and provided to Albany Unified School District Preschool, Transitional Kindergarten and Kindergarten classrooms, as well as Albany Preschool, and Kids Speaking Spanish preschool. Classes cover important health topics such as nutrition, the importance of drinking water, fitness, hygiene and social-emotional skills. Program funded with SSB since FY2019-2020.	\$13,100

Bike Safety Program - The “Drive Your Bike” program provides education and training courses for bicycling to elementary grade students. Students learn how to perform a bike safety check, adjust helmets, communicate with traffic, abide by the rules of the road, communicate at intersections, and safely navigate their school’s neighborhood by bike. Program funded with SSB since FY2019-2020.	\$15,000
All-bany Swims - The Albany Unified School District All-bany Swims is a pilot program to teach young children to swim targeting primary grades (1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> graders) with a comprehensive program to improve water safety and fitness in children that are most at-risk for drowning. The program was funded with SSB FY2021-2022, but not implemented due to staff shortages and other challenges related to the pandemic. AUSD anticipates running the program in the coming Fiscal Year.	\$24,108
Move’n’Grove event - This one-day event provides outdoor exercise and music to promote physical wellness. Event includes a 5k course around Albany High School and Memorial Park. Participants run, walk, roller skate, or roller jog while being entertained by live bands stationed around the course. Event was funded with SSB FY2021-2022.	\$6,000
<b>Total</b>	<b>\$256,308</b>

Council also requested additional information on other recommendations received. Information on the Bicycle Path Improvements adjacent to the SAHA (Satellite Affordable Housing Associates) Housing development and BikeLink lockers at Albany Waterfront is provided below. Upon review of the information, Council can opt to include the additional items to the Fiscal Year 2022-2023 Sugar-Sweetened Beverage Tax Expenditure Plan and the attached Resolution can be modified accordingly.

**Bicycle Path Improvements adjacent to the SAHA Housing development - \$61,000**

In October 2020, the City Council approved a Disposition and Development Agreement with Satellite Affordable Housing Associates for the development of 62 units of housing on Cleveland Avenue. The agreement includes a provision whereby the City will provide SAHA a grant of \$25,000 for the construction of the portion of the future Pierce Street Class I shared-use path that is planned to run through the development site (Attachment 2 shows the alignment of pathway through the site). The \$25,000 was based on a rough estimate of the cost of construction of the trail through the site as of 2020. The current estimate of project costs, based on more detailed engineering design and general increases in construction costs, is \$61,000. The cost estimate is expected to further evolve when actual construction bids are received.

The Transportation Commission's recommendation supports active transportation, addresses social justice goals by serving the adjacent affordable housing development, and is an opportunity to invest Sugar-Sweetened Beverage Tax-generated revenues on the west side of the City. A variety of sources of pass-through funds could conceivably be used to fund this obligation. Given the relatively small size of financial contribution, however, this particular project would not be expected to be a viable stand-alone application for a grant from state or regional agencies.

#### BikeLink lockers at Albany Waterfront - \$20,000

Council requested additional information on the feasibility of installing BikeLink lockers at the waterfront and cost for the installation. Community member Amy Smolens has provided additional information on this item. Attachment 3 includes information shared by Ms. Smolens, a quote for one quad eLocker as well as product and installation information. Installation on concrete pad is preferred, but lockers can also be anchored to the ground. Staff is seeking guidance from agencies with regulatory authority at the Albany Waterfront to determine if this installation would be supported. In addition, staff will need to do further analysis to determine most functional location for the installation.

#### Installation of water bottle filling station as close to the Bulb as possible

Additional time is needed to evaluate the feasibility and cost of installing a bottle filler in that area. Staff will provide information at a future meeting of the Council once a location has been identified and associated cost for installation of the water bottle filling station have been identified.

Other recommendations received during the study session that were not given high priority by Council included outdoor exercise equipment and installation of bottle filling stations on Ohlone Greenway, installation of bottle filler at waterfront, and 4 Garden Club talks at Community Center/virtual.

During the study session, two additional items were noted of interest by Council Member Gary including the distribution of reflector jackets for walking safety/safety, and ways to build a stronger partnership with the Gill Tract Community Farm. A memo from Council Member Gary is included as Attachment 4 to this staff report recommending an allocation of \$100,000 to support the UC Gill Tract Community farm.

### **SUSTAINABILITY CONSIDERATIONS**

Many of the recommended usages of the Sugar-Sweetened Beverage Tax proceeds would have a positive impact on environmental sustainability including promotion of alternative modes of transportation (biking/walking).

## **SOCIAL EQUITY AND INCLUSIVITY CONSIDERATIONS**

Many of the recommended usages of the Sugar-Sweetened Beverage Tax proceeds would encourage fairness, justice and aim at providing equal access including the importance of physical activity and nutrition in promoting overall health and wellness.

## **FINANCIAL CONSIDERATIONS**

Sugar-Sweetened Beverage Tax is General Fund revenue that the City Council has agreed to appropriate for specific purposes and approved expenditures are incorporated into the City's annual operating budget. Since implementation of the tax, staff has tracked revenues in a special account, combined within the sales tax revenue presented in budget and audit reports, and has tracked expenditures through project accounting, even though they are combined with other departmental expenses for budget and audit reports. The Sugar-Sweetened Beverage Tax balance is a subset of the General Fund fund balance, and any revenues not spent are returned to fund balance each year. This is a function of the accounting rules around general taxes.

Since implementation of the tax, the City has received \$1,310,718.50 in tax proceeds and allocated \$841,759 of the funds to projects and programs. The difference between revenue and proceeds allocated to programs and projects is \$468,959.50. The City's Finance Department projects that approximately \$260,000 in revenue will be collected in FY2022-2023.

The amount of the FY2022-2023 Sugar-Sweetened Beverage Tax expenditure plan as recommended by Council on May 2, 2022 is \$256,308.

### **Attachments:**

1. Resolution No. 2022-73
2. Preliminary Landscape Plan SAHA
3. BikeLink Locker Information from Amy Smolens
4. Council Member Gary Memo

1 **RESOLUTION NO. 2022-73**

2 **A RESOLUTION OF THE ALBANY CITY COUNCIL AUTHORIZING**  
3 **THE FY2022-2023 SUGAR-SWEETENED BEVERAGE TAX EXPENDITURE PLAN**

4 **WHEREAS**, in November 2016 the City of Albany voters approved Measure O1, a  
5 general tax on sugar sweetened beverages and the tax is outlined in Albany municipal code §4-  
6 13; and  
7

8 **WHEREAS**, as passed, the tax has no restrictions on spending and is a general tax;  
9 and  
10

11 **WHEREAS**, on May 2 2022, Council held a study session per Albany Municipal Code  
12 §4-13.10 to receive input and recommendations regarding the expenditure of proceeds from  
13 the tax, and solicit recommendations from a number of organizations, including: the City's  
14 Parks, Recreation & Open Space Commission, Social & Economic Justice Commission,  
15 Transportation Commission, a designated representative from the Albany Unified School  
16 District (AUSD), and individuals with specialized expertise in areas such as public health  
17 issues and programs relating to diabetes, obesity and sugary drink consumption; and  
18

