



## **Santa Cruz County Regional Transportation Commission's**

### **BICYCLE COMMITTEE**

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#### **AGENDA**

**Monday, December 10, 2013**

**6:30 p.m. to 9 pm**

**Note Special Time**

<p><b>RTC Office 1523 Pacific Ave Santa Cruz, CA 95060</b></p>
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1. Call to Order
2. Introductions
3. Announcements – RTC Staff
4. Oral Communications

*The Committee will receive oral communications during this time on items not on today's agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

5. Additions or deletions to consent and regular agendas

#### **CONSENT AGENDA**

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.*

6. Approve draft minutes of the August 13, 2012 Bicycle Committee meeting (pages 3 - 5)
7. Accept State and Federal Legislative Updates staff report presented at the August 2<sup>nd</sup> RTC meeting (pages 6 – 15)
8. Approve Bikes Secure parking subsidy applications from Chrystal Properties, Day Worker Center and Capitola Plaza and return of excess racks from Wave Crest Development and Ristorante Avanti (pages 16 – 33)

9. Accept Bicycle Committee Roster (page 34)
10. Accept Summary of Bicycle Hazard Reports (pages 35)

### **REGULAR AGENDA**

11. City of Santa Cruz Transportation Development Act Article 8 Claim – Presentation from City of Santa Cruz staff (pages 36 – 44)
12. Monterey Bay Sanctuary Scenic Trail Network Draft Master Plan – Presentation from Cory Caletti, RTC Senior Transportation Planner and Ad-Hoc Committee (pages 45 – 51)
13. Member updates related to Committee functions
14. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for Monday, January 14, 2013 from 6:30pm to 9pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

### **HOW TO REACH US**

*Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
phone: (831) 460-3200 / fax (831) 460-3215  
email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)*

### **AGENDAS ONLINE**

*To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3201 or email [ccaletti@sccrtc.org](mailto:ccaletti@sccrtc.org) to subscribe.*

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### **SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

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## Santa Cruz County Regional Transportation Commission's

### BICYCLE COMMITTEE

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#### Minutes – Draft

**Monday, August 13, 2012  
6:30 pm**

**RTC Office  
1523 Pacific Ave  
Santa Cruz, CA 95060**

1. Call to Order at 6:35pm

2. Introductions

**Members Present:**

Kem Akol, District 1  
David Casterson, District 2, Chair  
Bill Fieberling, City of Santa Cruz  
Rick Hyman, District 5  
Leo Jed, CTSC (Alt.)  
Will Menchine, District 3 (Alt.)  
Lex Rau, Scotts Valley  
Andy Ward, City of Capitola  
Nick Mucha, Ecology Action/Bike-to-Work  
Eric Horton, District 2 (Alt.)  
Jim Langley, CTSC  
Daniel Kostelec, City of Capitola (Alt.)

**Staff:**

Cory Caletti, Senior Transportation Planner  
Kim Shultz, Senior Transportation Planner  
Ginger Dykaar, Transportation Planner

**Unexcused Absences:**

None

**Excused Absences:**

Carlos Garza, City of Santa Cruz (Alt.)  
Peter Scott, District 3  
Holly Tyler, District 1 (Alt.)  
Gary Milburn, City of Scotts Valley (Alt.)

**Vacancies:**

District 4 – Voting and Alternate  
District 5 – Alternate  
City of Watsonville – Voting and Alternate

**Guests:**

Amelia Cohen, People Power  
Theresa Rogerson and Sarah Harmon,  
Health Services Agency  
Saskia Lucas, Santa Cruz Open Streets  
Bob Geyer and Maria Rodriguez, City of  
Watsonville  
Myrna Sherman, Watsonville resident  
Aaron Freitas, member of the public

1. Announcements – Announcements – RTC Highway 1 Projects Manager, Kim Shultz, announced a number of bicycle and pedestrian related improvements completed or in progress as a result of the Highway 1 Soquel/Morrissey Auxiliary Lane Project. Improvements include reconstructing multi-use path between Park Way and La Fonda Ave; stenciling of Shared Lane Pavement Markings in multiple locations throughout the project area; shuttle services to students accessing Harbor High and DeLaveaga Elementary Schools; incentive programs for students that participate in carpool, walking and bike pool activities or ride city buses. Some of the improvements were

requested by the Bicycle Committee after on-site evaluation and coordination with RTC and City of Santa Cruz staff.

2. Oral Communications – Saskia Lucas, Founder and Director of Santa Cruz Open Streets, announced the new event, to be held on October 7<sup>th</sup> from 9am to 1pm on West Cliff Drive. A temporary street closure will allow participants to enjoy a car free environment for bicycling, walking, dance and yoga classes, educational booths, and other active play. Ms. Lucas indicated the desire to bring this type of event to other parts of the County.
3. Additions or deletions to consent and regular agendas – Cory Caletti, RTC staff, requested that an urgency item be added to consider a Bike Secure request from Watsonville High School for bicycle parking racks. She indicated that the application was received after the packet was sent out and the application consideration is needed prior to the Committee's next meeting due to the school year's impending start. A motion to add the item (Akol/Jed) passed unanimously. The item was added as #14b.

### **CONSENT AGENDA**

A motion (Fieberling/Menchine) to approve the consent agenda as amended passed unanimously.

4. Approved draft minutes of the May 15, 2012 Bicycle Committee
5. Accepted Bicycle Committee Roster
6. Approve Bikes Secure parking subsidy applications from Resource Center for Nonviolence, Ristorante Avanti, Habitat for Humanity and Harbor High
7. Accept Summary of Bicycle Hazard Reports
8. Accept State and Federal Legislative Updates staff report presented at the August 2<sup>nd</sup> RTC meeting

### **REGULAR AGENDA**

9. South County Bicycle and Pedestrian Work Group Final Report – The Committee received a presentation from Sarah Harmon and Theresia Rogerson, County Health Services Agency staff, regarding activities of the Community Traffic Safety Coalition's South County Bicycle and Pedestrian Work Group over the last two years. The RTC provided funding for the two year program aimed at providing enhanced bicycle/pedestrian safety education and promotion in the South County area. They also asked for volunteers for an upcoming county-wide pedestrian safety observations. A presentation of the completed bicycle safety observation study will be presented at an upcoming Bicycle Committee meeting.
10. Maria Rodriguez and Bob Geyer, of the City of Watsonville Public Works, presented the Draft City of Watsonville Trails and Bicycle Master Plan. The Committee were provided with descriptions and a mapped visual tour of the proposed trails as well as on-street bicycle facilities. Members discussed the need to prioritize facilities that provide connectivity and enhance bicycling for utilitarian purposes. Members also requested that the project descriptions be better defined in the project matrix so that proposed improvements are apparent and easily understood.
11. Project List Development for the *2014 Regional Transportation Plan* – The Committee received a presentation from Ginger Dykaar, RTC Transportation Planner, regarding

preparation of the project list for the upcoming RTP update. She indicated that the RTC is mandated by the state to develop this document, identify projects and funding sources to meet the long range (25-year) transportation needs of the County. Ms. Dykaar referenced the 2010 RTP project list (included in the staff report) for projects already identified and distributed a "Project Ideas Form" for members to identify additional bicycle network needs, gap closers, and connectivity improvements. She asked that input be provided no later than the end of August.

12. Monterey Bay Sanctuary Scenic Trail Network project and time line update – Cory Caletti, MBSST Project Manager, provided a project status report and summarized upcoming opportunities for public input. Ms. Caletti indicated that a draft master plan is nearing finalization and is scheduled for release in late October. The draft master plan will identify the primary trail corridor alignment, connectivity to coastal access points and other activity centers, prioritization criteria, estimated costs, design standards, implementation mechanisms and ongoing maintenance. The plan will consider trail interface with rail and agricultural operations, and passage through constrained urbanized areas, among other issues. A public workshop series will be held late November to receive input regarding proposals presented in the draft master plan. Prior to that, a series of public scoping meetings will be held on Sept 5<sup>th</sup> and 6<sup>th</sup> to receive input into what additional environmental issues should be considered in development of the Draft Environmental Impact Report. She referenced the Notice of Preparation and Initial Study that will be released identifying environmental considerations to be analyzed further. An ad-hoc committee was formed to participate in careful review of the draft master plan and present highlights or recommendations to the Committee. Members include Will Menchine, Bill Fieberling and Daniel Kostelec.
- 14b.A Bikes Secure application from Watsonville High School for 8 surface mounted bicycle parking racks was considered. A motion to approve the application (Akol/Hyman) passed unanimously.
13. Member updates related to Committee functions: Rick Hyman suggested that members engage in the public process around the current proposal to turn Pacific Avenue into a two-way street as it includes removal of bike lanes on feeder streets. David Casterson showed pictures of the rehabilitated Soquel Drive which includes inside and outside bike lane striping by Cabrillo College, as requested by the Bicycle Committee. An Ad-Hoc Committee, composed of David Casterson and Andy Ward, was formed to expand and improve bike camping access for bicycle touring vacationers. Updates regarding a number of other construction project were provided.
14. Meeting Adjourned at 9:10pm.

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for Monday, October 15<sup>th</sup> from 6:30pm to 9pm at the **special meeting time** of at 6:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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**TO:** RTC Advisory Committees

**FROM:** Rachel Moriconi, Senior Transportation Planner

**REGARDING:** Draft 2013 State and Federal Legislative Programs

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Committee, Elderly/Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC):

1. Provide input on the RTC's Draft 2013 State and Federal Legislative Programs (Attachments 1 & 2, respectively) and identify any additional legislative issues the Regional Transportation Commission (RTC) should pursue or monitor in 2013.
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## **BACKGROUND**

Each year the Regional Transportation Commission (RTC) adopts legislative programs to guide its analysis of the impacts of state and federal legislative or administrative actions transportation in Santa Cruz County. Working other transportation entities in the state and its legislative assistants, the RTC develops and implements the RTC legislative program, working with state representatives to communicate the RTC's analysis, and monitoring bills and other federal and state actions that could impact transportation in Santa Cruz County.

## **DISCUSSION**

Staff is in the process of developing the RTC's 2013 State and Federal Legislative Programs. The Preliminary Draft 2013 State and Federal Legislative Programs for the RTC are attached (Attachments 1 & 2, respectively). **Staff recommends that RTC's advisory committee members provide input on the RTC's legislative program and identify any additional issues the RTC should monitor or pursue in 2013.**

As transportation revenues continue to fall far below the needs of the multi-modal transportation system, the draft 2013 legislative program continues to focus on preserving funds designated for transportation and generating new, more stable revenue sources. Key issues in 2013 include implementation of MAP-21 at the state and federal level; development of the next federal transportation act; and efforts at the state level that could result in increased funding for transportation projects –including proposals for cap-and-trade revenues, possible new state transportation bond initiative and/or statewide vehicle license fee initiatives, and efforts to lower the voter threshold for local transportation ballot measures to 55%.

The RTC is scheduled to approve the Legislative Programs at the January RTC meeting.

## **SUMMARY**

This report provides the initial Draft 2012 State and Federal Legislative Programs for review and comment. The RTC is scheduled to approve the documents in January 2012.

Attachment 1 - Draft State Legislative Program  
Attachment 2 - Draft Federal Legislative Program



**Santa Cruz County  
Regional Transportation Commission  
DRAFT 2013 State Legislative Program**

*Underline=new items for 2013*

**FOCUS AREAS FOR 2013:**

1. **Fund Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
  - Projects on Highway 1
  - Santa Cruz Branch Rail Line
  - Transit projects
  - Local Street and Roadway Preservation
  - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
2. **Expand revenue-raising opportunities** and innovative financing options beyond the traditional gas tax.
  - **Support legislation to expand the authority of the RTC and local jurisdictions to increase taxes** and fees for transportation projects, including increased gas taxes, new vehicle registration fees, and increased Service Authorities for Freeway Emergencies (SAFE) vehicle registration fees by \$1 for motorist aid programs. Ensure that authority to increase taxes and fees is not limited to federally-designated Metropolitan Planning Organizations (MPOs).
  - **Vote Threshold:** Support legislation that lowers the voter threshold for local transportation funding measures, such as local transportation sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority, 55% or 60% majority vote.
  - **Increase Transportation Funding:** Support increased funding for transportation projects, as highlighted in the statewide needs assessment reports.
- Support options to replace the loss of redevelopment funding, to support economic development and affordable housing consistent with sustainable communities strategies.
3. **Address Air Quality/Climate Change:**
  - Support legislation to provide funding to reduce green house gas emissions, including funds to implement SB375 and AB32.
4. **Stabilize and Augment Transportation Funding:** Pursue policy and/or legislative changes to preserve, restore, and augment funding for all modes of transportation:
  - **MAP-21 Implementation:** Ensure state implementation of the Federal Transportation Act does not reduce funds available for Santa Cruz County projects.
  - **Stabilize Funding:** Support legislation and other efforts to increase and stabilize funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Protect transportation funds, including HUTA funds, from diversion to the State General Fund.
  - Cap-and-Trade: Support legislation that ensures revenues generated from the implementation of the Cap-and-Trade program are allocated to transportation projects that reduce pollution and greenhouse gas emissions.
  - Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions."
5. **Central Coast:** Raise awareness of Central Coast transportation corridors.

