



A G E N D A

Meeting of the Scotts Valley City Council

Date: December 20, 2017

Time: 6:00

CITY OF SCOTTS VALLEY 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5602	MEETING LOCATION City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	POSTING: The agenda was posted 12-15-17 at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvalley.org .
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Elected Officials Randy Johnson, Mayor Jim Reed, Vice Mayor Stephany E. Aguilar, Council Member Jack Dilles, Council Member Donna Lind, Council Member	City Staff Members Jenny Haruyama, City Manager Kirsten Powell, City Attorney Taylor Bateman, Acting Community Development Dir Scott Hamby, Public Works Director Steve Walpole, Chief of Police Tracy Ferrara, City Clerk
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Notice regarding City Council Meetings:

The City Council meets regularly on the 1st and 3rd Wednesday of each month at 6:00 pm in the City Hall Council Chambers located at 1 Civic Center Drive, Scotts Valley, CA 95066.

Agenda and Agenda Packet Materials:

The City Council agenda and the complete agenda packet are available for review by 5:00 pm the Friday before the Wednesday meeting on the Internet at the City's website: www.scottsvalley.org and in the lobby of City Hall at 1 Civic Center Drive, Scotts Valley, CA. Pursuant to Government Code §54957.5, materials related to an agenda item, submitted after distribution of the agenda packet, are available for public inspection in the lobby of City Hall during normal business hours, Monday-Friday, 8am-12 pm and 1-5 pm. In accordance with AB 1344, such documents will be posted on the City's website at www.scottsvalley.org.

Televised Meetings:

City Council meetings are cablecast "Live" on Community Television of Santa Cruz County on Comcast Channel 25.

CALL TO ORDER 6:00 p.m.

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

- SPECIAL SET MATTER**
- a) Nomination/Motion of Mayor/Chair
(Conducted by City Manager)
 - b) Nomination/Motion of Vice Mayor/Vice Chair
(Conducted by newly appointed Mayor)
 - c) Brief recess

ROLL CALL

SPECIAL SET MATTER Introduction of Steve Hammack, Interim Public Works Director by City Manager Haruyama

COMMITTEE REPORTS

(Council members are appointed to committees which are either City committees or committees dealing with other jurisdictions. This portion of the agenda allows the committee member to present oral or written reports to the Council regarding their committee assignments. It also allows the Council to make comments and give the committee member direction, as required.)

CITY MANAGER REPORT

PUBLIC COMMENT TIME

(This is the opportunity for individuals to make and/or submit written or oral comments to the Council on any items within the purview of the Council, which are NOT part of the Agenda. No action on the item may be taken, but the Council may request the matter be placed on a future agenda.)

ALTERATIONS TO CONSENT AGENDA

(Council can remove or add items to the Consent Agenda.)

CONSENT AGENDA

(The Consent Agenda is comprised of items which appear to be non-controversial. Persons wishing to speak on any items may do so raising their hand to be recognized by the Mayor.)

- A. Approve City Council meeting minutes 12-6-17
- B. Approve check register – 12-1-17, 12-8-17
- C. Consider second reading and adoption of firearms ordinances as follows:
 - (1) Approve second reading and adoption of Ordinance No. 16-139, amending Section 17.04090, “F” Terms, Chapter 17.04, Definitions; Section 17.20.030, Conditional Uses, Chapter 17.20, C-S Service Commercial Zoning District Regulations; and Section 17.22,030, Conditional Uses,

- Chapter 17.22, C-SC Shopping Center Commercial Zoning District Regulations, Title 17, Zoning, of the Scotts Valley Municipal Code, as amended with the removal of language related to firearms repair service, and related uses; and,
- (2) Approve second reading and adoption of Ordinance No. 190.1, amending Chapter 5.38 to Title 5 of the Scotts Valley Municipal Code requiring safety inspections of firearms dealers by the Chief of Police.
- D. Approve Resolution No. 1937 authorizing the City Manager and Public Works Director/City Engineer to execute Right-of-Way Certifications for transportation projects involving state and/or federal funding

ALTERATIONS TO REGULAR AGENDA

(Council can remove or add items to the Regular Agenda.)

REGULAR AGENDA

(Persons wishing to speak on any item may do so by raising their hand to be recognized by the Mayor.)

1. Oral Presentation: Annual report for the Santa Cruz City/County Library System from Library Director Susan Nemitz
2. Consider Resolution No. 1938, supporting environmental health, including increased pedestrian and bicycle mobility as described in the Santa Cruz County Greenway Vision (City Manager Haruyama)
3. Consider first reading and introduction of Ordinance No. 56.2, amending Title 12, Chapter 12.08 (Encroachments) of the Scotts Valley Municipal Code by repealing Section 12.08.100 (Public Works Director Hamby)
4. Future Council agenda items
(This portion of the Regular Agenda allows the Council to determine items to be placed on a future agenda and to choose a date, if so desired.)

ADJOURNMENT

The City of Scotts Valley does not discriminate against persons with disabilities. The City Council Chambers is an accessible facility. If you wish to attend a City Council meeting and require assistance such as sign language, a translator, or other special assistance or devices in order to attend and participate at the meeting, please call the City Clerk's office at (831) 440-5602 five to seven days in advance of the meeting to make arrangements for assistance. If you require the agenda of a City Council meeting be available in an alternative format consistent with a specific disability, please call the City Clerk's Office. The California State Relay Service (TTY/VCO/HCO to Voice: English 1-800-735-2929, Spanish 1-800-855-3000; or, Voice to TTY/VCO/HCO: English 1-800-735-2922, Spanish 1-800-855-3000), provides Telecommunications Devices for the Deaf and Disabled and will provide a link between the TDD caller and users of telephone equipment.

PROCEDURAL INFORMATION FOR THE PUBLIC

**THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN
APPROVAL OF A RESOLUTION:**

1. Move the Resolution number for approval.
2. Second the motion.
3. Vote by body, a roll call vote is not required.

**THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN
INTRODUCTION/ADOPTION OF AN ORDINANCE:**

1. Move the Ordinance number for introduction (or adoption).
2. Move the Ordinance be introduced by title only and waive the reading of the text.
3. Read the Ordinance title.
4. Second the motion.
5. Vote by body, a roll call vote is not required.

**THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN
PUBLIC COMMENT/PUBLIC HEARINGS:**

Unless otherwise determined by the presiding officer of the meeting:

1. Three minutes allowed per individual to speak.
2. Five minutes allowed per individual representing a group of three or more.



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DATE: 12-20-2017



MINUTES

Meeting of the Scotts Valley City Council

Date: December 6, 2017

POSTING:

The agenda was posted on 12-1-17 at City Hall, the SV Senior Center, and the SV Library, and on the Internet at www.scottsvally.org, by the City Clerk.

CALL TO ORDER 6:00 p.m.

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

ROLL CALL

Present:

Mayor Johnson
Vice Mayor Reed
Council Member Aguilar
Council Member Dilles
Council Member Lind

City Manager Haruyama
City Attorney Powell
Police Chief Walpole
Public Works Director Hamby
Acting Community Development Director Bateman
Recreation Division Manager Ard
Civil Engineer Kahn
Police Lieutenant Wilson
City Clerk Ferrara

COMMITTEE REPORTS

CM Aguilar reported that she attended the League of California Cities Board of Directors meeting where they discussed their priorities for the next year. She stated that the three key priorities are related to SB 109, SB 45 and SB 57. These Senate bills deal with the early release of prisoners, the issues of what is considered a violent crime, and homeless and workforce housing.

VM Reed reported that the Town Center Subcommittee met last week with Corbett Wright and Andy Bide of Braddock and Logan. He stated that the Subcommittee received a presentation regarding their interest in developing the Town Center, and stated that the Subcommittee has meetings scheduled with two additional developers the week of December 11th.

CM Lind reported that the Santa Cruz Metropolitan Transit District Board (SCMTD) met and discussed various budget issues, including working with the Santa Cruz County Regional Transportation Commission on funds that the SCMTD believes are due as a result of Measure D and SB1 funding. She stated that the SCMTD has 60 buses that need to be replaced.

CM Lind reported that she attended a LAFCO Board meeting where some of the items they discussed include: (1) The Pajaro Valley Water Management Agency Service and Sphere of Influence Review; and, (2) Reclamation District No. 2049 (College Lake) Service and Sphere of Influence Review.

CITY MANAGER REPORT

Tree Lighting: A special thank you to the Scotts Valley Parks and Recreation Advocates and sponsors for putting on a fantastic Holiday Tree Lighting event at the Community Center last Saturday. There were arts and crafts, cookies, hot chocolate and cider, and singing. It was so great that even Elsa and Anna came by. Looking forward to next years!

Swearing In Ceremony: On Monday, December 4, Angela Arneson was sworn in as an Emergency Dispatcher. Welcome Angela to the City of Scotts Valley!

Tree Removal on Mount Hermon Road: Just a reminder that there will be traffic delays on eastbound Mt. Hermon Road from 8:00 am to 5:00 pm on Saturday, December 9 and Saturday, December 16. The City will be removing a large dead pine tree between Glen Canyon Road and La Cuesta Drive.

Winter Storm Preparation: City crews are busy preparing for winter storms – Public Works replaced 80-feet of 18-inch storm drain pipe on El Camino near Burlwood Drive that was causing serious erosion problems. Making good use of the dry weather, maintenance crews were able to excavate the old pipe and replace with new in just two days.

City Recruitments: The City has several recruitments underway – we are recruiting for an entry level Police Officer and two executive positions: Administrative Services Director and Public Works Director. Visit the City's website – www.scottsvalley.org for more info.

EOC Training: The City held its second cross-departmental Emergency Operations Center (EOC) training this week in the Council Chambers. Staff conducted an inventory of supplies, tested phone lines, and participated in a Winter Storm exercise. With more practice, the Police will eventually coordinate a multi-jurisdictional table top exercise to prepare Scotts Valley in the event of a serious emergency event.

PUBLIC COMMENT

CM Lind announced that the 13th Annual Fallen Officer Foundation Ball to be held at the Cocoanut Grove at the Santa Cruz Beach Boardwalk on Saturday, February 10, 2018, 5:30 pm to 11:00 pm.

Mayor Johnson announced that Tyler Hodge, from Boy Scout Troop 604 was at the meeting on his pathway to earning his Eagle Scout.

ALTERATIONS TO CONSENT AGENDA

M/S: Aguilar/Lind

To approve the Consent Agenda.

Carried 5/0 (AYES: Aguilar, Dilles, Johnson, Lind, Reed)

Consent Agenda:

- A. Approve City Council meeting minutes 11-15-17
- B. Approve check register – 11-13-17, 11-17-17, 11-22-17
- C. Approve second reading and adoption of Ordinance No. 159.1, modifying Sections 5.06.020, 5.06.030, 5.06.040 and 5.06.080 to Title 5 of the Scotts Valley Municipal Code regarding Bingo
- D. Approve updated job class specification for Wastewater Operator-In-Training
- E. Accept the 2016/2017 Annual Report of Development Impact Fees
- F. Approve Resolution No. 1613.4 making certain findings regarding the City's development impact fees and accepting the 5-Year Development Impact Fee report
- G. Accept informational report regarding ADA Accessibility Committee Work Plan

**ALTERATIONS TO
REGULAR AGENDA**

M/S: Lind/Dilles

To approve the Regular Agenda.

Carried 5/0 (AYES: Aguilar, Dilles, Johnson, Lind, Reed)

REGULAR AGENDA

1. Consider approval of Glenwood Open Space Preserve Long Term Management Plan (LTMP)

Acting CDD Bateman presented the written staff report and responded to questions from Council. He introduced Bryan Largay, Conservation Director for the Land Trust of Santa Cruz County.

Bryan Largay, Conservation Director for the Land Trust of Santa Cruz County, gave a PowerPoint presentation on the Glenwood Open Space Preserve Long Term Management Plan and responded to questions from Council.

CM Dilles requested that the Parks & Recreation Commission make their recommendations to the City Council for final review and approval.

Reg Kittrelle, spoke in support of the Glenwood Open Space Preserve Long Term Management Plan.

M/S: Aguilar/Lind

To (1) Approve the Glenwood Open Space Preserve Long Term Management Plan; (2) Direct Staff to update the MOU with the Land Trust for the ongoing management of the Glenwood Preserve; and, (3) Direct Staff to proceed with planning for public access on the Glenwood Preserve.

Carried 5/0 (AYES: Aguilar, Dilles, Johnson, Lind, Reed)

2. Consider acceptance of report on update of temporary, trial use of Siltanen Park Ball Field Lights on weekends

RDM Ard presented the written staff report and responded to questions from Council.

M/S: Lind/Aguilar

To accept the report on the temporary, trial use of Siltanen Park Ball Field lights on weekends and if additional requests are received the Council will determine at that time to allow another trial basis or make a policy change.

Carried 5/0 (AYES: Aguilar, Dilles, Johnson, Lind, Reed)

PUBLIC HEARINGS

3. Consider first reading and introduction of Ordinance No. 190.1 amending Chapter 5.38 to Title 5 of the Scotts Valley Municipal Code requiring safety inspections of firearms dealers by the Chief of Police; and, consider first reading and introduction of Ordinance No. 16-139 implementing a conditional use permit for firearms dealers, firearms repair services, and related uses

PD Walpole presented the written staff report and responded to questions from Council.

PUBLIC HEARING OPENED – 7:20 PM

Denise Rodd, SV resident, owner of a gunsmith repair company, spoke in opposition to the including language regarding firearms repair services and related uses in the use permit ordinance.

Brandon Schell, owner of a firearms training company in Scotts Valley, spoke in opposition to the including language regarding firearms repair services and related uses in the use permit ordinance.

John Kreitz, SV resident, spoke in opposition to the including language regarding firearms repair services and related uses in the use permit ordinance.

PUBLIC HEARING CLOSED – 7:27 PM

M/S: Lind/Aguilar

To approve the first reading and introduction of Ordinance No. 16-139, amending Section 17.04090, "F" Terms, Chapter 17.04, Definitions; Section 17.20.030, Conditional Uses, Chapter 17.20, C-S Service Commercial Zoning District Regulations; and Section 17.22,030, Conditional Uses, Chapter 17.22, C-SC Shopping Center Commercial Zoning District Regulations, Title 17, Zoning, of the Scotts Valley Municipal Code, as amended with the removal of language related to firearms repair service, and related uses, and waive the reading thereof.

Carried 5/0 (AYES: Aguilar, Dilles, Johnson, Lind, Reed)

M/S: Lind/Dilles

To approve the first reading and introduction of Ordinance No. 190.1, amending Chapter 5.38 to Title 5 of the Scotts Valley Municipal Code requiring safety inspections of firearms dealers by the Chief of Police, and waive the reading thereof.

Carried 5/0 (AYES: Aguilar, Dilles, Johnson, Lind, Reed)

REGULAR AGENDA

(Resumed)

4. **Consider approval of Resolution No. 1183.3 revising the City of Scotts Valley Standard Details and Specifications**

CE Kahn presented the written staff report and responded to questions from Council.

M/S: Aguilar/Lind

To approve Resolution No. 1183.3 revising the City of Scotts Valley Standard Details and Specifications adopting revised standard details and specifications.

Carried 5/0 (AYES: Aguilar, Dilles, Johnson, Lind, Reed)

5. **Future Council agenda items**

CM Lind requested a future agenda item regarding Airbnb's.

CONVENE TO CLOSED SESSION

The City Council convened to closed session at 7:37 p.m. to discuss the following items:

1. Pursuant to Government Code Section 54956.9, the City Council met in closed session to confer with legal counsel regarding potential litigation – 2 cases.

RECONVENE TO OPEN SESSION

The City Council reconvened to open session at 8:15 p.m.

REPORT ON ACTION TAKEN DURING CLOSED SESSION

Mayor Johnson announced that there was nothing to report.

ADJOURNMENT

The meeting adjourned at 8:15 p.m.

Approved: _____

Randy Johnson, Mayor

Attest: _____

Tracy A. Ferrara, City Clerk

CONSENT AGENDA ITEM B

DATE: 12-20-2017

SCOTTS VALLEY ACCOUNTS PAYABLE
12/01/2017 16:58:55 Check Register

CITY OF SCOTTS VALLEY
GL050S-V08.05 COVERPAGE
GL540R

Report Selection:

RUN GROUP... 120117 COMMENT... A/P AS OF DEC 1 2017

DATA-JE-ID DATA COMMENT

W-12012017-721 A/P AS OF DEC 1 2017

Run Instructions:

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	003342 ACCENT CLEAN & SWEEP INC	111986	12/01/17	1,775.95	
	000596 ANDERSON/KENNETH D.	111987	12/01/17	1,609.50	
	000018 BRINK'S TROPHY SHOPPE	111988	12/01/17	46.32	
	001553 CARD SHARK/THE	111989	12/01/17	1,498.75	
	001051 COASTAL EVERGREEN CORP	111990	12/01/17	1,675.00	
	001103 CREATIVE FORMS & CONCEPT	111991	12/01/17	265.28	
	003134 CRIME SCENE CLEANERS, INC	111992	12/01/17	175.00	
	003464 DANIELS/JASON	111993	12/01/17	125.35	
	001362 DUNCAN AUTO TECH	111994	12/01/17	1,012.24	
	001257 EBRAHIMIAN DDS/MARK	111995	12/01/17	245.00	
	003609 ECONOMIC & PLANNING SYST	111996	12/01/17	1,184.51	
	000098 ESCALON SERVICES	111997	12/01/17	2,152.93	
	000202 FEDERAL EXPRESS	111998	12/01/17	30.26	
	000051 FISHER SCIENTIFIC	111999	12/01/17	123.98	
	003654 GOLDEN STATE OVERNIGHT	112000	12/01/17	19.14	
	000061 HAINES & COMPANY INC	112001	12/01/17	575.00	
	003626 HD BUILDERS	112002	12/01/17	21,805.00	
	002095 HF SCIENTIFIC	112003	12/01/17	246.60	
	000801 HINDERLITER, DE LLAMAS &	112004	12/01/17	2,412.63	
	000615 HOHMANN/PATRICK J.	112005	12/01/17	41.40	
	001903 JONES/KIMARIE	112006	12/01/17	192.30	
	001992 KOSMONT COMPANIES, INC	112007	12/01/17	603.20	
	003565 MANAGEMENT PARTNERS	112008	12/01/17	14,356.48	
	002078 METRO MOBILE COMMUNICATI	112009	12/01/17	232.99	
	000967 MONTEREY BAY SYSTEMS	112010	12/01/17	2,172.47	
	001863 NATIONAL EMBLEM, INC.	112011	12/01/17	719.22	
	001891 NATIONAL TACTICAL	112012	12/01/17	150.00	
	003591 NICHOLS CONSULTING	112013	12/01/17	8,220.00	
	001857 PHOENIX GROUP	112014	12/01/17	59.90	
	000723 PIED PIPER INC./THE	112015	12/01/17	119.00	
	000463 RALEY'S	112016	12/01/17	437.22	
	000171 RIVERSIDE LIGHTING INC	112017	12/01/17	325.91	
	000135 SAN LORENZO VALLEY WATER	112018	12/01/17	28.27	
	003239 SCHERTZ/ALYCIA	112019	12/01/17	340.05	
	000131 SCOTTS VALLEY MEDICAL	112020	12/01/17	214.00	
	000133 SCOTTS VALLEY SPRINKLER	112021	12/01/17	1,564.40	
	.15234 SHELTON/BRETT	112022	12/01/17	190.61	
	001535 SKIP'S TIRE & AUTO CENTE	112023	12/01/17	160.86	
	002053 STEPFORD	112024	12/01/17	5,240.00	
	000143 SUMMIT UNIFORMS	112025	12/01/17	361.62	
	001085 SYCAL ENGINEERING INC	112026	12/01/17	3,885.00	
	GENERAL CHECKING ACCOUNT			76,967.78	***

SCOTTS VALLEY ACCOUNTS PAYABLE
CITY OF SCOTTS VALLEY
12/01/2017 16:58:55
GL540R-V08.05 PAGE 2

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT
REPORT TOTALS:				76,967.78

RECORDS PRINTED - 000068

GL540R

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
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001	GENERAL	35,468.67
002	RECYCLING/ENVIRONMENTAL	1,775.95
003	GAS TAX - SPECIAL STATE TRST	8,220.00
004	RECREATION	1,102.01
010	WASTEWATER OPERATIONS	2,643.83
011	TERTIARY TREATMENT PLANT	246.60
012	WASTEWATER CAPITAL RESERVE	3,885.00
028	SENIOR CENTER	190.10
050	PINEWOOD EST LNDSCP MAINT DT	28.27
077	SKYPARK MAINT ASSESS DIST	825.00
112	DENTAL INS INTERNAL SERV	777.35
150	GENERAL CAPITAL IMPROVEMENTS	21,805.00
TOTAL ALL FUNDS		76,967.78

BANK RECAP:

BANK	NAME	DISBURSEMENTS
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BA	GENERAL CHECKING ACCOUNT	76,967.78
TOTAL ALL BANKS		76,967.78

SCOTTS VALLEY ACCOUNTS PAYABLE
12/08/2017 18:02:26 Check Register

CITY OF SCOTTS VALLEY
GL050S-V08.08 COVERPAGE
GL540R

Report Selection:

RUN GROUP... 120817 COMMENT... A/P AS OF DEC 8 2017

DATA-JE-ID DATA COMMENT

W-12082017-737 A/P AS OF DEC 8 2017

Run Instructions:

