



Santa Cruz County Regional Transportation Commission's
Interagency Technical Advisory Committee (ITAC)

AGENDA

Thursday, December 20, 2012
1:30 p.m.

NOTE: Special Meeting Location

City of Santa Cruz - Planning and Community Development, Conference Room
809 Center Street, Room 107 (northwest corner)
Santa Cruz, CA

*Parking at City Hall is extremely limited:
Locust Street Garage recommended*

1. Call to Order
2. Introductions
3. Oral communications

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

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

5. Approve Minutes of the October 18, 2012 ITAC meeting
6. Caltrans District 5 Project Updates

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents -
Verbal updates from project sponsors
8. Draft 2013 State and Federal Legislative Programs
 - a. Staff report

- b. Draft 2013 State Legislative Program
 - c. Draft 2013 Federal Legislative Program
9. Monterey Bay Sanctuary Scenic Trail Network Draft Master Plan - Presentation
- a. Staff report
 - b. Master Plan available online at:
<http://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/>
10. Regional Surface Transportation Program (RSTP) Update – *Verbal Information Item*
- a. List of applications received to be distributed at meeting

NEXT MEETING: The next ITAC meeting is scheduled for **January 17, 2013 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
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phone: (831) 460-3200 / fax (831) 460-3215
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AGENDAS ONLINE

To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@sccrtc.org to subscribe.

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SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200).



**Santa Cruz County
Regional Transportation Commission
Interagency Technical Advisory Committee (ITAC)**

DRAFT MINUTES

Thursday, October 18, 2012
1:30 p.m.

SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Tove Beatty, Santa Cruz METRO
Teresa Buika, UCSC
Russell Chen, County Planning Proxy
Mark Dettle, City of Santa Cruz Planning Proxy
Murray Fontes, City of Watsonville Community Development Proxy
Maria Esther Rodriguez, City of Watsonville Public Works
Anais Schenk, AMBAG
Chris Schneider, City of Santa Cruz Public Works
Steve Wiesner, County Public Works

STAFF PRESENT

George Dondero
Ginger Dykaar
Rachel Moriconi

OTHER PRESENT

Heather Adamson, AMBAG
Lupita Alamos, City of Santa Cruz Planning
Karen Christensen, Resource Conservation District
Amelia Conlen, People Power
Jen Harrison-Cox, Earth Economics
Brandy Rider, Caltrans – *via phone*
Jim Robins, Alnus Ecological

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1. Call to Order – Chair Chris Schneider called the meeting to order at 1:30 p.m.
 2. Introductions – Self introductions were made.
 3. Oral communications – none
 4. Changes to consent and regular agendas – Item 12 was moved after Item 9.

CONSENT AGENDA (Rodriguez/Dettle) approved unanimously

5. Approved minutes of the September 20, 2012 ITAC meeting
6. Received Caltrans District 5 SHOPP Updates
Chris Schneider requested that Caltrans modify the description for several projects to clarify that the projects are not actually in or near the City of Santa Cruz. He also asked why the Waddell/Scott Creek bridges are on the SHOPP list, but other bridges, such as San Lorenzo River Bridge are not. Brandy Rider responded that the north coast bridges project is a maintenance rather than capacity project.

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors

City of Santa Cruz – Chris Schneider reported that design drawings for the Arana Gulch path are at 70%. The City will be meeting with the County, Harbor, and others to review the design.

Watsonville - Maria Rodriguez reported that the City is wrapping up several construction projects for the season. Design work for the STIP-funded Airport Boulevard at Freedom Boulevard project continues. The draft Trail/Bike Master Plan will be available for review within the next month.

SC Metro – Tove Beatty reported that Metro will host a groundbreaking ceremony for the MetroBase Operations Facility at noon on October 26, 2012. Construction is expected to begin in late November and take 22 months. Metro will also be working on a Short Range Transit Plan, as mandated by SB1706. Metro anticipates awarding a contract for the next round of bus stop improvements, including improvements to sidewalks, shelters, and transit centers on October 26. Metro is also evaluating service expansion options.

