NON-CAPITAL GRANT APPLICATION FORM

Project Title:
North Coast Transit Station Bike Station Project

Applicant (Agency):
City of Oceanside

Application Amount:
$100,000.00

Project Type:
☐ Planning
☐ Education, Encouragement, Awareness
☒ Bicycle Parking

APPLICATION CHECKLIST

☒ Ten hard copies and one CD of the complete Active Transportation application (including all attachments)
☒ Resolution authorizing the application, committing to provide matching funds, and authorizing staff to accept grant funds and execute the grant agreement
☒ Format: narrative pages on 8.5x11 paper, all narrative text has at least 1 inch margins on all sides and no less than 10pt. font size (footers and headers exempt from the above requirements)
☒ Documentation of matching funds
☒ Vicinity maps showing project location and local/regional street, bicycle, transit, and highway facilities within and near the project area
☐ Documentation of support for the project from community groups or individuals (recommended but not required)
☒ Aerial photos and other photographs depicting existing conditions

☒ Completed application form:
☒ Project Summary
☒ Project Location Map
☒ Project Funding
☒ Relationship to Program Objectives
☒ Comprehensiveness

☒ Methodology
☒ Community Support
☒ Evaluation
☒ Innovation (if applicable)
☒ Scope of Work, Schedule, and Budget

If any of the above are not included with the application by the deadline (with the exception of documentation of community support), the application will be deemed ineligible.
GRANTEE STATEMENTS

☐ The proposed grantee has read the standardized sample grant agreement.

☐ The proposed grantee understands that SANDAG will not reimburse applicants for expenses incurred prior to execution of a grant agreement.

☐ If the SANDAG Board of Directors approves the grant, the proposed grantee agrees to sign and return the standardized grant agreement to SANDAG, without exceptions, within 45 days of receipt.

☐ The proposed grantee agrees to comply with SANDAG's Board Policy No. 035 Competitive Grant Program Procedures, which outlines "use-it-or-lose-it" project milestones and completion deadlines. Board Policy No. 035 is included in the standardized grant agreement as Attachment B, and is also on the SANDAG website at the following link: http://www.sandag.org/organization/about/pubs/policy_35.pdf

☐ The proposed grantee understands that all invoices must be accompanied by a written progress report of the charges for both requested reimbursement of grant and matching funds and submitted to SANDAG no less frequently than quarterly. The grantee's project accounting system should be in harmony with a quarterly invoicing schedule. Invoice and progress report templates are available on the SANDAG website at the following link: http://www.sandag.org/grants/forms

☐ The proposed grantee understands that upon approval of funding by the SANDAG Board of Directors, the applicant will provide a copy of their approved indirect cost rate audit or their proposed indirect cost rate methodology, if charging for overhead, to SANDAG for review and approval, which must occur prior to execution of the grant agreement.

☐ The proposed grantee understands that a resolution including the requirements of Board Policy No. 035, Section 4.1, must be submitted to SANDAG at least two weeks prior to the recommendation by the Regional Planning Committee of the list of grant projects to be considered eligible. SANDAG will provide applicants with advance notice of the Regional Planning Committee’s anticipated meeting dates.

I certify that, I agree with the above statements, have reviewed the Active Transportation Grant Program Guidelines, and that the information submitted in this application is accurate and in accordance with these guidelines.

I have the authorization to submit this grant on behalf of my organization.

Darra Woods Assistant Traffic Engineer

<table>
<thead>
<tr>
<th>Grantee Name (print or type)</th>
<th>Title</th>
</tr>
</thead>
</table>
| [Signature]

<table>
<thead>
<tr>
<th>Grantee Signature (signature cannot be electronic)</th>
<th>Date (mm/dd/yyyy)</th>
</tr>
</thead>
</table>
| [Signature]
| 7/17/12                                             |
PROJECT SUMMARY

Applicant (Agency):
City of Oceanside

Project Title:
North Coast Transit Station Bike Station Project

Project Area Limits:
The project will be located at the North Coast Transit Station. The transit station is located at 205 South Tremont Street, Oceanside.

Project Description:
Design, implementation, and initial operation of a 200 square foot bike station to house 30 bicycles which provides secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week.

Primary Contact Person (Project Manager):
Darra Woods
Title:
Assistant Traffic Engineer
Street Address:
300 North Coast Highway
City and Zip Code:
Oceanside 92008
Phone:
760-435-5094
E-mail Address:
dlwoods@ci.oceanside.ca.us

Is the project associated with a specific capital improvement project? If so, describe the capital project:
Yes, the Mission Avenue Improvements Project which includes green paint and sharrows on Cleveland, Clementine, Seagaze, and Mission. The green paint and sharrows will designate safe locations for bicyclists to ride while downtown and commuting to the bike station at the NCTD transit station.