19 **WHEREAS**, the Sugar-Sweetened Beverage Tax Expenditure Plan provides  
20 information including cost estimates for proposed programs selected by Council during the  
21 study session for implementation with Sugar-Sweetened Beverage Tax proceeds during Fiscal  
22 Year 2022-2023.  
23

24 **NOW, THEREFORE, BE IT RESOLVED**, that the Albany City Council hereby  
25 authorizes the FY2022-2023 Sugar-Sweetened Beverage Tax Expenditure Plan included as  
26 Exhibit A to this Resolution.  
27

28 \_\_\_\_\_  
29 PRESTON JORDAN, MAYOR

**Attachment:**

Exhibit A – FY2022-2023 Sugar-Sweetened Beverage Tax Expenditure Plan

EXHIBIT A

FY2022-2023 SUGAR-SWEETENED BEVERAGE TAX EXPENDITURE PLAN

<b>Description</b>	<b>Cost</b>
Crossing Guard Program - The crossing guard program has been provided by All City Management Services (ACMS) since FY2018/19 school year and funded by Sugar-Sweetened Beverage Tax proceeds. Contracting for the service has helped to lessen workload and demand placed on the police department allowing staff to focus on law enforcement duties and internal matters related to the operations of the police department rather than the management of an ancillary program.	\$198,100
Healthy Me Music & Movement program - Program implemented in-person created by Healthy Me Kids in English and Spanish and provided to Albany Unified School District Preschool, Transitional Kindergarten and Kindergarten classrooms, as well as Albany Preschool, and Kids Speaking Spanish preschool. Classes cover important health topics such as nutrition, the importance of drinking water, fitness, hygiene and social-emotional skills. Program funded with SSB since FY2019-2020.	\$13,100
Bike Safety Program - The “Drive Your Bike” program provides education and training courses for bicycling to elementary grade students. Students learn how to perform a bike safety check, adjust helmets, communicate with traffic, abide by the rules of the road, communicate at intersections, and safely navigate their school’s	\$15,000

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29

neighborhood by bike. Program funded with SSB since FY2019-2020.	
All-bany Swims - The Albany Unified School District All-bany Swims is a pilot program to teach young children to swim targeting primary grades (1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> graders) with a comprehensive program to improve water safety and fitness in children that are most at-risk for drowning. The program was funded with SSB FY2021-2022, but not implemented due to staff shortages and other challenges related to the pandemic. AUSD anticipates running the program in the coming Fiscal Year.	\$24,108
Move'n'Grove event - This one-day event provides outdoor exercise and music to promote physical wellness. Event includes a 5k course around Albany High School and Memorial Park. Participants run, walk, roller skate, or roller jog while being entertained by live bands stationed around the course. Event was funded with SSB FY2021-2022.	\$6,000
<b>Total</b>	<b>\$256,308</b>

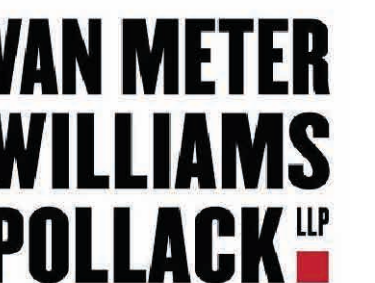




L1.1

# ALBANY FAMILY HOUSING | PRELIMINARY LANDSCAPE PLAN

ALBANY, CA | 09/20/19 | SATELLITE AFFORDABLE HOUSING ASSOCIATES



Hi Nicole

I'm gratified that you want to know more information about BikeLink lockers at the Waterfront, proposed to be funded by some proceeds of Albany's Sugar Sweetened Beverage Tax. Thank you for connecting us on this project, Preston.

I am not sure how familiar you are with the BikeLink lockers so I'll give you some background. [BikeLink](#) is a Berkeley based company that manages thousands of secure bike [lockers](#) and group parking facilities across the country, mostly in the western United States. Many of the lockers and facilities are at transit locations such as BART and Amtrak stations, but they also are in many public, non-transit locations such as the Berkeley Marina, El Cerrito Pool/Community Center, Lake Park, Richmond, El Cerrito & Alameda City Halls, El Cerrito Recycling Center, Rockridge Library, Frank Ogawa Plaza, Alameda Landing shopping center and



Kaiser Permanente . For 4-6¢ (yes, CENTS) an hour, people get secure storage for their bikes and valuables, free from theft or vandalism.

For sake of comparison, **Berkeley has 488 bike parking spaces at BikeLink locker or bike station locations and El Cerrito has 190 such spaces. Albany has 8 lockers at the UC Village shopping center and 8 at the Park & Ride opened during the pandemic.** As you can see, Albany is lagging far behind our neighbors in providing secure bike parking for its residents and visitors.

With multiple direct bike routes to the Albany Waterfront, people would ride their eBikes and any "good" (meaning not "beater") bikes to hike, swim or relax at Albany Beach and Bulb but since the bikes wouldn't be safely within view, these folks have to drive their cars or risk getting their bikes stolen or vandalized. eBikes are also becoming more and more prevalent for older people or those with disabilities, and since they are pricey, people won't leave them out of view. I

have actually seen people tow their bikes onto the beach while they hang out, but sand and salt in the drivetrain and to the finish are damaging to bicycles so that's not advisable. Installing a pod of 4 BikeLink lockers at Albany Waterfront as a start would mean more people of all abilities could and would get out of their cars to enjoy all that our Waterfront has to offer.

BikeLink's Senior Sales and Partner Manager Jake Massler, a native and resident of El Cerrito who visits the Albany Waterfront often with his family and has run more than 10,000 miles on EBRPD trails, explains the locker costs as follows:

"About \$16,000 for procurement of a Quad. \$480 per year for ongoing maintenance costs covers anything except vandalism and **ensures a 25 year lifespan.**"

**This is a LONG TERM investment that would enhance the health and wellness of our local community.**

I later received a more detailed quote from Jake, which is attached here at \$20,000. He titled it for EBRPD because like most people, he isn't aware of the nuanced ownership borders on the waterfront, but the numbers are accurate.

I also asked Jake the following questions and his answers follow:

\*There is no electrical power at the Albany Waterfront. Can you confirm that electrical power is NOT necessary for the lockers, that they work with Solar Power?

[G5 eLockers are fully functional without line power. Their standard power configuration is Solar with a rechargeable battery and backup alkaline batteries.](#)

\*What is the footprint of a Quad of lockers?

[See attached Product Information and Specifications.](#)

\*What are the recommended and minimum area needed for installation of a Quad, to account for loading and unloading bikes?

[5' Minimum clearance around the doors with 6' recommended.](#)

\*What ground surfaces can a Quad of lockers be installed on?

[Concrete is preferred, but see attached anchorage details.](#)

I believe that BikeLink has developed or is in the process of developing lockers to accommodate longtail bikes that are so popular with young families in Albany as replacements for cars. If so, I think it would be worthwhile to explore the cost of those as it would make the lockers more useful. Whether that option is a possibility or not, I am confident that Albany Strollers & Rollers would be

interested in contributing to this project to install BikeLink lockers at our Waterfront. Our volunteer non-profit organization, dedicated to improving the safety of bicycling and walking in Albany, fundraises and procures donations in order to reinvest in our community. As you know, we've funded hundreds of bike racks around town and this is certainly a project we would want to partner on, perhaps also with EBRPD.