County of Santa Cruz – Russell Chen reported that the County is finishing storm damage repair projects on East Zayante and Soquel-San Jose Road and completing culvert replacements in several locations countywide. The County will be going to bid for Empire Grade repairs soon. Graham Hill Road striping is expected to be completed within the next month. The Calabasas Road sidewalks, bicycle lanes, and road rehabilitation project is starting construction and estimated to be completed in February 2013. Work on Airport Boulevard continues. The County is 60-70% done with its 2012 pavement management program. Lockwood/Graham Hill Road signalization is expected to be operational by mid-December. The County Sanitation District has several projects underway, including one on Freedom Boulevard which could impact the City of Watsonville. Preliminary design and right-of-way work is underway for ten bridges scheduled for replacement starting in 2014. Mr. Chen noted that there are no permanent lane closures during construction and that the County works with emergency services to ensure that evacuation routes are open during construction periods, especially in the mountains.

Caltrans – Brandy Rider reported that Caltrans is working on a Highway 17 Public Access Management Plan, with a scope of work for public outreach under development. She encouraged cities and the County to provide input on the plans.

SCCRTC – Rachel Moriconi reported that the RTC is now owner of the Santa Cruz Branch Rail Line and that a ribbon cutting event is scheduled for November 17. Workshops on the Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan will take place the last week in November. Work continues on the Highway 1 Soquel-Morrissey Auxiliary Lanes.

8. MAP-21 Implementation Update and Regional Surface Transportation Program (RSTP)

Rachel Moriconi provided updates on California MAP-21 implementation discussions, noting that the California Transportation Commission (CTC) approved distribution of FY13 funds in a manner to keep most programs whole, but that discussions continue on how FY14 funds will be distributed. Given anticipated FY13 Regional Surface Transportation Program (RSTP) funds and a balance of RSTP funds from FY12, staff recommended that the ITAC recommend that the RTC issue a call for projects for \$5 million in RSTP funds, with applications due in mid-December. In evaluating applications, staff

will take into consideration how well projects address goals, policies and targets approved by the RTC for the Regional Transportation Plan (RTP). She encouraged submittal of projects that could be implemented in 2013 and provided a list of types of projects that are eligible for RSTP funds.

Steve Wiesner suggested that local jurisdictions' priorities be considered and suggested formula distribution of funds to local jurisdictions. Ms. Moriconi noted that several agencies in addition to cities and the County may be applying for funds, but that local agency priorities and geographic distribution will be considered when evaluating projects. **The ITAC unanimously approved a motion (Rodriguez/Wiesner) to recommend that the RTC issue a call for projects for \$5 million in RSTP funds.**

9. AMBAG Central Coast Commercial Flows Study and Model Improvement Program Updates

Anais Schenk (AMBAG) presented a summary of the Central Coast Commercial Flows Study, including information on freight values, flows, and needs. She summarized the Freight Action Strategy Task Force recommendations which include enhancing connections to the Central Valley, adding truck parking facilities, truck-to-rail intermodal facilities, and improving and maintaining U.S. 101 corridor.

Ms. Schenk also provided updates on the Model Improvement Program. Data from the California Household Travel Survey is being used to calibrate the model. She also provided an update on the Origin and Destination Study which has resulted in a large dataset on both inter and intra-regional trip making in the region. It includes classified counts at gateway stations to the region and a mail survey gathering information on the purpose of inter-regional trips made, unfortunately response rate to the mail survey was only 6%. She noted that the Travel Demand Modeling Process is underway, with calibration scheduled for February and sensitivity testing soon after. AMBAG staff will return for input on the model at future ITAC meetings.

12. 2014 Regional Transportation Plan (RTP) Updates

Ginger Dykaar and Rachel Moriconi reminded members to submit project updates for the Regional Transportation Plan (RTP) by November 28, 2012 and economic projections for local revenue sources, such as local taxes, fees, general funds, and other non-state/federal revenues that local agencies use, by November 1, 2012. Staff agreed to resend the financial projections template to agencies.