## General Legislative Platform

1. **Support New Transportation Funding.** Support countywide and statewide efforts to raise needed funds to maintain and enhance the transportation system, ensuring funds are distributed equitably statewide and not disproportionately distributed to large regions.
  - a) Support legislation that lowers the voter threshold for local transportation funding measures, including local transportation sales tax ballot measures from the 2/3 supermajority to a simple majority, 55% or 60% majority vote. *(Focus area for 2013)*
  - b) Increase and index state gas and fuel taxes and other sources of transportation revenues so that transportation revenues keep pace with inflation/increased cost. Dedicate revenues to transportation projects and programs.
  - c) Support efforts to address and expand revenue-raising opportunities and innovative financing options beyond the traditional gas tax, especially in recognition of the fact that growth in vehicle miles traveled often exceeds growth in fuel consumption, as highlighted in the statewide needs assessment reports. May include new statewide initiatives for transportation bonds, vehicle license fees. *(Focus area for 2013)*
  - d) Cap-and-Trade: Support legislation that ensures revenues generated from the implementation of the Cap-and-Trade program are allocated to transportation projects that reduce pollution and greenhouse gas emissions. *(Focus area for 2013)*
  - e) Support the development of a steady stream of new transportation funds dedicated to local road rehabilitation and maintenance, especially for roadways utilized by bicyclists.
  - f) Support legislative efforts to expand the authority of the RTC and local jurisdictions to increase taxes and fees for transportation projects, including gas taxes and fees, vehicle registration fees, congestion pricing, and fees relating to the reduction of greenhouse gas emissions. *(Focus area for 2013)*
    - Seek amendment to SB 83 (2009) to ensure all regional transportation agencies, not just Congestion Management Agencies (CMA), are authorized to seek voter approval to increase vehicle registration fees to fund transportation programs and projects and seek amendments to increase the maximum fee amount from \$10 to \$100 per vehicle. *(Focus area for 2013)*
    - Support options to replace the loss of redevelopment funding, to support economic development and affordable housing consistent with sustainable communities strategies. *(Focus area for 2013)*
    - Support legislation that would allow the County of Santa Cruz to pursue a sales tax measure for transportation improvements in the unincorporated areas.
    - Ensure that any new regional tax or fee authorization is not restricted to federally-designated Metropolitan Planning Organizations or Congestion Management Agencies, but rather available to regional transportation planning agencies representing counties statewide.
  - g) Work with local elected officials, local agencies and interest groups to address continuing gaps in funding for local transportation projects and pursue new local funding sources.
  - h) Work to ensure that state transportation programs provide the maximum amount of revenues for the Santa Cruz County region. If special state funding programs are developed, support funding of projects in Santa Cruz County.
  - i) Advocate that any new state revenues created for transportation support “bottoms-up” regional governance that respects local decision making authority, assures regional flexibility, and include safeguards to prevent diversion to the State General Fund.





## 2. Stabilize and Preserve Existing Transportation Funding and Formulas.

Preserve and protect against deferral, borrowing or taking of state funding designated for the transportation system. Retain and enhance California's funding formulas based on the increased costs to maintain and address deficiencies to the existing transportation system.

Specifically:

- a) Support legislation and other efforts to ensure stable funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Could include increased per gallon excise tax or state sales tax on gasoline dedicated to transportation.
- b) Support early and timely sale of bonds for transportation, including allocation of Proposition 1B for projects in Santa Cruz County. Support extension of legislative deadlines previously established for bond programs to coincide with the state's bonding ability.
- c) Oppose proposals to shift transportation funds to non-transportation purposes and the State General Fund.
  - Protect existing highway and transit funds, including Highway Users Tax Revenue (gas tax), sales taxes for transportation, Public Transportation Account (PTA) revenues, against suspension, transfer or expenditure for non-transportation uses.
  - Support legislation that expedites repayment of transportation funds previously diverted to the State General Fund.
- d) Support State Budget Reform that will bring fiscal discipline and predictability to the state budget.
- e) Ensure that transportation planning funds are available to agencies throughout the year and are not withheld due to delays in enacting the state budget.
- f) Support the continuation of state transportation funding programs dedicated to projects such as transit, Safe Routes to Schools, Bicycle Transportation Account, paratransit and Freeway Service Patrol.
- g) STIP Modernization
  - Ensure State Transportation Improvement Program (STIP) funds are equitably programmed and allocated to regions, based on SB 45 (1998) formulas and regions' priorities, which may include local road rehabilitation and transit projects.
  - Ensure the State Budget and STIP Fund Estimate allow flexibility to fund all modes of projects in the STIP; increase flexibility for funding STIP projects.
    - Ensure that transit and bicycle/pedestrian projects remain eligible for regional STIP funds, even if the STIP does not include Public Transit Account and federal Transportation Alternatives Program funds, respectively.
- h) Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions"
- i) Support legislation that would trigger an increase in the state excise tax on gasoline, to replace the federal gas tax, in the event that the federal tax expires or is reduced.



## 3. Support Efforts that Improve Government Efficiency and Expedite Project Delivery.

- a) Support organizational reform efforts that streamline and otherwise improve transportation funding, programming or project delivery processes and eliminate unnecessarily and/or duplicative requirements.

- b) Support greater flexibility in contracting methods.
- c) Support initiatives that increase opportunities to trade federal funds for state funds, as currently exists for Santa Cruz County's share of Regional Surface Transportation Program (RSTP) funds.
- d) Grant preaward spending authority for transit projects, especially those funded by STIP.
- e) Support efforts to streamline Project Initiation Documents (PIDs) for projects on the State Route System in order to lower the overall cost of PID development. Oppose efforts to transfer the State costs of PID development and oversight to local entities that take the lead on highway projects. (*Focus area for 2013*)
- f) Oppose unfunded mandates on local and regional government.

#### 4. Air Quality/Climate Change (*Focus area for 2013*)

- a) Support efforts to reduce the number of vehicle miles traveled and encourage smart-growth practices, which also preserve the authority and flexibility of local agencies. Ensure that the region's needs are incorporated in emerging climate change and sustainability programs, legislation, and regulations, including meeting the goals of AB 32 – the California Global Warming Solutions Act of 2006, and SB 375.
- b) Ensure adequate funding is made available to fulfill the requirements of AB 32 and SB 375, including funds for transit, bicycle, pedestrian, and other projects that reduce greenhouse gas emissions and resources to prepare plans in compliance with SB 375.

#### 5. Specifics

##### a) Transit:

- Support efforts to restore, protect, and enhance funding for public transit, especially in light of AB32 and SB375 goals to reduce greenhouse gases (GHG).
- Support introduction and passage of legislation designed to preserve and enact additional sources of transit operating and capital assistance, including legislation aimed at reducing greenhouse gas emissions.
- Support funding programs that promote transit-oriented development and transit villages. Ensure that state-supported housing projects near transit facilities provide safe and convenient access for disabled persons to transit and are available to all regions.
- Support measures to allow the use of gas taxes for transit capital purposes, including purchase of rolling stock.
- Support expansion of passenger and freight rail on the Central Coast, including development and operation of the Coast Daylight Train and Transportation Agency for Monterey County's commuter train extension projects, increases in intercity rail operation funds, support use of HSR connectively funds for Coast Daylight
- Increase flexibility to use state transit funds on both operations and capital expenses.

##### b) Transportation for Seniors and People with Disabilities

- Support transportation programs that are beneficial to communities with limited means.
- Increase funding levels for elderly and disabled transportation, including operating and capital funds for ADA paratransit service and vehicles.
- Support continuation of a competitive process, rather than formula distribution, of FTA5310 funds.
- Support funding transportation to dialysis and other medically necessary appointments; support Medicaid funding for transit and paratransit and oppose reductions in Medi-Cal funding for transportation.



- Support funding to ensure universal access, including access for paratransit vehicles within new developments, fully accessible transit stops and safe travel paths (accessible pedestrian facilities, including audible pedestrian signals), especially between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, and bus stops.
- Support measures that require Medi-Cal to provide adequate transportation assistance and funding to ensure the Adult Day Health Care (ADHC) population has access to Medi-Cal funded ADHC centers and services.

**c) Bicycling & Walking**

- Support legislative initiatives and modifications to the California Vehicle Code that would improve conditions for bicyclists and pedestrians, including safety and access.
  - Support legislation and local ordinances prohibiting parking in designated bicycle lanes, to allow law enforcement to ticket vehicles parked in bicycle lanes even if specific "no parking" signage is absent.
  - Support measures that would require bicycle and pedestrian facilities as a part of newly constructed roads and streets.
- Support increased funding for bicycle and pedestrian projects and programs, including education and awareness programs, the Bicycle Transportation Account, Safe Routes to Schools, Complete Streets programs, audible pedestrian signals, and programs that educate enforcement personnel regarding best practices.
- Support the inclusion and expansion of bicycle education programs (e.g. helmet laws, how to ride safely, etc.) in public and private schools, including high schools.
- Support Incentive Programs for bicycle and pedestrian commuters. Support efforts to extend the transportation fringe benefits in the state tax code to bicycle and pedestrian commuters.



**d) Transportation Demand Management/Carpooling:**

- Oppose measures to remove existing or restrict future High Occupancy Vehicle lanes.
- Support legislation to provide incentives for both employers and employees, to encourage use of alternatives to driving alone, such as state tax incentives.
- Support efforts to secure new funding for regional rideshare programs.
- Support programs that would provide incentives for students to use transit and support revision of state laws that restrict Community Colleges' ability to implement transportation fees for transit.

**e) SAFE Callbox and Freeway Service Patrol**

- Support proposals to increase state funding of Freeway Service Patrol programs.
- Support increased flexibility for compatible expenditures of SAFE funds.
- Support continuation of the \$1 SAFE vehicle registration fee and seek authorization to increase the fees by \$1.00 to fund Freeway Service Patrol and other motorist aid programs. (*Focus area for 2013*)

**f) Safety**

- Support legislative initiatives to improve safety for motorists, bicyclists and pedestrians.
  - Authorize local jurisdictions to reduce speed limits, based on what that jurisdiction determines is most appropriate for their facility.

6. Coordinate with Local, Regional and State Agencies and Organizations on legislative principles of mutual interest.



Santa Cruz County

Regional Transportation Commission

## **DRAFT 2013 Federal Legislative Program**

*Underline=new items proposed for 2013*

### **1. MAP-21 Implementation** *(Focus Area for 2013)*

- a) Support implementation of MAP-21 in a manner which provides a fair share of federal funding for transportation projects within Santa Cruz County and does not restrict or direct funds to large regions at the expense of smaller regions.
- a)b) **Appropriations:** Maximize federal transportation appropriations for MAP-21 programs. Partner with local, regional, statewide, and nationwide transportation agencies to ensure that Congress appropriates funding consistent with amounts authorized in MAP-21.
- c) **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets.