<table>
<thead>
<tr>
<th>Active Transportation Grant Funds Request</th>
<th>$ 100,000.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matching Funds</td>
<td>$ 10,000.00</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>$ 110,000.00</td>
</tr>
</tbody>
</table>

Total Project Cost = Active Transportation Grant Funds + Matching Funds
PROJECT LOCATION MAP

For education/awareness/encouragement and parking grants, indicate program delivery or parking locations.

[INSERT PROJECT LOCATION MAP HERE]
APPLICATION QUESTIONS

Funding Sources:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation Grant</td>
<td>$00,000.00</td>
</tr>
<tr>
<td>Other – list source(s)</td>
<td>$0,000.00</td>
</tr>
<tr>
<td>Total Funding</td>
<td>$10,000.00</td>
</tr>
</tbody>
</table>

For this section, please provide answers in bullet format. A short, concise narrative may be provided, if necessary, to describe the project.

RELATIONSHIP TO PROGRAM OBJECTIVES, COMPREHENSIVENESS, METHODOLOGY

Describe the need for the proposed program. For planning grants, describe the need for traffic calming, pedestrian, and bicycle improvements in the project area. (In bullets)

- The current available bicycle parking at the transit center is not adequate; the bike “shells” are broken and are currently not maintained and there is a limited amount of bicycle lockers
- The City has received several resident requests to fix the broken bike lockers and add additional bike lockers at the transit center
- Recent bicycle counts show that on an average weekday up to 81 bicyclists will arrive/depart from the transit center on Amtrack, Metrolink, Coaster, and/or Spinhir
- There is a large demand for bicycle parking in the downtown/beach area; the City recently installed 37 bike racks.

Describe the goals of the project. (In bullets)

- To coordinate with the NCTD to implement a bike station at a visible and easily accessible location at the transit station
- To work with NCTD to reduce the number of vehicles currently parking at the transit station by utilizing the bike station
- Through education, encouragement, and awareness measures by the City, NCTD, and the Oceanside Bicycle and Pedestrian Committee promote the use of the bike station for commuting and recreational cyclists
- The bike station will increase the amount of available bike parking at the transit center
- Oceanside has two regional bike facilities, the SLRR and CRT, that are bicycle attractors

Describe the proposed plan, education/awareness/encouragement or parking effort and why it is particularly suited to address the needs stated above.

- Finalize a project location, marketing plan, and contingency plan for the bike station through the steering committee
- Design and implement a 200 square foot bike station to house 30 bicycles which provides secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week
- Develop a MOU with NCTD and the City for the maintenance and ongoing operation of the bike station
- Solicit other grant opportunities and funding sources for continued maintenance, operation, and service of the Bike Station with Mobis

COMMUNITY SUPPORT

Planning Grants:
Describe which and how community stakeholders will participate in the planning process, as well as community input to date.

N/A

Education/Awareness/Encouragement and Parking Grants:
Describe which community stakeholders will participate and how community stakeholder participation will facilitate success of the project, as well as community input that shaped the project to date.

Stakeholders: NCTD staff, NCTD Board of Directors, City of Oceanside, Oceanside Bicycle and Pedestrian Committee, Mobis Bike Station, Main Street Oceanside, SANDAG, Community Cycling residents/representatives

As part of the project the City will create a “steering” committee composed of representatives from these stakeholders to meet and finalize the exact location of the bike station at the transit station, provide input as to what amenities are needed at this facility, and provide input on how to promote the use of the bike station prior to the completing the design and implementing the bike station.

The City has received requests from local residents, businesses, tourists, and local community groups for the addition of bike parking.
EDUCATION, AWARENESS, ENCOURAGEMENT, AND BICYCLE PARKING GRANTS ONLY

EVALUATION

Describe how the project will evaluate its effectiveness.

The Oceanside Bicycle and Pedestrian Committee performed a bicycle count at the transit center and determined that on an average weekday up to 81 bicyclists arrive/ depart from the transit center on Amtrak, Metrolink, Coaster, and/or the Sprinter. The committee also surveyed the existing bicycle "shells" and lockers and determined that only, approximately, 25% of them are actually being used for their intended purposes and are currently not be maintained. The committee will perform a study after the bike station is fully operational to determine if it is sufficient and it is meeting bicycle parking demands.