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003527	A-1 MOBILE SERVICE, INC	112027	12/08/17	630.00
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001219	ALHAMBRA	112029	12/08/17	81.68
001219	ALHAMBRA	112030	12/08/17	50.80
003497	ALVAREZ INDUSTRIES, INC	112031	12/08/17	3,686.00
000097	AT&T	112032	12/08/17	170.13
001822	BC LABORATORIES INC.	112033	12/08/17	288.00
.15235	BERNHARDT/JEFF	112034	12/08/17	3.19
003647	BEST BUY	112035	12/08/17	5,983.23
001115	BOYNTON/MIKE	112036	12/08/17	1,450.00
001633	CAL-WEST LIGHTING & SIGN	112037	12/08/17	1,825.00
003174	CAPITAL ONE COMMERCIAL	112038	12/08/17	613.94
001546	CRAIG/ROBERT J	112039	12/08/17	1,375.00
003536	CREDIT BUREAU ASSOCIATES	112040	12/08/17	12.00
000037	CRYSTAL SPRINGS WATER CO	112041	12/08/17	14.95
003043	CSG CONSULTANTS, INC	112042	12/08/17	30,335.00
000389	DASSEL'S PETROLEUM INC	112043	12/08/17	3,592.13
000207	DEPARTMENT OF JUSTICE	112044	12/08/17	148.00
003645	DURAN CONSTRUCTION GROUP	112045	12/08/17	19,635.00
003646	ENVIRONMENTAL LEVERAGE, I	112046	12/08/17	718.75
003502	FREITAS & FREITAS	112047	12/08/17	9,600.00
000895	GRANITE CONSTRUCTION CO	112048	12/08/17	40,933.74
003316	GRIO DDS/GILBERT J	112049	12/08/17	670.00
000430	INTERSTATE BATTERIES	112050	12/08/17	976.06
002032	KT MECHANICAL INC	112051	12/08/17	9,677.00
001228	L & M FIRE PROTECTION	112052	12/08/17	484.63
001333	LARA/JESUS D	112053	12/08/17	386.95
000284	LOGAN & POWELL, LLP	112054	12/08/17	16,520.00
003565	MANAGEMENT PARTNERS	112055	12/08/17	11,663.91
001234	MC GRAW DDS/BERNARD	112056	12/08/17	885.00
003171	MICHALAK/GENE	112057	12/08/17	110.00
000218	MID VALLEY SUPPLY	112058	12/08/17	705.50
000083	MISSION UNIFORM SERVICE	112059	12/08/17	888.44
.15236	MMANC	112060	12/08/17	80.00
001418	MONTEREY REGIONAL	112061	12/08/17	4,348.80
000939	NATIONAL COMTEL NETWORK	112062	12/08/17	15.58
001863	NATIONAL EMBLEM, INC.	112063	12/08/17	333.36
000323	NBS GOVERNMENT FINANCE G	112064	12/08/17	3,165.00
003649	NORCAL MEDTAC, LLC	112065	12/08/17	1,235.00
000088	NORTH BAY FORD-LINCOLN-	112066	12/08/17	16.79
000101	PACIFIC GAS & ELECTRIC C	112067	12/08/17	40,889.54
000101	PACIFIC GAS & ELECTRIC C	112068	12/08/17	166.82
001787	PETRINI'S GARDENING SERV	112069	12/08/17	75.00
001133	PRZ CONSULTING	112070	12/08/17	1,500.00
000879	QUEST DIAGNOSTICS	112071	12/08/17	32.37
000134	S.V. WATER DISTRICT	112072	12/08/17	2,850.00
000127	SANTA CRUZ SENTINEL	112073	12/08/17	546.44
000820	SANTA CRUZ/COUNTY OF	112074	12/08/17	272.34

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT	
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	000131 SCOTTS VALLEY MEDICAL	112076	12/08/17	730.00	
	.15237 SILICON VALLEY MONTEREY	112077	12/08/17	148.00	
	003287 SLV ELECTRIC, INC	112078	12/08/17	1,980.00	
	000143 SUMMIT UNIFORMS	112079	12/08/17	315.73	
	003648 TANSY/MICHAEL	112080	12/08/17	100,000.00	
	002064 TRUCK SERVICES	112081	12/08/17	480.00	
	001497 TURF & INDUSTRIAL EQUIP.	112082	12/08/17	134.02	
	001366 U.S. BANCORP OFFICE	112083	12/08/17	1,260.35	
	000443 WALPOLE/STEVE	112084	12/08/17	130.90	
	000154 WINCHESTER AUTO STORES	112085	12/08/17	494.44	
	002021 ZOOM	112086	12/08/17	10.99	
	GENERAL CHECKING ACCOUNT			329,473.72	***

SCOTTS VALLEY ACCOUNTS PAYABLE
CITY OF SCOTTS VALLEY
12/08/2017 18:02:26
GL540R-V08.08 PAGE 3

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT
REPORT TOTALS:				329,473.72

RECORDS PRINTED - 000141

SCOTTS VALLEY ACCOUNTS PAYABLE
CITY OF SCOTTS VALLEY
12/08/2017 18:02:26
GL060S-V08.08 RECAPPAGE

Check Register

GL540R

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
----	-----	
001	GENERAL	117,311.15
002	RECYCLING/ENVIRONMENTAL	272.34
004	RECREATION	1,905.30
006	EQUIPT REPLACEMENT RESERVE	5,053.23
010	WASTEWATER OPERATIONS	39,606.17
011	TERTIARY TREATMENT PLANT	288.00
012	WASTEWATER CAPITAL RESERVE	100,000.00
014	WASTEWATER EQMT REPLACE RES	900.00
023	SVRDA SUCCESSOR AGENCY	180.00
028	SENIOR CENTER	963.50
050	PINEWOOD EST LNDSCP MAINT DT	9.57
077	SKYPARK MAINT ASSESS DIST	31.22
112	DENTAL INS INTERNAL SERV	1,685.90
123	COMMUNITY FACILITY CENTER	20,328.94
150	GENERAL CAPITAL IMPROVEMENTS	40,790.40
312	POLICE - BUDGET ACT OF 2016	148.00
TOTAL ALL FUNDS		329,473.72

BANK RECAP:

BANK	NAME	DISBURSEMENTS
----	-----	
BA	GENERAL CHECKING ACCOUNT	329,473.72
TOTAL ALL BANKS		329,473.72

City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: December 20, 2017

TO: Honorable Mayor and City Council

FROM: Steve Walpole, Chief of Police

APPROVED: Jenny D. Haruyama, City Manager

SUBJECT: **SECOND READING AND ADOPTION OF ORDINANCES TO AMEND EXISTING FIREARMS DEALER ORDINANCE REQUIRING A POLICE DEPARTMENT SAFETY INSPECTION TO IMPOSE RECOMMENDED SAFETY MEASURES, AND IMPLEMENT A CONDITIONAL USE PERMIT FOR FIREARMS DEALERS**

SUMMARY OF ISSUE

On August 19, 2015, the Police Department recommended that the City Council adopt an ordinance that regulated firearms dealers. At the time, Scotts Valley had seen a noticeable increase of gun shops. The proposed ordinance was a way to better regulate the security of these establishments. The ordinance also proposed regulating the location of gun shops (e.g. prohibiting them from being near schools and parks) and high risk alcohol outlets. The proposed ordinance was modeled after Santa Cruz County's ordinance. After receiving public testimony, the City Council directed staff conduct more research and modify the proposed ordinance.

On September 2, 2015, staff returned to Council and introduced two ordinances for Council consideration. The first ordinance (Ordinance No. 190) required additional security measures. After meeting with local gun shop owners and conducting additional research, it was noted that while firearms dealers are regulated by federal and state laws, the regulations stop short of two crucial areas of premises security – (1) burglary alarm systems and (2) video surveillance systems. Additionally, federal and state agencies that monitor and audit firearms dealerships often do not have the time to sufficiently monitor whether requirements are being met. As a result, staff drafted an ordinance that focused on requiring firearms dealers to obey existing state and federal regulations and adhere to additional security measures, including burglar alarms and video surveillance. The adopted ordinance did not restrict locations.

The second ordinance (Ordinance No. 189) imposed a temporary moratorium on the establishment of commercial operations engaged in the sale of firearms, ammunition, and/or explosive devices within the City of Scott Valley. A moratorium was recommended to allow the City time to complete an adequate study into appropriate land use regulations for firearms dealers. The ordinance was approved, and later extended on two occasions and finally sunset on September 1, 2017. These extensions were necessitated by changes in key personnel. Since the sunset of the temporary moratorium, the following research was completed:

- Collected data from cities on how they regulated firearms sales.
- Conducted field visits of existing gun shops and discussed with the owner/operators of their existing land uses in the City and understand their land use needs. Each gun shop was situated in a commercial retail area and owners advised they would continue to seek out this area for their shops.
- Our current firearms dealer ordinance was created and approved by City Council. This ordinance enhances the safety and security of gun shops by requiring them to have alarms and video surveillance systems (both of which are not required by State or Federal regulations).
- Contacted over 20 city and county agencies to determine how they regulate gun shops, or whether they regulate them at all. There is a wide mix of regulation methods. Monterey County agencies predominately do not regulate locally, but instead rely on state and federal regulations. Santa Cruz and Santa Clara County agencies predominately have ordinances that further regulate firearms dealers. These ordinances vary in the amount and type of regulation.
- Completed research of other firearms ordinances.
- Noted the recent Ninth U.S. Circuit Court of Appeals ruling regarding zoning and gun shops in Alameda County (*Teixeira v. County of Alameda*). The Court of Appeals ruled in May 2016 that the zoning ordinance may not have been justified; however, in December 2016, the Ninth Circuit elected to rehear the case en banc and thus the May 2016 ruling was not considered precedent. The case was argued on March 22, 2017. On October 10, 2017, the full court held that the distance restrictions in that case were permissible. The Plaintiffs can appeal that case to the US Supreme Court. Such a request for review must be filed within 90 days of the entry of judgment.

On October 4, 2017, staff went back to Council and recommended that the City Council provide policy direction regarding proposed options. Council directed staff to implement two options:

Option #1: Implement a Conditional Use Permit Process for Firearm Sales

Option #2: Amend Existing Firearms Dealer Ordinance to Require a Police Department Safety Inspection to Impose Recommended Safety Measures as Necessary

Staff has prepared the necessary ordinances to implement these changes.

CONDITIONAL USE PERMIT

Requiring firearms dealers to obtain a conditional use permit would allow staff to place certain conditions on applicable businesses in order to make the firearms dealer more compatible with the surrounding uses. Under the City's Municipal code, the conditions could be revocable or valid for certain duration. Use permits also have a noticing requirement, which would serve as a mechanism to advise the public about any future gun shops.

The proposed ordinance (Ordinance No. 16-139; formerly No. 189.3 in the Planning Commission staff report), designating firearms dealers as a conditional use in the C-S and C-SC zoning districts was considered by the Planning Commission on November 9, 2017, because it is an amendment to the City's Zoning Ordinance. The proposed ordinance also included firearms repair service and related uses as conditional uses in those zoning districts. At the meeting, two local non-retail firearms-related business owners expressed concerns about the inclusion of firearms repair and related uses in the ordinance. At their December 6, 2017 Council meeting, the City Council directed staff to remove any language related to firearms repair service, and related uses.

MODIFICATION TO FIREARMS DEALER ORDINANCE

The City Council directed staff to amend the existing firearm dealer ordinance to require safety inspections by the Police Chief and the imposition of additional safety measures as deemed necessary by the Police Chief. Additionally, the existing ordinance will be amended to require firearms dealers to secure any firearms, when the business is not open, by a gun safe which meets the standards of 11 California Code of Regulations Section 4100; or by steel rods or cables which meet specifications set forth in the ordinance. Because this ordinance is not part of the City's zoning code, it did not go to the Planning Commission for consideration.

At their meeting of December 6, 2017, the City Council conducted a public hearing, heard testimony, and approved the first reading and introduction of Ordinance No. 16-139, amending Section 17.04090, "F" Terms, Chapter 17.04, Definitions; Section 17.20.030, Conditional Uses, Chapter 17.20, C-S Service Commercial Zoning District Regulations; and Section 17.22.030, Conditional Uses, Chapter 17.22, C-SC Shopping Center Commercial Zoning District Regulations, Title 17, Zoning, of the Scotts Valley Municipal Code with an amendment to remove any language related to firearms repair service, and related uses. In addition, the City Council approved the first reading and introduction of Ordinance No. 190.1, amending Chapter 5.38 to Title 5 of the Scotts Valley Municipal Code requiring safety inspections of firearms dealers by the Chief of Police.

FISCAL IMPACT

There are no direct costs associated with this ordinance or required by the City. Any administrative or operational expenses related to licensing would be recovered through applicable fees.

STAFF RECOMMENDATION

It is recommended that the City Council approve the second reading and adoption of:

- 1. Ordinance No. 16-139, amending Section 17.04090, “F” Terms, Chapter 17.04, Definitions; Section 17.20.030, Conditional Uses, Chapter 17.20, C-S Service Commercial Zoning District Regulations; and Section 17.22,030, Conditional Uses, Chapter 17.22, C-SC Shopping Center Commercial Zoning District Regulations, Title 17, Zoning, of the Scotts Valley Municipal Code; and
- 2. Ordinance No. 190.1, amending Chapter 5.38 to Title 5 of the Scotts Valley Municipal Code requiring safety inspections of firearms dealers by the Chief of Police.

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ORDINANCE NO. 16.139

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AMENDING SECTION 17.04.090, "F" TERMS, CHAPTER 17.04, DEFINITIONS; SECTION 17.20.030, CONDITIONAL USES, CHAPTER 17.20, C-S SERVICE COMMERCIAL ZONING DISTRICT REGULATIONS; AND SECTION 17.22.030, CONDITIONAL USES, CHAPTER 17.22, C-SC SHOPPING CENTER COMMERCIAL ZONING DISTRICT REGULATIONS, TITLE 17, ZONING, OF THE SCOTTS VALLEY MUNICIPAL CODE

The City Council of the City of Scotts Valley does hereby ordain as follows:

Section 1. Findings and Purpose. The City Council finds and declares as follows:

- A. Pursuant to its police powers, and as authorized by the Scotts Valley Municipal Code, the City may enact laws or regulations pertaining to the regulation of the sale and distribution of firearms within its jurisdiction.
- B. The City has previously adopted ordinances governing firearms use within the City.
- C. On October 4, 2017, the City Council has directed staff to prepare an amendment to the City Municipal Code regarding firearms retail.
- D. The City desires to amend Chapters 17.20 and 17.22 to make new firearms retail use as a conditional use, which requires use permit approval by the Planning Commission so that the use may be located properly with respect to the objectives of the zoning ordinance and their effects on surrounding properties, and to amend Chapters 17.04, Definitions.
- E. The Planning Commission held a duly noticed public hearing on November 9, 2017, at which time it considered all evidence presented, both written and oral and at the end of the hearing voted to recommend that the City Council adopt this Ordinance.
- F. The City Council held a duly noticed public hearing on this Ordinance on December 6, 2017, at which time it considered all evidence presented, both written and oral.

Section 2. Section 17.04.090, "F" Terms, of Chapter 17.04, Definitions, of Title 17, Zoning, of the Scotts Valley Municipal Code is hereby amended to add the following definitions:

"Firearms" means a device as defined by California Penal Code Section 16520.

"Firearms Retail" means a use providing retail sale of firearms."

Section 3. Section 17.20.030, Conditional uses, of Chapter 17.20, C-S Service Commercial Zoning District Regulations, of Title 17, Zoning, of the Scotts Valley Municipal Code is hereby amended to read as follows:

“17.20.030 Conditional uses.

K. Firearms Retail.”

Section 4. Section 17.22.030, Conditional uses, of Chapter 17.22, C-SC Shopping Center Commercial Zoning District Regulations, of Title 17, Zoning, of the Scotts Valley Municipal Code is hereby amended to read as follows:

“17.22.030 Conditional uses.

U. Firearms Retail.”

Section 5. This ordinance is subject to the California Environmental Quality Act (CEQA), and the project is exempt from CEQA, pursuant to CEQA Guidelines Section 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change to the environment, directly or indirectly. Alternatively, this ordinance is not a project in CEQA Guideline Section 15061(b)(3) which is the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and CEQA does not apply where it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment. Therefore, this ordinance has no impact on the physical environment as it will not result in any changes.

Section 6. If any section, subsection, subdivision, sentence, clause, phrase or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

Section 7. To the extent the provisions of the Scotts Valley Municipal Code as amended by this Ordinance are substantially the same as the provisions of that Code as they read immediately prior to the adoption of this Ordinance, then those provisions shall be construed as continuations of the earlier provisions and not as new enactments.

Section 8. The City Clerk shall certify as to the adoption of this Ordinance and shall cause a summary thereof to be published within fifteen (15) days of adoption and shall post a certified copy of this Ordinance, including the vote for and against same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

This Ordinance No. 16-139 was introduced on the 6th day of December, 2017, and passed and adopted by the City Council of the City of Scotts Valley on the 20th day of December, 2017, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED: _____
Randy Johnson, Mayor

ATTEST:

Tracy A. Ferrara, City Clerk

APPROVED AS TO FORM:

Kirsten Powell, City Attorney

ORDINANCE NO. 190.1

**AN ORDINANCE OF THE CITY OF SCOTTS VALLEY AMENDING CHAPTER 5.38
TO TITLE 5 OF THE SCOTTS VALLEY MUNICIPAL CODE REQUIRING SAFETY
INSPECTIONS OF FIREARMS DEALERS BY THE CHIEF OF POLICE**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AS
FOLLOWS:**

SECTION 1. Section 5.38.080 of Chapter 5.38 of Title 5 of the Scotts Valley Municipal Code is hereby amended to read as follows:

“5.38.080 Requirements

(A) The permitted business location shall be secured by a third party monitored alarm system. The alarm system shall be of sufficient quality to thwart the bypassing of the alarm (E.G., wireless, hardened security of the wire system, etc.).

(B) The permitted business location shall be monitored by a video surveillance system.

(C) Any person licensed under this chapter shall obey all applicable City, State and Federal laws; and in addition, comply with the following requirements:

(1) The business shall be carried on only in the building designated in the City license;

(2) The City license or a copy thereof, certified by the issuing authority, shall be displayed on the premises where it can easily be seen.

(D) Any time a permitted business is not open for business, every firearm shall be stored in one of the following ways:

(1) In a locked safe or vault in the licensee’s business premises that meets the standards of 11 California Code of Regulations Section 4100; or

(2) Secured with a hardened steel rod or cable of at least one-fourth inch in diameter through the trigger guard of the firearm. The steel rod or cable shall be secured with a hardened steel lock that has a shackle. The lock and shackle shall be protected or shielded from the use of a bolt cutter and the rod or cable shall be anchored in a manner that prevents the removal of the firearm from the premises. No more than five firearms may be affixed to any one rod or cable at any time.

(E) Prior to issuance of a firearms dealer license, the Chief of Police shall inspect the proposed business location and determine if additional safety measures are necessary to protect the public health, safety and welfare, including, but not limited to, any

structural changes to the building in which the firearms are sold or stored that are necessary to secure such firearms from burglary or theft.”

SECTION 2. SEVERABILITY. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction such portion shall be deemed a separate, distinct and independent provision of such Ordinance and shall not affect the validity of the remaining portions thereof.

SECTION 3. REPEALS CONFLICTING ORDINANCES. All other ordinances of the City of Scotts Valley or provisions of the Scotts Valley Municipal Code which are in conflict with this Ordinance are hereby repealed to the extent of such conflict.

SECTION 4. CEQA. The City Council finds and determines that the enactment of this Ordinance is statutorily exempt from environmental review pursuant to the State CEQA Guideline Section 15061(b)(3) because the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

SECTION 5. EFFECTIVE DATE. This Ordinance shall take effect thirty (30) days after the date of its adoption. Prior to the expiration of fifteen (15) days from the date of adoption, this Ordinance shall be published in at least three (3) public places.

This Ordinance was introduced on the 6th day of December, 2017, and passed and adopted by the City Council of the City of Scotts Valley on the 20th day of December, 2017, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED: _____
Randy Johnson, Mayor

ATTEST:

Tracy A. Ferrara, City Clerk

APPROVED AS TO FORM:

Kirsten Powell, City Attorney

City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: December 20, 2017

TO: Honorable Mayor and City Council

FROM: Jessica Kahn, Civil Engineer

APPROVED: Jenny D. Haruyama, City Manager

SUBJECT: **ADOPT RESOLUTION NO. 1937 AUTHORIZING THE CITY
MANAGER AND PUBLIC WORKS DIRECTOR/CITY ENGINEER
TO EXECUTE RIGHT-OF-WAY CERTIFICATIONS FOR
TRANSPORTATION PROJECTS INVOLVING STATE AND/OR
FEDERAL FUNDING**

SUMMARY OF ISSUE

"Right-of-Way" (ROW) refers to the real property rights, which local agencies must possess to construct projects utilizing state and/or federal funds. When a local agency performs ROW activities on a state or federally assisted local project, the local agency prepares a ROW Certification. The ROW Certification must be submitted to and approved by Caltrans before a local agency is permitted to advertise a project for bidding.

The purpose of the ROW Certification is to document that any interests necessary for the project have been, or are being secured, and physical obstructions including buildings, utilities and railroads have been, or will be removed, relocated or protected as required for construction, operation and maintenance of the proposed project. All ROW activities must conform to these federal requirements with the laws and regulations intended as a safeguard to ensure that federal funds are appropriately expended and that once funds are being transmitted to the local agency, there is no risk that a property rights issue could delay, or otherwise stop a project from moving forward.

The majority of City transportation projects do not require additional ROW and the City would simply certify that it possesses all necessary property rights to complete the project. The State requires the governing body of a local agency to authorize execution of ROW certifications. The required authorization can be done on a project-by-project basis, or alternatively the local agency may adopt a resolution authorizing certain City staff to execute certifications. If ROW was required to complete the project, a separate action would be brought to City Council for authorization to obtain the necessary ROW prior to construction. Under this scenario, the City would certify that it obtained the necessary property rights prior to construction. This approval would not give staff authority to acquire, vacate, or transfer any property rights.

Attached for City Council’s reference are the two types of ROW Certifications for local projects involving state or federal funding.

FISCAL IMPACT

There is no fiscal impact associated with Right-of-Way Certifications.

STAFF RECOMMENDATION

It is recommended that the City Council adopt Resolution No. 1937 authorizing the City Manager and Public Works Director/City Engineer to execute Right-of-Way Certifications for transportation projects involving state and/or federal funding.

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RESOLUTION NO. 1937

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY
AUTHORIZING THE CITY MANAGER AND PUBLIC WORKS DIRECTOR/CITY
ENGINEER TO EXECUTE RIGHT-OF-WAY CERTIFICATIONS FOR
TRANSPORTATION PROJECTS INVOLVING STATE AND/OR FEDERAL FUNDING**

WHEREAS, the State of California, Department of Transportation, requires local agencies to execute Right-of-Way Certifications prior to calling for bids on transportation projects involving State and/or Federal funding; and

WHEREAS, the City routinely applies for a variety of funds for transportation improvements; and

WHEREAS, the execution of a Right-of-Way Certification is a prerequisite for receiving State and/or Federal funds for a project; and

WHEREAS, the State of California, Department of Transportation, allows for the governing body of a local agency to delegate its authority to execute Right-of-Way Certifications to designated staff.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the City Council of the City of Scotts Valley Does hereby authorize the City Manager and Public Works Director/City Engineer to execute Right-of-Way Certifications for State and Federal funded projects administered by the City of Scotts Valley.