Please contact Jake Massler at [Jake@elocktech.com](mailto:Jake@elocktech.com) with any questions, referring to the project that he and I have been discussing. Feel free to continue to cc me in the conversation if you would like.

Spending a portion of Albany's Sugar Sweetened Beverage Tax proceeds on BikeLink lockers is perfectly within the mission and purpose of this tax, and would enhance people's health, wellness and fitness, as well as the health of our planet long term.

Thanks for your consideration.

Sincerely,  
Amy Smolens  
Albany Strollers & Rollers



eLock Technologies  
 800 Heinz Ave, Suite 11  
 Berkeley, CA 94710

sales@elocktech.com  
 510-549-2853

# Quote

Date	Quote #
4/26/2022	5306

Name / Address
East Bay Regional Parks District

Ship To
McLaughlin Eaststore State park Albany Beach Albany, CA 94706

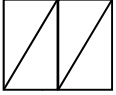
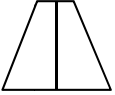

Rep	Project

Description	Qty	Cost	Total
G5 Quad eLocker -Finish: Stainless Steel -Graphic End Panel: Bicycle -Roof Color: blue	1	12,938.00	12,938.00T
Initial BikeLink Software License (per controller)	2	1,000.00	2,000.00
Solar Power with rechargeable battery and alkaline battery backup.	2	50.00	100.00T
Local Delivery	1	750.00	750.00T
Installation (per space)	4	225.00	900.00
Gateway with Cell Modem Extension Including Wiring and LAN Adapters (1st Locker in Group)	1	1,200.00	1,200.00T
Ongoing Costs (Annual) \$480 Service and Operations \$150 for Connectivity			

Due to extreme fluctuations in the steel market this quote is valid for 7 days. Sales tax subject to change depending on date of work. Delivery of the product must be within 6 months of issuance of Purchase Order for prices to be valid. BikeLink is an inter-agency network for on-demand parking and vehicle sharing. By accepting this proposal, Customer indicates understanding and acceptance of terms of BikeLink Purchase and Software License Agreements. If Customer is a general contractor, then by accepting this proposal, Customer indicates that the owner has received a copy of the BikeLink Purchase and Software License	<b>Subtotal</b>	\$17,888.00
	<b>Sales Tax (10.75%)</b>	\$1,611.21
	<b>Total</b>	\$19,499.21

# BikeLink™ G5 eLocker™ Technical Features & Specifications

## Locker Types

 <p><b>Quad eLocker</b> 4 spaces, 2 Controllers <i>Most popular and cost effective.</i></p>	 <p><b>Wedge eLocker</b> 2 spaces, 1 Controller <i>For corners and to maximize visibility and traffic flow.</i></p>	 <p><b>Double eLocker</b> 2 spaces, 2 Controllers <i>For sites with limited clearance. Cannot be grouped.</i></p>
--	--	--

## Standard eLocker Configurations

- Modular design and replaceable components for ease of maintenance, lower lifecycle costs, and upgradability.
- High quality materials, design, and attention to aesthetics.
- Three year limited Warranty. Service & Operations Plan options.
- 304 stainless steel exterior frame and perforated 304 stainless steel doors and side panels with bike graphic perforation pattern.
- Ultra-low power electronic controllers with ISO-7816 compliant smart card readers (ready for ISO-14443 contactless RFID/NFC card reader, magnetic stripe card reader, and LAN/WAN wireless networking upgrades).
- Motor-driven 3000 lb test latch system.
- Translucent blue FRP roof.
- On-site post-installation orientation.
- BikeLink™ software license.
- Free technical support for the life of the product.



## Details

### Electronic Controller Housing



- 304 series 16 gage stainless steel.
- ¼" thick UV and abrasion protected polycarbonate windows.
- No exposed edges to pry against.
- Removable for maintenance and battery or latch assembly replacement.
- Housing held in place by recessed high-security mechanical lock.
- High contrast, wide temperature 128x64 graphic LCD user interface display with backlight for nighttime operation.

### Exterior Frame & Doors



- Exterior Frame and doors: Stainless steel with #4 finish (standard, other finishes available)
- Interior Frame Components: 16 and 18 gage G90 galvanized steel.
- No externally removable screw fasteners.
- ¼" on 3/8" perforation pattern provides exceptional security resistance and for visibility of contents for security monitoring and rental rules enforcement.
- Door recessed and extra thick for pry resistance.
- Full length pry guard / door handle.
- Door braced for additional security and out-of-plane stiffness to ensure consistent latching.
- Lockers designed to be installed plumb and level for consistent automatic door opening action.
- Debris skirts & door flaps prevent intrusion and entrapment of wind-blown debris.
- FRP roofs meet stringent Transit Agency fire resistance requirements, resist very high impact, UV and cutting, yet let light in so locker contents remain visible at a distance.
- Roof sloped to shed rain and deter repose.

## Exterior Side Panels



- Standard Exterior Panels are 18 gage 304 stainless steel with 1/4" on 3/8" staggered round hole perforation pattern with bike graphic.
- Custom exterior panel options are available, such as bike images created with perforation patterns, or clear polycarbonate for advertising.
- Visibility of contents for security and enforcement. Also makes it easy to see which spaces are available.

## Interior Divider Panels

- 3/8" on 1/2" round hole perforated interior divider panels.
- Proven security characteristics and excellent visibility for security and rules enforcement.



## Locking & Latching System

- Patented "always locked" logic means door is secured even when locker is empty and available for parking or bike return. This deters misuse as shelter or for storage of inappropriate items.
- Motor-driven latch release mechanism for low power consumption and reliable operation even if batteries are low.
- 3000 lb pull-out test automotive grade latch mechanism.
- Latch can be released from inside locker without using a card or key ("panic release").

## Optional Vehicle Presence Sensing (VPS) Hardware (for Bike Share operating mode)

- Optional low profile self-adhesive metal-mount 900MHz passive tag mounts on bicycle frame and can be read within locker, but not outside of locker by optional VPS reader that mounts on interior divider panels.

## Power Supply

- Each controller is individually powered, so any power supply failure affects a maximum of two parking spaces.
- Power management logic is designed to work with both a "primary" and "backup" power source to maximize reliability and optimize battery replacement field service operations.
- Three power supply options: 1) Solar/low self-discharge NiMh with alkaline backup, 2) Alkaline with alkaline backup, or 3) AC power with low self-discharge NiMh battery backup. Lithium backup battery option for locations requiring operation below -18 C.