### **2. Next Federal Transportation Act:** *(Focus Area for 2013)*

Work with congressional representatives, local entities, regional agencies, the State of California and federal agencies to advance RTC's policy priorities in development of the next Federal Transportation Act. Priorities include:

- a) Increase funding levels for all modes, as needed to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Provide sufficient funds to allow agencies in Santa Cruz County to replace crumbling infrastructure, minimize traffic congestion, reduce greenhouse gas emissions, improve safety, and expand travel options available to citizens and visitors. Give top priority to preservation and maintenance of the existing system of roads, highways, bridges, sidewalks, and transit.
- b) Support development of a formula funding program targeting greenhouse gas emissions and air quality. Could include changes to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program that expand eligibility to access funds allowing regions in attainment of air quality standards, including Santa Cruz County, to receive funds to reduce vehicle emissions in Santa Cruz County.
- c) Ensure equitable distribution of funds to California and Santa Cruz County, which may include direct subventions to counties and Metropolitan Planning Organizations. Oppose proposals which restrict, redirect or otherwise disproportionately direct funds to large metropolitan areas or "megaregions" or National and Interstate Highways. Ensure that proposals for innovative financing, including infrastructure banks, do not result in diversion of funds from or negatively impact small regions.
- d) Support extension of the Small Transit Intensive Cities Program (STIC).
- e) Make the existing federal gas tax permanent and support development of new funding mechanisms for transportation to ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account. Given that current per-

gallon gasoline fees are insufficient to address transportation infrastructure needs, this may include increasing and indexing gas taxes and fees and collecting fees based on vehicle miles traveled.

- f) Streamline project delivery. Support regulations to streamline federal project delivery requirements and integrate planning, project development, review, permitting, and environmental processes to reduce project costs and delays.
- g) Provide procurement preference for building and paving materials that have a lower emissions footprint than conventional materials but demonstrate comparable performance.
- h) Preserve federal funding programs most commonly utilized in Santa Cruz County, such as the Regional Surface Transportation Program (RSTP), funds for bicycle and pedestrian projects, transit programs, Highway Safety program (HSIP), local on and off-system bridge projects and federal Planning (PL); or provide replacement programs that will continue to provide essential funding to Santa Cruz County projects at current levels.
- i) Include funding programs for rail line maintenance and rail goods movement that could be used to address needs on the Santa Cruz Branch Rail Line.
- j) Maintain the Metropolitan Planning Organization (MPO) urbanized area threshold at 50,000. Oppose efforts which phase out small MPOs.

**3. Job Creation.** Spending on improving our nation's infrastructure is particularly important at this time, given its decaying state and its ability to support an economic recovery through the movement of goods and people and the creation of jobs.

- a) Support efforts to boost the economy and create jobs through targeted, short term infrastructure spending proposals that supplement current spending levels.
- b) Oppose any reductions to key Department of Transportation programs in deficit reduction packages or annual appropriations.
- c) Prioritize funding for ongoing system maintenance, including transit operations.

**4. Maximize Funding for Local Area Projects.** Support increased revenues for transportation projects in the Santa Cruz County region. Oppose any efforts to reduce transportation funding to California or the region. Work with congressional representatives to obtain additional funding for Santa Cruz County highways, rail corridor, transit operations and capital projects, paratransit service, local streets and roads, transportation demand management, and pedestrian and bicycle facilities and programs.

- a) Seek federal funds for high priority projects in Santa Cruz County through the next federal transportation authorization, annual appropriations, stimulus, or other special funding bills or programs. Priority projects include (not shown in priority order):
  - Projects on Highway 1
  - Local road repair and sidewalk projects
  - Infrastructure improvements to the Santa Cruz Branch Rail Line
  - Intelligent Transportation System (ITS)/511 program
  - Santa Cruz Metropolitan Transit District's priority transit projects
  - Monterey Bay Sanctuary Scenic Trail (MBSST)
  - Watsonville/Pajaro Rail Station
- b) Promote inclusion of funding for transportation infrastructure and transit operations in any new national funding programs, including climate change, cap

and trade, economic stimulus/jobs bills, or infrastructure investment legislation. Ensure that those funds are available to deliver state, regional, and local projects. Ensure flexibility to use the funds to accelerate delivery of existing projects.

- c) Support timely annual allocations at the maximum levels allowed for programs authorized by the federal transportation act in order to meet growing transportation needs for local streets and roads, improving transit, relieving traffic congestion, encouraging alternative modes of transportation, and meeting increased paratransit demands. Allow for flexibility to use Federal Transit Administration urban and non-urban funds for both capital and operations.
- d) Oppose unfunded mandates on local and regional governments, in order to reduce project costs and maximize funding for infrastructure projects.

## **5. Air Quality and Climate Change:**

- a) Support federal action on climate change and energy policy and ensure that any legislation to reduce greenhouse gas emissions be structured in such a way as to assist the region and the state in achieving greenhouse gas reduction and mobility goals, not dilute state efforts. Ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements.
- b) Support research and development of renewable energy sources that reduce the amount of emissions from the combustion of fossil fuels and support the development of more fuel efficient vehicles.
- c) Support a multi-pronged approach to addressing global warming, including carbon taxes or cap-and-trade systems and direct revenues to transportation and land use projects that reduce reliance on automobiles, including but not limited to public transit, bicycle and pedestrian facilities.

## **6. Support Improved Elderly and Disabled Transportation.**

- a) Support increased funding for transportation services for seniors and people with disabilities, including those required by the Americans with Disabilities Act (ADA) and services beyond those required by ADA.
- b) Support federal rule changes to reimburse non-emergency medical transportation through Medicare as a less costly alternative to ambulances and provide funding for medical dialysis transportation.
- c) Require that all interstate transportation providers comply with Americans with Disabilities Act (ADA) provisions, including wheelchair accessibility requirements.



## **7. Support Simplification and Expansion of Incentive Programs for Bicycle, Pedestrian, Carpool, and Transit Commuters.**

- In an effort to reduce congestion, pollution, wear and tear on roads, and vehicle miles traveled:
- a) Expand grant programs to decrease single-occupancy vehicle trips.
  - b) Expand and simplify transportation fringe benefits in the tax code (Commuter Choice Tax Benefit): permanently increase pre-tax transportation benefits for public transit and vanpooling to at least the level allowed for parking expenses and make it easier for commuters to access the benefits.

## 8. Freight and Passenger Rail

- a) Support funding and incentives that could be used for freight and passenger railroad maintenance, capacity expansion and safety improvement projects on the Santa Cruz Branch Rail Line.
- b) Support full funding for the combined Federal and State funding program for rail capital projects in which federal funds are used for 80% of the project's cost and state funds for the remaining 20%, as provided for highway capital projects.
- c) Support the ongoing extension of Section 45G Railroad Track Maintenance Credit that provides 50 percent tax credit to short line railroads conducting qualified railroad track maintenance.
- d) Support measures that will facilitate the shared use of tracks by passenger and freight rail.



- ## 9. Support Legislative and Administrative Proposals to Streamline the Process for Federally Funded Projects.
- Support regulations to streamline federal project delivery requirements (including cooperative agreements, pre-award audits, disadvantaged business enterprise regulations and duplicative federal environmental review laws) while maintaining the substance of environmental laws, either through regulatory or statutory changes. Support provisions that better integrate state and federal environmental laws.

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*Please contact us at 831-460-3200 with any questions  
about the RTC Legislative Program.*

**TO:** Bicycle Committee

**FROM:** Matt Leal, Transportation Planning Technician

**RE:** Bikes Secure – Bike Parking Subsidy Program Applications from Chrystal Properties LLC, Day Worker Center and Capitola Plaza and return of racks from Wave Crest Development and Ristorante Avanti

---

## **RECOMMENDATION**

Staff recommends that the Bicycle Committee review and approve the attached Bikes Secure applications from Chrystal Properties LLC for 1 surface mounted U rack, 7 racks for Day Worker Center and 2 racks for Capitola Plaza. Staff also recommends excepting 4 returned racks from Wave Crest Development and 1 returned rack from Ristorante Avanti and redistributing to approved applicants.

---

## **BACKGROUND**

The Regional Transportation Commission (RTC) has been helping to provide bicycle parking to private businesses, local jurisdictions, school districts and other public agencies in Santa Cruz County since 1994. The Bikes Secure subsidy has been possible thanks to funding from the Monterey Bay Unified Air Pollution Control District's (MBUAPCD) AB2766 program. The RTC was awarded a fourth round of funds in August, 2008. The grant has received its last extension and remaining racks will need to be distributed by January 2013.

The fourth Bikes Secure grant continues to provide bicycle parking to local entities in Santa Cruz County provided they agree to the grant requirements to install the bicycle racks securely in a convenient location for use by patrons and/or employees. Applicants will also need to provide the RTC with pre and post installation bicycle count data and photographs of the installed racks. The grant stipulates that the RTC will provide a maximum of 8 inverted U bike racks per approved applicant but exceptions can be made for more racks on a case-by-case basis. The remaining funds have been expended to purchase the final shipment of U racks. The RTC will no longer have any funds to provide subsidies for bike lockers or alternate approved racks. In practice, most applicants choose the inverted U rack available through the RTC. Applications are available online.



## DISCUSSION

Grant guidelines indicate that the Bike Secure program target “private businesses, local jurisdictions, school districts, and other public agencies”. Attached please find applications from the following organizations:

- Chrystal Properties LLC - 1 surface mounted U rack (Santa Cruz)
- Day Worker Center - 7 surface mounted U racks (Santa Cruz)
- Capitola Plaza - 2 surface mounted U racks (Capitola)

The racks that are being returned were never installed due to initial overestimations and not having needed space. The applicants will return the racks to the warehouse in the condition in which they picked up the racks.

Racks to be returned:

- Wave Crest Development - 4 surface mounted U racks
- Ristorante Avanti - 1 surface mounted U rack

The applications (Attachments 1, 2 & 3) contain maps indicating placement locations, agreements to install racks per RTC specifications, as well as agreements to provide pre and post installation bicycle counts and photographs of installed racks..

## SUMMARY

The RTC’s Bikes Secure Parking Subsidy Program, funded by the MBUAPCD, provides bicycle racks for Santa Cruz County businesses, jurisdictions, school districts and other public agencies. Staff recommends approving applications for 1 rack for Chrystal Properties LLC, 7 racks for Day Worker Center and 2 racks 2 racks for Capitola Plaza. Staff also recommends excepting 4 returned racks from Wave Crest Development and 1 returned rack from Ristorante Avanti to redistribute to approved applicants.

<u>Attachment 1:</u>	Bikes Secure Application from Chrystal Properties LLC
<u>Attachment 2:</u>	Bikes Secure Application from Day Worker Center
<u>Attachment 3:</u>	Bikes Secure Application from Capitola Plaza

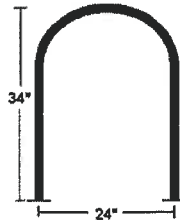
**Santa Cruz County Regional Transportation Commission  
Bikes Secure Parking Subsidy Program Application**

Business/Agency Name: Chrystal Properties LLC  
 Address: 615 Mission St. Santa Cruz, CA 95060  
 Contact Person: Flavio Cheng Phone: (831) 331-5494 Fax: (831) 429-5520  
 Email Address: flaviocheng@gmail.com  
 Nature of Business: Professional Building

RECEIVED

AUG 23 2012

SCCRTC



Inverted U

The Inverted U rack illustrated above is available in surface mount with a black powder coat finish. Please indicate total number of units desired. Please be prepared to be flexible on timing of rack availability as it depends upon what we have in stock.

Number of Units	Bike Parking Rack / Locker	Address of Installation Location
1	<i>Inverted U-Rack.</i>	<i>615 Mission St Bldg</i>
		<i>Santa Cruz, CA 95060</i>

Please Specify Reason for Requesting this Bike Parking Subsidy:

*Currently there is no place to park/lock a bike.  
 for this professional building (future dental office)  
 It will be used for short term parking ~ 1-hour.*

**In addition to this page, to complete the application, ALL THREE of the following are required:**

- ☒ Completed Agreement to Place and Maintain Bike Racks and Provide Pre and Post Bicycle Count Data and Photographs (following page);
- ☒ Site map with proposed bike parking locations in relation to buildings, entrance, auto parking, etc.;
- ☒ Documented property owner's permission (a letter) or public permit, if necessary, to install bicycle racks.