The above and foregoing resolution was duly and regularly adopted by the City Council of the City of Scotts Valley at a regular meeting held on the 20th day of December, 2017 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved: _____
Mayor

Attest: _____
Tracy A. Ferrara, City Clerk

EXHIBIT 13-A SHORT FORM RIGHT OF WAY CERTIFICATION
LOCAL ASSISTANCE PROJECT
(Off-State Highway System Project)

NAME OF THE LOCAL PUBLIC AGENCY

NOTE:

This form is intended for projects that do NOT require R/W acquisition, relocation assistance, have NO railroad involvement, and the **ONLY Utility Relocation** involvement is limited to utility cover adjustments.

For each item below, except Item 5, select the ONE option most suitable to your project. If the chosen option directs you to use Exhibit 13-B, please stop. This Short Form is not applicable to your project.

Project ID

Project Location

General Description

RIGHT OF WAY CERTIFICATION No. 1**1. STATUS OF REQUIRED PROPERTY RIGHTS**

- ☐ No acquisition of right of way is required. All proposed work is within existing right of way.
- ☐ Right of way has been acquired in accordance with applicable policy and procedure covering the acquisition of real property. LPA has legal and physical possession, right to enter, and required permits. **If this box is checked, please use Exhibit 13-B.**

2. STATUS OF AFFECTED OPERATING RAILROAD FACILITIES

- ☐ None affected.
- ☐ The _____ Railroad has approved the proposed work, which is within their Right of Way but does not require the adjustment of railroad facilities. The necessary clauses will be placed in the contract special provisions. **If this box is checked, please use Exhibit 13-B.**
- ☐ The _____ Railroad (and when needed, the Public Utilities Commission) has approved the proposed work, which is within the railroad right of way and does require the adjustment of railroad facilities. The railroad, or its contract forces, will provide the necessary labor, materials and/or equipment to adjust their facilities. The necessary clauses will be placed in the contract special provisions. **If this box is checked, please use Exhibit 13-B.**

3. MATERIAL SITE(S)

- ☐ None required.
- ☐ Material site(s) required. **If this box is checked, please use Exhibit 13-B.**

4. DISPOSAL SITE(S)

- ☐ None required.
- ☐ Disposal site(s) required. **If this box is checked, please use Exhibit 13-B.**

5. STATUS OF REQUIRED UTILITY RELOCATION (Check all that apply)

- ☐ No relocation required, therefore Buy America requirements do not apply. Existing utilities located within project limits are shown on Project Plan.
- ☐ Project is not covered by NEPA document; therefore, Buy America requirements do not apply.
- ☐ Utility Agreements are not required on this project; therefore, Buy America requirements do not apply.
- ☐ Utility involvement is limited to adjusting UTILITY COVERS (manhole cover, water valve cover, and box lids) to grade and said work is compliant with all terms and conditions under MAP-21 including Buy America requirements. **If this box is checked, please complete page 5 of this form entitled "Utility Cover Adjustment Summary" and provide a copy of the Specific Authorization if federally participating.**
- ☐ All utility work (other than the adjustment of utility covers) has been completed. **If this box is checked, please use Exhibit 13-B.**
- ☐ All utility work (other than the adjustment of utility covers) will be completed by a stated date prior to award of the contract. **If this box is checked, please use Exhibit 13-B.**
- ☐ All necessary arrangements have been made for the completion of all remaining utility work (other than the adjustment of utility covers) required to be coordinated with project construction. Arrangements have been made with the owners of all utility encroachments which will remain within the right of way of the project so that adequate control of the right of way will be achieved. **If this box is checked, please use Exhibit 13-B.**
- ☐ Utility facilities (other than the adjustment of utility covers) will be relocated by the Project's Contractor under bid items. **If this box is checked, please use Exhibit 13-B.**

6. RIGHT OF WAY CLEARANCE

- ☐ There are no improvements or obstructions located within the limits of this project.
- ☐ All right of way clearance work has been completed and there are no improvements or obstructions remaining within the right of way area required for construction. **If this box is checked, please use Exhibit 13-B.**
- ☐ All necessary arrangements have been made for remaining right of way clearance work to be undertaken and completed as required for proper coordination with the construction schedule. **If this box is checked, please use Exhibit 13-B.**

7. AIRSPACE AGREEMENTS

- ☐ There are no airspace lease properties within the limits of this project.
- ☐ All necessary arrangements have been made with airspace lessee(s) and/or in Contract Provisions to minimize conflicts between lessee's activities and contractor's operations. **If this box is checked, please use Exhibit 13-B.**
- ☐ Airspace lease has been cancelled. **If this box is checked, please use Exhibit 13-B.**
- ☐ Other **(If this box is checked, please use Exhibit 13-B)**

8. COMPLIANCE WITH RELOCATION ASSISTANCE PROGRAM REQUIREMENTS

- ☐ Compliance was not required as there were no displacements for this project.
- ☐ Occupants who have not yet moved from the right of way will be protected against unnecessary inconvenience and disproportionate injury or any action coercive in nature. **If this box is checked, please use Exhibit 13-B.**
- ☐ LPA has complied with all the steps relative to the relocation advisory assistance and payments as required by applicable policy and procedure, and no person has been required to relocate without at least a 90 day written notice. If residential relocation was involved, all individuals and/or families have been relocated to decent, safe and sanitary housing, or the LPA has made replacement housing available to the displacees. **If this box is checked, please use Exhibit 13-B.**

9. COOPERATIVE AGREEMENTS

- ☐ None Required.
- ☐ Agency Agreement No. **(If checked, please attach a copy)**

10. ENVIRONMENTAL MITIGATION

- ☐ No environmental mitigation parcels are required for this project.
- ☐ All environmental mitigation parcels on this project have been acquired. **If this box is checked, please use Exhibit 13-B.**
- ☐ Acquisition of environmental mitigation parcels is ongoing. **If this box is checked, please use Exhibit 13-B.**

11. CERTIFICATION

I hereby certify the right of way on this project as conforming to 23 CFR 635.309(c)(1) and all terms and conditions under MAP-21, including Buy America requirements. The project may be advertised with contract award being made at any time.

12. INDEMNIFICATION BY LOCAL AGENCY

This Local Public Agency agrees to indemnify, defend, and hold harmless the Department of Transportation (Caltrans) from any and all liabilities which may result in the event the right of way for this project is not clear as certified. LPA shall pay from its own non-matching funds, any costs which arise out of delays to the construction of the project because utility facilities have not been removed or relocated, or because rights of way have not been made available to LPA for the orderly performance of the project work.

LOCAL PUBLIC AGENCY

Project ID:

Authorized Resolution No.:

Dated:

By: _____

Title: _____

Date: _____

CALTRANS ACCEPTANCE

The undersigned Caltrans Official has reviewed this Right of Way Certification as to form and content. Based on the review of the documents submitted, the Certificate is accepted on behalf of the local public agency. It remains the sole responsibility of the local public agency to ensure compliance with the Uniform Act.

Accepted as to form and content:

By: _____

Title: _____

Date: _____

Distribution: 1) Local agency completes this form, signs and sends it to the DLAE.
1) DLAE sends a copy to District Right of Way Local Programs Coordinator, keeps a copy for his/her files, and sends the signed original back to the local agency.

UTILITY COVER ADJUSTMENT SUMMARY

Items to be disclosed on this summary include: Covers of utility facilities, either **publicly owned** (by City/County and other public agencies, including the project sponsoring agency) or **privately owned** that services the general population. Utility covers of facility that directly services the street/roadway operation (such as an electric pull box, which services streetlight and traffic signals) do not require disclosure on this form.

a) PHYSICAL COVER ADJUSTMENTS PERFORMED BY OWNER

Notice # & Notice Date	Utility Agreement Date	Owner	Liability % Owner/LPA	Type of Facility	Encroachment Permit #	Federal Participation Yes (Y)* No (N)

*Include copy of Specific Authorization

b) UTILITY COVER ADJUSTMENTS WILL BE PERFORMED BY PROJECT CONTRACTOR

Bid Item #	Notice # & Notice Date	Utility Agreement Date	Owner	Liability % Owner/LPA	Type of Facility	Federal Participation Yes (Y)* No (N)

*Include copy of Specific Authorization

c) FEDERAL PARTICIPATION

☐ Yes ☐ No	The adjustments comply with the 23 CFR 645.119 and the R/W Utility Relocation process in Chapter 14 of the Local Assistance Procedures Manual (LAPM)
☐ Yes ☐ No	These adjustments are required as the direct result of the proposed construction activities and the local agency is legally liable to pay for the adjustment
☐ Yes ☐ No	Adjustments specified for Federal participation have received FHWA Specific Authorization (Exhibit 14-C, LAPM) approval? If “no”, not federally participating.

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EXHIBIT 13-B RIGHT OF WAY CERTIFICATION **LOCAL ASSISTANCE PROJECT (Off State Highway System)**

Local Agency: _____

NOTE: This form is intended for use on local assistance projects, off the State Highway System (SHS), where federal funds are used and where Right of Way (R/W) or rights in real property are required. This form could also be used when work required for local agency projects is located primarily off the SHS but may also encroach onto the SHS. *(Eliminate this paragraph before submitting document to your DLAE)*

Right of Way Certification No.: _____
(Insert 1, 2, or 3 for the type of Certification being made)

Project ID: _____

Project Location: _____

General Project Description: _____

1. STATUS OF REQUIRED RIGHT OF WAY:

Right of way (has been) (will be) acquired in accordance with applicable policy and procedure covering the acquisition of real property. Local Agency (has) (will have) legal and physical possession and right to enter on all lands as follows:

A. Total number of parcels required¹:

For items A 1-8 below and B on page 2, if total at time of completing certification is 0, enter 0 on the number line (or B line) and eliminate corresponding table/s.

1. Parcels acquired (escrow closed or Final Order of Condemnation recorded): _____

(To add table rows below, set cursor to right of last column in empty table set, then press enter, additional table rows will populate.)

Parcel Number	Owner	Project R/W Required ²	Excess (Yes or No)	Close of Escrow/Final Order of Condemnation Date

2. Parcels covered by Order for Possession: _____

Parcel Number	Owner	Project R/W Required ²	Effective Date of OP

3. Parcels covered by executed Right of Way Contract with Possession Clause: _____

Parcel Number	Owner	Project R/W Required ²	Effective Date	Date Funds Made Available to Owner/Deposited into Escrow ³

¹ Parcels listed in items A1-A7 on pages 1 and 2 should total the number shown on line 1A above.

² Items A1-A7: List as full acquisition, partial acquisition, fee, permanent easement (including type), temporary construction easement, etc. Detail should be added showing expiration dates of documents with fixed termination dates, i.e., temporary easements.

³ Funds must be deposited into an escrow account and be made available (able to withdraw), as legally permissible, to the grantor/s, as a condition of use of a possession clause in a right of way contact.

4. Parcels covered by Possession and Use Agreement only: _____

Parcel Number	Owner	Project R/W Required ²	Effective Date	Date Funds Deposited Into Escrow ⁴

5. Parcels covered by Right of Entry only (Requires HQs R/W and FHWA pre-approval)⁵: _____

Parcel Number	Owner	Project R/W Required ²	Effective Date	Date Funds Deposited into Escrow

6. Parcels Covered by Resolution of Necessity only⁶: _____

Parcel Number	Owner	Project R/W Required ²	Local Agency Resolution Date	Anticipated OP Service Date (all parties)	Anticipated OP Effective Date

7. Parcels covered by other acquisition documents as follows⁷: _____

Parcel Number or Location/ (P.M.)	Owner	Project R/W Required ²	Type of Document	Effective Date	Expiration Date	Date Funds Deposited into Escrow ⁴

8. Number of Parcels with a value in excess of \$500,000 _____

Dual Appraisal for each parcel (recommended but not required)? ____ Yes ____ No

B. Construction Permits, other required permits⁸: _____

Location/ (P.M.)	Owner	Type of Document	Effective Date	Expiration Date

2. STATUS OF ACCESS CONTROL:

Select appropriate statement/s and remove those that do not apply:

Conventional Highway, a highway with no control of access. Abutting property owners have access rights.

(OR)

Freeway/Expressway, a highway with limited/restricted rights of access.

(OR)

Non-Interstate Access Controlled Highway (or other facility with full access control). Except as provided in the approved plans for the project, all rights of access to, or from the section of highway to be improved under the project and the abutting property either are prohibited by law, or have been acquired, or are being acquired in condemnation proceedings heretofore commenced and which will be prosecuted to completion.

⁴ Funds must be deposited into an escrow account and be made available (able to withdraw), as legally permissible, to the grantor/s, as a condition of use.

⁵ Rights of Entry must only be used in emergencies, or extremely unusual/extraordinary circumstances. All Rights of Entry must be pre-approved by the Division of HQs RW&LS and approved by FHWA. Funds must be deposited into an escrow account and be made available (able to withdraw), as legally permissible, to the grantor/s, as a condition of using a right of entry.

⁶ To be used only rarely in a Certification No. 3; Resolution of Necessity must be adopted and the Order for Possession served, but is not yet effective.

⁷ This section covers acquisitions where the document is a license, permit etc., not otherwise covered by A1-A6 above. Examples include Licenses from State Lands Commission, Flood Control Districts, and Letters of Consent from US Forest Service.

⁸ These permits are not counted as parcels, are not appraised, recorded, or require payment (e.g. Permits to Enter).

(OR)

Except as provided in the approved plans for the project, all rights of access to, or from the section of highway to be improved under the project and the abutting property either are prohibited by law, or have been acquired under a previous project.

3. **STATUS OF AFFECTED RAILROAD OPERATING FACILITIES**, select appropriate statement/s and remove what does not apply:

None affected.

(OR)

The _____ Railroad has approved the proposed work, which is within their right of way but which does not require the adjustment of railroad facilities. The necessary clauses will be placed in the contract special provisions. The project may now be advertised.

(OR)

The _____ Railroad (and when needed, the Public Utilities Commission) has approved the proposed work, which is within the railroad right of way and does require the adjustment of railroad facilities. The railroad, or its contract forces, will provide the necessary labor, materials and/or equipment to adjust their facilities. The necessary clauses will be placed in the contract special provisions. The project may now be advertised.

CPUC Approval Type and Date: _____

C&M Execution Date: _____

4. **MATERIAL SITE(S)** - Select appropriate statement; remove those that do not apply:

None required

Commercial

Optional site(s) secured as follows:

Mandatory site(s) secured as follows:

Parcel Agreement No.	Owner	Document Effective Date	Expiration Date

5. **DISPOSAL SITE(S)** - Select appropriate statement; remove those that do not apply:

None required

Commercial

Optional site(s) secured as follows:

Mandatory site(s) secured as follows:

Parcel Agreement No.	Owner	Document Effective Date	Expiration Date

6. **STATUS OF REQUIRED UTILITY RELOCATIONS:**

There are no Utility Relocations required on the project. Therefore, Buy America compliance does not apply to the utility portion of the project.

(OR)

All utility work has been or will be completed in accordance with applicable policy and procedure covering the adjustment of utility facilities. All utility notices have been issued and arrangements have been made with the owners of all conflicting utility encroachments remaining within the right of way, so that adequate control of the project right of way will be achieved. If applicable, federal participation has been determined.

(AND)

- All utility work has been completed.

- ☐ Project specific utility agreement(s) is(are) fully executed and include(s) the Buy America language.
- ☐ Buy America compliance is not applicable for utility relocations as Utility Agreements are not required.

(OR)

- All utility work will be completed by a stated date prior to award of the contract (see schedule below).

- ☐ Project specific utility agreement(s) is(are) fully executed and include(s) the Buy America language.
- ☐ Buy America compliance is not applicable for utility relocations as Utility Agreements are not required.

(OR)

- All necessary arrangements have been made for remaining utility work to be completed as required for proper coordination with project construction. The special provisions in the contract provide for the coordination (see schedule below).

- ☐ Project specific utility agreement(s) is(are) fully executed and include(s) the Buy America language.
- ☐ Buy America compliance is not applicable for utility relocations as Utility Agreements are not required.

(AND when applicable)

The following utilities are located within the project Rights of Way but require no relocation:

Company	Type Facility

The following utilities are in conflict with the project and require relocation as follows: (If applicable)

R/W Notice and Notice Date Date	Company	Type of Facility	Liability % (Owner=O) (Local Agency=C)	Utility Agreement. Date	Federal Participation (yes/no) ⁹	Relocation Date & End Concurrent with construction (or) Bid Item/s listed below ¹⁰

⁹ A copy of Specific Authorization to Relocate Utility Facilities memorandum must be attached for each facility relocation item.

¹⁰ Additional information is required for each bid item if highway contractor will complete work as part of the highway contract.

(AND)

Bid Item Number	Owner/Type Facility	Liability % (Owner/Local Agency)	Federal Participation (Yes/No)

7. RIGHT OF WAY CLEARANCE:

There were no improvements or obstructions located within the limits of this project.

(OR)

All right of way clearance work has been completed and there are no improvements or obstructions remaining within the right of way area required for construction.

(OR)

All necessary arrangements have been made for remaining right of way clearance work to be undertaken and completed as required for proper coordination with the construction schedule as follows:

Parcel No.	Location/ P.M.	Description	Salvable/ Non Salvable		Method of Disposal ¹¹	Date Site Available to Construction Contractor

8. AIRSPACE AGREEMENTS:

There are no airspace lease properties within the limits of this project.

(OR)

All necessary arrangements have been made with airspace lessee(s) and/or special provisions in the contract to minimize conflicts between lessee's activities and contractor's operations.

(OR)

Airspace lease (describe) has been cancelled effective (date).

(OR)

Explanation of other disposition of airspace lease area.

9. COMPLIANCE WITH RELOCATION ASSISTANCE PROGRAM REQUIREMENTS

Compliance was not required as there were no displacements for this project.

(OR)

The Local Agency has complied with the Federal Uniform Relocation Assistance and Real Property Acquisition Act, as amended. The Local Agency has also complied with all the steps relative to relocation advisory assistance and payments as required by applicable policies and procedures, and no person has been required to relocate without at least 90 days written notice. If residential relocation was involved, all individuals and/or families have been relocated to a decent, safe and sanitary housing, or the Local Agency has made replacement housing available to the relocatees.

¹¹ Demolition Contract, Construction Contract, or Owner.

Types of relocation involved on this project. Check all that apply.

- ☐ Personal property relocation
- ☐ Residential relocation
- ☐ Business, farm or nonprofit relocation

Exceptions:

Occupants of residences, businesses, farms or nonprofit organizations who have not yet moved from the right of way will be protected against unnecessary inconvenience and disproportionate injury or any action coercive in nature.

Parcel Number	Location/(P.M.) (Owner) (Tenant)	Name of Occupant	Date to Vacate	Type of Occupancy ¹²

10. COOPERATIVE AGREEMENTS

None required.

(OR)

Agency	Agreement Number or Document Number

Attach a Copy of Each Cooperative Agreement.

11. ENVIRONMENTAL MITIGATION

No environmental mitigation parcels are required for this project.

(OR)

All environmental mitigation parcels for the project have been acquired.

(OR)

Acquisition of environmental mitigation parcels is ongoing. (Give detailed explanation)

12. INDEMNIFICATION BY LOCAL AGENCY

The Local Agency agrees to indemnify, defend, and hold harmless the Department of Transportation (Caltrans) from any and all liabilities which may result in the event the right of way for this project is not clear as certified. The Local Agency shall pay from its own non-matching funds, any costs which arise out of delays to the construction of the project because utility facilities have not been removed or relocated, or because rights of way have not been made available to Local Agency for the orderly performance of the project work.

13. CERTIFICATION (USE THE APPROPRIATE STATEMENT)

I hereby certify the right of way on this project as conforming to 23 CFR 635.309(b) and (c)(1) or (c)(2). The project may be advertised with contract award being made at any time.

¹² Residential, Business, Farm, Nonprofit Organization, or Personal Property only.

(OR)

I hereby certify the right of way on this project as conforming to 23 CFR 635.309(c)(3). The project may be advertised at any time. The project will be certified as conforming to 23 CFR 635.309 (b) **and** (c)(1) or (c)(2) by _____ (Date).

(Attach letter explaining why a Certification No. 3 is being used and substantiate that the Certification No. 1 or No. 2 date given above is realistic.)

(OR)

I hereby certify the right of way on this project as conforming to 23 CFR 635.309(c)(3) with Work-Around. The project may be advertised at any time. Approvals from FHWA are attached for the Work-Around. Appropriate notification has been included in the Bid Documents. An updated Certification will be provided by _____ (Date).

(Attach letter explaining why a Special Certification No. 3 with Work-Around is being used and substantiate that the Certification No. 1 or No. 2 date given above is realistic.)

(When updating the Special Certification No. 3 with Work-Around, use the following statement. This statement is required no later than 15 days prior to bid opening. If able to upgrade to a Certification No. 1 or No. 2, use appropriate CFR certification statement referenced above.):

I hereby certify the right of way on this project as conforming to 23 CFR 635.309(c)(3) with Work-Around. The project has been advertised and the contract may be awarded. Approvals from FHWA are attached for the Work-Around. I have confirmed that all appropriate notifications have been included in the Bid Documents concerning said Work-Around.

Local Agency: _____

Project ID: _____ As Authorized by Resolution No.: _____

By: _____ Date _____

Title

The undersigned Caltrans Official has reviewed this Right of Way Certification as to form and content. Based on the review of the documents submitted, the Certificate is accepted on behalf of the local public agency. It remains the sole responsibility of the local public agency to ensure compliance with the Federal Uniform Act and this Certificate is accepted on their behalf.

Accepted as to form and content:

By: _____ Date _____
District Deputy Director/Office Chief – Right of Way
(or person authorized in writing to sign)

(AND)

(Applicable for Certification No. 3 and Special Certification No. 3 with Work-Around)

APPROVED:

By: _____
Chief, Headquarters Division of Right of Way and Land Surveys Date

(AND)

(FHWA signature block is required for Projects of Corporate Interest, Projects of Division Interest depending on delegations identified in the Project Agreement, and Certification No. 3 and Special Certification No. 3 with Work-Around for projects located on the Interstate system.)

APPROVED:

By: _____
Melani Millard, Realty Officer Date
Federal Highway Administration

Distribution: 1) Local Agency completes and sends to DLAE for approval.
2) DLAE approves and returns to Local Agency.
3) Local Agency retains approved original in project files.