## User Access and Interface



- In Parking mode, pre-pay parking interface shows how long a user intends to park and reinforces the user's understanding of the lockers as a shared resource.
- Park, retrieve or rent a bike in 15 seconds or less.
- Contact-type (ISO-7816 compliant) on-demand smart card access.
- Electronic controller/reader is upgradable to read contactless (ISO-14443A/B) encryption.
- Electronic controller/reader is upgradable to read magnetic stripe cards.
- User support available via bikelink.org (888) 540-0546 24/7 and local retail vendors.
- Online or telephone purchase of add value.
- No card needed to access user information screens describing rentals rates and policies, how to get access, how to use the system, emergency contact phone numbers, etc.
- Electronic controller/reader is upgradable to provide 128-bit AES-encrypted local area network (LAN) communication, and SSL-secured wide area network (WAN) communication with the internet (via cellular, wifi, or direct wired connection). LAN/WAN upgrade provides many valuable administrative, user, and owner benefits.

Solar Panel  
Typical mount  
for G5, will be  
similar for G7

## BikeLink System General

- BikeLink™ system administration services, owner and user web tools, 24/7 user and owner telephone support are all included with Software License (these services are covered by card sales revenue, no ongoing cost to owner).
- BikeLink is an inter-owner open-access system; cardholders can access any BikeLink™ facility.

## User Web Resources

- Purchase, activate, or add value to card.
- Login to update contact information.
- FAQs.
- Facility locations and card retail vendor search tool.
- Location-sensing map with option to show nearby bike paths and amenities.
- How-to videos.
- Cardholder Agreement.

## User Telephone Support Resources

- Operators can sell, activate, or add value to card.
- Operators answer questions about the system, including how/where to get access.
- On-call technicians are available to support our call center staff 24/7 to help with difficult questions, malfunctions, remote release of bike for lost cards, etc.

## On-site Administration Tools

- Smart Manager Card provides access to rental settings, date & time setting, battery levels, rental history, ability to switch between pay-for-parking and automated bike rental modes, start or end rentals, open doors, and other features.
- Mechanical Service Key for general maintenance, battery replacement, and mechanical latch override.

## Resources & Software Tools for Facility Owners

- Individual controllers or locations may be access-restricted at any time so that an owner-controlled access code is required to access designated lockers.<sup>3</sup>
- Web-based customizable usage data plotting and downloading tools.
- Cardholder address geocoding and mapping.
- Outreach flier samples and templates in .ai format.
- BikeLink equipment product manuals.
- Promotional program sales tracking tools.
- Cardholder information search by card number or name.
- Deployed equipment records by location.

## BikeLink System Administration Web Tools

- Call Center operator scripts.
- Comprehensive problem report and resolution tracking system.
- Service-in-progress and service records tracking system with ability to link service reports to problem reports facilitates coordination of eLock engineers and regional field technicians.
- Cardholder information database tools.
- Email and snail mail address verification tools.
- Card vendor inventory and order tracking tools.
- Detailed deployed equipment records by location.
- Detailed transaction history by user or controller.
- “Paddle” administration device for efficient firmware release management, data collection and uploading, settings and information screen changes. PC and web software for both tethered and un-tethered paddle modes.

## Installation and Relocation

- Installation by eLock technicians is strongly recommended. Installation by others requires training or supervision by eLock technicians to ensure proper mechanical, electronic, and software operation.
- Adjacent units can be tightly connected to each other.
- Concrete slab recommended. Contact eLock if you are considering installing on asphalt.
- Individual Quad, Wedge, or Double locker units can accommodate up to 2.5% slope while remaining plumb and level to provide for reliable and user-friendly door operation. Optional steep-slope base for slopes up to 5.2%.
- Full-perimeter wind-driven debris blocking system conforms to ground slope even when lockers are set plumb and level.
- Wheel-jack connections are built into locker frame for easy relocation.

## Equipment Maintenance

- Electromechanical components are not Owner serviceable.
- Installations that are distant from our home office are not a problem. We have a very successful training, oversight, and support system for local field technicians.
- Our proactive service, enforcement, and extended warranty plans are recommended to minimize lifecycle costs and ensure maximum level of service for cyclists.

---

<sup>3</sup> Access restriction feature permits up to 4 restricted zones accessible to only a subset of cardholders. This feature is best deployed after cards are distributed and need for restriction is verified.



# Sample On-Demand Electronic Bike Locker Specifications

## High Level Locker Functions:

- Lockers shall provide access for one bike per point of entry into locker.
- Lockers shall be of adequate size to hold an adult-sized standard or mountain-style bike, as well as accessories such as a helmet or cycling shoes.
- Lockers shall be capable of storing a bike up to 50 pounds in weight without damage or failure due to bike leaning against the locker from the inside.
- Lockers shall be structurally sufficient to withstand abuses such as kicking, hitting, and being stood or jumped upon.
- Lockers shall have modular subassemblies and be repairable without replacing an entire locker should an accident or vandalism incident occur.
- Lockers shall provide stored contents shelter from debris and rain.
- Lockers shall be capable of withstanding exterior weather for the approximate 25-year life-cycle of the locker enclosure.
- Lockers shall minimize costs of power supply replacement and maintenance.
- Lockers shall provide flexibility by having electronics ready to accommodate alternative access technologies, including but not limited to phone, text/SMS, mag stripe credit cards, NFC cell phones, contactless regional transit cards, or other access devices.
- Lockers shall be capable of completely stand-alone functionality for normal rental transaction functions without any wired or wireless communication or power supply connections.
- Lockers shall provide high durability and vandalism resistance, and minimum maintenance of electronic interface hardware and components.

## High Level Software and Electronics System Functions:

- The System shall enable 24-hour on-demand user access to secure bicycle parking and rental.
- The System shall log all rental transactions, and link access device transactions to a specific user and facility Owner.
- The System shall enable multiple location secure bicycle parking and rental, such that a single smartcard access device can be used at multiple locations and multiple facility owners.
- The System shall enable System Administrators to permanently disable a renting smartcard access device when that device's rental is in violation of the terms of service.
- The System shall be capable of upgrade to enable System Administrators to remotely monitor and manage Lockers via the internet.
- The Parking mode shall restrict access for each space to only one user at a time. When Locker space is occupied by a user, only the same user or a System Administrator shall be able to open the locker to retrieve its contents.
- The System shall permit rental of one bike or parking space at a time per access device.
- The Bike Share mode shall verify the specific bike rented is returned and secured before closing the rental transaction and releasing credit card deposit.
- The Bike Share mode shall permit return of a bike to a different locker or location from which it was rented.
- The System shall be capable of upgrade to wireless internet connectivity to allow users to check current parking space or rental bike availability online, make reservations, and find out where they are currently parked.
- The System shall provide a secured web-based central repository for usage, service, and monitoring records, as well as usage data plotting and analysis and user support tools.
- The System shall provide 24/7 email and telephone user support including daytime technical support, and round-the-clock basic and emergency support for registered users.
- The System shall provide 24/7 phone and web-based smartcard access device and add-value vending.
- The System shall provide universal User Agreement coverage to all system Owners.
- The System shall provide for access restriction so that Owners are able to limit access to their facilities to a subset of smartcard access device holders.
- The system shall be capable different rental rates by time of day, day of week, or holidays, as well as dynamic bike share pricing to facilitate redistribution of bicycles.

## General:

- 4-space "Quad" rectangular locker configuration: Each locker shall provide individual storage for 4 bicycles in separate locked compartments.