INNOVATION

If applicable ONLY: Does this project propose any solutions that are new to the region? If so, please describe.

- This would be the first bike station in San Diego County
- The City of Oceanside is currently the only Bicycle Friendly Community in San Diego County with a bronze level recognition
- Bike stations are a new and innovative way of providing safe, convenient, easily accessible, user-friendly, and appealing bike parking to various types of bicyclists.
- The facility would be able to house 30 electronically secured, indoor, bicycle parking spaces 24/7
- Bike stations are good for the environment and, in terms of budgeting purposes, reasonable and feasible bike parking facilities
- The modular bike station allows cities and transit agencies to rapidly install (months not years) and provide secure all weather bicycle parking while minimizing the footprint of such a facility versus bike lockers, which would take much more space.
- The structure is flexible, in that it can be relocated to new locations, as demand grows at the original transit center site and the next level of bike station facility is needed.

Briefly describe any other aspects of the project that are relevant to its scoring.

- The proposed project meets the goals and objectives of the Active Transportation Grant Program, the City of Oceanside Bicycle Master Plan, and the Bicycle Friendly Community Program

- The project promotes multi-modal transportation by meeting/exceeding current bike parking demands which will reduce the number of vehicles used for commuting and recreational purposes thereby reducing green house gas emissions and promoting active lifestyles.

- Included in the non-capital Education/Encouragement/Awareness Grant Program the City is also applying for is a paid one year membership for 30 bicycles to use the bike station over a two year period.

- The project is flexible and attainable in that there are three potential sites at the North County Transit Station which can be used for the bike station if any issues or conflicts arise during the design and implementation of the project.
INNOVATION CONTINUED:

- The modular Bikestation is sized to be similar to a motorized vehicle parking stall, thus cities and transit agencies can provide parking for more patrons (30 bike parkers vs. 1 SOV parker) at already overcrowded park and ride facilities;
- Bikestation Membership Service allows 24/7 access to parking without a cost of staffed valet service (or pass sales by the transit agency), a practice typical of the industry when Bikestation started;
- The Bikestation Membership Service data collection allows operator and partner agency to track utilization and target growth with marketing or cost incentives (this new data source makes applying for future grants easier once local data is collected frequently);
- The modular Bikestation is a structure that is both iconic and its use apparent (see through structure to bikes) that easily helps communicate what this structure is versus traditional bike lockers that may be 'invisible' to most transit patrons or citizens passing by;
- Marketing is also easier as the Bikestation service is also a well known regionally recognized brand;
- Members can utilize their Bikestation Membership Service at any participating Bikestation, thus opening up bike parking options when traveling regionally by transit;
- The proposed amenity package includes a public all weather bike repair stand with tools and an air pump (and a members only air pump inside) that helps make cycling less stressful to transit patrons/ city bike commuters who might be worried about a flat tire or loose bolt when bicycling (research shows that most bicycles are not ridden once their tires go flat from infrequent use);
- This product and service is easily transplanted to other cities and other transit stations within in SANDAG, thus for a network.
SCOPE OF WORK, SCHEDULE, AND BUDGET

In the section below, state the scope of work, schedule, budget, and project deliverables (including specific quantities and locations of improvements). Please note that if this project is funded, this will be added to the grant agreement and the grantee will be held to this scope, budget, and schedule, for the purpose of project oversight. Applicants are required to identify phasing for the project, in the event that the project cannot be fully funded by SANDAG.

Please print completed Excel Scope of Work, Schedule, and Budget sheet and attach to application.
# SANDAG ACTIVE TRANSPORTATION GRANT PROGRAM SCOPE OF WORK, SCHEDULE, AND BUDGET

**Project Title:** North Coast Transit Station Bike Station Project  
**Project Type:** Planning, Education/Encouragement/Awareness, Bicycle Parking  
**Project Location/Limits:** The project will be located at the North Coast Transit Station. The transit station is located at 205 South Tremont Street, Oceanside.