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: Flavio Cheng OWNER

Signature: [Signature] Date: 8/23/12

## Bikes Secure Parking Subsidy Program

### AGREEMENT TO PLACE AND MAINTAIN BICYCLE RACKS/LOCKERS and PROVIDE PRE AND POST INSTALLATION BICYCLE COUNT DATA AND PHOTOGRAPHS

The following is an agreement between the Santa Cruz County Regional Transportation Commission (RTC) and the undersigned, hereinafter referred to as recipient.

The recipient agrees that after being awarded a bike parking subsidy and prior to the installation of the bicycle parking equipment the RTC will be provided with pre installation bicycle count data for the proposed installation site. Bicycle count surveys will count parked bikes within a 200 foot radius of the installation site anytime during the period between 9 am and 11 am on a sunny Tuesday through Thursday, when school is in session.

Pre-Installation Count: (example of what will be needed and will be due to Staff once approved by committee)

Date: 9/13/12 Time of day: 9am Weather condition: Sunny Bicycles counted: 0

The recipient agrees that within one month of receipt of bike parking devices from the RTC or its contracted supplier, unless other arrangements have been made, to install (#) \_\_\_\_\_ bicycle racks/lockers capable of holding (#) \_\_\_\_\_ bicycles at the location described in the attached map. Said map is attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement.

Recipient will arrange for and pay for the installation of the following type of bike racks:

Inverted U - RACK.

The recipient agrees to attach said bike racks in a secure and theft-proof fashion following the appropriate standard outlined in the RTC's Bikes Secure Program Guidelines. Recipient also agrees to maintain the bicycle parking facilities and surrounding area for the life of the devices.

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. The same bicycle count survey criteria above must be used.

The recipient agrees to exonerate, indemnify, defend, and hold harmless the RTC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which the RTC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of the RTC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons.

The recipient further agrees that the RTC may exercise its option to repossess said bicycle parking devices, upon desertion of the present place of business by the business or upon removal of the rack(s) from the herein specified location(s).

Flavio Cheng (OWNER)

Date: 8/23/12 By: ~~Fta~~ Chrystal Properties LLC  
Name & Title  
615 Mission St. Santa Cruz CA 95060  
Address, City

Date: \_\_\_\_\_ By: \_\_\_\_\_  
George Dondero, RTC Executive Director

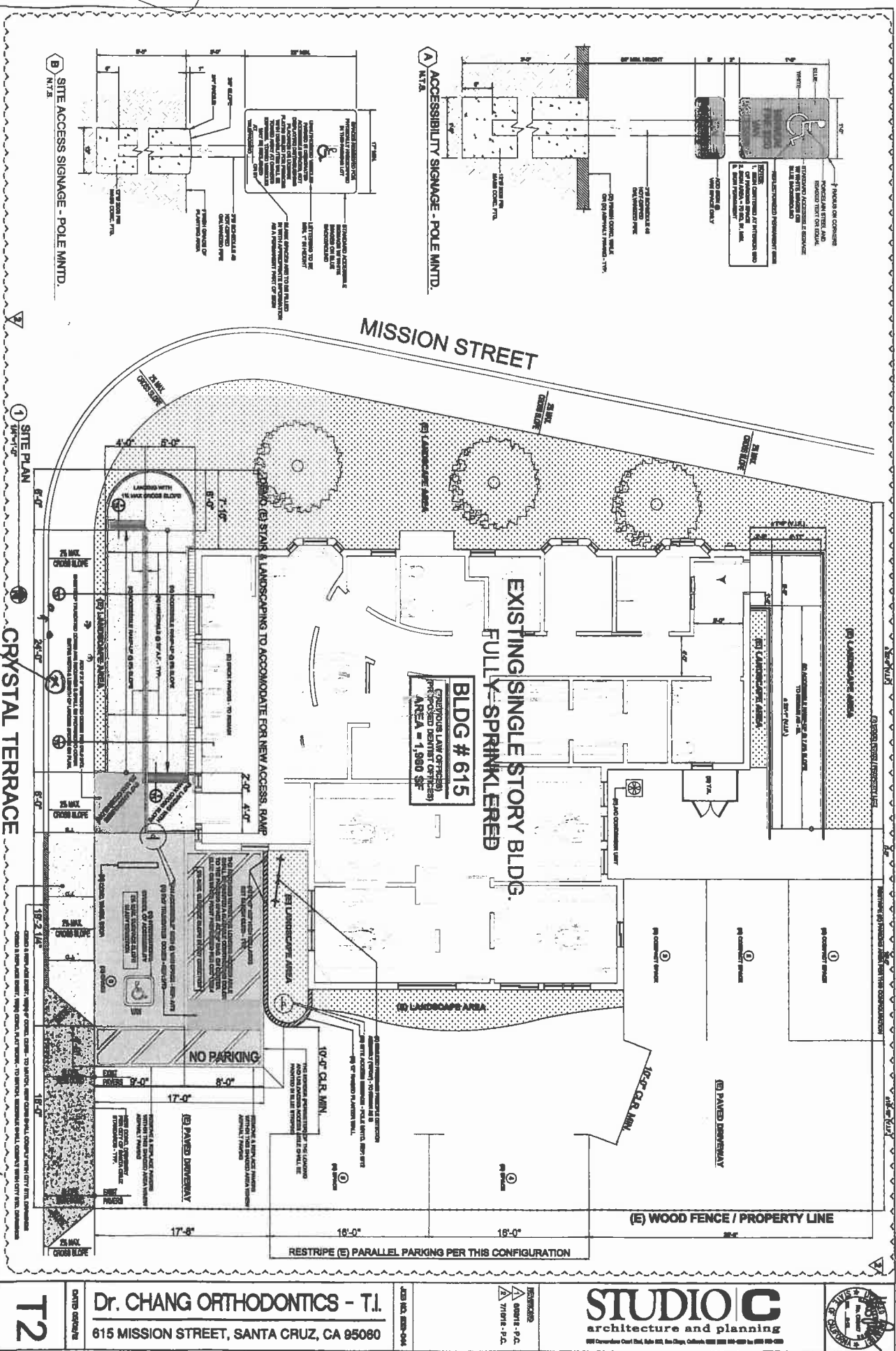
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To be filled in at a later date by staff:

Post-Installation Count (Date Expected: \_\_\_\_\_) Photographs Provided?: \_\_\_\_\_

Date: \_\_\_\_\_ Time of day: \_\_\_\_\_ Weather condition: \_\_\_\_\_ Bicycles counted: \_\_\_\_\_

2



**Dr. CHANG ORTHODONTICS - T.I.**

615 MISSION STREET, SANTA CRUZ, CA 95060

**STUDIO C**

architecture and planning

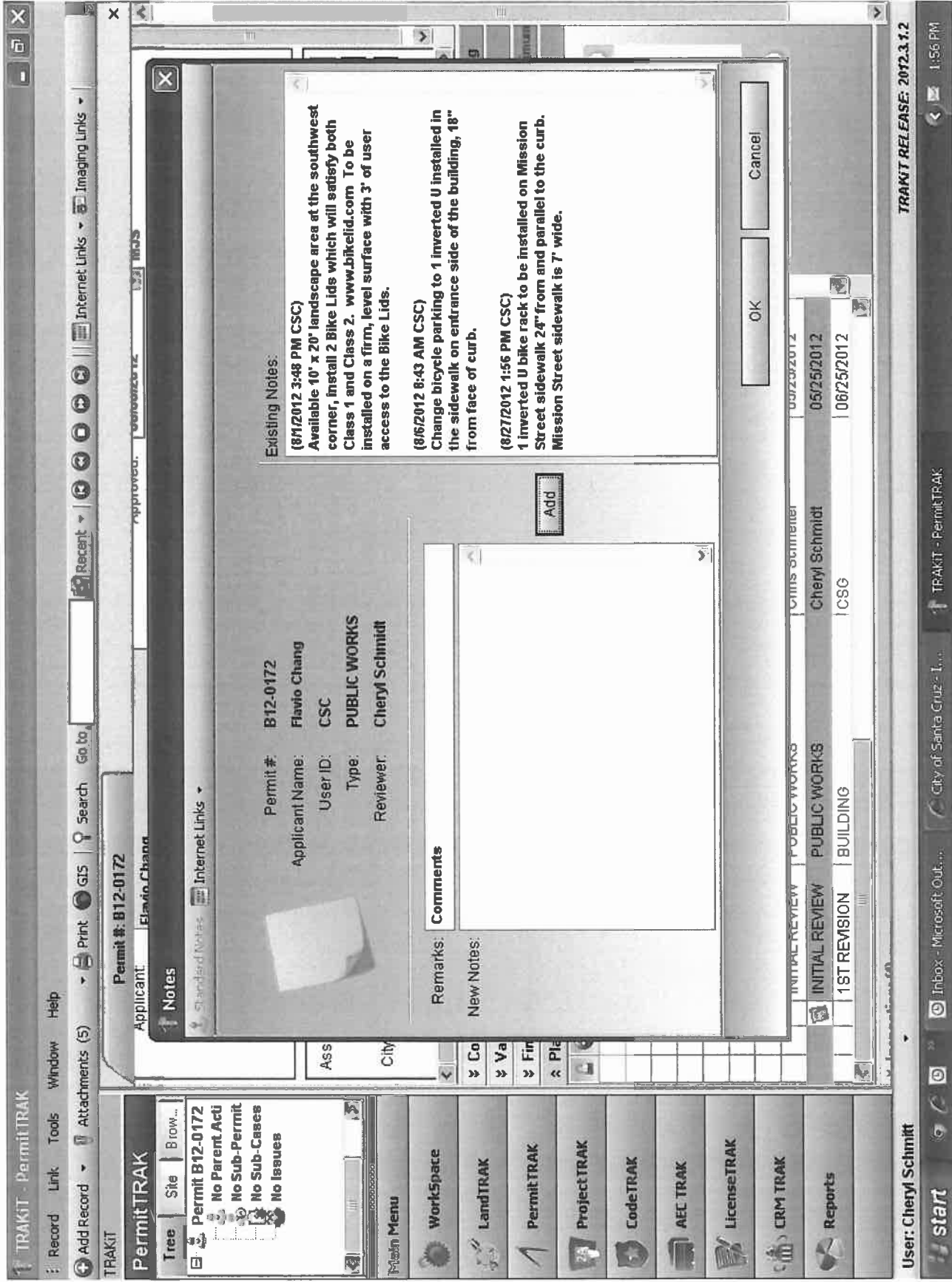
6000 Chabot Court East, Suite 100, San Diego, California 92121 (619) 594-0000

**T2**

Trunked - U-Bike Rack.

City has approved and issued permit for one trunked U-Bike Rack to be placed near front entrance on sidewalk.

FL



This screen shot was provided by Cheryl Schmitt [cschmitt@cityofsantacruz.com] as an encroachment permit since this the applicant's permit was part of the building permit.

**Santa Cruz County Regional Transportation Commission  
Bikes Secure Parking Subsidy Program Application**

Business/Agency Name: Community Action Board of Santa Cruz County (CAB)

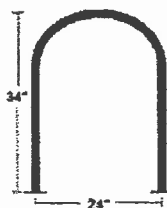
★ Address: 406 Main St. Suite 207 (Administrative office)

Contact Person: Mireya Gomez-C. Phone: 831-763-2147 Fax: 763-2447  
EXT. 202

Email Address: mireya@cabinc.org

Nature of Business: Non-profit program: Day Worker Center

★ Location for bike racks:  
2261 7<sup>th</sup> Ave  
Santa Cruz CA 95062



Inverted U

The Inverted U rack illustrated above is available in surface mount with a black powder coat finish. Please indicate total number of units desired. Please be prepared to be flexible on timing of rack availability as it depends upon what we have in stock.

Number of Units	Bike Parking Rack / Locker	Address of Installation Location
57n		<u>2261 7<sup>th</sup> Ave SC CA 95062</u>

Please Specify Reason for Requesting this Bike Parking Subsidy:

Day workers have expressed an interest in having bike racks at the center where their bikes will be safe. Some workers depend on their bicycles as their primary source of transportation. We do not have the funds to purchase the needed bike racks.

In addition to this page, to complete the application, ALL THREE of the following are required:

- ☒ Completed Agreement to Place and Maintain Bike Racks and Provide Pre and Post Bicycle Count Data and Photographs (following page);
- ☒ Site map with proposed bike parking locations in relation to buildings, entrance, auto parking, etc.;
- ☒ Documented property owner's permission (a letter) or public permit, if necessary, to install bicycle racks.