- 2-space "Wedge" locker configuration: Each locker shall provide individual storage for 2 bicycles in separate locked compartments and shall be capable of being a stand-alone unit, or arranged adjacent to other Quad, Double, or Wedge units to achieve desired grouped configurations, including a full "round" comprising 16 individual spaces.
- 2-space "Double" rectangular locker configuration: Each locker shall provide individual storage for 2 bicycles in separate locked compartments.
- Each locker shall have at least one smart card reader per pair of adjacent doors.
- Each smart card reader shall have a dynamic display of real time rental status and usage rules.
- Lockers shall be of a modular design that allows for easy replacement of components such as doors, top and side panels, electronic controllers, and latching mechanisms.
- Locker battery power supplies shall use dual redundant battery packs, and advanced battery selection logic to allow run times over one year per pack under normal conditions. Packs shall utilize readily available Alkaline, Lithium, or NiMh cells that are easily replaced and cost-effective to maintain.
- Alternate power supply configurations shall include [hard-wired 120VAC with alkaline battery backup] [hard-wired 277VAC with alkaline battery backup] [hard-wired 12VDC with alkaline battery backup] [dual redundant alkaline battery packs with advanced pack selection logic to deplete the primary pack before switching to the reserve pack, warn users of a depleted pack, and refuse rentals when both packs have been depleted], or [Solar power with rechargeable low self-discharge NiMh and alkaline battery backup].
- Lockers shall be capable of operation in temperatures ranging from 0-110°F.
- Lockers shall be capable of operating in exposed conditions and in coastal marine environments.
- Lockers shall restrict the entry of wind-blown debris around their full perimeter.
- Lockers shall have adjustable system for anchoring and leveling on site with adjustment range of up to 3.0% slope.
- Lockers shall provide access for easy removal or cut-off of installed anchors, to facilitate Locker relocation.
- Four-space Lockers shall be of an aspect ratio which resists lifting and tipping, and shall be capable of operating when unanchored.
- Lockers shall be capable of being installed on concrete substrates.
- Lockers shall provide standard externally mounted number plates made of a durable, weather resistant material, and shall include electronically coded controller, location, and Owner ID numbers which are logged on every transaction.
- Lockers shall have no exposed fasteners that would enable locker disassembly from the outside.
- Locker shall have external finishes which facilitate the removal of graffiti.

### Locker Materials:

- Locker doors shall be fabricated from 16-gage 304 stainless steel fully perforated with a ¼-inch on 3/8-inch staggered, round-hole pattern. Doors shall have interior reinforcement to reduce warping increase out-of-plane stiffness. Doors shall be at least 1.5" thick to resist prying attacks.
- No portion of door shall displace more than 0.4" when subjected to prying at any location on the door using a 30 lb force on a 36" pry bar with a 1" fulcrum.
- Exterior Locker frame components shall be precision manufactured sheet steel of no less than 16-gage 304 stainless steel.
- Locker roofs shall be high-durability FRP with additives for fire resistance, and shall use a UV-resistant resin. Locker roofs shall have at least 20% translucency to aid in visibility of contents.
- Locker roofs shall be crowned to enable proper water run-off, and roof system shall be capable of resisting the dropping of a 200lb load from 12 inches without any permanent buckling, cracking, or deformation of the roof or other locker components.
- Locker sides and doors shall be capable of resisting the impact of a 100lb pendulum swinging from a height of 5 inches above the impact point without any permanent buckling, cracking, or deformation of the doors, side panels, or other locker components.
- The latching device shall be capable of resisting a 3000lb pull-out force, such as during an attempt to pry the door open.
- Locker interior divider panels shall be G90 hot-dipped galvanized material with 50-70% open area.
- Locker exterior side panels shall be ¼-inch on 3/8-inch staggered, round-hole, fully perforated panels of no less than 18-gauge 304 stainless steel.
- Locker materials shall allow maximum visual transparency for ease of locker inspection.
- User interface display and solar windows shall be protected by 1/4" thick polycarbonate with abrasion and UV resistance properties, "Makrolon 15" or equal.

### Finish:

- External locker hardware (such as nuts, bolts, and latches) shall be 18-8 stainless steel, or better.

- Internal locker hardware (such as nuts, bolts, and latches) shall be zinc plated steel, or better.
- The door hinge shall be a full height piano style hinge made from 304 stainless steel.
- Exterior Locker frame components shall be #4 finish 304 stainless steel. Alternate finish options shall include [Tiger Drylac Series 38 super-durable TGIC polyester powdercoat, prepared and applied per manufacturer's specifications for maximum performance] [G90 base with Tnemec Epoxyline Primer and EnduraShield II Topcoat].
- Interior Locker components shall be G90 hot-dipped galvanized steel or better.

### **Parking and Bike Share User Interface:**

- Locker electronic controllers shall be equipped with an easily read, tamper-resistant user interface that provides users with vital locker information such as current rental state, rates, and where to obtain an access device.
- Provide authorized user access to bicycle or parking space within 15 seconds from initiation of transaction.
- User interface display shall be graphic LCD type, capable of operating in wide temperature range (-20°C/-4°F to 70°C/158°F).
- User interface display shall be readable in bright sunlight, and have a backlight for low light and full darkness readability.
- Locker electronic controllers shall be capable of displaying user-specific information such as value remaining on access device, access device rental state, and if an access device has been blocked.
- Interface shall include on-screen instructions, and in-context warnings.
- In bike share mode, presence of bike shall be confirmed using vehicle presence sensing hardware before rental transaction may be closed out.
- In bike share mode, user shall be able to flag bike for repair.

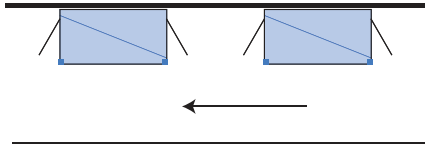
### **Locking System and Smartcard Access:**

- Lockers shall be equipped with electronic latch and controller systems. Locker controllers shall be ISO-7816 smartcard accessible, and ISO 14443 smart card, and/or magnetic stripe card upgradable. A clearly defined reader and web system upgrade path for integration with regional ISO-14443 compliant transit cards shall be provided.
- Any available locker space must be accessible by a valid smartcard.
- Locker spaces must remain secure while in the 'available' mode, meaning the locker is closed and cannot be opened by anyone except a holder of a valid smartcard.
- Locker spaces must remain dedicated while in a 'secured' mode, meaning the locker is closed, secure, and cannot be opened by any user except the authorized user who initially engaged the latch in the 'secured' mode.
- Smart cards shall be electronically tagged with their current renting status, and shall not be capable of renting more than one locker space or bicycle at the same time.
- Lockers shall be capable of being opened at any time, while in any mode, by a System Administrator.
- Lockers shall be capable of being field serviced and electronic components shall be easily removed by maintenance staff, with a mechanical key, from the outside of the locker without damaging the locker components, locker, or internal wiring.
- Locker shall be accessible to service personnel regardless of whether or not the locker has power or functioning electronics.
- The system shall be capable of being manually opened from the outside of the locker by maintenance staff should power be cut to the locker, or should the electronic system malfunction for any reason.
- Each locker space shall have a secure internal panic release which can be operated by an individual locked inside.