**Contract No.:**  
**Claim (TDA/Project (TNE)) No.:**  
**In Kind Contrib.:**  
**ATG Non- CAP.:**

## Task No. | Task Description | Deliverables | Start Date | Completion Date | SANDAG Funds | Matching Funds | Other Funds | TOTAL |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City Council for Approval and Acceptance of ATG and Grant Agreement with SANDAG</td>
<td>Completed/ Signed Grant Agreement</td>
<td>Dec-12</td>
<td>Feb-13</td>
<td>$1,500</td>
<td>$0</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>2</td>
<td>Issue Professional Services Agreement with Mobil Bike Station</td>
<td>Completed/ Signed MOA</td>
<td>Feb-13</td>
<td>Apr-13</td>
<td>$1,000</td>
<td>$0</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>3</td>
<td>Sign contract with Mobil Bike Station and Issue Notice to Proceed</td>
<td>Completed/ Signed Contract and WTP</td>
<td>Apr-13</td>
<td>May-13</td>
<td>$43,000</td>
<td>$0</td>
<td>$0</td>
<td>$43,000</td>
</tr>
<tr>
<td>4</td>
<td>Establish Bike Station “Steering” Committee</td>
<td>Steering Committee</td>
<td>Apr-13</td>
<td>May-13</td>
<td>$1,500</td>
<td>$0</td>
<td>$0</td>
<td>$1,500</td>
</tr>
<tr>
<td>5</td>
<td>Create/ Sign a MOU with NCTD and City of Oceanside</td>
<td>MOU</td>
<td>Apr-13</td>
<td>May-13</td>
<td>$1,500</td>
<td>$0</td>
<td>$0</td>
<td>$1,500</td>
</tr>
<tr>
<td>6</td>
<td>Finalize Project Location at Transit Station</td>
<td>Project Location</td>
<td>Apr-13</td>
<td>May-13</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>7</td>
<td>Baseline data collection at project site</td>
<td>Baseline Data</td>
<td>Apr-13</td>
<td>May-13</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>8</td>
<td>Project Entitlement, Coastal Permit, Environmental Clearance</td>
<td>City Approval</td>
<td>May-13</td>
<td>Jun-13</td>
<td>$1,500</td>
<td>$0</td>
<td>$0</td>
<td>$1,500</td>
</tr>
<tr>
<td>9</td>
<td>Submit construction plans for Building Permit</td>
<td>Building Permit</td>
<td>May-13</td>
<td>Jun-13</td>
<td>$1,000</td>
<td>$0</td>
<td>$0</td>
<td>$1,000</td>
</tr>
<tr>
<td>10</td>
<td>Initiate Installation/ Construction of 2.0 Modular Bike Station</td>
<td>Bike Station Implementation</td>
<td>Jul-13</td>
<td>Sep-13</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>11</td>
<td>Advertise and Marketing Campaign for the Bike Station</td>
<td>Community Awareness and Interest</td>
<td>Jul-13</td>
<td>Sep-13</td>
<td>$2,000</td>
<td>$0</td>
<td>$0</td>
<td>$2,000</td>
</tr>
<tr>
<td>12</td>
<td>Complete Bike Station Construction and File Notice of Completion for Construction</td>
<td>Bike Station Construction</td>
<td>Sep-13</td>
<td>Sep-13</td>
<td>$47,000</td>
<td>$0</td>
<td>$0</td>
<td>$47,000</td>
</tr>
<tr>
<td>13</td>
<td>Assignment of Memberships</td>
<td>Membership</td>
<td>Aug-13</td>
<td>Sep-13</td>
<td>$0</td>
<td>$0</td>
<td>$7,000</td>
<td>$7,000</td>
</tr>
<tr>
<td>14</td>
<td>Open Bike Station for Public Use</td>
<td>Bike Station</td>
<td>Sep-13</td>
<td>May-15</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>15</td>
<td>Year 1 Data Collection and Reporting</td>
<td>Year 1 Data</td>
<td>Sep-13</td>
<td>Sep-14</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>16</td>
<td>Continue Year 2 of Bike Station Operation with Mobil Bike Station</td>
<td>Continued Bike Station Operation</td>
<td>Sep-14</td>
<td>May-15</td>
<td>$7,500</td>
<td>$0</td>
<td>$0</td>
<td>$7,500</td>
</tr>
<tr>
<td>17</td>
<td>Year 2 Data Collection and Reporting</td>
<td>Year 2 Data</td>
<td>Sep-14</td>
<td>May-15</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>18</td>
<td>Publish grant opportunities and funding sources for continued maintenance, operation, and service of Bike Station with Mobil</td>
<td>Future Funding Sources</td>
<td>Dec-14</td>
<td>May-15</td>
<td>$1,000</td>
<td>$0</td>
<td>$0</td>
<td>$1,000</td>
</tr>
<tr>
<td>19</td>
<td>Mobil Contract Obligation through ATG Funds Complete</td>
<td>Project Complete</td>
<td>May-15</td>
<td>May-15</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>20</td>
<td>Final Report/ Project Closeout</td>
<td>Final Report</td>
<td>May-15</td>
<td>May-15</td>
<td>$1,000</td>
<td>$0</td>
<td>$0</td>
<td>$1,000</td>
</tr>
</tbody>
</table>