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: Mireya Gomez-Contreras, Program Director - Day Worker Center of Santa Cruz County

Signature: [Signature] Date: 11-13-12

will ★  
fax by  
Wed.

**Bikes Secure Parking Subsidy Program****AGREEMENT TO PLACE AND MAINTAIN BICYCLE RACKS/LOCKERS and  
PROVIDE PRE AND POST INSTALLATION BICYCLE COUNT DATA AND  
PHOTOGRAPHS**

The following is an agreement between the Santa Cruz County Regional Transportation Commission (RTC) and the undersigned, hereinafter referred to as recipient.

The recipient agrees that after being awarded a bike parking subsidy and prior to the installation of the bicycle parking equipment the RTC will be provided with pre installation bicycle count data for the proposed installation site. Bicycle count surveys will count parked bikes within a 200 foot radius of the installation site anytime during the period between 9 am and 11 am on a sunny Tuesday through Thursday, when school is in session.

Pre-Installation Count: (example of what will be needed and will be due to Staff once approved by committee)

Date: 11/29/2012 Time of day: 9:30 AM Weather condition: Slight Rain Bicycles counted: 1

The recipient agrees that within one month of receipt of bike parking devices from the RTC or its contracted supplier, unless other arrangements have been made, to install (#) 7 bicycle racks/lockers capable of holding (#) 14 bicycles at the location described in the attached map. Said map is attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement.

Recipient will arrange for and pay for the installation of the following type of bike racks:

7 8 inverted U racks.

The recipient agrees to attach said bike racks in a secure and theft-proof fashion following the appropriate standard outlined in the RTC's Bikes Secure Program Guidelines. Recipient also agrees to maintain the bicycle parking facilities and surrounding area for the life of the devices.

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. The same bicycle count survey criteria above must be used.

The recipient agrees to exonerate, indemnify, defend, and hold harmless the RTC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which the RTC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of the RTC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons.



The recipient further agrees that the RTC may exercise its option to repossess said bicycle parking devices, upon desertion of the present place of business by the business or upon removal of the rack(s) from the herein specified location(s).

Date: 11-13-12 By: Mireya Gomez-Contreras, Program Director  
Name & Title

406 Main St. Suite 207, Watsonville  
Address, City

Date: \_\_\_\_\_ By: \_\_\_\_\_  
George Dondero, RTC Executive Director

To be filled in at a later date by staff:

Post-Installation Count (Date Expected: \_\_\_\_\_) Photographs Provided?: \_\_\_\_\_

Date: \_\_\_\_\_ Time of day: \_\_\_\_\_ Weather condition: \_\_\_\_\_ Bicycles counted: \_\_\_\_\_

S:\Bike\BIKESECR\Applications\Bikes\_Secure\_App\_DEC\_2011.docx

Hi Matt,

Please read the Diocese's e-mail approval to install the bike rack at the site. Let me know if this is OK. You'll notice the e-mail is addressed to "Chris." Chris is our organization Executive Director.

Thanks,

Mireya Gomez-Contreras  
Program Director - Day Worker Center  
Community Action Board of Santa Cruz County Inc.  
831-763-2147 Ext. 202  
[www.cabinc.org](http://www.cabinc.org)

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**From:** Thomas Riordan [<mailto:triordan@dioceseofmonterey.org>]  
**Sent:** Tuesday, December 04, 2012 6:23 AM  
**To:** Chris Johnson-Lyons  
**Subject:** RE: Re. Bike Rack Okay for Day Worker Program site

Hi Chris

I am pleased to hear that you have received a donation for the bike racks to be used at the Day Worker Program site. You have our permission to place these racks on the property to be used by the participants at the center.

Please let me know if you need anything else to help you receive this donation.

Thanks

Tom

Thomas H. Riordan  
Finance Officer  
Vicar for Temporalities and Administration  
(831)373-4345  
(831)373-1175

**From:** Chris Johnson-Lyons [<mailto:Chris@cabinc.org>]  
**Sent:** Monday, December 03, 2012 3:37 PM  
**To:** Thomas Riordan  
**Cc:** Dona Acuff; Mireya Gomez  
**Subject:** Re. Bike Rack Okay for Day Worker Program site

Hi Tom,

The Santa Cruz County Regional Transportation Commission is donating 5 bike racks (for 2 bikes/rack) to be located as planned at the rear/side of the building. They need a one sentence authorization from you as the property owner okaying receipt and placement of these racks in order to make this donation. We'd be very grateful if you would please send a reply to this effect before the end of the week.

Thank you,  
Chris

**Christine Johnson-Lyons**  
Executive Director  
Community Action Board of Santa Cruz County, Inc  
406 Main Street, Suite 207  
Watsonville, CA 95076  
(831) 763-2147 ext. 203 (direct line)  
(831) 724-3447 (fax)  
[www.cabinc.org](http://www.cabinc.org)



**PROJECT DATA**  
 Site Area: 28,144 sf  
 Building Code: 2010 California Buildi  
 Occupancy: B  
 Construction Type: V-B  
 Building Area: 1,008 sf  
 Occupant load: 10 (Table 1004.1.1)  
 Exits required: 1 (Table 101)  
 Parking required: 5 (one space per 2)

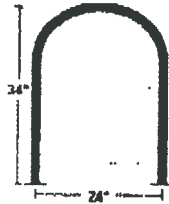


## SHEET 1

460-3215

**Santa Cruz County Regional Transportation Commission  
Bikes Secure Parking Subsidy Program Application**

Business/Agency Name: CAPITOLA PLAZA  
 Address: 4450 CAPITOLA CA 95010  
 Contact Person: PHILLIP Phone: 831-464-5042 Fax: 831-477-9582  
 Email Address: phillip@ciefpm.com  
 Nature of Business: OFFICE BUILDING



Inverted U



The Inverted U rack illustrated above is available in surface mount with a black powder coat finish. Please indicate total number of units desired. Please be prepared to be flexible on timing of rack availability as it depends upon what we have in stock.

Number of Units	Bike Parking Rack / Locker	Address of Installation Location
2		4450 CAPITOLA RD

Please Specify Reason for Requesting this Bike Parking Subsidy:

TENANT & VISITOR PARKING (BIKE)

**In addition to this page, to complete the application, ALL THREE of the following are required:**

- ☐ Completed Agreement to Place and Maintain Bike Racks and Provide Pre and Post Bicycle Count Data and Photographs (following page);
- ☐ Site map with proposed bike parking locations in relation to buildings, entrance, auto parking, etc.;
- ☐ Documented property owner's permission (a letter) or public permit, if necessary, to install bicycle racks.

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: PHILLIP FRANDLER  
CIF  
 Signature: Property Management  
4450 Capitola Rd., Ste. 101  
Capitola, CA 95010  
831-464-0444

Date: 10/18/2012

## Bikes Secure Parking Subsidy Program

### AGREEMENT TO PLACE AND MAINTAIN BICYCLE RACKS/LOCKERS and PROVIDE PRE AND POST INSTALLATION BICYCLE COUNT DATA AND PHOTOGRAPHS

The following is an agreement between the Santa Cruz County Regional Transportation Commission (RTC) and the undersigned, hereinafter referred to as recipient.

The recipient agrees that after being awarded a bike parking subsidy and prior to the installation of the bicycle parking equipment the RTC will be provided with pre installation bicycle count data for the proposed installation site. Bicycle count surveys will count parked bikes within a 200 foot radius of the installation site anytime during the period between 9 am and 11 am on a sunny Tuesday through Thursday, when school is in session.

Pre-Installation Count: (example of what will be needed and will be due to Staff once approved by committee)

Date: 10/23/12 Time of day: ? Weather condition: Sunny Bicycles counted: 2

The recipient agrees that within one month of receipt of bike parking devices from the RTC or its contracted supplier, unless other arrangements have been made, to install (#) 2 bicycle racks/lockers capable of holding (#) 4 bicycles at the location described in the attached map. Said map is attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement.

Recipient will arrange for and pay for the installation of the following type of bike racks:

---

The recipient agrees to attach said bike racks in a secure and theft-proof fashion following the appropriate standard outlined in the RTC's Bikes Secure Program Guidelines. Recipient also agrees to maintain the bicycle parking facilities and surrounding area for the life of the devices.

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. The same bicycle count survey criteria above must be used.

The recipient agrees to exonerate, indemnify, defend, and hold harmless the RTC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which the RTC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of the RTC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons.

The recipient further agrees that the RTC may exercise its option to repossess said bicycle parking devices, upon desertion of the present place of business by the business or upon removal of the rack(s) from the herein specified location(s).

Date: 12/17/2014

By: \_\_\_\_\_

Name & Title

PHILLIP FRANDLER

CIF

Property Management  
4450 Capitola Rd., Ste. 101  
Capitola, CA 95010  
831-464-0444

Address, City

Date: \_\_\_\_\_

By: \_\_\_\_\_

George Dondero, RTC Executive Director

To be filled in at a later date by staff:

Post-Installation Count (Date Expected: \_\_\_\_\_)

Photographs Provided?: \_\_\_\_\_

Date: \_\_\_\_\_ Time of day: \_\_\_\_\_ Weather condition: \_\_\_\_\_ Bicycles counted: \_\_\_\_\_

## Matt Leal

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**From:** Phillip Frandler [phillip@cifpm.com]  
**Sent:** Tuesday, October 23, 2012 2:00 PM  
**To:** Matt Leal  
**Subject:** RE: RTC Received application  
**Attachments:** 20121023140701046.pdf.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

1. Pre-installation Count (This count surveys all the bikes within a 200ft radius of where the racks are proposed on a Tuesday through Thursday during the period between 9am and 11am. This is just a snap shot of the bikes in the area, bike inside buildings can be counted also.

Two bikes, one in the building one locked to a sign outside the building.

2. Map of rack location (I found the map in your application very hard to decipher. I think the fax machine made almost the whole image black. Could you resend via email.

See scanned image.

2. **Property owner approval** (A. if you are the owner of the property you can state that in your email reply or B. if you are not the owner of the property I will need a letter from the owner stating that they are giving you approval to have the racks installed on the property plus I will need their signature.

I have the authority per the management agreement with the owner to sign and contract for the owner. Would you like a copy of the PMA? I have already signed the application with my authority.

*Phillip Frandler RMP Principal*



*Management & Commercial Real Estate*  
4450 Capitola Road Suite 101  
Capitola, CA 95010  
831-464-5042 Facsimile 831-477-9582  
[phillip@cifpm.com](mailto:phillip@cifpm.com)  
[www.cifpm.com](http://www.cifpm.com)

*Affiliations:*

*Past President (Monterey Chapter) & Member National Association Residential Property Managers 2001/2002 CALNARPM Board Member 2008/2010*  
*Member BOMA Building Owners and Managers Assoc.*  
*Member IREM Institute of Real Estate Management*  
*Member ICSC International Council of Shopping Centers*

---

**From:** Matt Leal [mailto:[mleal@sccrtc.org](mailto:mleal@sccrtc.org)]  
**Sent:** Tuesday, October 23, 2012 11:29 AM  
**To:** [phillip@cifpm.com](mailto:phillip@cifpm.com)  
**Subject:** RTC Received application

Hi Phillip,

Thank you for submitting your application. For your application to be complete I need to a few things:

1. **Pre-installation Count** (This count surveys all the bikes within a 200ft radius of where the racks are proposed on a Tuesday through Thursday during the period between 9am and 11am. This is just a snap shot of the bikes in the area, bike inside buildings can be counted also.
2. **Map of rack location** (I found the map in your application very hard to decipher. I think the fax machine made almost the whole image black. Could you resend via email.
3. **Property owner approval** (A. if you are the owner of the property you can state that in your email reply or B. if you are not the owner of the property I will need a letter from the owner stating that they are giving you approval to have the racks installed on the property plus I will need their signature.

Once I have the items your application will go to the next Bike Committee meeting in November for approval.