Footnote Instructions

1. Parcels listed in items A1 – A7 on pages 1 and 2 should total the number shown on line A above.
2. For sections A1 – A7 list as full acquisition, partial acquisition, fee, permanent easement (including type), temporary construction easement, etc. Detail should be added showing expiration dates of documents with fixed termination dates, i.e., temporary easements.
3. Funds must be deposited into an escrow account and be made available (able to withdraw), as legally permissible, to the grantor, as a condition of use of a possession clause in a right of way contact.
4. Funds must be deposited into an escrow account and be made available (able to withdraw) as legally permissible, to the grantor as a condition of use.
5. Rights of Entry must only be used in emergencies, or extremely unusual/extraordinary circumstances. All Rights of Entry must be pre-approved by the Division of HQs RW&LS and approved by FHWA. Funds must be deposited into an escrow account and be made available (able to withdraw), as legally permissible, to the grantor, as a condition of using a right of entry.
6. RON parcels are the minimum requirement for the use of a Certification #3, which is rarely used. The Resolution of Necessity must be adopted with the Order for Possession served, but not yet effective.
7. This section covers acquisitions where the document is a license, permit etc., not otherwise covered by A1 – A6 above. Examples include Licenses from State Lands Commission, Flood Control Districts, and Letters of Consent from the US Forest Service.
8. These permits are not counted as parcels, are not appraised, recorded, or do not require payment (e.g. Permits to Enter).
9. A copy of Specific Authorization to Relocate Facility Utilities Memorandum must be attached for each facility relocation item.
10. Additional information is required for each bid item if highway contractor will complete work as part of highway contract.
11. Demolition Contract, Construction Contractor, or Owner.
12. Residential, Business, Farm, Nonprofit Organization, or Personal Property only.

City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: December 20, 2017

TO: Honorable Mayor and City Council

FROM: Jenny D. Haruyama, City Manager

SUBJECT: **ORAL PRESENTATION: ANNUAL REPORT ON THE SANTA CRUZ CITY/COUNTY LIBRARY SYSTEM FROM LIBRARY DIRECTOR SUSAN NEMITZ**

City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: December 20, 2017

TO: Honorable Mayor and City Council

FROM: Jenny D. Haruyama, City Manager

SUBJECT: **CONSIDERATION OF A RESOLUTION SUPPORTING ENVIRONMENTAL HEALTH, INCLUDING INCREASED PEDESTRIAN AND BICYCLE MOBILITY AS DESCRIBED IN THE SANTA CRUZ COUNTY GREENWAY VISION**

SUMMARY OF ISSUE

On Wednesday, November 1, 2017, Bud Colligan, a Board Member of Santa Cruz County Greenway, a non-profit organization dedicated to developing world-class active transportation networks in Santa Cruz County presented the Greenway Vision, an alternative approach to using the Santa Cruz County rail corridor for transit. The Santa Cruz County Regional Transportation Commission (SCCRTC) who is currently exploring potential transportation uses in the rail corridor, completed a rail transit study that evaluated the feasibility of adding public transportation service on the rail line between Santa Cruz and Watsonville and a 32-mile bicycle/pedestrian path in conjunction with rail/transit services. The study explored ridership projections, capital and operating cost estimates, varying service scenarios and technologies and information on integration with other rail corridor uses and transportation services.

The results of the rail transit study (executive summary attached) found that phased implementation of rail service within Santa Cruz County is feasible. The service options were determined feasible from a constructability and operational standpoint and all options were thought to improve accessibility and mobility along the underutilized rail corridor. The study stated that the pursuit and implementation of rail transit service should be based on key decision factors, including available funding, ability to achieve community goals, and customer needs. Feasibility would rely heavily on securing a new sales tax with a portion of the funds dedicated for ongoing operation of rail transit service and which would provide an attractive match to federal and/or state grants for capital infrastructure. Additional information from the environmental analysis, market analysis, design engineering, and integrated system planning would also be used to make a final determination regarding what service alternative or hybrid to implement, if any.

Greenway proposes that in addition to the rail transit feasibility study, the SCCRTC should also assess and consider a "Trail-Only" approach for the rail corridor. Greenway recently completed the attached study which evaluates a Trail-Only option for the Santa Cruz

Branch Line. A Trail-Only option entertains the idea of a trail without rail instead pursuing rail service and with trails running adjacent to operating train lines as proposed by the SCCRTC. Greenway anticipates that a Trail-Only scenario would serve tens of thousands of people daily whereas the SCCRTC estimates 2,750 daily round-trip users. According to Greenway, a Trail-Only design would provide transportation, economic, recreation, and health benefits to Santa Cruz County residents and visitors at a fraction of the cost of passenger rail. Greenway believes that because of the high cost of bridge and environmental mitigations for the full 32-mile Rail-with-Trail/Rail-to-Trail solution, the Trail-Only option would be less costly and could be open for use by residents and visitors much earlier.

Greenway requested that the Council consider the attached resolution that supports efforts to enhance the local community’s environmental health, including increased pedestrian and bicycle mobility as described in the Santa Cruz County Greenway Vision, and encourages the incorporation of these initiatives into future rail corridor-related transportation projects.

FISCAL IMPACT

There is no fiscal impact associated with the adoption of the attached resolution.

STAFF RECOMMENDATION

It is recommended that Council consider Resolution No. 1938 supporting environmental health, including increased pedestrian and bicycle mobility as described in the Santa Cruz County Greenway Vision.

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RESOLUTION NO. 1938

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY SUPPORTING ENVIRONMENTAL HEALTH, INCLUDING INCREASED PEDESTRIAN AND BICYCLE MOBILITY AS DESCRIBED IN THE SANTA CRUZ COUNTY GREENWAY VISION

WHEREAS, Santa Cruz County has the second highest bike fatality rate of all the counties in the state and it's in the best interests of its residents to have a contiguous corridor and protected bike and pedestrian lanes in which to move around the County; and

WHEREAS, it's in the best interest of the County to use the peoples' money in the most effective way to provide transportation to all its residents and to take into account the need for transportation relief in the next five years; and

WHEREAS, it is critical that the County strive to implement transportation projects that preserve the environment, including low impact on the land, preserving trees, and low greenhouse gas emissions; and

WHEREAS, the beauty of the County is of utmost importance and the county should strive to build more green spaces without interruption of noise, traffic and pollution; and

WHEREAS, the City of Scotts Valley is dedicated to the promotion of a healthy lifestyle, safety, happiness and well-being of its residents and those of the entire County; and

WHEREAS, the County should endeavor to do cost benefit analyses on transportation projects to move the most people at the least cost, taking into account environmental, health, safety and social equity factors, and not levy new taxes or charge exorbitant fares that fall predominantly on those least able to pay them.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the City of Scotts Valley supports efforts that enhance the local community's environmental health, including increased pedestrian and bicycle mobility as described in the Santa Cruz County Greenway Vision, and encourages the incorporation of these initiatives into future rail corridor-related transportation projects.

The above and foregoing resolution was duly and regularly adopted by the City Council of the City of Scotts Valley at a regular meeting held on the 20th day of December, 2017 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved: _____
Mayor

Attest: _____
Tracy A. Ferrara, City Clerk



Santa Cruz Branch Rail Line Rail Transit Feasibility Study Executive Summary



Source: SCCRTC



Santa Cruz
County Regional
Transportation
Commission

005

December 2015

EXECUTIVE SUMMARY

Is rail transit service feasible in Santa Cruz County? What criteria should be used to define what is feasible? How can the community maximize use of the publicly-owned Santa Cruz Branch Rail Line? How much would it cost and how many people would ride rail transit? Could it help advance the community's mobility, environmental, economic, and other goals? Is there a "starter" rail transit service that could be implemented in the near term, and then augmented as demand and resources change? Could rail transit service be part of an integrated transportation network? How will rail transit service be coordinated with existing bus transit service, freight trains, planned regional and state rail service, and the planned Monterey Bay Sanctuary Scenic Trail Network – especially the 32 mile rail-with-trail project? These are some of the questions that spurred policy makers, agency staff, and community members to investigate if rail transit could serve some of Santa Cruz County's extensive transportation needs.

The Santa Cruz County Regional Transportation Commission (RTC) received a transit planning grant from the California Department of Transportation (Caltrans) to evaluate the feasibility of rail transit service¹ on the Santa Cruz Branch Rail Line. In May 2014, the RTC hired a team of consultants with extensive transit planning experience, led by Fehr & Peers, to conduct this study. The study includes a broad technical analysis of several public transportation service scenarios (developed based on input from the public), ridership projections, capital and operating cost estimates, review of vehicle technologies, and evaluation of funding options. Service scenarios were evaluated against multiple goals and objectives identified by the community, and compared to other rail transit systems in the nation. The report also discusses integration with other rail corridor uses, connectivity to other bus and rail services, and identifies feasible options for further analysis, environmental clearance, engineering, and construction. Based on extensive input provided on the draft study, this final study includes additional information and clarification on many aspects of rail transit, as summarized in Appendix A.



¹ While there are many different types of passenger service that could operate on the Santa Cruz Branch Rail Line, this study focuses on public transportation options characterized by passenger service using the fixed guideway rail and either self-propelled or locomotive hauled passenger cars, operated on a regular basis by or under contract with a public transit agency or Joint Powers Authority for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas.

STUDY AREA

The Santa Cruz Branch Rail Line is a continuous transportation corridor offering a variety of mobility options for residents, businesses, and visitors. In October 2012 the RTC completed acquisition of the rail line, which has been a transportation corridor since the mid-1870s, bringing it into public ownership. Funding for acquisition included state transit funds and passenger rail bond funds approved by the voters of both Santa Cruz County and the state of California. The rail corridor (Figure ES-1) spans approximately 32 miles of Santa Cruz County's coast from Davenport to Watsonville/Pajaro, runs parallel to the often congested Highway 1 corridor, and connects to regional and state rail lines. This underutilized transportation corridor is within one mile of more than 92 parks, 42 schools, and approximately half of the county's residents. Based on public input, travel patterns, and analysis of existing and forecasted future demographic conditions, this study focuses on the most populous and congested sections of Santa Cruz County – from the western edge of the city of Santa Cruz to downtown Watsonville - though service north to Davenport is not precluded from future analysis.

Figure ES-1: Santa Cruz Branch Rail Line



Source: SCCRTC, 2015



Although Santa Cruz County is not considered a major metropolitan area, the topography of the area concentrates development between the ocean and the mountains. The county's population density is one of the highest in California, with approximately 90,000 people living within one-half mile of the rail line. Areas along the rail line have population densities similar to Berkeley/Oakland and cities along the San Francisco Bay Peninsula. The number of people per square mile in the City of Santa Cruz and the Seacliff area are approximately 4,000; Live Oak ranges from 5,300 to 7,100 people/square mile, and the City of Watsonville has over 7,500 people/square mile.²

PURPOSE OF STUDY

The RTC was awarded a federal transit planning grant by Caltrans to conduct a rail transit study for the Santa Cruz Branch Rail Line. The objective of this study is to analyze potential public transit service scenarios using the rail fixed guideway, along with potential station locations that could serve Santa Cruz County. This analysis lays the groundwork for more detailed evaluation of operational characteristics and costs. Overall objectives of the study include:

- Analyze the feasibility of rail transit service on the Santa Cruz Branch Rail Line.
- Identify, evaluate and compare a range of near- and long-term rail transit service options.
- Understand how rail transit service can improve people's access to jobs, schools, recreation, goods/services, and other activities.
- Provide data regarding ridership potential, capital and operating/maintenance costs, revenue projections, and connectivity with other transportation modes.
- Identify governance and financing options.
- Meet or exceed sustainable communities, greenhouse gas emission reduction and natural environment protection goals. These include the California Global Warming Solutions Act of 2006 (AB 32) and Sustainable Communities and Climate Protection Act of 2008 (SB375) which aim to reduce greenhouse gas emissions, in part by reducing the number of miles people drive.
- Provide the community with general information regarding rail transit service options and service implementation, in consideration of forecasted ridership demand and funding.
- Identify possible locations for stations and passing sidings and assist local entities in ensuring coordination of land use, transit, trail, and freight plans along the corridor.
- Involve the community and the RTC board in the service evaluation and decision making process.

² <http://quickfacts.census.gov>



WHY CONSIDER RAIL TRANSIT ON THE SANTA CRUZ BRANCH LINE?

When considering the current state of Santa Cruz County's strained infrastructure, as well as housing shortages and anticipated growth in population and jobs, we are faced with many questions. How will people get around? Where will they live? What kind of jobs will they find? What does this mean for quality of life? Will our highways support our growing transportation needs? Improvements in the housing supply and the transportation network are essential for a stronger local economy and quality of life.

- **Provide mobility options.** Considering that local roads and highways are increasingly congested, that our population continues to grow, that state mandates require reductions in how much people drive, that many people in our community cannot drive, as well as our community values, it is important to provide transportation options which have the capacity to move people more efficiently and sustainably. Commuters, youth, seniors, low-income individuals, people with disabilities, businesses, and visitors have a diverse set of transportation needs. Adding new mobility options that expand travel choices can help address a multitude of these needs and provide an alternative to congested roadways.
- **More predictable travel times.** Congested roadways make it difficult to predict how long it will take to get places either by car or bus. Rail transit, operating on a fixed guideway, provides more reliable travel times. Transit riders are also able to relax, read, work, and avoid traffic.
- **Connecting Watsonville and Santa Cruz.** Rail transit could improve connections between the two largest and fastest growing cities in Santa Cruz County, expanding access to jobs, educational opportunities, and housing.
- **Connecting to California.** Rail transit would provide a new option for travel not only within Santa Cruz County, but would also connect at Pajaro Station with planned rail service to the San Francisco Bay Area, Monterey County, Sacramento, and south along the California Coast. Pajaro Station is about 20 miles from the planned High Speed Rail Station in Gilroy.
- **Rising demand for compact complete communities.** Public transportation investments can promote more walkable neighborhoods, with essential services and jobs nearby.³ Compact development in turn provides a host of environmental and social benefits, helping to reduce vehicle miles traveled (VMT), fuel use, and greenhouse gas (GHG) emissions even from non-transit users. Compact development also makes the most of existing infrastructure (water, roads, utilities, schools, etc.) while minimizing sprawl into open spaces.

"I don't think we should plan for a [transportation] system that's 1956. We should plan for 2045."

**—Anthony Foxx,
US Secretary of Transportation**

³ *Transit Cooperative Research Program (TCRP) Report 176: Quantifying Transit's Impact on GHG Emissions and Energy Use*, Transportation Research Board (TRB), 2015.



- **Funding landscape is changing.** The state's new Cap and Trade program includes significant funding for rail transit investments and is expected to grow over time. Recently the state has also made major policy changes to provide funding to maintain state highways but not to expand capacity on those highways.

Rail transit service could also contribute to or support many existing policies and goals of the RTC, local government, environmental groups and local business organizations. Coordination and collaboration with these entities would be essential to realize community goals. As part of a more diverse transit system, rail service would need to be integrated with existing fixed route bus service and the bicycle and pedestrian network. It is not realistic to represent rail transit service as the singular solution to many problems, yet it could provide a very strong supporting role in the future development of healthy sustainable communities in Santa Cruz County.

MEASURING FEASIBILITY: GOALS AND OBJECTIVES

At the start of this study, the RTC solicited input from the public on the goals, objectives and measures that should be used to evaluate the feasibility of rail service. Goals and objectives identified as priorities by the community are shown in Figure ES-2. These goals and objectives for rail transit in Santa Cruz County are consistent with regional, state and federal transportation planning goals and objectives related to access, mobility, maintenance, efficiency, economic vitality, safety, quality of life, and the environment.

STATIONS AND SCENARIOS ANALYZED

Based on existing and forecasted future travel patterns, as well as input from community members, technical stakeholders and rail peers, a series of station locations and service scenarios were analyzed for this study. The project team conducted a general, initial screening of ten service scenario concepts, with varying station locations, termini, and service hours. This included a qualitative assessment of ridership potential, capital costs, and connectivity to local, regional, state transit and intercity rail systems. Taking into consideration the initial screening, seven service scenarios (Figure ES-3), which represent a range of costs and near and longer term implementation potential, were selected for more detailed evaluation.



Figure ES-2: Study Goals and Objectives

Transportation Alternatives/Choices
GOAL 1: Provide a convenient, competitive and accessible travel option

More Options Provide additional and competitive travel options to address the current and future needs of the community (including employment, school, visitor, shopping, recreational, neighborhood and other daily trips)
Ridership Increase the number of people using transit
Faster Travel Times Reduce how long it takes to get places
Transit Connections Connect to the bus transit system (METRO)
Bike & Walk Connections Ensure connectivity to sidewalks, bike lanes and Monterey Bay Sanctuary Scenic Trail (or Rail-Trail)
Non-Drivers Expand options for seniors, children, people with disabilities, low-income, and those who cannot or do not drive
Visitors Expand options for visitors and tourists to reduce traffic congestion
Reliability Make it easier to predict how long it will take to get places (<i>reliability of transit travel times</i>)

Sustainability
GOAL 2: Enhance communities and the environment, support economic vitality

Reduce Traffic Reduce the number of cars on Highway 1 and local roads
Climate Reduce fuel consumption, greenhouse gas emissions, and air pollution
Other Car Impacts Reduce need for parking, road expansion and other land use effects of cars (preserve open space and reduce sprawl)
Serve Major Destinations Locate stations in areas with high concentrations of housing, jobs, services, visitors and activities
Economy Support access to jobs, shopping, tourist, and other economic activity centers/opportunities
Revitalization Stimulate sustainable development and revitalization of areas near stations
Minimize Impacts Minimize negative impacts of rail transit on neighborhoods, adjacent properties, and the environment (traffic, noise, parking, construction, etc)
Safety Provide safety measures to avoid conflicts between rail transit vehicles & cars, bicyclists or pedestrians
Consistency Ensure consistency with local, regional, state, and federal plans and policies

Cost Effectiveness
GOAL 3: Develop a rail system that is cost effective and financially feasible

Cost to Benefit (Cost Effectiveness) Develop a rail system that is cost effective
Cost per Rider Generate sufficient ridership to minimize per rider and system costs
Existing Resources Optimize use of existing infrastructure
Financially Feasible Develop a system that keeps operating and capital costs to a minimum
Funding Options Identify service options that are competitive for local, state, and federal funding sources
Efficiencies Maximize operational efficiencies, build partnerships with public and private agencies, groups, and interests



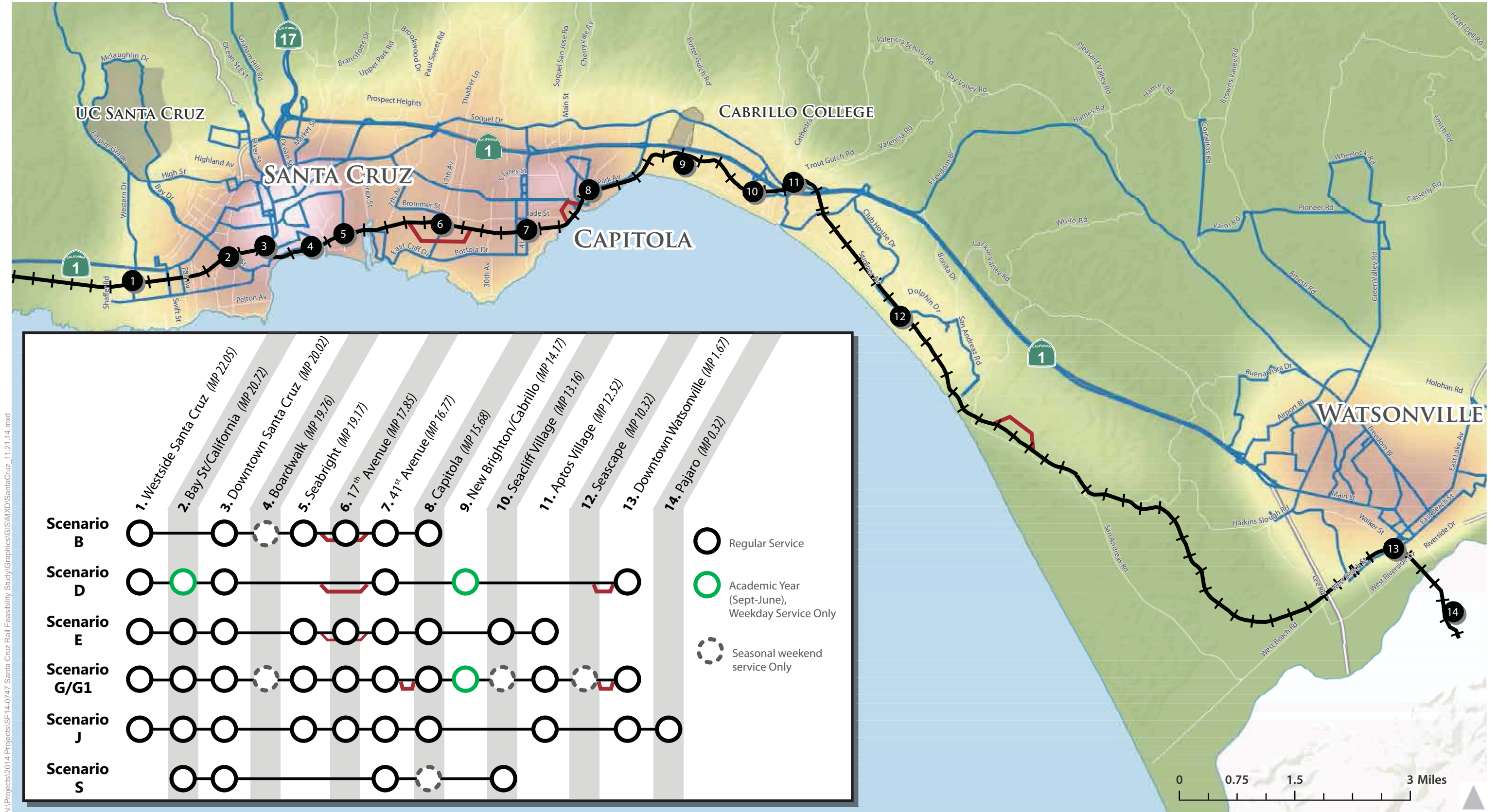

- Limited Service, Santa Cruz ↔ Capitola: Weekday and weekend service limited to primary stations⁴ and a few key visitor destinations (Scenario B)
- Peak Express Service, Santa Cruz ↔ Watsonville: Service hours limited to peak weekday commute hours (Scenario D)
- Local Service, Santa Cruz ↔ Aptos: Weekday and weekend service to primary and secondary stations, including service near Cabrillo College (Scenario E)
- Expanded Local Service, Santa Cruz ↔ Watsonville: Weekday and weekend service to primary and secondary stations expanded to Watsonville (Scenario G)
- Santa Cruz ↔ Watsonville: Weekday and weekend service to primary and secondary stations utilizing FRA-compliant locomotives (Scenario G1)
- Regional Rail Connector, Santa Cruz ↔ Pajaro: Service connecting to future Capitol Corridor/Amtrak and Coast Daylight service at Pajaro to test potential for ridership demand with regional rail accessibility (Scenario J)
- Limited Starter Service, Santa Cruz/Bay St ↔ Seacliff Village: Very limited weekday and weekend service hours and station stops utilizing locomotives. (Scenario S)

While this represents a range of rail transit service options, the locations where service starts and ends (route/termini), the number and location of station stops, service days and times, vehicle types, passing sidings, station design and other factors could ultimately reflect a scalable hybrid of these scenarios and could change over time. For the purpose of estimating costs and travel times, light DMU vehicles⁵ were analyzed for most scenarios. For Scenario G1, new locomotive-powered vehicles were analyzed. Scenario S included leased locomotive-powered vehicles, rather than purchasing new vehicles. If rail transit service is implemented, the range of transit vehicle types available would be analyzed during the procurement process.