## PROJECT REVENUES

<table>
<thead>
<tr>
<th>Source</th>
<th>FY 2012</th>
<th>FY 2013</th>
<th>FY 2014</th>
<th>FY 2015</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>AT Grant</td>
<td>0</td>
<td>52,500</td>
<td>3,000</td>
<td>4,500</td>
<td>$100,000</td>
</tr>
<tr>
<td>Other (In Kind)</td>
<td>0</td>
<td>1,500</td>
<td>6,500</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTALS</td>
<td>54,000</td>
<td>59,000</td>
<td>3,500</td>
<td>4,500</td>
<td>$100,000</td>
</tr>
</tbody>
</table>
RESOLUTION NO. 12-B0448-1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE AUTHORIZING THE FILING OF APPLICATIONS FOR ACTIVE TRANSPORTATION GRANT PROGRAM FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS FOR THE OCEANSIDE BOULEVARD BEAUTIFICATION PROJECT, NORTH COAST TRANSIT STATION BIKE STATION PROJECT, CLEVELAND STREET GREEN PAINT AND SHARROWS PROJECT, EDUCATION/ENCOURAGEMENT/AWARENESS GRANT PROJECT; AND AUTHORIZE THE CITY TO ACT AS A COLLABORATIVE PARTNER WITH THE CITY OF CARLSBAD FOR THE COASTAL RAIL TRAIL OCEANSIDE/CARLSBAD CONNECTION PROJECT; AND ACCEPTING THE TERMS OF THE GRANT AGREEMENT.

WHEREAS, $8.8 million of Transportation Development Act/TransNet funding for capital and non-capital active transportation projects is available to local jurisdictions and the County of San Diego from Fiscal Year 2011-2012; and

WHEREAS, the City of Oceanside wishes to receive $400,000 in Active Transportation Grant funds for the following project: Oceanside Boulevard Beautification Project; and

WHEREAS, the City of Oceanside wishes to receive $100,000 in Active Transportation Grant funds for the following projects: North Coast Transit Station Bike Station Project; and

WHEREAS, the City of Oceanside wishes to receive $100,000 in Active Transportation Grant funds for the following projects: Cleveland Street Green Paint and Sharrows Project; and

WHEREAS, the City of Oceanside wishes to receive $183,000 in Active Transportation Grant funds for the following projects: Education/Encouragement/Awareness Grant Project; and

WHEREAS, the City of Oceanside wishes to partner with the City of Carlsbad and receive Active Transportation Grant funds for the following projects: Coastal Rail Trail Oceanside/Carlsbad Connection Project; and

WHEREAS, the City of Carlsbad would act as lead agency and grant administrator for the following projects: Coastal Rail Trail Oceanside/Carlsbad Connection Project; and

WHEREAS, the City of Oceanside understands that the Active Transportation Grant Program funding is fixed at the programmed amount, and therefore, project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and
WHEREAS, the City of Oceanside agrees to complete the proposed grant project within a timely matter and in compliance with Board Policy No. 035.

NOW, THEREFORE, the City Council of the City of Oceanside does resolve as follows:

Section 1. The City of Oceanside is authorized to submit an application to SANDAG for the Active Transportation Grant Program funding in the amount of $400,000 for the Oceanside Boulevard Beautification Project.

Section 2. The City of Oceanside is authorized to submit an application to SANDAG for the Active Transportation Grant Program funding in the amount of $100,000 for the North Coast Transit Station Bike Station Project.

Section 3. The City of Oceanside is authorized to submit an application to SANDAG for the Active Transportation Grant Program funding in the amount of $100,000 for the Cleveland Street Green Paint and Sharrows Project.