10. On-Board Transit Ridership Study

Ginger Dykaar provided an overview of the Santa Cruz County On-board Transit Ridership Survey Final Report, a joint project of the RTC and Santa Cruz METRO funded from a Caltrans transit planning grant. She highlighted findings of the report, including information on riders' average age (16-24), income level (under \$15,000/year), destinations (home-30.7%, school-32.7%, work-14.3%), and distance walked to/from the bus stops (nearly 50% walking less than 5 minutes). Average trip duration was 35 minutes and over 80% of riders did not have a personal vehicle available to make the trip, thus are "captive riders" rather than "choice riders". The study found that more than 70% of Spanish-speaking riders favor the printed bus schedule for bus information. 46.8% of overall survey respondents cited that they obtain information on the bus through the METRO website. She noted that data will be used for the Regional Travel Demand Model transit component and is available to agencies.

ITAC members suggested including information on gas prices at the time data was collected to see if it had an impact on ridership. Members discussed other factors that influence a person's decision to

take the bus, including if total travel times are over one hour, traveler perceptions of travel time versus actual travel times, reliability of how long a trip will take, importance of bus stop placement, and methods to shift car drivers to becoming bus riders.

11. SC3 Partnership and Healthy Lanes and Healthy Communities Initiative

Karen Christensen (Resource Conservation District) reported that over the next 12-18 months the SC3 group will be working with Earth Economics to develop economic tools to assist agencies in evaluating the benefits and impacts of projects on various resources or "ecosystem services", such as greenhouse gases, natural disaster protection, flood control, water and soil quality, habitat and biodiversity, food and agriculture, recreation and tourism, and public health. The SC3 group is seeking input from agencies on what information and resources would be most helpful and distributed a survey in advance of the meeting for agencies to complete. Jim Robins (Alnus Ecological) emphasized that the group is working to develop tools that make it easier to reflect the true costs of projects. Jen Harrison-Cox (Earth Economics) noted that by using an integrated, multi-criteria decision-making approach, an agency could show the extended benefits of built infrastructure, such as the benefits a bridge widening has on water quality and fish habitat, and could provide opportunities for partnering with FEMA, Army Corps, Fish and Wildlife, and others to develop and fund infrastructure projects with multiple benefits.

ITAC member feedback on the effort included: support if it results in increased funding from a variety of sources (innovative funding strategies) to build better projects; concern if complicates project delivery; suggestions on considering the multiple "ecosystem service" factors during environmental planning efforts; requests for suggestions for establishing natural resource conservation goals for long range plans, such as no net loss policies and specific metrics/indicators to use; including analysis of the impact of projects on jobs as part of economic benefits. Specific tools that could be useful include calculators and valuation reports with Monterey Bay region specific data. This is meant as a tool to help articulate the economic benefit of projects and could result in regulatory relief for some projects.

The meeting adjourned at 3:20 p.m. The next ITAC meeting is scheduled for **December 20, 2012** at **1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes prepared by: Rachel Moriconi

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DISTRICT DIRECTOR'S REPORT – SANTA CRUZ COUNTY

PREPARED FOR DECEMBER 6, 2012 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

NEWSWORTHY

- California is one of four states involved in a partnership to purchase rail equipment at reduced costs. The partnership, called the Midwest Coalition, is to receive 130 bi-level passenger rail cars for use in regional intercity rail corridors in California and the Midwest. Caltrans is to receive 42 rail cars while the other states, including Illinois, Michigan and Missouri, are to receive a share of the remaining 88. This acquisition—which will benefit the Capitol Corridor, the San Joaquin and Pacific Surfliner rail corridors—will help Caltrans meet the state's increasing rail ridership demand, which has increased 53 percent since 2002.
- Caltrans and the California Natural Resources Agency are pleased to announce the joint release of the Guidelines and Application for the Environmental Enhancement and Mitigation Program (EEMP) for the 2012/13 grant cycle. Applications must be received at the Natural Resources Agency, 1416 Ninth Street, Suite 1311, Sacramento CA, 95814, by **Friday, January 4, 2013 - no later than 4 p.m.**

You may access the EEMP Guidelines and Application at: <http://www.resources.ca.gov/eem/>.