Thank you,

.....  
Matt Leal, Transportation Planning Technician  
Regional Transportation Commission  
1523 Pacific Ave. Santa Cruz, CA 95060  
Santa Cruz 831.460.3211 | Watsonville 831.768.8012

---

**From:** Matt Leal  
**Sent:** Thursday, October 18, 2012 10:45 AM  
**To:** 'Phillip Frandler'  
**Subject:** RE: first five and united way

I you click on our [application](#), you will find **dimensions on the last page**.  
Let me know if you have any questions.

Thanks,

.....  
Matt Leal, Transportation Planning Technician  
Regional Transportation Commission  
1523 Pacific Ave. Santa Cruz, CA 95060  
Santa Cruz 831.460.3211 | Watsonville 831.768.8012

---

**From:** Phillip Frandler [<mailto:phillip@cifpm.com>]  
**Sent:** Thursday, October 18, 2012 10:32 AM  
**To:** Matt Leal  
**Subject:** RE: first five and united way

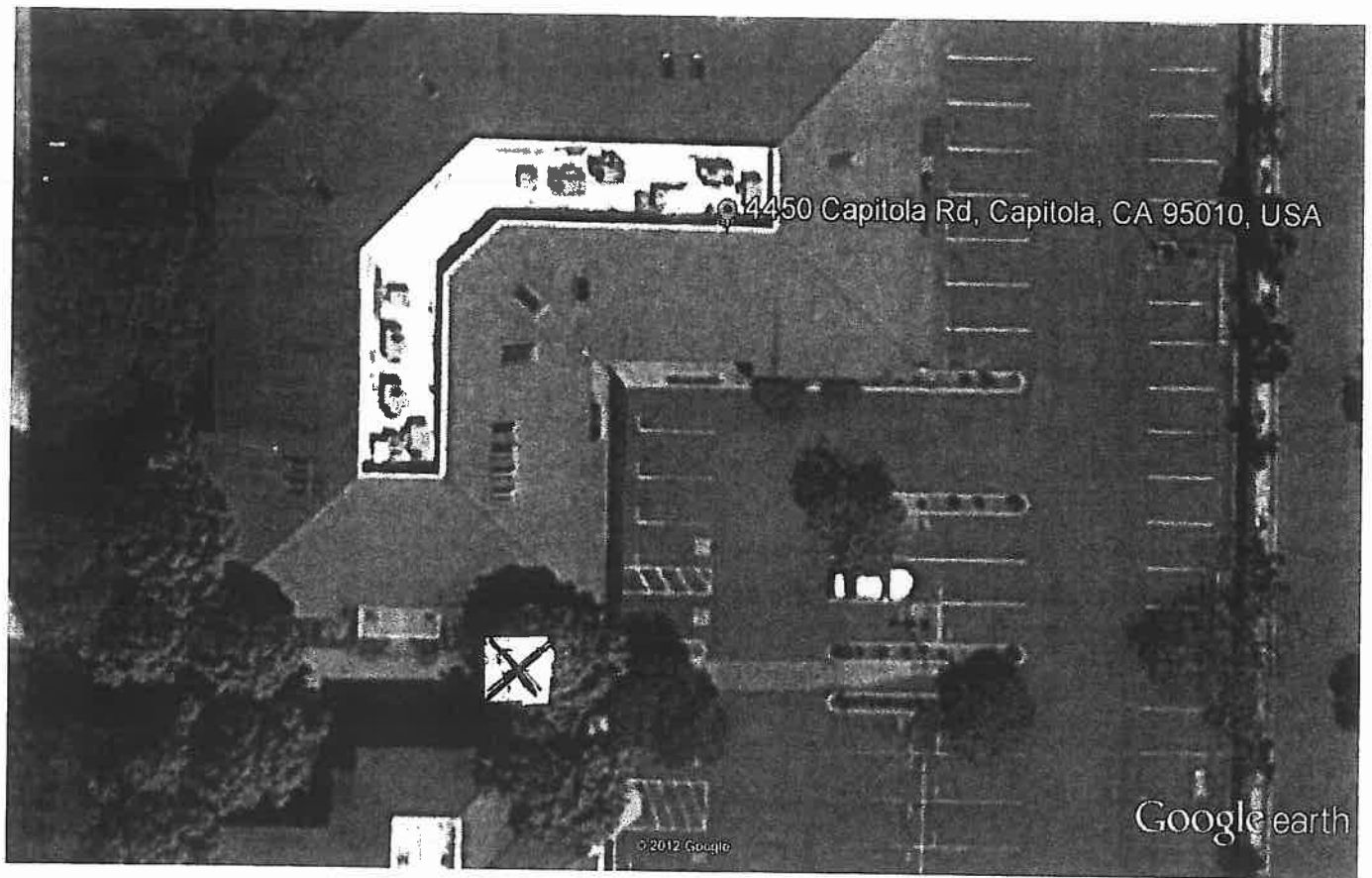
I think I have a spot for racks but I don't see any displayed so I can tell what will fit and how many I can put in.

*Phillip Frandler RMP Principal*



*Management & Commercial Real Estate*  
4450 Capitola Road Suite 101  
Capitola, CA 95010  
831-464-5042 Facsimile 831-477-9582  
[phillip@cifpm.com](mailto:phillip@cifpm.com)  
[www.cifpm.com](http://www.cifpm.com)





Google earth

feet 100  
meters 40

10' x 10' SQUARE AREA  
UNDER TREE @ SIDE  
OF THE BUILDING

## BIKE COMMITTEE ROSTER – December, 2012

Representing	Member Name/Contact Info	Appointment Dates
<b>District 1 - Voting</b> Soquel, Live Oak, part of Capitola	Kem Akol kemakol@msn.com 247-2944	First Appointed: 1993 Term Expires: 3/13
Alternate	Holly M. Tyler Holly.m.tyler@gmail.com 818-2117	First Appointed: 2010 Term Expires: 3/13
<b>District 2 - Voting</b> Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	David Casterson, Chair dcasterson@gmail.com 588-2068	First Appointed: 2005 Term Expires: 3/15
Alternate	Eric Horton erichortondesign@gmail.com 419-7296	First Appointed: 3/09 Term Expires: 3/15
<b>District 3 - Voting</b> Big Basin, Davenport, Bonny Doon, City of Santa Cruz	Peter Scott drip@ucsc.edu 423-0796	First Appointed: 2007 Term Expires: 3/13
Alternate	William Menchine (Will) menchine@cruzio.com 426-3528	First Appointed: 4/02 Term Expires: 3/13
<b>District 4 - Voting</b> Watsonville, part of Corralitos	Vacant	Term Expires: 3/12
Alternate	Vacant	Term Expires: 3/12
<b>District 5 - Voting</b> SL Valley, Summit, Scotts Valley, part of Santa Cruz	Rick Hyman bikerick@att.net	First Appointed: 1989 Term Expires: 3/13
Alternate	Vacant	Term Expires: 3/13
<b>City of Capitola - Voting</b>	Andy Ward, Vice Chair Andrew.ward@plantronics.com 462-6653	First Appointed: 2005 Term Expires: 3/14
Alternate	Daniel Kostelec dkostelec@sbcglobal.net 325-9623	First Appointed: Term Expires: 3/14
<b>City of Santa Cruz - Voting</b>	Wilson Fieberling anbfieb@yahoo.com	First Appointed: 2/97 Term Expires: 3/15
Alternate	Carlos Garza carlos@cruzio.com	First Appointed: 4/02 Term Expires: 3/15
<b>City of Scotts Valley - Voting</b>	Lex Rau lexrau@sbcglobal.net 419-1817	First Appointed: 2007 Term Expires: 3/14
Alternate	Gary Milburn 427-3839 hm g.milburn@sbcglobal.net/438-2888 ext 210 wk	First Appointed: 1997 Term Expires: 3/14
<b>City of Watsonville - Voting</b>	Myrna Sherman hmsherman2@sbcglobal.net	Term Expires: 3/13
Alternate	Vacant	Term Expires: 3/13
<b>Bike To Work - Voting</b>	Nick Mucha nmucha@ecoact.org 426-5925 x.128	First Appointed: 4/11 Term Expires: 3/13
Alternate	Piet Canin pcanin@ecoact.org 426-5925 ext. 127	First Appointed: 4/02 Term Expires: 3/13
<b>Community Traffic Safety Coalition - Voting</b>	Leo Jed leojed@gmail.com 425-2650	First Appointed: 3/09 Term Expires: 3/15
Alternate	Jim Langley jim@jimlangley.net 423-7248	First Appointed: 4/02 Term Expires: 3/15

All phone numbers have the (831) area code unless otherwise noted.

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response	Images
11/29/12	Piet	Canin	<a href="mailto:pcanin@ecoact.org">pcanin@ecoact.org</a>	Market St	Avalon St	Santa Cruz	plant overgrowth or interference	rider state branches overgrowing into shoulder of road as cyclist cross brandvorte creek bridge forcing biker into travel lan on curve with limited line of sight.	Cheryl Schmitt	12/03/12	From Cheryl on 12/05/12 - Notice to trim vegetation was sent to adjacent property owner on 12/4/12.	
11/29/12	Bill	Spence	<a href="mailto:bspence132@aol.com">bspence132@aol.com</a>	Sumner Ave	Clubhouse Dr	Aptos	railroad hazard	rider states large, dead pine tree located in the railway right-of-way at intersection leaning toward townhouse @ 1271 clubhouse dr. tree is hazard and should be removed asap.	General Dept Co of Santa Cruz	11/29/12		
11/27/12	Kandi	Lippert	<a href="mailto:klip126315@aol.com">klip126315@aol.com</a>	38th Ave		Capitola	rough pavement or potholes, pavements cracks, lighting problem, railroad hazard, debris on shoulder or bikeway, bikeway not clearly marked, damaged bikeway signs	rider states track at 38th ave would have to be removed and new rd layed out to accommodate bike/walk path, track would have to be moved over, a barrier would have to be put up for privacy. Please, will there be a barrier up between path and train for safety	Steve Jesberg	11/29/12		
11/19/12	Peter	Flanders	<a href="mailto:peteflanders@att.net">peteflanders@att.net</a>	Harkins Slough Rd	Walker & Green Valley	Watsonville	debris on shoulder or bikeway	rider commutes to work every day on bicycle, please remove broken glass and trash from bike lanes along harkins slough btwn walker & green valley both sides, bridge at walker/harkins is a favorite place for people to throw bottles, cannot ride in bike lane on bridge, people in cars get mad and pass very close and honk, it's not just a flat tire issue, it's dangerous.	Maria Rodriguez, Cleo Martinez	11/20/12	From Maria Esther Rodriguez, Hi Gabe, Can you please have the street sweeper take a pass on Harkins Slough Rd-and more specifically on the bridges. See comments attached for more details. 11/20/12 From Gabe, it's already on the list. we noticed it earlier. 11/20/12 From Cleo - I just rode the sections that we reported, both sides look clean, no glass or other debris that would be hazardous to cyclists. 11/26/12	
11/13/12	Benjamin	Roberts	<a href="mailto:bsr316@gmail.com">bsr316@gmail.com</a>	Soquel Dr	Aptos St & railroad bridge	County of Santa Cruz	rough pavement or potholes, pavement cracks, plant overgrowth or interference, bikeway not clearly marked	rider asks to address issue of plant overgrowth or interference on soquel ave	General Dept Co of Santa Cruz	11/14/12		<a href="#">Bicycle Hazard, Downloaded, Images/2012/November/1111312SoquelDr-AptosSt&amp;RailroadBridge.JPG</a>
11/09/12	Blake	Cooper	<a href="mailto:cooperblake@yahoo.com">cooperblake@yahoo.com</a>	Encinal St	Highway 9	Santa Cruz	Traffic signal problem	Rider says the bike-detection loop on Encinal Street in the eastbound direction to cross Hwy 9 into the Tannery appears to be inoperative.	Cheryl Schmitt	11/09/12	C. Caletti forwarded to Tona Drewes (11-9-12): "Hi Tona: We received this hazard report regarding the Encinal/River St traffic signal you've been working on. Please update Blake Cooper, the hazard report submitter, as to the status of your improvement efforts."	
11/08/12	Benjamin	Roberts	<a href="mailto:bsr316@gmail.com">bsr316@gmail.com</a>	Bonita	Zanzibar & Vista Del Mar	County of Santa Cruz	rough pavement, pavement cracks, plant overgrowth or interference, debris on shoulder or bikeway, bikeway not clearly marked	rider states on bonita a foot or more of debris covering edges of paved roadway in both directions from vista del mar to zanzibar narrowing road. Hazard is narrowing road not giving cyclist room to get as far to right as possible for cars to pass.	General Dept Co of Santa Cruz	11/08/12		<a href="#">Bicycle Hazard, Downloaded, Images/2012/November/110612-Bonita-Zanzibar-VistaDelMar.jpg</a>
11/05/12	Rick	Hyman	<a href="mailto:rbikerick@att.net">rbikerick@att.net</a>	7th Ave	Capitola Rd	County of Santa Cruz	Traffic signal problem	rider states left turn signal onto capitola rd does no recognize bicycle at night, seems to work ok in daylight	General Dept Co of Santa Cruz	11/04/12		
10/27/12	Robert	Steffen	<a href="mailto:slowrobert@gmail.com">slowrobert@gmail.com</a>	Laurel St	San Lorenzo Riverway	Santa Cruz		rider states there is a large piece of cement blocking access to Laurel from the nb bicycle path. Cyclists forced into narrow ped walkway instead of accessing street.	Cheryl Schmitt	10/29/12		
10/22/12	John	Smith	<a href="mailto:johnsmith191ave@gmail.com">johnsmith191ave@gmail.com</a>	Bonita	Zanzibar@Encino	County of Santa Cruz	Plant overgrowth or interference, debris on shoulder or bikeway, bikeway not clearly marked	rider states narrow roadway, very dangerous impossible to pass bikers without going over yellow line. Widening of road way would help in addition to removal of plant debris from shoulder.	General Dept Co of Santa Cruz	10/22/12		
10/19/12	Benjamin	Roberts	<a href="mailto:bsr316@gmail.com">bsr316@gmail.com</a>	Bonita	Vista Del Mar	County of Santa Cruz	Rough pavement or potholes, pavement cracks, plant overgrowth or interference, debris on shoulder or bikeway, bikeway not clearly marked	rider states from vista del mar to zanzibar plant debris, dirt, weeds, etc. narrowing road way in both directions adding risk for cyclists. From 200 ft south of encino to vista del mar extremely narrow, uneven pavement with numbrous pot holes, road in need or repaving.	General Dept Co of Santa Cruz	10/19/12		
10/16/12	Chris	Meyer	<a href="mailto:cm_meyer@hotmail.com">cm_meyer@hotmail.com</a>	Green Valley Rd	Dalton	County of Santa Cruz	rough pavement or potholes, pavement cracks, plant overgrowth or interference, debris on shoulder or bikeway, bikeway not clearly marked, damaged sidewalk	rider says there is an off street bike route that runs parallel to Green Valley Rd near Pinto lake in poor shape: overgrown vegetation, lack of signage, and large dangerous cracks and ruts in the pavement.	General Dept Co of Santa Cruz	10/17/12		