⁴ Potential station locations anticipated to have higher ridership potential were identified as “primary stations”. “Secondary stations” also have promising ridership potential, but not as high as primary stations. Other potential station locations were screened out for this analysis; however could ultimately be developed, in-step with growth in ridership potential (jobs, housing, infrastructure development or transit connections) or be utilized at special time periods (such as seasonal weekends or for special events).

⁵ Light DMU: Diesel-electric Multiple Unit is a light, self-propelled tram-like rail unit consisting of 2 or more rail cars.





Potential Station + Santa Cruz Branch Line Santa Cruz Metro Transit Routes Transit Likelihood: High Low Passing Sidings *



SCCRTC
RAIL STUDY *Varies by scenario.

Figure ES-3
Santa Cruz Rail Feasibility Project Service Scenarios

TECHNICAL ANALYSIS: RIDERSHIP AND COSTS

Technical analysis of the scenarios described above included ridership forecasts, capital cost estimates, as well as operations and maintenance cost estimates.

Ridership: Fehr & Peers conducted a ridership modeling analysis to determine potential ridership demand at each station under each scenario. Based on existing travel and land use patterns, population and employment levels, as well as projected transit travel times, the ridership models found that in the base year⁶ up to 1.65 million passengers per year (5,500 daily weekday boardings) would ride rail transit between Santa Cruz and Watsonville in Scenario G, which serves the greatest number of stations with the most frequency. This represents an increase in transit ridership, which currently is approximate 5.7 million on METRO's bus system.⁷ In 2035, rail transit ridership could increase for this same service to over two million annual boardings. For the base year, the scenario with rail transit limited to morning and evening peak commute hours, serving significantly fewer stations had the lowest ridership estimate of 1,100 per day (287,500 annual boardings in Scenario D).

Capital Costs: In order to assess the capital needs of each scenario, consultants from RailPros conducted an assessment of existing infrastructure conditions and identified upfront and long-term cost estimates for the track, signal systems, crossings, stations, vehicles, and other components. In some instances, to minimize construction impacts once service is initiated and to reduce maintenance needs, full replacement and reconstruction of many rail elements is recommended and included in the cost estimates; though it is possible to initiate rail transit service before making all of the upgrades identified. The initial infrastructure construction costs (capital outlay) range from a low of \$23 million (Scenario B: Capitola to/from Santa Cruz) to a high of approximately \$48 million (Scenario G1: Watsonville to/from Santa Cruz using new locomotives). In addition to the base (or "raw") construction estimates, the study assumes an additional 30 percent for support costs (includes preliminary design and environmental review, preparing construction documents, permitting, construction management, etc.) and a 30 percent contingency. Not surprisingly, the capital cost is closely related to the amount of the rail line that is utilized for rail transit service, the number of stations, and the number of rail vehicles. The cost estimates are conceptual, based on recent unit costs on other rail projects in the California and the nation, as no engineering was performed for this feasibility-level study. Actual capital costs could range between 70 percent and 130 percent of these estimates, with more precise cost estimates only available following detailed surveying and engineering analysis.

⁶ "Base year" is from 2010 AMBAG Regional Travel Demand Model information.

⁷ Santa Cruz METRO June 2015 Monthly Ridership Summary report.



Operations and Maintenance: LTK Engineering Services developed travel time forecasts, identified where new passing tracks (sidings) may be required to allow rail transit vehicles traveling in opposite directions to pass, and developed annual operating and maintenance cost estimates. This analysis found that with the capital upgrades identified, including new passing sidings, it would take either 36 or 41 minutes for rail transit vehicles to travel between Santa Cruz and Watsonville, depending on the number of station stops (6 or 10, respectively). Service between the Westside of Santa Cruz to Capitola Village would take 16 minutes. On average, rail vehicles would travel at 25-35 miles per hour (mph).

Annual Operating & Maintenance (O&M) costs were estimated for each of the operating scenarios under consideration. The annual O&M estimates are based on real cost data obtained from operating rail transit lines with similar service characteristics.

Cost data for ongoing annual costs for rail systems include:

- Rail vehicle operating costs – cost of operator salaries, dispatching, fuel, etc.
- Rail vehicle maintenance costs
- Ongoing rail right-of-way and station maintenance
- Administrative costs (including security, scheduling, marketing, and other administrative activities)

The rail service operating costs were derived by multiplying the number of annual hours that rail equipment would be in service for each scenario by the average hourly cost of providing service for six comparable rail transit systems. The rail vehicle maintenance costs were derived by multiplying the number of vehicles required for each scenario by an average maintenance cost per vehicle for comparable rail systems. Administrative costs represent an average of 38 percent of the combined total of annual rail operating and maintenance costs for peer systems. A 20 percent contingency was then added to the sum of these three cost sectors, resulting in the total O&M cost estimate for each scenario. The operating costs for scenarios utilizing locomotives pulling coaches (Scenarios G1 and S) are higher due to the additional vehicles, heavier weight and increased fuel consumption.

Table ES-1 provides a summary of the ridership, travel time, and cost estimates for each scenario analyzed. Preliminary capital and operating costs for Scenario S were provided by Iowa Pacific and then adjusted for consistency regarding contingency and support costs, Positive Train Control, and labor rates.



TABLE ES-1: SUMMARY OF TECHNICAL ANALYSIS

Metric	Scenario B SC - Capitola	Scenario D Peak: SC-Wats	Scenario E SC-Aptos	Scenario G SC-Wats	Senario G1 – FRA SC-Wats	Scenario J SC-Pajaro	Scenario S - FRA SC/Bay St -Seacliff
Track Miles	6.6	20.5	9.5	20.5	20.5	21.8	7.6
One-way Travel Time	16 min	36 min	23 min	41 min	41 min	43 min	25 min
Operating Hours and Frequency	All day, every 30 minutes	Peak hours Mon-Fri, every 30 minutes	All day, every 30 minutes	All day, every 30 minutes	All day, every 30 minutes	Match regional train schedules; 6 RT/day	Reduced hours; limited mid-day & weekends
Trips per weekday (both directions)	60	24	60	60	60	12	36
Number of vehicles (rail vehicle sets)	3	4	3	5	5	2	3 (leased)
Number of stations (weekday)	6	6	9	10	10	10	4 + 1 seasonal
Operating hours per year (revenue rail transit service hours)	9,800	4,313	9,800	13,591	13,591	5,024	5,513
Annual service miles (revenue miles)	145,000	136,000	204,000	400,000	400,000	56,000	91,500
Annual Boardings Low Estimate (Base Year)	846,000	287,500	1,413,000	1,509,000	1,509,000	528,000	420,000
Annual Boardings High Estimate (2035)	1,287,000	405,000	1,926,000	2,031,000	2,031,000	741,000	660,000
Daily weekday boardings Low Estimate (Base Year)	2,800	1,100	4,700	5,000	5,000	1,750	1,400
Daily weekday boardings High Estimate (2035)	4,300	1,600	6,400	6,800	6,800	2,500	2,200
Annual O&M cost (operations, vehicle maintenance, general admin, & contingency)	\$7M	\$3.8M	\$7M	\$9.9M	\$14M	\$3.7M	\$5.4M



TABLE ES-1: SUMMARY OF TECHNICAL ANALYSIS

Metric	Scenario B SC - Capitola	Scenario D Peak: SC-Wats	Scenario E SC-Aptos	Scenario G SC-Wats	Senario G1 – FRA SC-Wats	Scenario J SC-Pajaro	Scenario S - FRA SC/Bay St -Seacliff
Annualized Recurring Maintenance of Way	\$705k	\$1.5M	\$845k	\$1.5M	\$1.8M	\$1.6M	\$445k
Average Annual Cost	\$7.6M	\$5.3M	\$7.75M	\$11M	\$16M	\$5.3M	\$6M
Infrastructure Cost (tracks, stations)	\$23M	\$40M	\$28M	\$41M	\$48M	\$41M	\$19.7M
Vehicles	\$25.5M	\$34M	\$25.5M	\$42.5M	\$61.5M	\$17M	\$0 (lease)
Total Capital Outlay (infrastructure+vehicles +30% contingency & 30% support)	\$77M	\$119M	\$85M	\$133M	\$176M	\$93M	\$31.5M (vehicle lease in O&M)
Total Capital Outlay per Mile	\$12M	\$6M	\$9M	\$6.5M	\$8.5M	\$4M	\$4M

Source: Fehr & Peers, LTK, RailPros, 2015, Scenario S – Iowa Pacific, adjusted for consistency

Notes: Costs shown in \$2014 dollars. SC =Santa Cruz, Cap = Capitola, W = Watsonville, FRA = Federal Railroad Administration;
Infrastructure (or “raw”) costs include capital construction costs such as tracks, stations, and sidings.

FUNDING ASSESSMENT

A core component for demonstrating feasibility for any transit project is the ability to secure adequate funding for project implementation (planning, environmental review, design, procurement and construction) and for ongoing system operations and maintenance. Initiation of new rail transit service in Santa Cruz County would require a combination of federal and/or state capital funding, as well as new revenues for ongoing operations. This study includes an inventory of existing and potential new federal, state, regional, local, and private funding sources and identifies funding strategies, sources and mechanisms that are most reasonable to pursue. The study also evaluates a range of passenger fare levels that could optimize revenues without significantly impacting ridership levels.

For the purposes of this study it was assumed that funding sources used to fund the existing bus transit system would not be redirected to fund rail transit. The study found that a successful funding strategy for any scenario would need to include a new countywide sales tax with some portion dedicated to rail and some combination of the following sources – U.S. Department of Transportation TIGER grant program, Federal Transit Administration (FTA) \$5309 Fixed Guideway Small Starts grant program, and/or California Cap and Trade program funds. Additional potential sources of revenue include regional shares of state



and federal funds (such as the State Transportation Improvement Program), federal Economic Development Administration public works grants, FTA §20005(b) Transit Oriented Development (TOD) grants, developer fees, Smart Cities, Sustainable Communities, Healthy Neighborhoods and other land use or planning type grants; as well as public-private partnerships (P3).

Taking into consideration the universe of sources that may be available for capital and ongoing operations, higher cost scenarios could be more difficult to fund based on the current funding environment.

OTHER EVALUATION MEASURES/FEASIBILITY

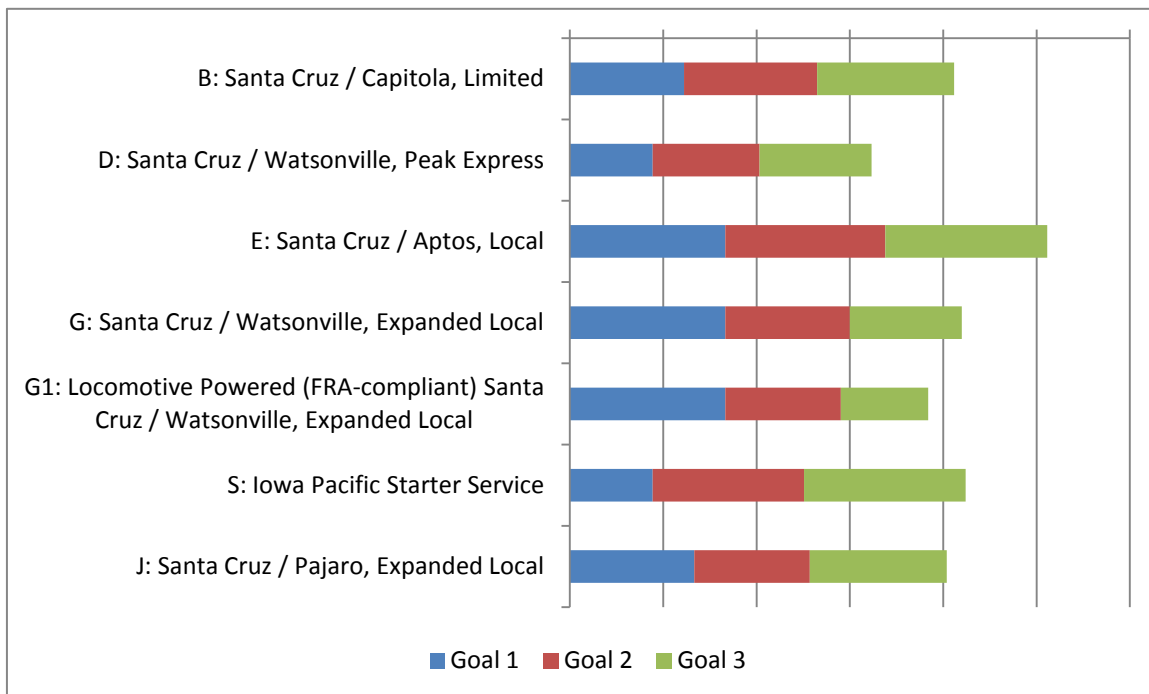
In addition to the base metrics of ridership and cost described above, an evaluation framework was developed to evaluate rail transit service along the Santa Cruz Branch Rail Line in the context of the goals and objectives identified by the community for this study. Each of the seven scenarios was comparatively evaluated against several quantifiable metrics. These evaluation measures included criteria to measure: transit operations and performance, connectivity and quality of access, livability and economic vitality, neighborhood and environmental impacts, impacts of construction on homes and businesses, capital and operating costs, and funding competitiveness. Specifically, data for each of the following measures were considered:

- Travel time Competitiveness
- Boardings (ridership)
- Disadvantaged Communities/Equity
- Household Connectivity
- Bicycle/Pedestrian Connectivity
- Transit Connectivity
- Economic Development
- Job Access
- Traffic Impacts
- Environmental Benefits
- Noise & Vibration
- Parking Constraints
- Minimize Impacts to Homes/Local Businesses
- Capital Cost
- Operating and Maintenance (O&M) Costs
- Annualized Lifecycle Cost per Trip
- Funding Potential



Comparing the seven service scenarios based on the goals and evaluation measures (see Figure ES-4 and Section 7), Scenario E (local service between Santa Cruz and Aptos Village) scored the highest, followed by Scenario G (local service between Santa Cruz and Watsonville) and Scenario S (limited service from Santa Cruz to Seacliff). Scenario D (Watsonville/Santa Cruz Peak Express), which only operates during peak commute hours, has the lowest ridership and scored the lowest.

Figure ES-4: Evaluation of Scenarios
Advancement of project goals



GOAL 1 - Transportation Alternatives/Choices: Provide a convenient, competitive and accessible, travel option

GOAL 2 – Sustainability: Enhance communities & the environment, support economic vitality

GOAL 3 - Cost Effectiveness: Develop a rail system that is cost effective and financially feasible

Source: Fehr & Peers, 2015. Reflects equal weighting for each measure.

SERVICE PARAMETERS

This study evaluates the feasibility of implementing rail transit service along the Santa Cruz Branch Rail Line based on how well the range of potential service scenarios advance goals and objectives identified by the community. The technical analysis and evaluation of the service scenarios found that phased implementation of rail service within Santa Cruz County is feasible.



The service options are feasible from a constructability and operational standpoint and all options would improve accessibility and mobility along the underutilized rail corridor. Section 8 describes possible parameters and considerations for introducing rail transit service between Santa Cruz and Watsonville; the ultimate decision to pursue and implement rail transit service will be based on key decision factors.

Key decision factors include: available funding, ability to achieve community goals, and customer needs. Feasibility will rely heavily on securing a new sales tax with a portion of the funds dedicated for ongoing operation of rail transit service and which would provide an attractive match to federal and/or state grants for capital infrastructure. Additional information from the environmental analysis, market analysis, design engineering, and integrated system planning would also be used to make a final determination regarding what service alternative or hybrid to implement, if any.

IMPLEMENTATION STEPS

Before rail transit service could be initiated, several steps would need to be taken. Near-term (1-5 year) and mid-term (5-10 year) steps involved in transit project implementation include:

- Draft Environmental Studies and Conceptual Engineering –near-term.
- Preferred Alternative Selection and Preliminary Engineering –near-term.
- Final Design, Construction Documents, and Funding – near-term
- Right-of-Way (ROW) Acquisition for stations and sidings, if needed – near-term
- Construction Contractor Procurement – mid-term
- Construction – mid-term
- Vehicle Procurement – mid-term
- Opening – mid-term

Other considerations that would need to be addressed prior to implementation include:

- Integration/coordination with freight service
- Regulatory requirements – FRA and/or CPUC
- Governance structure for agency operating rail service
- Service operator
- Coordination with Santa Cruz METRO bus service



- Ridership forecasting using FTA Simplified Trips-on-Project Software (STOPs) methodology required for federal funding
- Funding strategies, competitiveness and procurement

PUBLIC INVOLVEMENT

Broad community participation helped shape this study, with extensive input gathered at several stages of study development. At the project outset in 2014, 2,000 members of the community provided input on study goals and objectives, evaluation measures, service scenarios, station locations, and operating hours. Through the Draft Study, the community considered the results of ridership, revenue and cost estimates and actively engaged in the discussion about the feasibility of future rail transit service.

Information about the study was provided at public meetings, workshops, and open houses, meetings with community organizations and public agencies, at community events (including farmers markets and First Friday), posted on a project-specific page on the RTC website (www.sccrtc.org), distributed through the RTC's eNews email group (<http://www.sccrtc.org/about/esubscriptions/>), and via dozens of media articles.

During the 70 day review period for the Draft Study in 2015, the RTC received over 400 written comments and over 2,600 people took a survey about the findings of the analysis. This final document provides clarification and additional information on topics raised by members of the public, Commissioners, RTC Committees, interest groups and partner agencies. Appendix A contains more information about public outreach and input, as well as a summary of comment topics and responses. It is important to note that this is a feasibility study, and answers to some questions would not be available until more detailed analysis is done through environmental, design engineering, or system planning stages.

The RTC received the final Rail Transit Feasibility Study at its December 3, 2015 meeting.

STUDY SCOPE LIMITATIONS

The scope of this study is limited to a preliminary analysis of rail transit options along the publicly-owned Santa Cruz Branch Rail Line. This is not a detailed service or implementation plan. If the RTC decides to move forward with implementing service, environmental review and engineering level design work would be initiated to provide more detailed analysis of potential environmental impacts, station locations, parking needs, and integration with the planned Monterey Bay Sanctuary Scenic Trail (MBSST or "rail trail"). Rail transit service hours, schedules, and frequency would be evaluated and coordinated with METRO buses and established with public input during service planning. Additionally, evaluation of



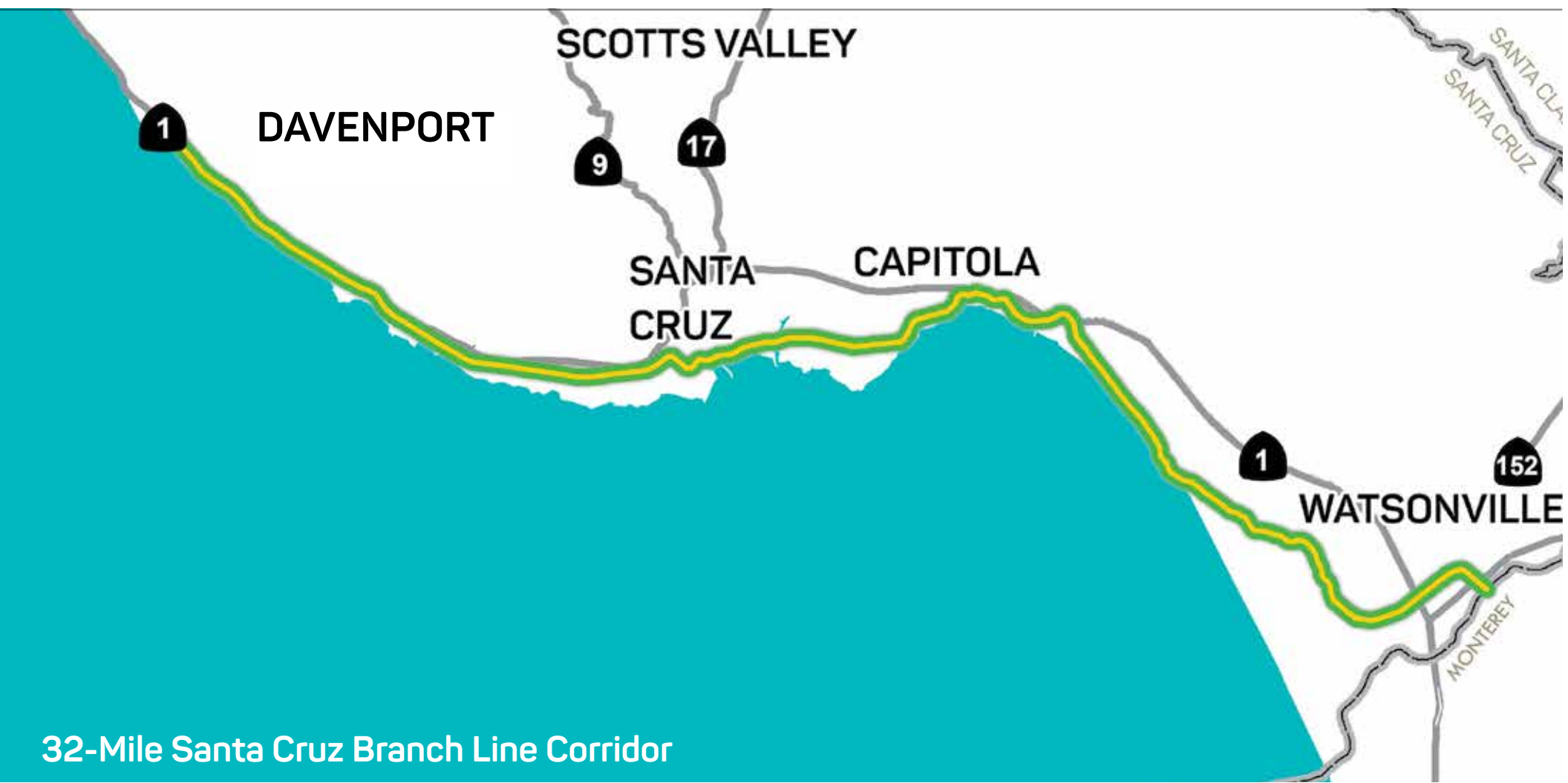
multimodal transportation improvements along the heavily-traveled Santa Cruz to Aptos corridor is also in process as part of the Santa Cruz County Unified Corridors Plan. Starting with development of a multimodal county level travel demand model, the Unified Corridors Plan will analyze transportation investments on the parallel routes of Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line to identify the combination of investments that most effectively move people and provide transportation choices.