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/msrsubmit/>



PROJECT UPDATE - SANTA CRUZ COUNTY

PREPARED FOR DEC 6, 2012 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	Hwy. 1 Salinas Road Interchange (315924)	Highway 1, Mon. County, North of Moss Landing at Salinas Road (PM 99.9-101.5)	Construct new interchange	April 2010- Winter 2013	\$12 Million	STIP/ CMIA	Caltrans	Richard Rosales (PD)	Desilva Gates Construction LP, Dublin	SB off-ramp to Salinas Rd open to public. Project near completion. Final paving to complete. One year plant establishment.
2.	Hwy. 1 Watsonville (CAPM) Rehab. (0M7504)	Hwy 1 (PM 0.0-10.2) In Santa Cruz County in Watsonville and Aptos from Pajaro River Bridge to North Aptos Underpass	Pavement Rehabilitation (hot mix asphalt on existing pavement)	April 15, 2012- Winter 2012	\$12M	SHOPP	Caltrans	Luis Duazo (BR)	Pavex Construction Division, Watsonville	Night work with alternating lane and ramp closures
3.	Santa Cruz Highway 1 Median Barrier (0S3104)	Highway 1 in Santa Cruz (17.5-18.2)	Construct colored and textured Median Barrier	April 23, 2012- Winter 2012	\$1.6 M	SHOPP	Caltrans	Doug Hessing (FK)	Toms Septic Construction, Salinas	Alternating lane closures, primarily overnight
4.	Hwy. 9 Grind and Replace (0S0804)	In Santa Cruz from so. of the Rte 01/09 junction to just no. of Vernon St. (PM 0.0-PM 0.6)	Cold plane and hot mix asphalt and repaving	Spring 2012- December 2012	\$350,000	Highway Maint.	Caltrans	Kelly McClain (TL)	Pavex Construction Div., San Jose	Work completed, pending final items & approval
5.	Hwy. 9 Holiday Lane Improvements (0K2304)	Highway 9 between Ben Lomond and the Highland Co. Park; S. of Holiday Lane (PM 8.4-8.6)	Construct Viaduct, Upgrade guard rail	Summer 2012 - Summer 2013	\$1.3 M	SHOPP	Caltrans	Steve DiGrazia (AN)	Pavex Construction Div., Watsonville	Work began in September. Traffic control consists of one-way traffic control with a temporary signal 24/7.



PROJECT UPDATE - SANTA CRUZ COUNTY

PREPARED FOR DEC 6, 2012 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
6.	Hwy. 17 Santa's Village Road Guardrail (0G4004)	Near Scott's Valley from just north of Santa's Village to Crescent Drive (PM 6.1-6.6)	Construct concrete guardrail	January 2011-August 9, 2012	\$3 Million	SHOPP	Caltrans	Doug Hessing (PD)	Gordon N. Ball Inc., Alamo	All work complete. In plant establishment.
7.	Hwy. 17 Summit Slide Repair (1A7104)	In Santa Cruz County near Scotts Valley at 0.2 mile north of Glenwood Dr.	Construct retaining wall with concrete slab & barrier, HMA pave	Spring 2013-Fall 2014	\$2 Million	SHOPP	Caltrans	Steve DiGrazia (JW)	Condon-Johnson & Associates Inc., Oakland	Bids opened 5/30/12. Project awarded on 7/24. In winter suspension; work may begin in December, weather permitting..

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager	Phase	Comments
8.	Hwy. 1 Guardrail Upgrade, Concrete Barrier, Retaining Wall (05-0R9101)	Highway 1 from S of South Aptos Underpass to .1 Mi N. of Rt 9 (PM 9.0-17.6)	Upgrade Metal Beam Guard Rail, other improvements	Fall/ Winter 2013	\$ 2.3 M	SHOPP	Caltrans	Doug Hessing	PS&E/RW	Scheduled to be advertised early 2013.
9.	Hwy. 1 Guardrail/Crash Cushions (0M970)	Highway 1, various locations from San Lorenzo R. Bridge to Waddell Creek (PM 17.4-26.0)	Upgrade guard rail, end treatments	Winter / Summer 2013	Total \$2.8M	SHOPP	Caltrans	Doug Hessing	PS&E	Bids opened; pending award of contract

TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

REGARDING: Draft 2013 State and Federal Legislative Programs

RECOMMENDATIONS

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

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

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

DISCUSSION

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

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

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

SUMMARY

This report provides the initial Draft 2013 State and Federal Legislative Programs for review and comment. The RTC is scheduled to approve the documents in January 2013.