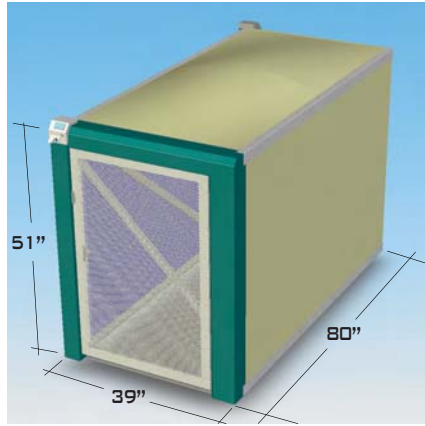
# eLocker™ Configuration Options

## RECTANGULAR

2 SPACES, 2 ELECTRONIC CONTROLLERS  
BEST FOR LIMITED CLEARANCE SITUATIONS

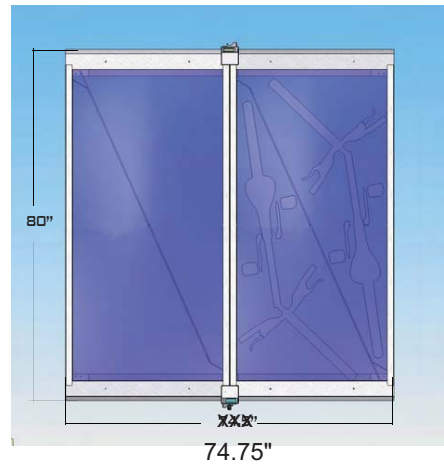
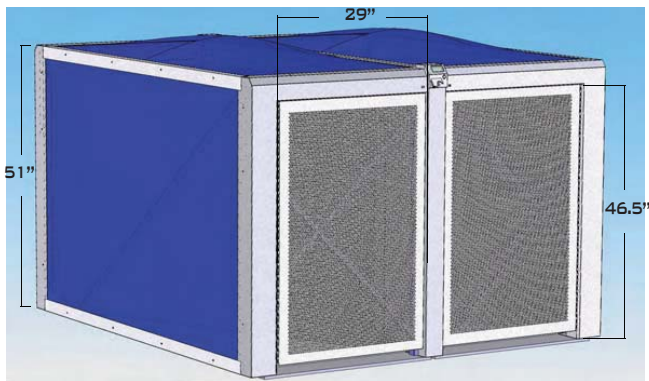


BOTH DOORS HINGE FROM SAME SIDE TO MAKE GETTING YOUR BIKE IN AND OUT EASIER WHEN LOCKER IS PLACED AGAINST A WALL. NOT DESIGNED FOR GROUPING; USE ONLY AS STANDALONE OR ON ONE END OF A GROUP OF QUADS.

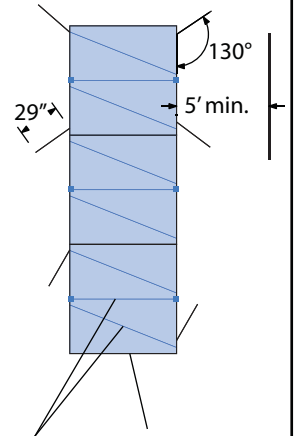


## QUAD

4 SPACES, 2 ELECTRONIC CONTROLLERS  
LOWEST COST PER SPACE



SAVE COSTS & SIMPLIFY DIRECT POWER SUPPLY BY GROUPING QUADS.

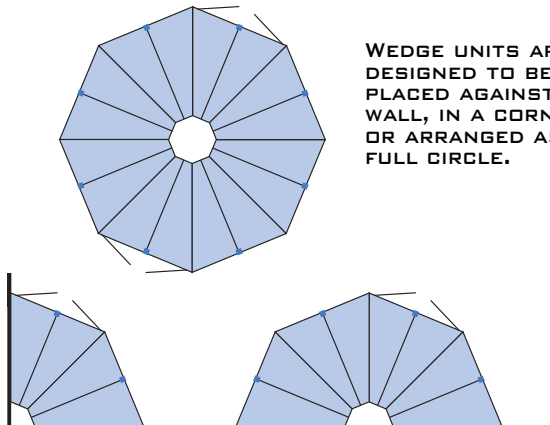


DIVIDER PANELS

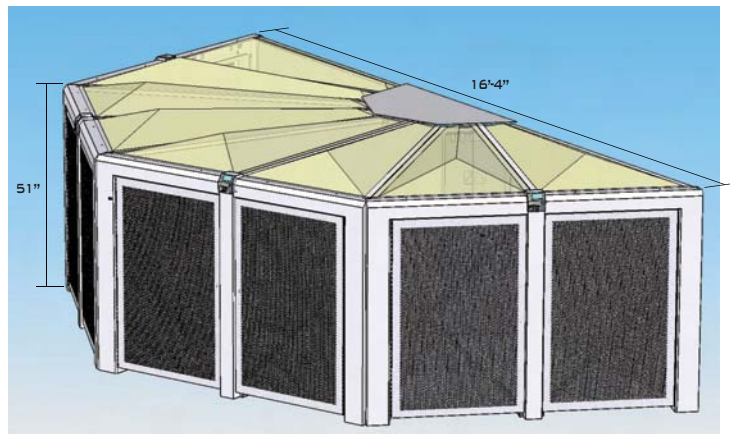
END PANEL

## WEDGE

EACH WEDGE HAS 2 SPACES SERVED BY 1 ELECTRONIC CONTROLLER  
USE WHEN OPEN VISIBILITY AND FREE TRAFFIC FLOW ARE CRITICAL



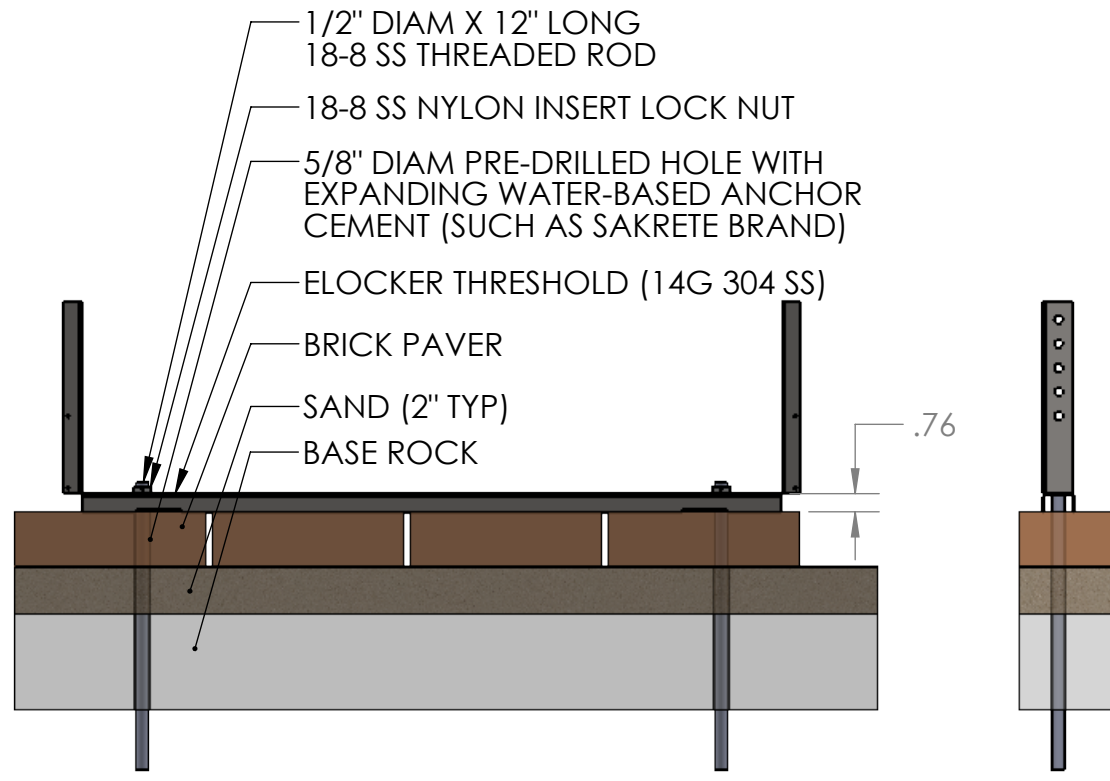
WEDGE UNITS ARE DESIGNED TO BE PLACED AGAINST A WALL, IN A CORNER, OR ARRANGED AS A FULL CIRCLE.