The RTC recognizes that there are also other options for the rail right-of-way that have been analyzed in the past or could be analyzed in the future. This includes other rail transit service – such as recreational rail service or intercity rail service to the San Francisco Bay Area or Monterey County; or expanded freight service. Some members of the community have also expressed interest in using the Santa Cruz Branch Rail Line for bus rapid transit (BRT) or personal rapid transit (PRT). Expanding rail transit service from downtown Santa Cruz to Harvey West business area near the Highway 1/Highway 9 intersection or up to Felton and other parts of San Lorenzo Valley has been suggested. Coordination with Big Trees/Roaring Camp to extend service from the downtown Santa Cruz wye toward Harvey West and the San Lorenzo Valley could take place in the future. Many members of the community have also requested that rail transit service be provided from Santa Cruz to San Jose over the Santa Cruz Mountains. This study does not preclude future analysis of these and other options, but they were outside of the scope of this study.





THE GREAT SANTA CRUZ TRAIL 2016



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This report studies a “Trail-Only” option for the Santa Cruz Branch Line. A “Trail-Only” option entertains the idea of a trail without rail, or Rail-to-Trail. Trails running adjacent to operating train lines are called Rail-with-Trail.

INTRODUCTION

California voters approved Proposition 116 in 1990, providing new funding for passenger rail statewide. In 2012, the Santa Cruz County Regional Transportation Commission (SCCRTC) used \$10.2 million of this funding to purchase the Santa Cruz Branch Rail Line. The current direction for Rail-with-Trail was prescribed as a result of Prop 116 funding requirements and the extent it constrained the examination of alternatives both before and after. However, options exist for alternative approaches—such as a Trail-Only design—if these funds are repaid.

SCCRTC's Santa Cruz Branch Rail Line Rail Transit Feasibility Study and Monterey Bay Sanctuary Scenic Trail Master Plan (MBSST) both include a 32-mile multi-use trail, parallel to rail. Unfortunately, no study has considered the option for a Trail-Only scenario. We appreciate that this plan would be

To facilitate a regional, public discussion regarding the option to convert up to 32 miles of existing lightly used rail corridor to a highest quality trail between Santa Cruz and Watsonville, this report presents a vision for implementation of a Trail-Only option.

incomplete without consideration of the vast amount of time, cost, and effort that has already been expended on policy decisions, community building, and contractual obligations related to the corridor. As such, this plan has at its core a desire to assist the SCCRTC in achieving its bold, aspirational health, safety, and sustainability goals for transportation over the next 20 years and beyond.

So in this plan we ask, **“Is there a better use for this corridor?”**

”

PRIMARY OBJECTIVES OF THIS PLAN

- Create a vision and garner support for a continuous Great Santa Cruz Trail (without rail) along the 32-mile corridor
- Establish The Great Santa Cruz Trail-Only as an alternative to be considered as part of the SCCRTC's corridor studies



This Plan supports the County's regional transportation goals for growth in the use of bicycling, walking, and transit.

HISTORY AND BACKGROUND OF THE SANTA CRUZ BRANCH LINE

The Santa Cruz Branch Rail Line began operations in 1876, when the Santa Cruz Railroad opened freight and passenger service between Santa Cruz and Watsonville. Freight service north of Watsonville largely stopped with the closing of the Cemex plant in Davenport. Santa Cruz Big Trees and Pacific Railroad seasonal tourist trains serve the Santa Cruz Beach Boardwalk, but no regular passenger service has existed since the last run of the Suntan Special in 1959.

No shortage of studies have debated the feasibility of recommencing passenger, recreation, or freight rail between Davenport and Watsonville compared to railbanking or abandonment. Items under debate include the potential for any train service to improve congestion on Highway 1, draw Watsonville riders, or generate sufficient capital and operational funding.

The Rail Transit Feasibility and the SCCRTC's Monterey Bay Sanctuary Scenic Trail Network Master Plan (MBSST) currently guide SCCRTC's decisions regarding the 32-mile right-of-way. The SCCRTC has selected Iowa Pacific Holdings to operate railway service on the Branch Line through September 2022. Although all planning efforts to date have agreed that, where feasible, a trail should parallel

the tracks, no planning efforts have studied a Trail-Only scenario. Yet it is just this scenario that holds promise to be fully constructible and operational within a reasonable time frame using discrete and attainable funding.

A Trail-Only alternative must be studied to determine how it could support the County's ambitious goals:¹

"To increase bicycle use to 20% of all work trips and to increase general bicycle trips to 5% of all trips by the year 2035."²

¹ <http://www.sccrtc.org/wp-content/uploads/2014/07/Final-2014-RTP-FULL-7-01-2014.pdf>

² http://sccrtc.org/wp-content/uploads/2011/08/2011BikePlan_SC_County.pdf

”

BIRTH OF THE GREAT SANTA CRUZ TRAIL GROUP

SCCRTC's acquisition of and focus on the rail right-of-way, coupled with its ambitious policy goals related to multimodal transportation in the county, have spurred impassioned debate around how best to use the Santa Cruz Branch Rail Line right-of-way for the public good. Local agencies have generally been supportive of rail along the corridor and have financed several of the studies concluding the viability of a Rail-with-Trail option. When the Rail Transit Feasibility Study was presented in 2015, local advocacy groups, business leaders, and individuals took a closer look at the design constraints, cost, funding sources, and projected ridership in implementing rail alongside a pedestrian and bicycle path.

LOCAL CONTEXT

In this chapter the demographic characteristics of the corridor are explored in order to understand the level of activity that can be anticipated along different reaches of

the trail. Furthermore, the natural and built environments are discussed to come to a richer understanding of potential constraints to the Rail-with-Trail scenario.



WHERE WILL THE HIGHEST
RESIDENTIAL ACTIVITY COME FROM?



NEARBY POPULATION

The 32-mile corridor is within one mile of 92 parks, 42 school populations, and over half of the county's population.



Residents Per Acre



Data Sources: US Census 2010

WHERE WILL THE HIGHEST WORK-RELATED ACTIVITY COME FROM?

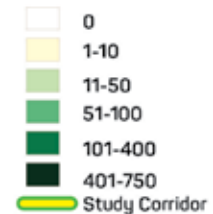


NEARBY EMPLOYMENT

Employment in Santa Cruz County is concentrated in Santa Cruz, Capitola, and Watsonville. Much of this employment is located along the existing bike network in each of these cities, and a viable levee trail in Santa Cruz already provides good access to major employers.



Places of Employment Per Acre



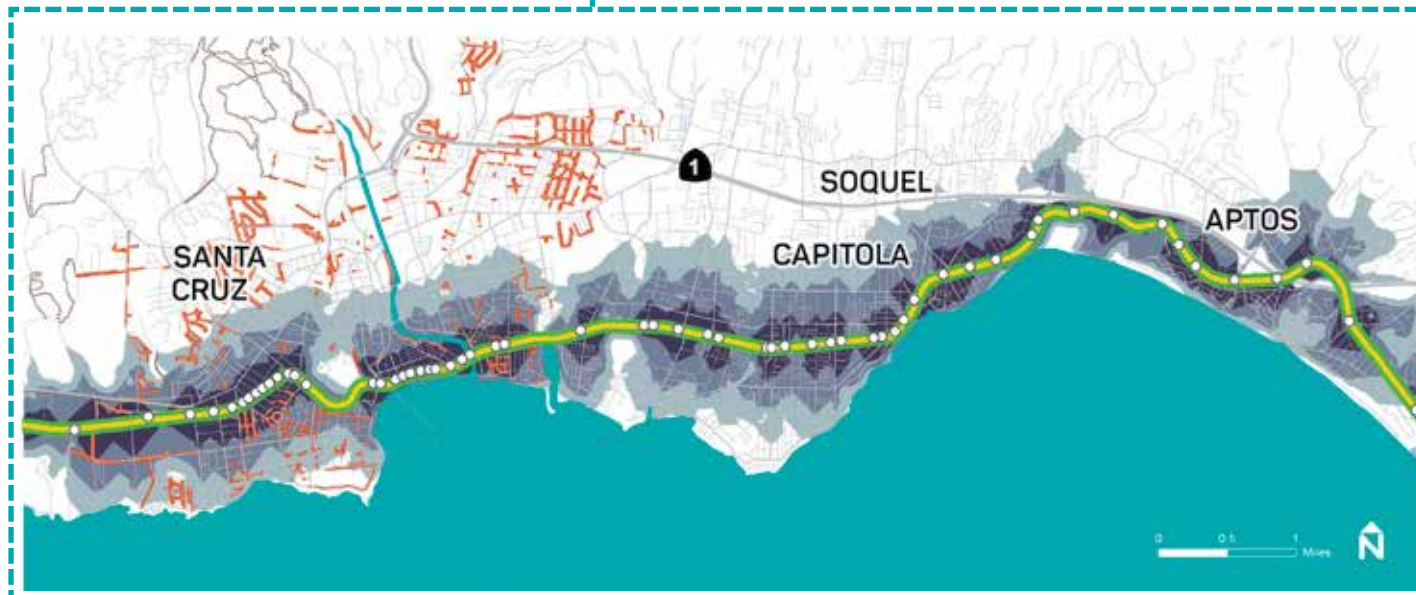
Data Sources: US Census Longitudinal Employer Household Dynamics 2013

HOW FAR WILL PEOPLE WALK TO USE THE TRAIL?



TRAIL WALKSHEDS

"Walksheds" are areas within a 15 minute walk to corridor access points, and are a common way to measure accessibility of recreational amenities. Walksheds are important to consider as they indicate how far people would have to walk to use the trail facility. Despite limited connectivity in the northern, and portions of the southern segments, the overall convenience of access for people walking and biking would be higher in a Trail-Only scenario, because it would not be constrained by designated rail crossings.



Corridor Walkshed

○ Pedestrian Access Point

Study Corridor

Missing Sidewalk
(City of Santa Cruz only)

----- Pedestrian Trail

Pedestrian Network Distance

¼ Mile

½ Mile

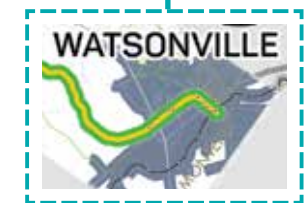
¾ Mile

TRAIL BIKESHEDS

"Bikesheds" are areas within 2 miles biking-distance to corridor access points. The 2 mile on street biking distance is about a ten minute ride. Bikesheds are smaller on hilly sections of road to account for the additional energy required for biking uphill (25,000 joules is the energy required to bike 2 miles on flat ground). Bikesheds are important to consider as they indicate who is likely to bike to and use a trail facility, and where they will be traveling from.

The cities of Santa Cruz, Capitola, and Watsonville have the most bike accessibility to and from the trail corridor. Bikeshed analysis provides an excellent opportunity to leverage the highest quality Santa Cruz Trail with as high quality on-street routes in the region.

HOW FAR WILL PEOPLE RIDE TO USE THE TRAIL?



Corridor Bikeshed

- Cyclists Access Points
- Study Corridor
- Bikesheds (with 25,000 joules)

Bike Network

- Paved Trail (off street)
- - - - - Unpaved Trail (off street)
- On-Street Bike Lane (adjacent to vehicle lane)
- On-Street Bike Route (signs or shared route markings only)



RAIL-WITH-TRAIL CONSTRAINTS

The construction of an attractive continuous trail without on-street detours depends on securing sufficient width to maintain two way bicycle and pedestrian traffic. Constraints posed by width limitations may influence both a Rail-with-Trail and Trail-Only option, but with the Trail-Only option, the solution might simply be to reduce the trail width. The Rail-with-Trail depends upon potentially expensive design solutions such as bridges, retaining walls, and safety structures to achieve the SCCRTC policy level preferred design cross section of a 12' minimum trail with a 20' envelope for train operations. Right-of-way purchase or dedication may also be required in some places.

CONSTRAINTS ALONG THE SANTA CRUZ BRANCH LINE RIGHT-OF-WAY

The SCCRTC identified locations where underlying legal property boundaries constrain the corridor to less than 25

feet in the MBSST Study. That 25-foot threshold is based on SCCRTC's policy of retaining a minimum setback from the centerline between the two rails of 8.5 feet on both sides, plus an 8-foot two-way path, in constrained conditions. These are illustrated on the constraints maps on pages 10-12.

Although property lines may extend beyond this width, in many cases steep slopes, property encroachment, narrow crossing structures, or sensitive habitats limit the apparent available width to less than 25 feet. **Fifty-one such constrained areas related to topography, adjacent land uses, built environment, and bridges were identified through field observations in February 2016.**

Topographic constraints include segments along cliff sides, steep embankments, and old growth trees. **Natural constraints** include adjacent farmland, public beaches, possible wetlands, and protected wildlife

areas. **Built environment constraints** include narrow city streets, private properties, building structures and private driveways. **Bridge-based constraints** include four bridges as narrow as 15 feet wide that could be repurposed for a Trail-Only scenario. According to the MBSST, the Rail-with-Trail scenario will require 22 bridge accommodations including the use of cantilevers or parallel bridges.

Although the exact design solutions for the Rail-with-Trail design are unknown at this time, potential solutions include relocating tracks, significant retaining walls, on-street detours, and new bridges. **The figures on the following three pages show apparent design or right-of-way availability constraints, many of which have not been identified in planning efforts to date.**



FARMLAND AND ENVIRONMENTAL DESIGN CONSTRAINTS
ARE PREDOMINANT IN THE NORTH REACH



Potential Technical Constraints

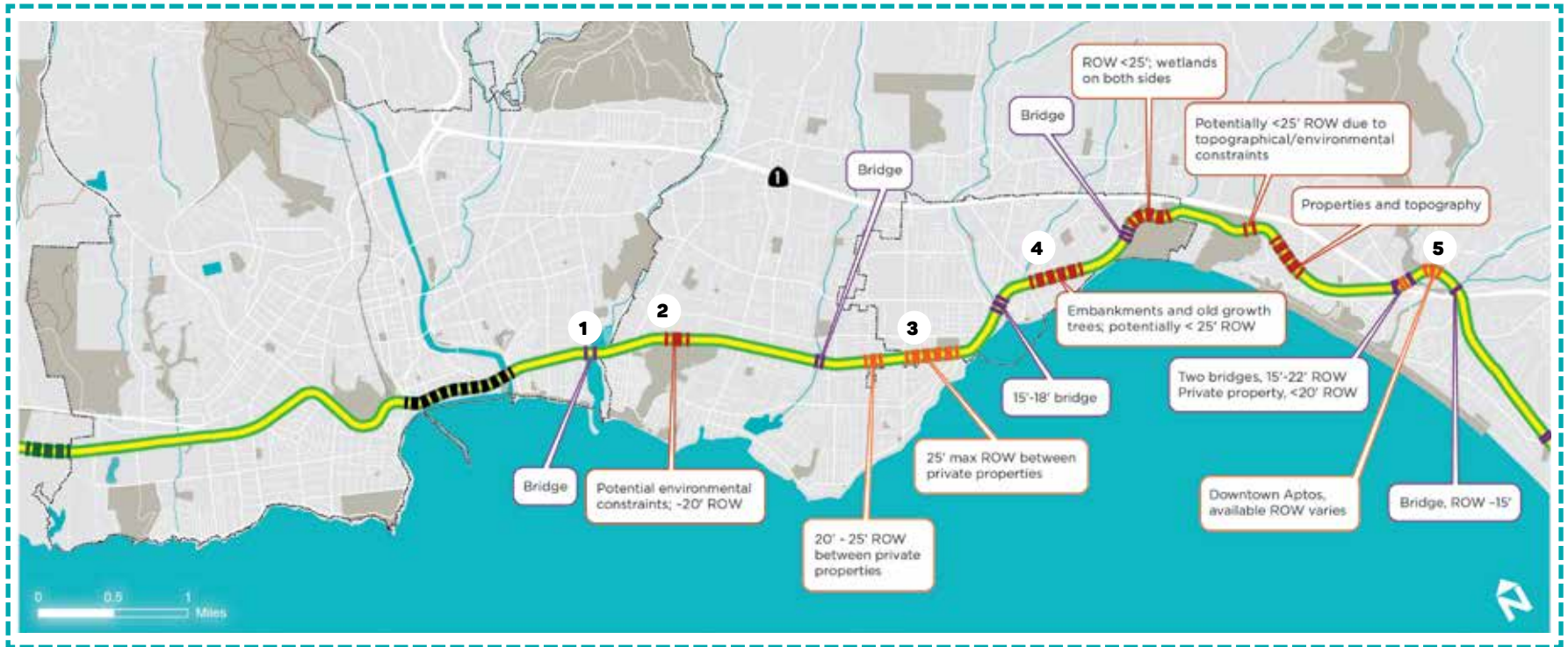
- Constraints identified by Monterey Bay Sanctuary Scenic Trail (MBSST) project
- Topographic/Environmental
- Farmland
- Built Environment
- Bridge

This constraints analysis is not comprehensive, but is intended to highlight potential constrained areas that were observed along the trail.

- Study Corridor
- City Limits
- County Line



COSTLY OR OUT OF DIRECTION SOLUTIONS TO DESIGN CONSTRAINTS IN THE DENSELY POPULATED CENTRAL SECTION CAN BE AVOIDED IN A TRAIL-ONLY SCENARIO



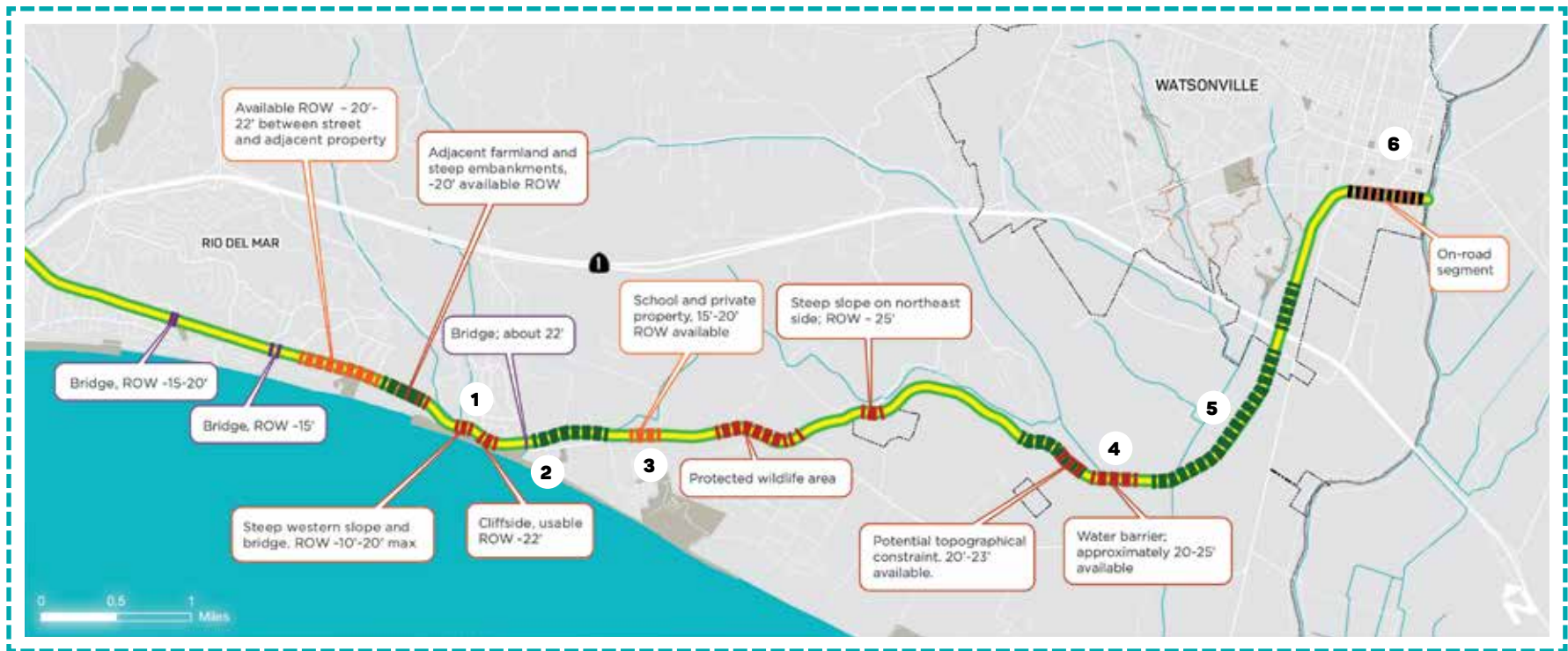
Potential Technical Constraints

- Constraints identified by Monterey Bay Sanctuary Scenic Trail (MBSST) project
- Topographic/Environmental
- Farmland
- Built Environment
- Bridge

This constraints analysis is not comprehensive, but is intended to highlight potential constrained areas that were observed along the trail.

- Study Corridor
- City Limits
- County Line

A SURPRISING NUMBER AND A VARIETY OF DESIGN CONSTRAINTS IN THE SOUTH REACH SUPPORT A TRAIL-ONLY SOLUTION



Potential Technical Constraints

- Constraints identified by Monterey Bay Sanctuary Scenic Trail (MBSST) project
- Topographic/Environmental
- Farmland
- Built Environment
- Bridge

This constraints analysis is not comprehensive, but is intended to highlight potential constrained areas that were observed along the trail.

- Study Corridor
- City Limits
- County Line

“Rail-with-Trails in very steep or rugged terrain or with numerous bridges and trestles simply may not be feasible given the need to keep a minimal setback from the tracks, meet ADA requirements, allow railroad maintenance access, and still have a reasonable construction budget.

Source: USDOT, “Rails-with-Trails: Lessons Learned,” August 2002

SANTA CRUZ RAIL-WITH-TRAIL APPARENT CONSTRAINTS

	NORTHERN	CENTRAL	SOUTH
Bridges	0	7	3
Environmental	1	5	7
Man-made	0	4	3
Farmland	14	0	5
MBSST-Identified	0	1	1

Bridge, environmental, man-made, and farmland constraints identified in a corridor walk far outnumber the constraints identified through preliminary analysis for the MBSST Plan.

LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS

Should the design challenges prove insurmountable with the Rail-with-Trail option, those segments without sufficient available right-of-way will be bridged with on-street detours.

Available data related to speed limits and roadway design were used to estimate the level of traffic stress³ along a selection of shortest path out-of-direction travel segments on the existing or planned on-street network. At this point in the development of the MBSST trail plan, it is unclear how many detours off the trail will be required.

This illustration of known potential detours shows what the user experience will be should design challenges to a continuous path be insurmountable. A higher level stress experience with significant out-of-direction travel is unlikely to attract the interested users who are concerned about safety. In the Trail-Only scenario, we believe these on-street experiences can be eliminated.

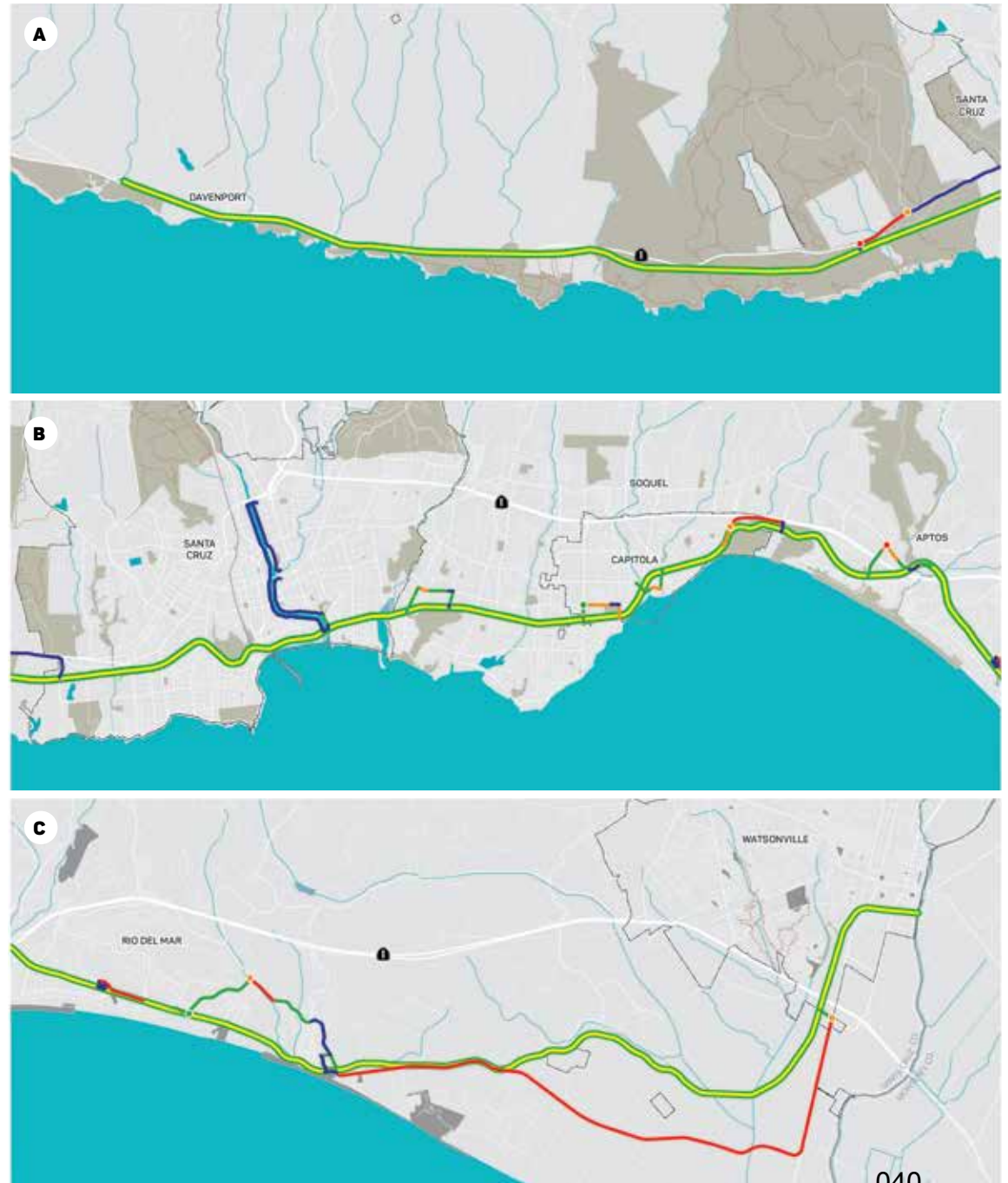
3 Level of Traffic Stress Appendix A



Bicycle Level of Traffic Stress



BICYCLE LEVEL OF TRAFFIC STRESS



A VISION FOR THE GREAT SANTA CRUZ TRAIL

“A wide, beautifully landscaped, and completely off-street multi-use trail running from Davenport to Watsonville, through Santa Cruz.

A WORLD-CLASS TRAIL FOR SANTA CRUZ COUNTY

The Great Santa Cruz Trail builds on the excellent work done with the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan, and furthers the policy goals of Santa Cruz County. The difference is the opportunity presented by considering a Trail-Only scenario.

A wide, beautifully landscaped, and completely off-street multi-use path running from Davenport to Watsonville, through Santa Cruz, will help the county achieve its ambitious goal of 20% bicycle mode share by 2035. The Great Santa Cruz Trail can be the primary trunk route for pedestrian, bike and electric bike commuters throughout the region, and a beautiful recreational resource for locals and visitors.

A premier trail honors all residents with a high quality experience, including the 10% of Santa Cruz County's residents who do not own a car, and the 16% below the poverty line. It will be comfortable and safe for people of all ages.

Finally, the Great Santa Cruz Trail will act as a beautiful linear park showcasing the natural beauty of the Santa Cruz County coastline without the interruption of train activity in close proximity. With room for native flora landscaping and calming spaces, users can spend afternoons strolling along the ocean and getting lost in thought. This peaceful oasis will serve as a sanctuary for Santa Cruz County residents, an amenity for creative businesses and a world-class visitor attraction.

THE GREAT SANTA CRUZ TRAIL

- Serves the transportation needs of the Santa Cruz community today and into the future
- Becomes a regional trail resource for people of all ages and abilities, from our community and beyond
- Increases access to jobs and destinations, sustainability, and public health
- Becomes a world-class resource for Santa Cruz County
- Ensures the highest and best use of public resources
- Advances health, economic, environmental and equity outcomes

NORTH REACH



◀ BEFORE

The vision at this constrained section in the northern stretch of the trail shows how beautifully the trail fits into the rural portions of the existing rail line **without scarring the bluffs with grading or retaining walls**. In other less constrained locations, an expansive design that permits separation of pedestrian and equine users would be possible. However, in this lower volume section, a shared use trail without separation would be suitable.

The Santa Cruz Trail Group's Vision includes maintaining the rock formations of the beach cliffs and preserving the view of the surprisingly rolling terrain without significant fill, grading and retaining walls.

SEABRIGHT AVE AND MURRAY STREET, SANTA CRUZ (CENTRAL REACH)



BEFORE ►

Where the trail crosses Seabright Avenue, a “two-can” crossing treatment allows crossings for people walking and bicycling separate from vehicle movements. Along this stretch, the on-street bike lanes are maintained on Murray Street. The trail’s bikeway is 12-feet here with 2.5-foot buffers between the roadway, bikeway, and walkway. Where the Seabright Avenue sidewalk crosses the bikeway, “watch for bikes” and “yield to peds” paint markings reinforce safe user interactions. The Santa Cruz Trail Group’s Vision includes maintaining access to local destinations along the corridor using safe and established street crossing methods. **Clearly, a train through this area would dramatically change the environment and utility for pedestrians, people on bicycles and residents.**



043

APTOS VILLAGE (CENTRAL REACH)



◀ BEFORE

In Aptos Village, the trail parallels Soquel Drive. Near the intersection of Trout Gulch Drive, **the trail becomes especially constrained between the roadway and the adjacent parking lot.** Thus, this section of trail would borrow the 10-foot width of the existing bike lanes to create a 12-foot bikeway with 1.5-foot edges and separation between modes. **We have chosen this approach because of the importance of enhancing the village environment for pedestrians in this small shopping, restaurant area.** Because the right-of-way opens up just west of here, all on-street parking can be sustained. As on Seabright Avenue, and other constrained locations, a train through this area would dramatically change the environment and utility for pedestrians, people on bicycles and residents.

41ST AVE, CAPITOLA (CENTRAL REACH)



◀ BEFORE

Even in this relatively-constrained area near the intersection with 41st Ave, a separate use configuration can be employed to mitigate conflict in an area of high density. Here, a 16-foot total width on the bikeway allows for anticipated high ridership, comfortable passing, and conversational side-by-side riding. A 7-foot walkway is buffered from people bicycling, by plants and lighting. **The Santa Cruz Trail Group's Vision includes maintaining separation between people bicycling and walking wherever possible to make the trail suitable for both lingering and commuting.** This would not be possible in the Rail-with-Trail scenario without affecting existing built edges.

LA SELVA BEACH (SOUTHERN REACH)



BEFORE ►

The trail along La Selva Beach enhances the extraordinary sense of place provided by the efficient and beautiful trestles. At the iconic La Selva bridge, the trail connects residential areas with nearby beach recreation opportunities. On the trestle, the trail becomes constrained to only 12-feet. An 8-foot shared-use trail is flanked by 2-foot edges of a different material, encouraging slower foot traffic to use the edges with wheeled traffic closer to the centerline. Signage encourages kind yielding behavior between users. **There is insufficient space on the 22 bridges of the corridor to accommodate a train and path; thus the trail will need to go off-corridor, a new bridge will need to be built, or the trail will need to be cantilevered off the existing bridge (assuming the bridge can support it). The Santa Cruz Trail Group's Vision includes using existing infrastructure at a fraction of the cost of the Rail Plan.**



CASE STUDIES OF SIGNATURE TRAILS

“ Since the mid-1980s, the number of bicycle and pedestrian trails along existing or former rail rights-of-way has grown from less than 200 to more than 1,800.

Since the mid-1980s, the number of bicycle and pedestrian trails along existing or former rail rights-of-way has grown from less than 200 to more than 1,800, totaling more than 21,000 miles, and spanning all 50 states. Among these 1,800 trails, around 90% are Trail-Only corridors, where train operations have ceased.⁴

This chapter focuses on describing five existing and proposed signature trail projects from around the country. These trails were chosen based on a variety of factors, including length, location, and connectivity to job centers. These case studies illustrate how common it is to have Trail-Only projects without an adjacent operating train.

⁴ <http://www.railstotrails.org/resourcehandler.ashx?id=2982>

MONTEREY BAY COASTAL RECREATION TRAIL

The Monterey Bay Coastal Recreation Trail is **an 18-mile long Rail-to-Trail path that stretches from Castroville to Pacific Grove, in California.** The trail follows the area's former Southern Pacific railroad line and uses former Fort Ord trails.⁵ The Monterey Peninsula Regional Park District (MPRPD) initially proposed the idea to transform the abandoned rail line into a public trail in the early 1970s. Starting in 1976, the MPRPD and other cities along the former rail line began construction on the trail that was opened to the public in 1984.⁶

⁵ <https://www.traillink.com/trail/monterey-bay-coastal-recreation-trail.aspx>

⁶ http://www.montereycountyweekly.com/news/local_news/could-sand-city-link-be-the-latest-piece-of-a/article_4479e81b-6dfd-548d-9ffb-0727cfea22b5.html

RAZORBACK REGIONAL GREENWAY TRAIL

The Razorback Regional Greenway—opened in May 2015—is a **36-mile Rail-to-Trail that was constructed in phases to link six Northwest Arkansas communities,** from Bentonville to Fayetteville. Importantly, it provides direct access to popular community destinations including downtowns, schools, retail centers, historic sites, major employers, recreational opportunities and the University of Arkansas.⁷ Most sections of the trail mix people bicycling and walking on the same path, using design cues to encourage safe passage.

⁷ <http://www.traillink.com/trail/razorback-regional-greenway.aspx>

COACHELLA VALLEY LINK

Once constructed, the Coachella Valley Link (CV Link) will be a **50-mile multi-use transportation corridor** along the Whitewater River, connecting eight cities in Coachella Valley and two federally recognized tribal areas. The Trail-Only pathway was never a rail corridor. It is intended as a safe, healthy off-street alternative to Highway 111. Where space permits, cyclists, pedestrians, golf carts, and neighborhood electric vehicles will also be separated from each other on the CV Link. For the most part, the corridor is separated from the surface street system by overpasses and underpasses. The planning and implementation of CV Link has been led by the Coachella Valley Association of Governments (CVAG), with construction anticipated between 2017 and 2020.

EASTSIDE CORRIDOR REGIONAL TRAIL

The Eastside Corridor Regional Trail is 16.7-miles long, connecting some of the largest and fastest growing communities and employment centers in King County, Washington within the Eastside Rail Corridor (ERC)—a 42-mile rail corridor that provided freight rail service for over 100 years. **The corridor was brought into public ownership and has been railbanked.** Freight rail currently operates on an approximately 12-mile segment between Woodinville and Snohomish. A multi-use trail is in the planning stages. **It is envisioned to be the most heavily used trail corridor in the eastern suburbs of Seattle, serving everyday commute and recreation trips, and linking to several other regional trails to provide an integrated trail network.**⁸

⁸ <http://kingcounty.gov/services/parks-recreation/parks/capital-improvements/erc.aspx>

GREAT ALLEGHENY PASSAGE

The Great Allegheny Passage (GAP) is a 150-mile long trail corridor that travels from Cumberland, Maryland to Pittsburgh, Pennsylvania. The eastern section of the trail connects to the C&O Canal Towpath, which spans from Cumberland to Washington, DC, making the total length of the non-motorized path 335 miles.⁹ **While the majority of the GAP is a Trail-Only corridor, there is a 16-mile stretch between Cumberland and Frostburg, Maryland that shares the right-of-way with the Western Maryland Scenic Railroad (WMSR), which offers both freight and passenger services on a limited basis at travel speeds of no more than 15 miles per hour.**¹⁰ The GAP opened in 2013.¹¹

⁹ <http://www.nps.gov/experiences/gap-connection.htm>

¹⁰ <https://gaptrail.org/>

¹¹ 2013, June 16. "Celebration marks the completion of the Great Allegheny Passage Trail." *Examiner*

”

Among these 1,800 trails, around 90% are Trail-Only corridors, where people walk and bicycle where train passage has ceased.

SUMMARY

The review of signature trails in concert with a review of the Rails-to-Trails Conservancy study of 88 trails entitled ‘America’s Rails-with-Trails’ (September 2013) illustrates that:

- The average setbacks between rail and trail is 20 - 30 ft in Rail-with-Trails corridors, with higher speed trains yielding larger setbacks or safety separations
- Most trails along rail corridors are Trail-Only
- Rails to Trails conversions provide broad economic, environmental, health and transportation benefits

SIGNATURE TRAIL OVERVIEW

PEER TRAIL	LOCATION	TRAIL LENGTH (MILES)	RAIL BANKING	VISION	FUNDING	OUTCOMES/ BENEFITS	COST PER MILE
Monterey Bay Coastal Recreation Trail	Monterey County, California	18	-	Maximize the economic and education benefits of the National Marine Sanctuary; address transportation impact issues such as parking and traffic circulation	The cost of this section of the coastal trail is unclear, due to the various mechanisms for making the trail corridor available. However, the 2007 Monterey Bay Sanctuary Scenic Trail Master Plan identifies a cost of \$28.5 million for upgrades of existing sections and construction of new trail segments along the 34 miles between Pacific Grove to the Santa Cruz County line.*	Public connection to natural resources, economic development, non-motorized transportation alternative	\$0.8 Million
Razorback Regional Greenway	Northwestern Arkansas	36	-	Create a “spine” trail and integrate existing trails into a regional trail network	\$38 million, mostly funded through TIGER and private grant	Economic development, increased foot traffic to nearby businesses, education, mobility	\$1.1 Million
CV Link	Riverside County, California	50	-	Create an alternative to Highway 111 for non-motorized and Neighborhood Electric Vehicle uses	\$99.4 million, \$75.6 million funded through various sources	Public health, safety, tourism, increased property values, reduced VMT, job creation	\$2 Million
ERC Regional Trail	King County, Washington	42	Yes	Provide a regional non-motorized trail for everyday commuters and recreational users	\$132–\$183 million, funding not yet identified	Regional mobility, economic development, public health, non-motorized transportation, cultural preservation, art	\$2.1–\$3.6 Million
Great Allegheny Passage	West Pennsylvania/ Central Maryland	150	Yes	Provide a non-motorized, multipurpose trail	\$80 million, various funding sources	Economic development, local business growth	\$0.5 Million
Great Santa Cruz Trail	Santa Cruz	32	TBD	A highest quality trail to meet Santa Cruz County Transportation goals	TBD	Improved health, safety, and sustainability	Estimated \$1.6 Million

*Source: www.co.monterey.ca.us/planning/Long-range-planning/Moss_Landing_Community_Plan/Monterey_Bay_Sanctuary_Scenic_Trail_Master_Plan_July_2007.pdf



COMPARING THE EXPERIENCE OF TRAIL-ONLY WITH RAIL-WITH-TRAIL

ANTICIPATED USAGE

We used bicycle demand forecasting methods published by the National Cooperative Highway Research Program (NCHRP) in Report 552 to estimate the number of existing bicyclists who would shift their trips to the corridor and people who would begin cycling as a result of it (see Appendix B for description). **The estimates of total daily usage on page 25 show that 6,105 cyclists will use the trail daily, which compares favorably to the 2,750 daily round-trip users for a train.**¹²

The numbers modeled on the following page *do not include* pedestrians. According to the City of Santa Cruz Active Transportation Plan (2016), the county ratio of cyclists to pedestrians for commuting to work is 45 to 55, respectively. Therefore, **assuming a similar ratio, we can expect 13,567 daily bicycle and pedestrian users of the Great Santa Cruz Trail. The prospect of achieving these pedestrian numbers is enhanced by providing safe and convenient separation from cyclists.**

We believe that a highest quality trail in our region will attract ridership exceeding

that calculated by the standard predicted by the NCHRP model. The Trail-Only option capitalizes on available corridor width to provide additional separation between users and it also uses existing bridge structures to avoid on-street detours. This world-class trail facility will serve as the backbone of a countywide network, and as a catalyst for shifting bicycle and pedestrian commutes from 3.5% to 20% countywide.

In addition to congestion relief, bicycling, and walking combined with other attainable public transport options such as bus, ridesharing, network transportation, and paratransit offer many similar benefits that are not disputed by this analysis. These include shifting trips from single-occupancy vehicles onto transit, increasing transportation options for traveling between destinations, and providing low cost and reliable ways for people with limited abilities to travel more than 3 miles.

However, because it was excluded from the initial environmental review, the benefits and impacts of a Trail-Only option have never been duly studied.

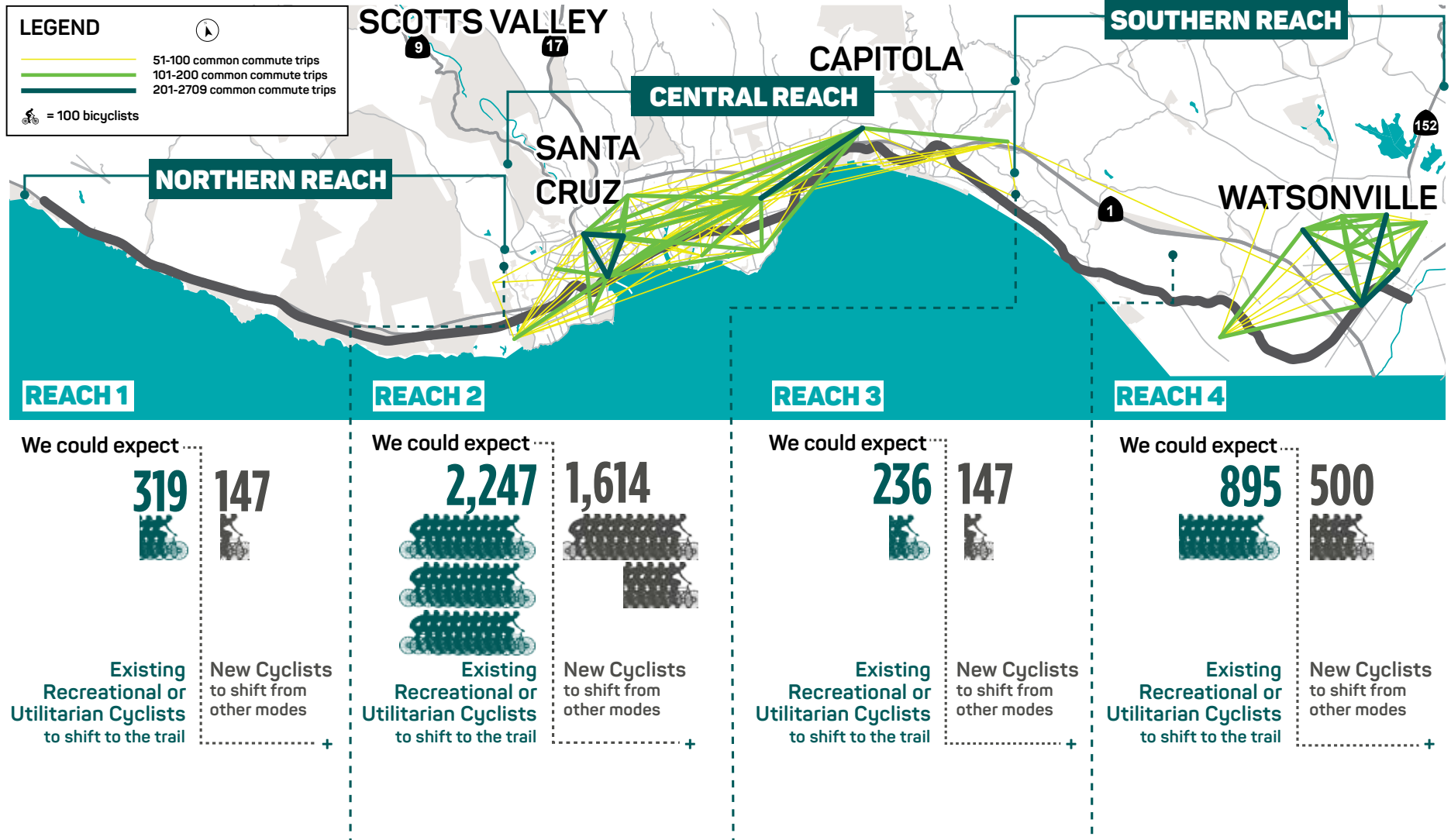
¹² Based on 5,500 boardings from Scenario G of the Santa Cruz Branch Rail Line Rail Transit Feasibility Study

Model estimates indicate that the Great Santa Cruz Trail has the potential to draw **6,105** daily cyclists (sum of all numbers in the chart below), including

commuters, students, and those cycling for recreation. The numbers below represent the low estimates for each reach.