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



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

Underline=new items for 2013

FOCUS AREAS FOR 2013:

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

General Legislative Platform

1. Support New Transportation Funding. Support countywide and statewide efforts to raise needed funds to maintain and enhance the transportation system, ensuring funds are distributed equitably statewide and not disproportionately distributed to large regions.

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



2. Stabilize and Preserve Existing Transportation Funding and Formulas.

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

- a) Support legislation and other efforts to ensure stable funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Could include increased per gallon excise tax or state sales tax on gasoline dedicated to transportation.
 - b) Support early and timely sale of bonds for transportation, including allocation of Proposition 1B for projects in Santa Cruz County. Support extension of legislative deadlines previously established for bond programs to coincide with the state's bonding ability.
 - c) Oppose proposals to shift transportation funds to non-transportation purposes and the State General Fund.
 - Protect existing highway and transit funds, including Highway Users Tax Revenue (gas tax), sales taxes for transportation, Public Transportation Account (PTA) revenues, against suspension, transfer or expenditure for non-transportation uses.
 - Support legislation that expedites repayment of transportation funds previously diverted to the State General Fund.
 - d) Support State Budget Reform that will bring fiscal discipline and predictability to the state budget.
 - e) Ensure that transportation planning funds are available to agencies throughout the year and are not withheld due to delays in enacting the state budget.
 - f) Support the continuation of state transportation funding programs dedicated to projects such as transit, Safe Routes to Schools, Bicycle Transportation Account, paratransit and Freeway Service Patrol.
 - g) STIP Modernization
 - Ensure State Transportation Improvement Program (STIP) funds are equitably programmed and allocated to regions, based on SB 45 (1998) formulas and regions' priorities, which may include local road rehabilitation and transit projects.
 - Ensure the State Budget and STIP Fund Estimate allow flexibility to fund all modes of projects in the STIP; increase flexibility for funding STIP projects.
 - Ensure that transit and bicycle/pedestrian projects remain eligible for regional STIP funds, even if the STIP does not include Public Transit Account and federal Transportation Alternatives Program funds, respectively.
 - h) Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions"
 - i) Support legislation that would trigger an increase in the state excise tax on gasoline, to replace the federal gas tax, in the event that the federal tax expires or is reduced.
- 3. Support Efforts that Improve Government Efficiency and Expedite Project Delivery.**
- a) Support organizational reform efforts that streamline and otherwise improve transportation funding, programming or project delivery processes and eliminate unnecessarily and/or duplicative requirements.
 - b) Support greater flexibility in contracting methods.
 - c) Support initiatives that increase opportunities to trade federal funds for state funds, as currently exists for Santa Cruz County's share of Regional Surface Transportation Program (RSTP) funds.
 - d) Grant preaward spending authority for transit projects, especially those funded by STIP.
 - e) Support efforts to streamline Project Initiation Documents (PIDs) for projects on the State Route System in order to lower the overall cost of PID development. Oppose efforts to transfer the State costs of PID development and oversight to local entities that take the lead on highway projects.
(Focus area for 2013)
 - f) Oppose unfunded mandates on local and regional government.
- 4. Air Quality/Climate Change (Focus area for 2013)**
- a) Support efforts to reduce the number of vehicle miles traveled and encourage smart-growth practices, which also preserve the authority and flexibility of local agencies. Ensure that the region's needs are incorporated in emerging climate change and sustainability programs, legislation, and regulations, including meeting the goals of AB 32 – the California Global Warming Solutions Act of 2006, and SB 375.



- b) Ensure adequate funding is made available to fulfill the requirements of AB 32 and SB 375, including funds for transit, bicycle, pedestrian, and other projects that reduce greenhouse gas emissions and resources to prepare plans in compliance with SB 375.