Section 4. The City of Oceanside is authorized to submit an application to SANDAG for the Active Transportation Grant Program funding in the amount of $183,000 for the Education/Encouragement/Awareness Grant Project; and

Section 5. The City of Oceanside is authorized to act as a collaborative partner with the City of Carlsbad for the Active Transportation Grant Program funding the Coastal Rail Trail Oceanside/Carlsbad Connection Project; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Oceanside Boulevard Beautification Project, the City Council of the City of Oceanside commits to providing $50,000 of matching funds and authorizes City of Oceanside staff to accept the grant funds, execute a grant agreement with SANDAG, with no exceptions, and complete the Oceanside Boulevard Beautification Project; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the North Coast Transit Station Bike Station Project, the City Council of the City of Oceanside commits to providing $10,000 of in-kind contributions and authorizes City of Oceanside staff to accept the grant funds, execute a grant agreement with SANDAG, with no exceptions, and complete the North Coast Transit Station Bike Station Project.
PASSED AND ADOPTED by the City Council of the City of Oceanside, California,
this 5th day of July, 2012, by the following vote:

AYES:  WOOD, FELIEN, FELLER, KERN, SANCHEZ

NAYS:  NONE

ABSENT: NONE

ABSTAIN: NONE

[Signature]
MAYOR OF THE CITY OF OCEANSIDE

[Signature]
APPROVED AS TO FORM:

[Signature]
City Attorney

ATTEST:

[Signature]
City Clerk

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE AUTHORIZING
THE FILING OF APPLICATIONS FOR ACTIVE TRANSPORTATION GRANT PROGRAM
FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS FOR THE
OCEANSIDE BOULEVARD BEAUTIFICATION PROJECT, NORTH COAST TRANSIT
STATION BIKE STATION PROJECT, CLEVELAND STREET GREEN PAINT AND
SHARROWS PROJECT, EDUCATION/ENCOURAGEMENT/AWARENESS GRANT PROJECT;
AND AUTHORIZE THE CITY TO ACT AS A COLLABORATIVE PARTNER WITH THE CITY
OF CARLSBAD FOR THE COASTAL RAIL TRAIL OCEANSIDE/CARLSBAD CONNECTION
PROJECT; AND ACCEPTING THE TERMS OF THE GRANT AGREEMENT.
July 13, 2012

To: Darra L. Woods, City of Oceanside CA

From: Todd Boulanger, Bikestation

Re: Pricing Estimate for Modular Bikestation for Oceanside Proposal – 30 space module with 2 YR MSP

This is in response to your request for pricing estimate on a Modular Bikestation for the Oceanside Transit Center project proposal. This quote is for a 10’ x 20’ x 10’ module (Gen 2.0) and the following:

- 30 vertical parking spaces, this allows the structure to fully utilize its internal parking capacity;
- Self service member access doorway and security system;
- Bikestation Membership Service Plan (MSP) for up to 30 members*, includes back office system management, membership pass distribution, marketing materials, and security monitoring;
- Public amenity bike repair stand with tools and pump installed outside next to Bikestation; and
- Member amenity air pump installed inside in Bikestation.

Bikestation will be responsible for the design, production, installation and ongoing operation of the Bikestation modular units. The Modular Bikestation can serve from 30 to 90 bicycle commuters, depending on the pricing and management plan adopted. Base cost estimate assumes the module will outside on an existing level self draining concrete or asphalt surface with utilities within 2 feet of the unit location and that access to the site will allow transfer of the module by forklift from the delivery truck. A proposed 90-day manufacturing schedule will be updated at contract signing and initial payment. Shipping will be from Lakeside, CA and pricing is below, based on information provided.

Thank you very much. We look forward to working with you.

**Gen 2.0 (10’ x 20’ x 10’*) 30-bike Bikestation
Standard Features and Pricing Estimate:**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modular Bikestation Gen 2.0 Structure</td>
<td>$76,280</td>
</tr>
<tr>
<td>Sales tax (7.75%)</td>
<td>$5,912</td>
</tr>
<tr>
<td>Shipping and delivery</td>
<td>$2,800</td>
</tr>
<tr>
<td>Pad, installation and site preparation</td>
<td>$5,000</td>
</tr>
<tr>
<td>Removal of Bike Lid lockers</td>
<td>$200</td>
</tr>
</tbody>
</table>

**Operating Costs (Year 1)**

| Operating Costs (Year 1)*             | $0     |
| Operating Costs (Year 2)*             | $7,500 |

**TOTAL**

| Total                               | $97,692 |

*Price quote: valid through October 13, 2012
Does not include permits, monthly communications and utility costs, and cleaning. See Suggestions FAQ.*
NCTD Staff Parking lot

Pros:
- Central location
- Flat easy to prep
- Visible

Cons:
- Requires NCTD approval
- Reduces available NCTD staff parking
NCTD Bike "Shells" Site

Pros:
- Central location

Cons:
- Requires NCTD approval
- Existing drainage / utilities unknown
- Requires the removal of bike parking
City Parking Lot