Potential Total Daily Cyclist Usage

0 1 2 Miles



THE NUMBERS ABOVE REPRESENT THE MODEL'S PREDICTED LOW ESTIMATES FOR EACH REACH.

THE PEDESTRIAN AND BICYCLIST USER EXPERIENCE

As described, current estimating methods are insensitive to trail qualities. However, the user experience will vary depending upon trail width, the likelihood of encountering and passing other types of users from either direction, and the presence of a centerline.¹³

We used accepted Level of Service methods to describe the bicycle user experience (using low-end bike only activity) at the locations envisioned on pages 16-20. We compared the user experience assuming the trail dimensions for the easy to build Trail-Only scenario with the lowest impact Rail-with-Trail design scenario. The Rail-with-Trail cross-section was calculated by reducing the space available by 17' for the train and setback.^{14 15}

¹³ Level of Service Appendix. The Level of Service calculation is based on the method described in: Patten, Schneider, Toole, Hummer, and Rouphail.(July 2006) Shared-Use Path Level of Service Calculator – A User's Guide.FHWA-HRT-05-138

¹⁴ Minimum 8' trail width is assumed where apparent available right of way does not accommodate Rail-with-Trail.

¹⁵ Where insufficient width remains for a standard Rail-with-Trail, we increase the total width available, assuming the SCCRTC will achieve a design solution through facility grading or retaining walls. Due to available width in these sections, in all Rail-with-Trail scenarios, we have assumed a shared-use path design with no separation between people walking and bicycling.

In general, grades of A-C are considered acceptable, with a B indicating a trail that has good bicycling conditions and retains significant room to absorb more users while maintaining an ability to provide a high-quality user experience. Research shows every additional foot of trail width has a positive impact on LOS, and the experience of bicycle users is significantly impacted when the amount of foot traffic

surpasses 15% of all trail users. A grade of E (very poor) predicts a trail that has reached its functional capacity at construction, where users will experience crowding and may shift to other routes.¹⁶

In sum, the user experience in the Trail-Only scenario will be vastly superior and will help meet the 20% commuter goal.

¹⁶ Patten, Schneider, Toole, Hummer, and Rouphail.(July 2006) Shared-Use Path Level of Service Calculator – A User's Guide.FHWA-HRT-05-138

GRADING THE USER EXPERIENCE

SEGMENT	TRAIL-ONLY (available width for bicyclists)***	RAIL-WITH-TRAIL (available width for entire trail)***
Aptos Village	B (12')	E (12')
La Selva Beach	B (8')	N/A (0')*
41 st Ave, Capitola	B (14')	E (11')
North Reach	A (12')	B (8')**
Seabright Ave, Santa Cruz	B (12')	F (8')

*Where no width remains available after accounting for rail right-of-way, either a new facility such as a bridge would have to be funded, designed, and constructed, or the trail would have to divert onto the street. The trail LOS methodology does not apply to on-street facilities, so no LOS was calculated for this scenario , in which it is assumed a new pedestrian bridge is not constructed.

**We have assumed grading, filling, or additional right-of-way could be identified to avail 8' of right-of-way for the trail. The trail LOS methodology does not apply to on-street facilities, so no LOS was calculated for this scenario.

*** All widths exclusive of the shoulder, which is not considered a travelway for people on bicycles.

In general, grades of A-C are considered acceptable, with a B indicating a trail that has good bicycling conditions and retains significant room to absorb more users...

BRINGING THE VISION TO LIFE

PROJECT COST

The table to the right compares the estimated per-mile capital costs of the Trail-Only and Rail-with-Trail scenarios.

There are still many decisions to be made regarding either scenario's design, vehicle type, alignment, amenities, access improvements, and other investments. These decisions will have significant impacts on the costs of either outcome. However, the table demonstrates the vast differences in per mile start-up capital needs. To put these numbers into context, we estimate the Trail-Only scenario to serve tens of thousands of people daily (including people who would start bicycling due to the comfort provided by the new off-street facility), whereas the SCCRTC estimates 2,750 daily round-trip users.¹⁷ **A Trail-Only design will provide transportation, economic, recreation, and health benefits to Santa Cruz County residents and visitors at a fraction of the cost of passenger rail.**

¹⁷ SCCRTC Rail Transit Feasibility Study, Table 6-11

TRAIL-ONLY: A MORE COST EFFECTIVE AND TIMELY OPTION

COSTS	TRAIL-ONLY	RAIL-WITH-TRAIL*
Construction Costs (per mile)	\$1.6 million**	\$4 million***

* Represents costs for the trail portion

**Conservative estimate based on average cost of the five case study trails included in this report

***Appendix C, page C-8, Monterey Bay Sanctuary Scenic Trail Network Master Plan

Eight miles of the MBSST trail are currently in design and environmental review phases, with construction scheduled in 2017. The remainder of the trail will be built as funding becomes available. This study acknowledges that a change in direction would require a new public process. Even so, **because of the high cost of likely bridge and environmental mitigations for the full 32-mile Rail-with-Trail solution, we believe a less costly Trail-Only option could be open for use by residents and visitors much sooner.**



FUNDING OPPORTUNITIES

Federal, state, regional, local, and private funds are being tapped throughout the country to improve active transportation.¹⁸ Funding sources include the Transportation Alternatives Program (TAP), Recreational Trails Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Program, TIGER Grants, Community Prevention Grants, and the Transportation Infrastructure Financing and Innovation Act (TIFIA) funding.¹⁹

Philanthropic donations for completing trail networks are increasingly common. The Walton Family Foundation supported much of the Razorback. In Philadelphia, the William Penn Foundation supported construction of a trail network as a platform for building a constituency for water quality.²⁰

Philanthropic donations for completing trail networks are increasingly common.

Through crowdsourcing in Denver, substantial funds were received for protected bike lanes from the Gates Family Foundation, in alliance with business leaders, property owners, and young professionals.²¹ Throughout the country, the Knight Foundation is supporting a variety of bicycle projects in the interest of improving economic strength in communities.²² **A diverse coalition, supporting a project with a wide range of positive outcomes in Santa Cruz County is likely to generate substantial public and private support.**

While the Proposition 116 Funding was specifically allocated for a rail project, a 2015 letter from the California Transportation Commission (CTC) clarifies that Santa Cruz County can return this money to the CTC and re-purchase the right-of-way without jeopardizing the future of a Trail-Only project.²³

“Investments in trails, bike lanes, and bicycle-sharing systems have high levels of return on investment. Regions and cities have found that relatively small investments in active transportation can have outsized economic returns due to improved health and environmental outcomes and reduced negative externalities, such as automobile traffic congestion and poor air quality.”

~ Urban Land Institute,
“Active Transportation and Real Estate”

¹⁸ <http://www.advocacyadvance.org/docs/PayingForInnovativeInfrastructure.pdf>

¹⁹ <http://www.railstotrails.org/policy/building-active-transportation-systems/obtaining-funding/>

²⁰ <http://www.insidephilanthropy.com/grants-for-parks-gardens/2013/11/20/who-should-pay-for-bike-trails-private-foundations-or-taxpay.html>

²¹ <https://philanthropy.com/article/Local-Governments-and/152005>

²² <http://www.insidephilanthropy.com/home/2016/4/25/two-wheeled-philanthropy-what-is-it-about-funders-and-bicycl.html#>

²³ California Transportation Commission. September 8, 2015 letter to Supervisors Friend and McPherson, RE: Santa Cruz Branch Line

THE BENEFITS OF A HIGHEST QUALITY TRAIL

Santa Cruz County's 2011 Bicycle Plan aspires to shift the commute mode share for bicycling from 2% to 20%.

This outcome requires a vision of bicycle facilities that accommodate large numbers of people with a variety of abilities.

The Rail-with-Trail design option faces substantial funding obstacles and offers limited transportation benefits.

A Trail-Only project is inclusive, scalable, and dynamic. Santa Cruz County residents will have many access points to the corridor. Due to its role as a piece of a broader bicycle and pedestrian network, a trail can be partially implemented and still provide benefit, and the cost of doing so permits a pilot-and-test approach to achieving a full-scale active transportation system. And, a trail-only design provides option value—it could accommodate innovative mobility devices yet to be invented or tried in Santa Cruz County. Another key benefit of a Trail-Only option is that it is substantially less expensive to build and operate over time.

Beyond these strategic investment benefits, a growing body of research suggests that high quality active transportation infrastructure will result in

improved local economies and quality of life:

- **Economic Development.** An economic analysis of the recently opened Northwest Arkansas Razorback Regional Greenway trail projects that the region will see a three to one return on investment.²⁴ Recent studies of trail facilities in Indiana, Texas, Pennsylvania, Georgia, and Minnesota demonstrate **real estate values increase with proximity to bicycle paths and walking trails.**²⁵
- **Health.** In Lincoln, Nebraska, every \$1 invested in bicycle trails resulted in medical cost savings of about \$3.²⁶ Copenhagen's local government recently estimated that the **physical activity generated by new bicycle paths will lead to a \$60 million reduction in healthcare costs citywide.**²⁷

24 Kelly Kemp and Josh Luck reporters for 5News (1/9/2013) "Trail System to Have Long-Term Economic Impact." (<http://5newsonline.com/2013/01/09/arkansas-greenway-eye-opener/>)

25 <http://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf>

26 <http://www.ncrailtrails.org/pdfs/CostBenefitTrailsStudy294.pdf>

27 Urban Land Institute Building Healthy Places Initiative. (March 2016) "Active Transportation and Real Estate: The Next Frontier", p. 44.

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BICYCLE-ORIENTED DESIGN

A Great Santa Cruz Trail without substantial on-street detours will offer long segments of protected off-street trail, with adequate width and mode separation, serving to connect students, professionals, visitors, and residents with jobs, community destinations, and regional assets. The Great Santa Cruz Trail will be the spine of and inspiration for a world-class countywide network, including protected on-street bike lanes, secure bicycle parking, and bike-supportive designs at private and institutional destinations. High quality protected networks lead to higher ridership in locations across California and the world, inspiring business owners and real estate developers to integrate bicycle friendly designs into their business models and inspiring the level of mode share called for in the Countywide Bicycle Plan.*

* http://www.nytimes.com/2011/09/21/business/portland-ore-developments-cater-to-bicycle-riders.html?_r=0

- **Quality of Life.** A Sydney, Australia study found that bicycle commuters have an overall higher quality of life than users of all other modes of transportation including driving, walking, and public transportation.²⁸ A 2015 national survey found that 52% of Americans and 63% of millennials would like to live in a place where they do not need to rely on a car.²⁹
- **Connectivity and Comfort. Separated and protected facilities that connect people to local businesses, schools, municipal services, and other important neighborhood destinations will support increased ridership citywide.**

The Great Santa Cruz Trail would serve as the spine of a world-class network of bicycle and pedestrian facilities that permeates neighborhoods and job centers. With safe and comfortable facilities citywide, including secure bike parking and wayfinding, the area can anticipate seeing more people on bikes, like other cities have seen. In Washington, DC, bicycling increased 200% on Pennsylvania Avenue after the city installed a protected bicycle lane.³⁰



28 <http://www.sydneycycleways.net/the-happiness-cycle/>

29 <http://uli.org/wp-content/uploads/ULI-Documents/America-in-2015.pdf>

30 <http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics>

TAXPAYERS DESERVE CONSIDERATION OF THE TRAIL-ONLY OPTION

Santa Cruz County officials and the Great Santa Cruz Trail Group have a shared vision of increasing bicycling and walking tenfold in the next 20 years. We must commit to world-class investments to make this a reality. The time is right to capitalize on the opportunities presented by a Trail-Only scenario that increases sustainable transportation choices for the county because:

- **A Trail-Only scenario has the potential to move more people quicker than any other scenario examined by the SCCRTC at a fraction of the cost.** It also presents the opportunity to increase the return on other pedestrian and bike investments countywide by creating a north-south backbone that increases safety and acts as the major artery for a pedestrian and bicyclist transportation system.
- **There are numerous and costly design constraints for any rail option, particularly in the central and southern reaches of the 32-mile corridor.** These design constraints require substantial workarounds or off-trail detours, the costs of which are unknown at this time and will only add to what is already an expensive trail plan when compared to others nationwide. Further, a Rail-with-Trail scenario constrains trail capacity, and dampens its ability to provide for a 20% bicycle mode share.
- **There is a substantial difference in the user experience between walking and bicycling adjacent to an active train versus the Trail-Only approach.** The user experience grade, as calculated by an objective Level of Service methodology, is very high for Trail-Only and very low for Rail-with-Trail. Higher train speeds and frequencies—to ensure transit service is attractive to current drivers—require larger setbacks or costly safety structures for trails. Without evidence that the proposed train will serve the needs of commuters, improve regional congestion, and connect to other high quality public transit, we reject the idea that the train will relieve congestion and that construction measures will satisfy our concerns about trail safety and use. **Rail-with-Trail also forgoes forever the beauty, tranquility, and emission-free outcomes of a Trail-Only approach.**

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In general, transit service is attractive when it is faster than driving. But higher train speeds require larger setbacks or costly safety structures for trails.

Without evidence that the proposed train will serve the needs of commuters, improve regional congestion, and connect to other high quality public transit, we reject the idea that the train will relieve congestion and that construction measures will satisfy our concerns about trail safety and use.

Source: <http://www.railstotrails.org/resourcehandler.ashx?id=2982>

- **Countless examples from other communities nationwide show the popularity and wisdom of public investments in more pedestrian and bike friendly infrastructure.** Of the 1,800 trails in the U.S., over 90% are Trail-Only conversions from rail. Major bicycle and pedestrian infrastructure investments are being made across the U.S. and Europe. Why? Health, quality of life, and economic development benefits and community connectivity.

- **Rapid changes in technology and the availability of other less costly public transit services, such as battery-powered trains, hyperloop, or bus rapid transit, provide useful alternatives for the future.** Railbanking preserves the county's options for future transit service on the corridor. Further, the county can start providing real transit solutions that move substantial numbers of people some 10 to 20 years earlier.

Ultimately, the GSCTG and the SCCRTC have the same goal: to increase the pedestrian and bike share of trips to 20% as quickly as possible. This Trail-Only option gives the county the highest and quickest likelihood to achieve this stated objective. We have a choice to include the Trail-Only scenario in the county's decision-making process. It is our best chance at achieving the most benefits for our taxpayers' dollars.

CONSIDER RAILBANKING

Railbanking is an agreement between a railroad company and a trail management agency to convert an inactive rail right-of-way into a multi-use trail until the railroad decides to sell the land or reinstate rail service along the corridor.

This agreement benefits both parties. SCCRTC can create a continuous trail along the right-of-way, while the railroad operator can safeguard its land from being relinquished to adjacent landowners due to abandonment.

The federal railbanking program was established in 1983. Between then and 2004, only nine of the 229 railbanked corridors were converted back to train service.*

Railbanking is a popular and successful strategy for preserving transit options that has legal and historic context. It should be considered by Iowa Pacific at the request of SCCRTC to support interim Trail-Only use.

*<http://www.americantrails.org/resources/railtrails/rerail04.html>

APPENDIX A:

LEVEL OF TRAFFIC STRESS METHODS

The Level of Stress calculation is based on the method described in: Mekuria, Furth, and Nixon (May 2012) Report 11-19: Low-Stress Bicycling and Network Connectivity. Mineta Transportation Institute.

The report is available at the link below:

<http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>

APPENDIX B:

USAGE ESTIMATION METHOD

Trip forecasting was completed using a demand model developed by the National Cooperative Highway Research Program (NCHRP). The model was developed for use by planners and decision-makers in assessing the effects of bicycle infrastructure on future demand in an area. Demand estimates are determined using model inputs such as bicycle facility type, facility length, residential density, and bicycle mode share around the facility. Using these inputs, the model evaluates approximate use on the bicycle facility—in this case, an off-road, multi-use trail. No such model yet exists for pedestrians.

The study corridor was divided into four segments based on existing commute travel patterns (common trip start and end points). Corridor-adjacent areas with higher residential and employment density—Santa Cruz and Watsonville—generate more activity than the more rural and agricultural segments because of the trip patterns they exhibit, and is the reason that this part of the study's reaches were determined independently from trail segments that are represented as northern, central, and southern in other sections of this report.

Bicycle demand forecasting was modeled using the methodology put forth in Report 552: Guidelines for Analysis of Investments in Bicycle Facilities, published by the National Cooperative Highway Research Program (NCHRP). The inputs to the model include mode share and population density within .5, 1, and 1.5 miles of the facility. We used the county's current bicycle mode share—3.5%—to estimate a low end of predicted demand, and the bicycle mode share within 1.5 miles of the corridor—5.5%—to estimate a high end. The equation to evaluate bicycle demand is based on the commute mode share and residential population in each buffer:

$$\text{New adult cyclists} = \Sigma(L_i (R_i * C * 0.8))$$

Where:

L_i = multipliers found by NCHRP research

R_i = residential population in each buffer distance

C = commuter mode share

Based on variations in recreational bicycle usage, the NCHRP model provides low- and high-end estimates of existing and new users.

Fuller details about the method are available in the report, linked below:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_552.pdf

* 2010-2014 American Community Survey, 5-Year Estimates

APPENDIX C:

LEVEL OF SERVICE

The Level of Service calculation is based on the method described in: Patten, Schneider, Toole, Hummer, and Roupail. (July 2006) Shared-Use Path Level of Service Calculator – A User's Guide. FHWA-HRT-05-138, available at the link below:

<http://www.fhwa.dot.gov/publications/research/safety/pedbike/05138/05138.pdf>

ACKNOWLEDGMENTS

Great Santa Cruz Trail Study Group*

Robert Stevens, Trust for Public Land Advisory Board

Claire Conklin, Cabrillo College

Miles Reiter, Driscoll's

Dominique Hollister, Dominican Hospital

Ryan Whitelaw, Pacific Appraisers

Nancy Connelly, Save Our Shores

Will Menchine, SCCRTC Bicycle Committee Member
(3rd District Alternate)

John Leckrone, Mountain Bikers of Santa Cruz

Bud Colligan, South Swell Ventures

** Organizations listed do not imply endorsement by the organization.*



Nelson\Nygaard Consulting Associates, Inc. is an internationally recognized firm committed to developing transportation systems that promote vibrant, sustainable, and accessible communities. Founded by two women in 1987, Nelson\Nygaard has grown from its roots in transit planning to a 135-person, full-service transportation firm with offices across the United States.

In keeping with the values set by the firm's founders, Nelson\Nygaard puts people first. They recognize that transportation is not an end by itself but a platform for achieving broader community goals of mobility, equity, economic development, and healthy living. The firm's hands-on, national experience informs but doesn't dictate local solutions.

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: December 20, 2017

TO: Honorable Mayor and City Council

FROM: Scott Hamby, Public Works Director

APPROVED: Jenny D. Haruyama, City Manager

SUBJECT: **MODIFY CITY MUNICIPAL CODE BY REMOVING CHAPTER 12.08, SECTION 12.08.100 - DIRECTOR AND PLANNING COMMISSION—POWERS OF ISSUANCE.**

SUMMARY OF ISSUE

Pursuant to the City’s Municipal Code Chapter 12.08.070 and 12.08.100, the Director of Public Works is granted the power to grant encroachment permits on behalf of the City. An “encroachment” is defined in the Scotts Valley Municipal Code (“SVMC”) as “any structure, object or improvement of any kind or character whatsoever, placed, erected or constructed, either in, under or over any public street, including, without limiting the foregoing, any advertising sign or device on or extending over any part of a public street.”

Section 12.08.100 also grants the Planning Commission power to issue encroachment permits for all other types of encroachments. This language creates a conflict as the Public Works Department is responsible for issuing encroachment permits for all work in, under or over any part of a public street. In addition, the Planning Commission has never exercised the option of issuing an encroachment permit.

As SVMC Sections 12.08.70 and 12.08.100 are repetitive as to the duties of the Public Works Director and 12.08.100 includes language granting the Planning Commission the power to issue encroachment permits, staff is recommending the repeal of Section 12.08.100 from the SVMC. This is consistent with current practice and appropriate for the Public Works Director to be responsible for issuing all encroachment permits.

FISCAL IMPACT

There is no fiscal impact to revising the Scotts Valley Municipal Code.

STAFF RECOMMENDATION

Staff recommends that the City Council introduce Ordinance No. 56.2, amending Title 12, Chapter 12.08 (Encroachments) of the Scotts Valley Municipal Code by repealing Section 12.08.100, and waive the reading thereof.

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ORDINANCE NO. 56.2

**AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY SCOTTS VALLEY AMENDING TITLE 12, CHAPTER 12.08
(ENCROACHMENTS) OF THE SCOTTS VALLEY MUNICIPAL CODE
BY REPEALING SECTION 12.08.100**

BE IT ORDAINED by the City Council of the City of Scotts Valley as follows:

Section 1. Section 12.08.100 of Chapter 12.08 of the Scotts Valley Municipal Code, entitled “Director and planning commission—Powers of issuance,” is hereby repealed in its entirety and is of no further force or effect.

Section 2. SEVERABILITY. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction such portion shall be deemed a separate, distinct and independent provision of such Ordinance and shall not affect the validity of the remaining portions thereof.

Section 3. REPEALS CONFLICTING ORDINANCES. All other ordinances of the City of Scotts Valley or provisions of the Scotts Valley Municipal Code which are in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 4. CEQA COMPLIANCE. The City Council finds and determines that the enactment of this Ordinance is exempt from the California Environmental Quality Act (“CEQA” Cal.Pub.Res.Code Section 21000 et seq.) and the State CEQA Guidelines (Cal.Code of Regs. Title 14, Section 15000 et seq.) in accordance with CEQA Guidelines Section 15061(a)(3) as there is no possibility that the activity in question may have a significant effect on the environment. Therefore, no environmental assessment is required or necessary.

SECTION 5. EFFECTIVE DATE. This Ordinance shall take effect 30 days after the date of its adoption. Prior to the expiration of 15 days from the date of adoption, this Ordinance shall be published in three public places within the City.

This ordinance was introduced on the 20th day of December, 2017, and was passed and adopted by the City Council of the City of Scotts Valley on the 17th day of January, 2018, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED: _____
Mayor

ATTEST:

Tracy A. Ferrara, City Clerk

APPROVED AS TO FORM:

Kirsten Powell, City Attorney