5. Specifics

a) Transit:

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

b) Transportation for Seniors and People with Disabilities

- Support transportation programs that are beneficial to communities with limited means.
- Increase funding levels for elderly and disabled transportation, including operating and capital funds for ADA paratransit service and vehicles.
- Support continuation of a competitive process, rather than formula distribution, of FTA5310 funds.
- Support funding transportation to dialysis and other medically necessary appointments
- Support and expand Medicaid funding for transit and paratransit and oppose reductions in Medi-Cal funding for transportation. Modify eligibility criteria to increase the number of people eligible for Medi-Cal transportation reimbursement, currently restricted to only the most severely disabled enrollees. Allow public transit agencies to become Medi-Cal transportation providers.
- Support funding to ensure universal access, including access for paratransit vehicles within new developments, fully accessible transit stops and safe travel paths (accessible pedestrian facilities, including audible pedestrian signals, access ramps), especially between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, and bus stops.
- Support measures that require Medi-Cal to provide adequate transportation assistance and funding to ensure access to Medi-Cal funded Adult Day Health Care/Community-Based Adult Services (ADHC/CBAS) centers and services.



c) Bicycling & Walking

- Support legislative initiatives and modifications to the California Vehicle Code that would improve conditions for bicyclists and pedestrians, including safety and access.
 - Support legislation and local ordinances prohibiting parking in designated bicycle lanes, to allow law enforcement to ticket vehicles parked in bicycle lanes even if specific "no parking" signage is absent.
 - Support measures that would require bicycle and pedestrian facilities as a part of newly constructed roads and streets.



- Support increased funding for bicycle and pedestrian projects and programs, including education and awareness programs, the Bicycle Transportation Account, Safe Routes to Schools, Complete Streets programs, universal access, especially to transit stops, audible pedestrian signals, and programs that educate enforcement personnel regarding best practices.
 - Support the inclusion and expansion of bicycle education programs (e.g. helmet laws, how to ride safely, etc.) in public and private schools, including high schools.
 - Support Incentive Programs for bicycle and pedestrian commuters. Support efforts to extend the transportation fringe benefits in the state tax code to bicycle and pedestrian commuters.
- d) **Transportation Demand Management/Carpooling:**
- Oppose measures to remove existing or restrict future High Occupancy Vehicle lanes.
 - Support legislation to provide incentives for both employers and employees, to encourage use of alternatives to driving alone, such as state tax incentives.
 - Support efforts to secure new funding for regional rideshare programs.
 - Support programs that would provide incentives for students to use transit and support revision of state laws that restrict Community Colleges' ability to implement transportation fees for transit.
- e) **SAFE Callbox and Freeway Service Patrol**
- Support proposals to increase state funding of Freeway Service Patrol programs.
 - Support increased flexibility for compatible expenditures of SAFE funds.
 - Support continuation of the \$1 SAFE vehicle registration fee and seek authorization to increase the fees by \$1.00 to fund Freeway Service Patrol and other motorist aid programs. (*Focus area for 2013*)
- f) **Safety**
- Support legislative initiatives to improve safety for motorists, bicyclists and pedestrians.
 - Authorize local jurisdictions to reduce speed limits, based on what that jurisdiction determines is most appropriate for their facility.
6. Coordinate with Local, Regional and State Agencies and Organizations on legislative principles of mutual interest and raise awareness of Central Coast transportation corridors.

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

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

Underline=new items proposed for 2013

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

- a) **Maximize Funding:** Support implementation of MAP-21 in a manner which provides a fair share of federal funding for transportation projects within Santa Cruz County and does not restrict or direct funds to large regions at the expense of smaller regions.
- b) **Appropriations:** Maximize federal transportation appropriations for MAP-21 programs. Partner with local, regional, statewide, and nationwide transportation agencies to ensure that Congress appropriates funding consistent with amounts authorized in MAP-21.
- c) **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets.
- d) **Streamline Project Delivery.** Support regulations to streamline federal project delivery requirements (including cooperative agreements, pre-award audits, disadvantaged business enterprise regulations and duplicative federal environmental review laws) while maintaining the substance of environmental laws, either through regulatory or statutory changes. Support provisions that better and integrate federal project delivery requirements for state and federal environmental laws, project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.

2. Freight and Passenger Rail

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



3. Next Federal Transportation Reauthorization:

(Focus Area for 2013)

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

- a) Increase funding levels for all modes, as needed to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Provide sufficient funds to allow agencies in Santa Cruz County to replace crumbling infrastructure, minimize traffic congestion, reduce greenhouse gas emissions, improve safety, and expand travel options available to citizens and visitors. Give top priority to preservation and maintenance of the existing system of roads, highways, bridges, sidewalks, and transit.
- b) Support development of a formula funding program targeting greenhouse gas emissions and air quality. Should include changes to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program that expand recipient eligibility to regions in attainment of air quality standards, including Santa Cruz County, in order to receive funds for vehicle emissions reductions in Santa Cruz County.
- c) Ensure equitable distribution of funds to California and Santa Cruz County, which may include direct subventions to counties and Metropolitan Planning Organizations. Oppose proposals which restrict, redirect or otherwise disproportionately direct funds to large metropolitan areas or "megaregions" or

National and Interstate Highways. Ensure that proposals for innovative financing, including infrastructure banks, do not result in diversion of funds from or negatively impact small regions.