Pros:
- Does not require NCTD approval

Cons:
- Removes public parking
- Drainage / utilities / pavement quality unknown
- Less visible site
July 11, 2012

To: Darra L. Woods, City of Oceanside CA

From: Todd Boulanger, Bikestation®

Re: Generation 2 Modular Bikestation Design & Placement – General Preparation Suggestions

This is in response to your request on general site preparation necessary for a pending Modular Bikestation® parking project. The recommended items on the next page are based upon the following parameters:

- Structure size is approximately: 20 foot x 10 foot x 10 foot and can be lengthened, as needed;
- Typical capacity: 30 bike parking spaces with secure wall racking, floor mounted rack(s) can also be added, but at a lower total parking capacity;
- The footprint has been designed to fit easily into public plazas, transit stations, and parking lots;
- This is a temporary structure that can allow relocation, as parking demand changes;
- Placement should be on a level and self-draining surface, typically a 4 inch concrete pad with 3 inch crushed aggregate base;
- Security and membership monitoring service will require a land line and power service;
- Module to be accessible 24/7 for parking with a Bikestation® Membership Service Plan;
- No bathroom or shower services included with the base module;
- Additional user amenities can be included at additional cost (repair stand with pump, water fountain, vending machine for repair parts or snacks/ beverages, changing area, etc.) and minor design modifications; and
- Bikestation will be responsible for the design, production, installation and ongoing operation of the Bikestation modular units.

Please let us know if you have any questions regarding this information.

Thank you very much. We look forward to working with you.

Disclaimers:

The attached suggestions are intended only as a guide for planning purposes. All final dimensions, specifications, equipment, finishes and installation details subject to change, and should be verified based upon jurisdictional requirements, permitting, engineering, architectural, and site-specific requirements. It is not the responsibility of Bikestation to verify that these “suggestions” comply with local and state codes; rather, it is the responsibility of the purchaser of this structure. Site preparation, compliance with all applicable codes, covenant restrictions, and permits and other delivery permissions are the responsibility of the purchaser, unless otherwise documented in the contract.
MODULAR BIKESTATION® SITE PLANNING AND ACCESS SUGGESTIONS:

- Location and access to entry should be convenient to primary approach path of bicycle commuters utilizing transit or retail services and avoid conflict with queuing traffic/ parking cars or require use of stairs, [look for locations with the greatest number of parked bicycles];
- The width of the access path and front entry queuing area should be wide enough to support bidirectional peak period bicyclist passage and be ramped up into structure per ADA;
- Placed in a publicly visible location adjacent (<150 feet) to transit platform (if a park and ride setting) or main ticketing area, main pedestrian entrance to building, or bikeway;
- Site placement and access routes should support CPTED (crime prevention through environmental design) principles and be easily observed by general public and on-site security;
- Location should avoid placement under problematic bird roosting areas, unless mitigated; and
- If two locations are of equal value, then choose the location that would be the most convenient to morning peak period member access.

MODULAR BIKESTATION® SITE PREPARATION SUGGESTIONS

- The site shall allow convenient and safe delivery of the prefabricated structure for installation;
- The site “pad” shall be an all-weather load bearing surface that is self-draining;
- Footprint of the prepared surface shall be a minimum of 12 inches wider than the roofline dimensions to allow a 6 inch border on each side of its roofline;
- Structure frame to be placed on anchors every 6 feet, total number dependent on final length;
- Recommended concrete anchor is ¾ inch by 4 inch stainless steel, or comply with local codes – whichever is more stringent;
- Roof to drain to rear wall of building;
- Provide three wire 240v / 110v single phase, 100 amperage, service standard to the location (refer to approved plan drawing, which will illustrate the correct stub up location for your lines);
- The “typical” conduit access floor cutout measures 6 inches by 12 inches, is located 10 inches and 4 inches from the rear corner of the structure, refer to approved plan drawing;
- The “standard” breaker box is a single phased, 12 circuit, 100 amp main load center;
- Receive and offload the structure using either an overhead crane or a forklift truck, position the structure square on the pad and anchor, remove wooden skids; and
- Make the final utility and communication connections, clean up the work area, and structure.