**AGENDA:** December 10, 2012

**TO:** Bicycle Committee  
**FROM:** Cory Caletti, Senior Transportation Planner/Bicycle Coordinator  
**RE:** City of Santa Cruz Article 8 Transportation Development Act Allocation Request

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**RECOMMENDATION**

Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's Article 8 FY 12/13 Transportation Development Act allocation claim for bikeway striping and minor improvements (\$20,000), bicycle parking program (\$1,000) and West Cliff Drive Paving Phase 2 (\$150,000).

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**BACKGROUND**

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. TDA claims with bicycle amenities must be reviewed by the Bicycle Committee prior to approval by the Regional Transportation Commission.

**DISCUSSION**

The City of Santa Cruz submitted a request for \$20,000 in TDA funds for bikeway and minor improvements; for \$1,000 for the City's bicycle parking program; and \$150,000 for the West Cliff Drive Paving Phase 2 project ([Attachment 1](#)). Maintenance and re-striping of the City's 30 miles of bikeways, minor bikeway improvements, and bicycle parking in high use areas within the public right-of-way are supported with TDA funds. Additionally, the City of Santa Cruz's West Cliff Drive Phase 2 project includes paving and minor widening of the multi-use path from Lighthouse Field to Almar Avenue.

The Bicycle Committee reviews bicycle related allocation requests and the Elderly & Disabled Transportation Advisory Committee reviews pedestrian related allocation requests.

Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation requests. The projects are consistent with the City Bicycle Transportation and Pedestrian Plans and the RTP.

## **SUMMARY**

The City of Santa Cruz is requesting a TDA Article 8 allocation for Bikeway Striping and Minor Improvements ( \$20,000), Bicycle Parking Program (\$1,000) and West Cliff Drive Paving Phase 2 (\$150,000). Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation request.

### Attachments:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter for FY 12/13
2. TDA Claim Form for Bikeway Striping and Minor Improvements
3. TDA Claim Form for West Cliff Drive Paving Phase 2

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PUBLIC WORKS DEPARTMENT  
809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161

October 16, 2012

Mr. George Dondero  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060



**RE: City of Santa Cruz – FY 2012-13 TDA Article 8 Allocation Request**

Dear Mr. Dondero:

Please accept this letter as a FY 2012-13 TDA Article 8 allocation request for the following projects:

1. Bikeway Striping and Minor Improvements (\$20,000): This project provides for the annual re-striping of the City's 30 miles of bikeways, maintenance of bikeways and minor bikeway improvements. This project is entirely supported with TDA funds.
2. Bicycle Parking Program (\$1,000): This program provides for the development of bicycle parking facilities at high use areas in the public right of way.
3. West Cliff Drive Path Paving Phase 2 (\$150,000): The project provides for the paving and minor widening of the multi-use path from Lighthouse Field to Almar Avenue. The first phase was completed in the last two fiscal years and included the path pavement and minor widening between Bay Street and Lighthouse Avenue. The remaining balance of approximately \$9,608 in the first phase will be expended in the second phase.

The City's remaining small unallocated balance will be used to match existing grant applications, under funded projects, and future bikeway striping and parking projects.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. All of the projects above are consistent with the City Bicycle Transportation and Pedestrian Plans and the RTP.

Please call me at 420-5422 if you have any questions or need additional information.

Sincerely,

Christophe J. Schneider  
Assistant Public Works Director/City Engineer

Attachments: Claim Forms (2)  
cc: Transportation Coordinator (CS)  
Finance Department (SH)

# Transportation Development Act (TDA) – Local Transportation Funds CLAIM FORM for Bike/Ped Projects

*Submit a separate form for each project.*

*If you have any questions about this claim form or would like an electronic copy of the form,  
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

## **Project Information**

1. Project Title: (1) Bikeway Striping and Minor Improvements  
(2) Bicycle Parking Program
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$ (1) \$20,000 (2) \$1,000
5. Fiscal Year (FY) for which funds are claimed: FY 12 / 13
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article 8 Bicycle and/or Pedestrian Facilit
7. Contact Person/Project Manager: James Burr  
Telephone Number: (831) 420-5426 E-mail: jburr@cityofsantacruz.com  
Secondary Contact (in event primary not available): Rich Smith  
Telephone Number: (831) 420-5522 E-mail: rsmith@cityofsantacruz.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): Annual re-striping of the City's 30 miles of bikeways and minor bikeway improvements. Bike racks as needed.
9. Number of people to be served/anticipated number of users of project/program:
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
Those streets most in need will be striped. Bike parking as needed.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)  
(1) Traffic safety (2) Convenience for bicyclists to park bicycles
12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:  
Policy 1.1: ensure that adequate support is provided to maintain and operate existing transportation system.
13. Measures of performance, success or completion to be used to evaluate project/program:  
Traffic safety

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

15. Project Cost/Budget, including other funding sources, and Schedule: *(complete "10a" OR "10b")*

**10a. Capital Projects**

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
<b>SCHEDULE (Month/Yr)</b>		na		na	4/13 \$20,000 Bikeway	na	Striping as	needed
<b>Total Cost/Phase</b>		na		na	\$1,000 Bike	na	Parking as	needed
<b>STDA requested</b>								
<b>Source 2:</b>								
<b>Source 3:</b>								
<b>Source 4:</b>								

\*Please describe what is included in "Other":

**10b. Non- Capital Projects – Cost/Schedule:** List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Work Element/ Activity/Task	SCHEDULE (Month/Yr)	Total Cost per Element	STDA requested	\$ Source 2:	Source 3:	Source 4:
Administration/ Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
<i>Ex. Consultants</i>						
<i>Ex. Materials</i>						

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

17. Proposed schedule of regular progress reports:

18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	—
B. Has this project previously received TDA funding?	yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility,	yes



or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	no
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	yes

### **Documentation to Include with Your Claim:**

#### **All Claims**

- **A letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution** indicating TDA eligible claimants' roles and responsibilities and commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

#### **Article 3 & 8 Bicycle/Pedestrian Claims**

- Evidence of environmental review for capital projects

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**Transportation Development Act (TDA) – Local Transportation Funds  
CLAIM FORM  
for Bike/Ped Projects**

*Submit a separate form for each project.*

*If you have any questions about this claim form or would like an electronic copy of the form,  
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

**Project Information**

1. Project Title: West Cliff Drive Path Paving Phase 2
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$150,000
5. Fiscal Year (FY) for which funds are claimed: FY 12 / 13
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article \_\_\_\_\_
7. Contact Person/Project Manager: Chris Schneider  
Telephone Number: 420-5422 E-mail: cschneider@cityofsantacruz.com  
  
Secondary Contact (in event primary not available): Josh Spangrud  
Telephone Number: 420-5178 E-mail: jspangrud@cityofsantacruz.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): Paving and minor widening of multi-use path
9. Number of people to be served/anticipated number of users of project/program:
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
Lighthouse Field to Almar Avenue
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)  
Maintenance for bicyclists' and pedestrians' safety
12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: Policy 1.1: ensure that adequate support is provided to maintain and operate existing transportation system
13. Measures of performance, success or completion to be used to evaluate project/program:  
Traffic safety

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

15. Project Cost/Budget, including other funding sources, and Schedule: *(complete "10a" OR "10b")*

**10a. Capital Projects**

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
<b>SCHEDULE (Month/Yr)</b>	NA	NA	JULY 13	NA	SEPT 13			
<b>Total Cost/Phase</b>	Ø	Ø	15,000	Ø	135,000			150,000
<b>STDA requested</b>								
<b>Source 2:</b>								
<b>Source 3:</b>								
<b>Source 4:</b>								

\*Please describe what is included in "Other":

**10b. Non- Capital Projects – Cost/Schedule:** List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Work Element/ Activity/Task	SCHEDULE (Month/Yr)	Total Cost per Element	STDA requested	\$ Source 2:	Source 3:	Source 4:
Administration/ Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
<i>Ex. Consultants</i>						
<i>Ex. Materials</i>						

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

17. Proposed schedule of regular progress reports:

18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	
B. Has this project previously received TDA funding?	No
C. For capital projects, have provisions been made by the claimant to maintain the project or facility,	

or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name: _____ )	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	No
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes

**Documentation to Include with Your Claim:**

**All Claims**

- **A letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution** indicating TDA eligible claimants' roles and responsibilities and commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

**Article 3 & 8 Bicycle/Pedestrian Claims**

- Evidence of environmental review for capital projects

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**TO:** Bicycle Advisory Committee

**FROM:** Cory Caletti, Senior Transportation Planner/Project Manager

**RE:** Monterey Bay Sanctuary Scenic Trail Network – Draft Master Plan

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Committee accepts a presentation on the Draft Master Plan for the Monterey Bay Sanctuary Scenic Trail Network project and provide feedback.

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## **BACKGROUND**

The Monterey Bay Sanctuary Scenic Trail Network (Trail Network) is envisioned to be a multi-use transportation, recreational, and interpretive facility for bicyclists and pedestrians that will span the coast of the Monterey Bay National Marine Sanctuary from the San Mateo/Santa Cruz County line in Santa Cruz County to Lovers Point in Pacific Grove, Monterey County. Federal funds to establish a continuous trail spanning Monterey and Santa Cruz counties were secured by Congressman Sam Farr with the Transportation Agency for Monterey County (TAMC) taking the lead for the Monterey County portion of the trail and the RTC taking the lead in Santa Cruz County. Local funds have also been programmed to the project by the RTC.