- d) Support extension of the Small Transit Intensive Cities Program (STIC).
 - e) Support development of funding mechanisms for transportation to ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account. Given that current per-gallon gasoline fees are insufficient to address transportation infrastructure needs, this may include increasing, indexing, and making permanent gas taxes and fees and collecting fees based on vehicle miles traveled.
 - f) Provide procurement preference for building and paving materials that have a lower emissions footprint than conventional materials but demonstrate comparable performance and cost.
 - g) Preserve federal funding programs most commonly utilized in Santa Cruz County, such as the Regional Surface Transportation Program (RSTP), funds for bicycle and pedestrian projects, transit programs, Highway Safety program (HSIP), local on and off-system bridge projects and federal Planning (PL); or provide replacement programs that will continue to provide essential funding to Santa Cruz County projects at least at current levels.
 - h) Include funding programs for rail line maintenance and rail goods movement that could be used to address needs on the Santa Cruz Branch Rail Line.
 - i) Maintain the Metropolitan Planning Organization (MPO) urbanized area threshold at 50,000. Oppose efforts which phase out small MPOs.
4. **Job Creation.** Spending on improving our nation's infrastructure is particularly important at this time, given its decaying state and its ability to support an economic recovery through the movement of goods and people and the creation of jobs.
- a) Support efforts to boost the economy and create jobs through targeted, short term infrastructure spending proposals that supplement current spending levels.
 - b) Oppose any reductions to key Department of Transportation programs in deficit reduction packages or annual appropriations.
 - c) Prioritize funding for ongoing system maintenance, including transit operations.
5. **Maximize Funding for Local Area Projects.** Support increased revenues for transportation projects in the Santa Cruz County region. Oppose any efforts to reduce transportation funding to California or the region. Work with congressional representatives to obtain additional funding for Santa Cruz County highways, rail corridor, transit operations and capital projects, paratransit service, local streets and roads, transportation demand management, and pedestrian and bicycle facilities and programs.
- a) Seek federal funds for high priority projects in Santa Cruz County through the next federal transportation authorization, annual appropriations, stimulus, infrastructure investment, or other special funding bills or programs. Priority projects include (not shown in priority order):
 - Projects on Highway 1
 - Local road repair and sidewalk projects
 - Infrastructure improvements to the Santa Cruz Branch Rail Line
 - Intelligent Transportation System (ITS)/511 program
 - Santa Cruz Metropolitan Transit District's priority transit projects
 - Monterey Bay Sanctuary Scenic Trail (MBSST)
 - Watsonville/Pajaro Rail Station
 - b) Promote inclusion of funding for transportation infrastructure and transit operations in any new national funding programs, including climate change, cap and trade, economic stimulus/jobs bills, or infrastructure investment legislation. Ensure that those funds are available to deliver state, regional, and local projects. Ensure flexibility to use the funds to accelerate delivery of existing projects.
 - c) Support timely annual allocations at the maximum levels allowed for programs authorized by the federal transportation act in order to meet growing transportation needs for local streets and roads, improving transit, relieving traffic congestion, encouraging alternative modes of transportation, and meeting increased paratransit demands. Allow for flexibility to use Federal Transit Administration urban and non-urban funds for both capital and operations.
 - d) Oppose unfunded mandates on local and regional governments, in order to reduce project costs and maximize funding for infrastructure projects.

- e) Support restoration of the Alternative Fuel Tax Credit, which provides approximately \$800,000 annually to Santa Cruz METRO.