OTHER SITE PREPARATION SUGGESTIONS

- If the site is within 4 feet of motorized vehicle traffic or maintenance vehicle movement, then install bollards or similar to protect it from damage, while considering impact on delivery access;
- Structure entry should be placed in a well-lit area without heavy shadow, unless supplemental lighting to be added as part of site preparation;
- Protect structure and components during delivery, storage and handling; and
- Additional open space to the side of the entryway to structure should be provided if a bike repair stand or other member amenities are to be installed.
1. Guaranty Bank: 815 Mission Ave, 1 Bola
2. Washington Mutual: 801 Mission Ave, 1 Bola
3. Main Street: 704 Mission Ave, 1 Flo
4. US Post Office: 517 Seagaze 1 Flo
5. Breakwater Brewing: 409 Mission Ave, 2 Flo
6. Red Cup Yogurt/Maui Wowi: 301 Mission Ave, 1 Flo
7. Harney's Sushi: 301 Mission Ave, 1 Flo
8. DQ/Johnny Manana's: 308 Mission Ave, 2 Flo
9. Pier View Pub: 301 Pier View Way 1 Flo
10. 333 Pacific St, 2 Flo
11. Pier View Coffee: 300 Pier View Way 1 Flo
12. Surf Museum: 312 Pier View Way 1 Flo
13. Tremont Bar and Grill: 311 North Tremont 2 Bola
14. Haunted Head Saloon: 207 Tremont St, 1 Bola
15. Cabo Grill: Tremont St, 2 Bola
16. Parking Lot 35 Pier View Way & N. Tremont 2 Flo
17. Kealani's: 207 N. Coast Hwy, 1 Bola
18. Sunset Grill: 215 N. Coast Hwy, 1 Bola
19. Longboarder Cafe: 228 N. Coast Hwy, 1 Flo
20. Bank of America: 702 Mission Ave, 1 Flo
21. NCTD: 810 Mission Ave, 1 Flo
22. Subway: 323 N. Coast Hwy, 1 Bola
23. Jiffy: 678 N. Coast Hwy, 1 Flo

24. Cotton Patch: 307 N. Coast Hwy, 1 Flo
25. Firewater Bar: 406 Pier View Way, 1 Flo
27. Oceanside Harbor Fishing Pier: 1400 N Harbor Dr, 1 Flo
28. Hugren's Sports Fishing: 315 Harbor Dr, 1 Flo
29. Rockin Baja Lobster: 258 Harbor Dr, 1 Flo
30. Burger House: 515 Mission Ave, 1 Flo
31. Harbor House Cafe: 714 N. Coast Hwy, 1 Flo
32. Short Cuts: 124 N Freeman 1 Flo
33. Unisex Barber Shoppe: 129 S. Coast Hwy, 1 Flo
34. California Welcome Center: 928 A N. Coast Hwy, 1 Flo
35. Beach Break Cafe: 1802 S. Coast Hwy, 1 Flo
36. Design Nails & Spa: 1833 S. Coast Hwy, 1 Flo

37. Earth Culture: 105 S Coast Hwy, 1 Flo
TRANSIT CENTER BIKE COUNT DATA
<table>
<thead>
<tr>
<th>ARRIVALS</th>
<th>CYCLISTS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMTRAK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:48</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5:56</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>6:59</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>METROLINK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5:30</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>6:37</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>7:46</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>8:32</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>COASTER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:46</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5:26</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5:54</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>6:29</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>7:26</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>8:10</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>SPRINTER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3:56</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>4:26</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>4:56</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5:26</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5:56</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>6:26</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>6:56</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>7:26</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>7:56</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>8:26</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>DEPARTURES</td>
<td>AMTRAK</td>
<td>CYCLISTS</td>
</tr>
<tr>
<td>------------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>3:50</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4:59</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7:06</td>
<td></td>
</tr>
<tr>
<td>METROLINK</td>
<td>3:23</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4:27</td>
<td></td>
</tr>
<tr>
<td>COASTER</td>
<td>3:33</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5:01</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5:40</td>
<td></td>
</tr>
<tr>
<td>SPRINTERS</td>
<td>3:33</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4:03</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4:33</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5:03</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5:33</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6:03</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8:33</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7:03</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7:33</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8:03</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8:33</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Coaster</td>
<td>Sprinter</td>
</tr>
<tr>
<td>------------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>Jun 21, 2012</td>
<td>12</td>
<td>11</td>
</tr>
<tr>
<td>Off</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>9</td>
<td>14</td>
</tr>
<tr>
<td>Female</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Road</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>BMX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cruiser</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Hybrid</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>MTB</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>No Helmet</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>Lights after 8</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Locked at center</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Child under 8</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Total bicycles</td>
<td>12</td>
<td>15</td>
</tr>
</tbody>
</table>

There were mostly beach visitors getting on the Sprinter until 8
After 8 the sprinter passengers appeared to be mostly from the Thursday Market