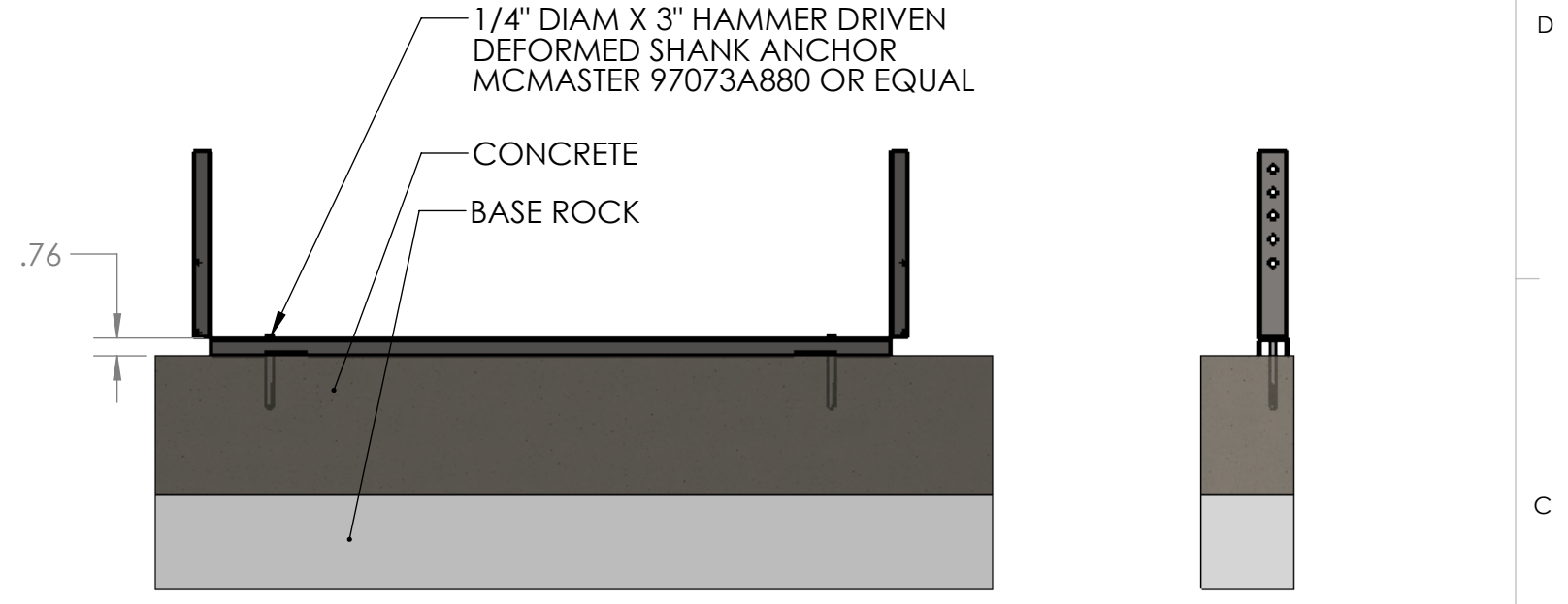
8 7 6 5 4 3 2 1

D

D



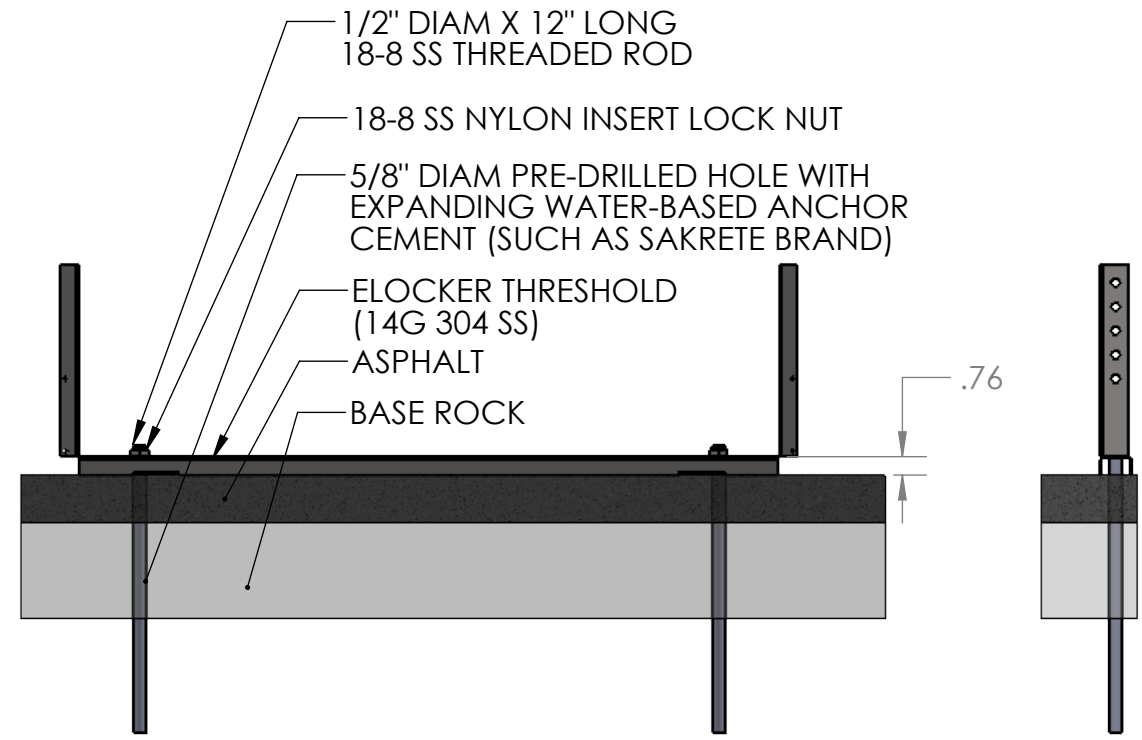
**ANCHOR THROUGH BRICK PAVERS  
(IF NO MEMBRANE)**