The Trail Network will be separated from motor vehicle traffic, as possible, and utilize the on-street network to provide greater community connectivity. The Trail Network will serve transportation, recreation, health, eco-tourism, coastal access, economic vitality, and educational and interpretive purposes. The “spine” of the Trail Network will be built parallel to the operational rail line, within the rail right of way as possible, so that freight service can continue and future passenger rail service may be provided. Spur trails will connect the primary alignment to major activity centers. Approximately 50% of the county’s population, 88 parks and 45 schools are in census tracts within 1 mile of the rail line.

The RTC authorized staff to engage RRM Design Group, a consulting firm specializing in trail planning, to develop a master plan and environmental review document for the Trail Network project in Santa Cruz County. The consultant contract for development of the Master Plan and environmental document was increased from \$499,992 to \$627,757 to accommodate additional public participation forums as requested by the public and the RTC and more extensive analysis on tie-ins and overlaps with the California Coastal Trail. The California Coastal Trail is a proposed trail system to be located as close to the coastline as possible, from the Oregon to the Mexico borders. The California Coastal Conservancy, the agency responsible for preserving and expanding coastal access, supporting coastal trail development, and identifying the California Coastal Trail provided \$250,000 for development of the Master Plan in order to provide for that trail tie-in and connection.

The RTC received a presentation in August, 2011 on the project scope, schedule and document development. Following that presentation, RRM Design Group conducted corridor tours; identified and mapped opportunities and constraints; met with stakeholder groups representing over 50 agencies, community representatives and businesses; and held three route identification public workshops throughout the county which were attended by over 200 community members.

## DISCUSSION

After careful research, field study, mapping exercises, public outreach and input from key agency partners, a Draft Master Plan (Attachment 1) has been developed. The Draft Master Plan presented is a comprehensive analysis of the existing conditions, opportunities, constraints, and alignment alternatives. The Draft Master Plan aims to identify a primary alignment for a continuous bicycle and pedestrian trail along the rail right-of-way where separation from motor vehicle traffic is possible. Additionally, spur trails and on-street facilities would provide connectivity to coastal destinations and other activity centers. As directed by the RTC and mandated by rail right-of-way purchase agreements, planning and design of the Trail Network assumes and prioritizes rail service on the rail right-of-way.

### Draft Master Plan development process

In addition to the research, analysis and outreach identified above, an administrative draft plan was developed in consultation with local jurisdictions and agency partners who also reviewed that plan and provided significant feedback. Proposals were also discussed with Iowa Pacific (operating as Santa Cruz and Monterey Bay Railway), the Farm Bureau, agricultural operators and the Agricultural Commissioner, as well as other key partners. Comments were addressed and incorporated as possible.

### Draft Master Plan contents

The Draft Master Plan is organized into chapters as follows:

- 1) Introduction – The project's history, evolution, major milestones achieved to date, current project scope and the Plan's relationship to other planning efforts for non-motorized mobility are described. The "braided trail network" concept is introduced and the goal of providing a comprehensive system of bicycle and pedestrian facilities with proximity to the coast and separated from motor vehicle traffic to the greatest extent possible is addressed. How the Master Plan is organized and what public outreach has been conducted to date for its development is outlined.
- 2) Goals, Objectives, and Policies – Within the planning and policy context, this chapter provides the goals of generally desired outcomes, measurable and specific objectives, as well as policies related to implementation of the project's goals and objectives. Additionally, implementing actions are identified.
- 3) Master Plan Setting – The planning area is divided into three major areas or "reaches", each containing a set of characteristics that will require coordinated treatment types. The northern, central and southern reaches are identified and opportunities and constraints for each area are discussed. Additionally, activity centers are summarized since access to desirable destinations is integral to vibrant trail systems.
- 4) Trail Alignments – The entire Trail Network is divided into twenty (20) segments as described. Segment proposals identify trail treatment types through cross-section graphics, show spur trails as well as improvements needed to existing facilities. Cost

estimates are provided for the number of miles, amenities, at-grade crossings and new bridge structures. Consideration is given to right-of-way width, proximity to activity centers, and network connectivity the segment would provide.

- 5) Trail Design Standards – A trail functions best when it is seamless to the users and is constructed to uniform standards as it traverses through different jurisdictions and geographic areas. This chapter addresses standards for each facility type, treatments for crossings and intersections and universal design guidelines to provide accessibility to the highest number of users. Amenities, shared use conflict reduction measures, dog and equestrian uses and other trail functionality considerations are also addressed.
- 6) Project Prioritization and Costs – Categories by which to prioritize segment implementation and a weighted scoring system is recommended. While categories such as proximity to activity centers, cost estimates and constrained right-of-ways are identified, a place holder is also reserved for community preference. A short, medium and long term phasing scenario is recommended.
- 7) Operation and Maintenance – Aside from regular maintenance, the trail management will also involve carefully considered interface guidelines with current and future agricultural and rail operations. Responsibilities and a variety of different mechanisms by which trail segment projects may be developed, constructed and maintained are offered.

A presentation on the content of the Draft Master Plan was provided to the RTC on Thursday, November 1<sup>st</sup>, 2012. A series of public workshops was held in late November and was attended by over 300 people in 4 locations throughout the county. Feedback was provided regarding prioritization of projects and other plan details.

Hard copies of the Draft Master Plan are available for download on the RTC website. CDs and a limited number of hard copies are also available at the RTC downtown and Watsonville offices. Comments from the public will be accepted until December 21<sup>st</sup>, 2012.

### Funding

To date, almost \$7 Million has been secured for the Trail Network for implementation in Santa Cruz County. Of that amount, approximately \$2.5 Million comes from the federal Transportation Enhancement program and approximately \$4.5 Million is attributed to the efforts of Congressman Sam Farr who secured federal funding for the project. The California Coastal Conservancy has also contributed funds to extend Trail Network planning to the San Mateo County/Santa Cruz County border and to ensure consideration to tie-in and overlap with the California Coastal Trail.

While early construction estimates were in the \$1 Million per mile range, the geographic conditions of the analysis area coupled with the majority of the train trestles being incapable of holding cantilevered bike/pedestrian structures have increased the cost estimate as indicated in the Draft Master Plan. RTC staff will work aggressively to seek on-going funding through creative as well as traditional mechanisms, and to deliver projects in an efficient manner.

### Draft Environmental Impact Report

Simultaneous to the development of the Draft Master Plan, an environmental impact report (EIR) is also being developed. The RTC has therefore released a notice of preparation and initial study for the EIR. Pursuant to the public participation goals of the California Environmental Quality Act, the RTC hosted two scoping meetings in September to gather additional input on the content and

focus of the environmental analysis to be conducted and presented in the draft EIR. The deadline for additional comments has been extended to November 30<sup>th</sup>, 2012 to give the public additional time to consider the scope of the environmental analysis.

#### Ad-Hoc Committee Recommendations

The Bicycle Committee established an Ad-Hoc Committee consisting of Daniel Kostelec, Will Menchine and Bill Fieberling in order to review the Draft Plan in detail and provide recommendations to the Committee as a whole. The Ad-Hoc Committee report is provided as Attachment 2.

#### Estimated Timeline of Activities

Following review of the Draft Master Plan, RTC staff and RRM Design Group will make modifications and conduct additional research as needed in preparation of a final master plan. A draft EIR will be finalized and circulated for public review in spring of 2013. Final adoption of the master plan and EIR certification is anticipated for fall of 2013.

**Staff recommends that the Bicycle Committee accepts a presentation on the Draft Master Plan for the Monterey Bay Sanctuary Scenic Trail Network project and provide feedback.**

**As adoption of the master plan nears, staff will consider how the RTC may approach project implementation in the short term and beyond and how project funding should be allocated.**

#### **SUMMARY**

The Monterey Bay Sanctuary Scenic Trail Network project is a multi-use bicycle and pedestrian pathway from the San Mateo county line in Santa Cruz County to Pacific Grove in Monterey County. The RTC is in charge of planning and implementing the Santa Cruz County portion of the Trail Network. The Draft Master Plan identifies proposed trail alignments, design features, construction costs, priorities and implementation mechanisms and is available for review and comment until December 21<sup>st</sup>, 2012.

#### Attachments:

- 1) Draft MBSST Network Master Plan (a limited number of hard copies available at the RTC; also available on CDs and for download on the RTC website)
- 2) MBSST Ad-Hoc Committee Report and Recommendations



## **Attachment 1**

Monterey Bay Sanctuary Scenic Trail Network Draft Master Plan

## Attachment 2

To: SCCRTC Bicycle Committee  
From: MBSSTNMP Ad Hoc Committee  
Date: December 5, 2012  
Re: Review and Recommendations for the draft MBSST Network Master Plan

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The MBSSTNMP Ad Hoc Committee met twice. The November 25 meeting was attended by Kem Akol, Bill Fieberling, Daniel Kostelec and William Menchine. The December 4 meeting was attended by David Casterson, Bill Fieberling, Daniel Kostelec and William Menchine. In addition, members attended the workshop sponsored by SCCRTC during the last week of November.

The Ad Hoc committee wishes to acknowledge the quality and user-friendliness of the draft master plan and congratulates SCCRTC staff and the consultant for producing such a high-quality document.

The Ad Hoc committee has chosen to divide its report on the draft plan into two separate sections.

1. Comments and recommendations regarding the rail component.
2. Comments and recommendations on the draft plan's methodologies and trail design elements.

### **Section 1 - Comments and recommendations regarding the rail component.**

At both meetings the rail service component in the plan was discussed. The members understand the legal and political realities which necessitate the rail service component, but the upgrade and modification costs for providing rail service severely limits the ability of the RTC to complete the pedestrian/bike components in an expeditious manner. The following items were discussed:

- There is only one remaining business requiring rail service.
- There is currently no long term, comprehensive plan for commuter rail.
- Build out with rail – 20+ years, \$100 million. Build out without rail – 5 years, \$20 million.
- Current and long term maintenance costs with a rail component will be expensive.
- The committee discussed the rail to ped/bike path setback specified on page 5-5. The committee questioned whether more flexible setback standards have been utilized on other trail systems.
- The cost and unfeasibility of bridge construction - The committee recommends taking a closer look at the viability of hanging the ped/bike component from the existing railroad bridges. The plan states on page 5-13: "The possibility of retrofitting a rail bridge is highly limited for this project".
- The committee recommends that the Bike Committee be given an opportunity to review the structural engineering reports for the existing bridges that produced this conclusion of limited viability.
- The committee recommends that the EIR for MBSST Master Plan include in the "Alternatives" section a thorough analysis of a "No rail component" alternative.

### **Section 2 – Methodologies and trail design elements.**

The committee noted that some segments' "start-stop" points do not seem appropriate.

The committee recommends:

- Segment 8 – Stop point should be extended to Seabright Avenue.
- Segments 10 and 11 should be reconfigured to coincide with the city limits of Capitola, in order to facilitate trail construction should the City of Capitola choose to move forward with their portion of the trail.
- The "start-stop" points of all segments should be evaluated in more detail by the Bike Committee.

The committee recommends that cars not be allowed through access on Schaefer Road as illustrated on page 5-25.

The committee recommends that a section be added to the Trail Design Standards-Section Five which would allow for and specify an installation standard for laying down a "temporary", compacted "dg" pathway along side the existing rails. Advantages would include:

- Immediately adds tremendous utility to the system. Very big bang for the buck for relatively very little cost.

- Provides the community with a linear park, which would be used extensively and would stimulate interest and support for the MBSST from the community.
- ROW is being used by the public now. A dg path would improve safety.
- Provides an opportunity to “prototype” solutions at intersections and at connections to existing bike routes.

The committee questioned some of the methodology used in the Project Prioritization – Section Six.

The end result of the methodology summarized in Table 6.10 on page 6-8 favors construction in isolated areas away from the actual populations centers. (See Table 6.11.) The third, fourth, fifth, sixth and seventh highest rated projects will cost approximately \$23 million and will not be regularly used by 95% of our community.

The committee recommends that prioritization categories be modified to include more value for segments that are contiguous with the major population centers.

**Recommended Action: Approve Ad Hoc Committee report and forward it to the SCCRTC for inclusion in their MBSST Master plan deliberations.**