**ANCHOR TO CONCRETE  
(STANDARD)**

B


B



**ANCHOR TO ASPHALT**

A

A

<b>MATERIAL</b>	UNLESS OTHERWISE SPECIFIED:	NAME	DATE	 <p>800 HEINZ AVENUE SUITE 11 BERKELEY CA 94710 USA TEL: (510) 549-2853 FAX: (510) 549-9157 info@elocktech.com</p>
<b>THICKNESS</b>	DIMENSIONS ARE IN INCHES TOLERANCES: INCH X.X = ±.1 X.XX = ±.01 X.XXX = ±.005	DRAWN	SGN 03/13/17	
<b>FINISH</b>	<b>ANGLES</b> X° = ±3° X.X° = ±1.0° X.XX° = ±.5°	CHECKED	HE 03/13/17	
<b>WEIGHT</b>	HOLES FOR PEM FSTNRS: +.003"/-.000"	ENG APPR.		
<b>SURFACE AREA</b>		MFG APPR.		
This drawing and the information contained herein is the property of eLock Technologies LLC and shall not be used for any purpose without our written consent.		Q.A.		<b>DESCRIPTION</b> <b>eLocker Anchoing Options</b>
		SPECIAL INSTRUCTIONS		<b>SIZE</b> <b>B</b>
				<b>PART NO.</b>
				<b>REV</b> <b>A</b>
				SCALE: 1:8
				DO NOT SCALE DRAWING
				SHEET 1 OF 1

8 7 6 5 4 3 2 1

# ALBANY CALIFORNIA



CITY OF ALBANY  
1000 SAN PABLO AVENUE  
ALBANY, CA 94706  
[www.AlbanyCA.org](http://www.AlbanyCA.org)

DATE: June 21, 2022

## MEMORANDUM

To: Albany City Council  
From: Councilwoman Gary  
Re: SSB Tax- Gill Tract Farm

**RECOMMENDATION:** Councilwoman Gary recommends that the City of Albany allocates a portion from the SSB Tax to support the UC Gill Tract Community farm.

### **BACKGROUND:**

The UC Gill Tract Community Farm (aka “the farm”) is a 1.5-acre agricultural field, children’s garden, riparian corridor, and volunteer community, working in collaboration with the landowner, UC Berkeley. This collaboration offers free organic produce and hands-on learning opportunities for the public from a wealth of volunteer peer educators and Master Gardeners who teach techniques for growing vegetables, fruit, herbs, natives, and pollinator plants. They distribute their harvests to the community for free via volunteers 5 days a week, the public farm stand on Sundays, and local food banks during times of abundance.

Beginning in 2014, UC Berkeley funded a part-time farm manager, but the funding dried up in 2019, and since then volunteers have kept the farm going. The volunteers agree that having staff again would improve consistency and cohesion, increase food production, support outreach, and ease access for volunteers with less experience or time. UC Berkeley has also stated that staffing is necessary in order for programs to grow and formed a Dean’s Advisory Committee for the College of Natural Resources to explore opportunities for partnership. These discussions have revealed exciting opportunities on the horizon, from developing curriculum with AUSD and Albany Recreation Department, to serving as a Resilience Hub for Albany CERT, to a site for the City’s Compost Hub, mandated under SB1383.

### **DISCUSSION:**

The Farm community has identified three staff positions that would support farm upkeep and increase our capacity to serve the Albany community. Support for any of these roles will be an improvement to the current system, and investment in all three as a team would bring exponential improvements in tandem:

1. Farm Coordinator: anchor and facilitate community engagement in crop planning, planting, tending, harvesting, and distribution. Maintenance of operational systems such as tools, security, health, and safety. Part time, \$30,000/year
2. Volunteer Organizer: anchor and facilitate community engagement in outreach, training, scheduling, curriculum development, and retention of individuals and groups interested in farming, tours, and other educational offerings. Part time, \$30,000/year
3. Administrative Assistant: anchor and facilitate community engagement in maintaining public and internal communications systems, website, strategic partnerships, bookkeeping, and program development. Part time, \$30,000/year

Additionally, the Gill Tract Farmers have had success developing and offering educational work shops to support their general operation costs, with classes filling up quickly and generating a net profit. Thus, an additional \$10,000 is requested for seed funding for community -taught workshops that can help the farm be more self-sustaining over time:

4. Stipends for organizers and educators who will assist in curriculum development and teaching educational workshops: \$6,000/year
5. Student scholarships: \$2,000/year
6. Materials, class supplies and promotion: \$2,000/year

A grand total of \$100,000 for the farm is requested at this time.

#### **SUSTAINABILITY CONSIDERATIONS:**

Sustainable agriculture methods such as those practiced and taught at the Gill Tract have been shown to improve agricultural resilience and increase yields in climates where farming is historically difficult, and even help curb greenhouse gas emissions through practices like soil carbon sequestration. No-till agricultural soil like the farm's sequesters hundreds of lbs of carbon per acre per year, and the emissions avoided by growing food locally rather than trucking it in add up for every person that participates in the farm, averaging at about 3,000 people per year. Such practices can not only help in terms of climate adaptation but can also be an invaluable driver in reducing hunger<sup>1</sup>.

#### **SOCIAL EQUITY AND INCLUSIVITY CONSIDERATIONS:**

The farm centers socially and economically marginalized neighbors in their governance, operations, programming, and food distribution. All farm staff would play a role in improving capacity to outreach to and engage with the Albany community.

The farm models intercultural collaboration and solidarity by supporting indigenous leadership and land practices under the guidance of Sogorea Te' Land Trust.

In "normal" years 10,000-12,000 lbs. of produce is distributed annually to East Bay residents in need. Free produce distribution has continued via a socially distanced free farmstand despite the COVID pandemic.

The farm has hosted popular children's programming focused on supporting low-income and BIPOC families with COVID safe opportunities. This is an area of need of staff support in order to continue, according to UC administration.

---

<sup>1</sup> Ospina, Christina. [\*Carbon Sequestration: Addressing Climate Change and Food Security through Sustainable Agriculture\*](#). Climate Institute, 2016

**CITY COUNCIL STRATEGIC PLAN INITIATIVES:**

Allocating funds to building a sustainable source of food through farming supports council initiatives towards maintaining an inclusive, engaging community and fostering a healthy and sustainable City.

**FINANCIAL CONSIDERATIONS:**

The farm volunteers are self-organized as The Gill Tract Farm Coalition, a project fiscally sponsored by Richmond-based Social Good Fund, which can provide administrative/HR services for project hires and educator stipends.

UC Berkeley maintains extensive insurance coverage for activities and infrastructure at the Gill Tract. Social Good Fund provides additional liability coverage for Gill Tract Farm Coalition activities.

In keeping with the Farm community's principles of equal pay for equal work, these three positions would be paid the same wage, around \$28.00 for sixteen hours per week plus fringe at 30% for one year: \$90,000.