6. Air Quality and Climate Change:

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

7. Support Improved Elderly and Disabled Transportation.

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



8. Support Simplification and Expansion of Incentive Programs for Bicycle, Pedestrian, Carpool, and Transit Commuters.

In an effort to reduce congestion, pollution, wear and tear on roads, and vehicle miles traveled:

- a) Expand grant programs to decrease single-occupancy vehicle trips.
- b) Expand and simplify transportation fringe benefits in the tax code (Commuter Choice Tax Benefit): permanently increase pre-tax transportation benefits for public transit and vanpooling to at least the level allowed for parking expenses and make it easier for commuters to access the benefits.

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

AGENDA: December 20, 2012

TO: Interagency Technical Advisory Committee

FROM: Cory Caletti, Senior Transportation Planner/Project Manager

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

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) accepts a presentation on the Draft Master Plan for the Monterey Bay Sanctuary Scenic Trail Network project, provide feedback, and consider implementation mechanisms.

BACKGROUND

The Monterey Bay Sanctuary Scenic Trail Network (Trail Network) is envisioned to be a multi-use transportation, recreational, and interpretive facility for bicyclists and pedestrians that will span the coast of the Monterey Bay National Marine Sanctuary from the San Mateo/Santa Cruz County line in Santa Cruz County to Lovers Point in Pacific Grove, Monterey County. Some federal funds have been secured by Congressman Sam Farr for the trail, with the Transportation Agency for Monterey County (TAMC) taking the lead for planning the Monterey County portion of the trail and the Regional Transportation Commission (RTC) taking the lead in Santa Cruz County. Additional state and federal funds have also been programmed to the project by the RTC. The California Coastal Conservancy, the agency responsible for preserving and expanding coastal access, supporting coastal trail development, and identifying the California Coastal Trail also contributed funds for development of the Master Plan.

The Trail Network will be separated from motor vehicle traffic, as possible, as well as utilize the on-street network to provide greater community connectivity. The Trail Network will serve transportation, recreation, health, eco-tourism, coastal access, economic vitality, and educational and interpretive purposes. The “spine” of the planned Trail Network is primarily within the right-of-way of the operational Santa Cruz Branch Rail Line, to be built in a manner so that freight service can continue and future passenger rail service may also be provided. The trail network also includes trails immediately adjacent to the coast and spur trails that connect the primary alignment to major activity centers. Approximately 50% of the county's population, 88 parks and 45 schools are in census tracts within 1 mile of the rail line.

The RTC authorized staff to engage RRM Design Group, a consulting firm specializing in trail planning, to develop a master plan and environmental review document for the Trail Network project in Santa Cruz County. RRM Design Group has conducted corridor tours; identified and mapped opportunities and constraints; met with stakeholder groups representing over 50 agencies, community representatives and businesses; and held three route identification public workshops throughout the county which were attended by over 200 community members.

Development of the plan has also included extensive analysis of tie-ins and overlaps with the California Coastal Trail. The California Coastal Trail is a proposed trail system to be located as close to the coastline as possible, from the Oregon to the Mexico borders.

DISCUSSION

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

Draft Master Plan development process

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

Draft Master Plan contents

The Draft Master Plan is organized into chapters as follows:

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

bridge structures. Consideration is given to right-of-way width, proximity to activity centers, and network connectivity the segment would provide.

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

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

Copies of the Draft Master Plan are available for download on the RTC website. CDs and a limited number of hard copies are also available at the RTC downtown and Watsonville offices. Comments on the Draft Master Plan are due December 21st, 2012.

Funding

To date, almost \$7 Million has been secured for the Trail Network for implementation in Santa Cruz County. Of that amount, approximately \$2.5 Million comes from the State Transportation Improvement Program (STIP) and approximately \$4.5 Million is attributed to the efforts of Congressman Sam Farr who secured federal funding for the project. The California Coastal Conservancy contributed \$250,000 to extend Trail Network planning to the San Mateo County/Santa Cruz County border and to ensure consideration to tie-in and overlap with the California Coastal Trail.

While early construction estimates were in the \$1 Million per mile range, the geographic conditions of the analysis area coupled with the majority of the train trestles being incapable of holding cantilevered bike/pedestrian structures have increased the cost estimate to over \$80 million, as indicated in the Draft Master Plan. RTC staff will work with local jurisdictions and other entities to seek funding to construct the trail network.

Draft Environmental Impact Report

Simultaneous to the development of the Draft Master Plan, an environmental impact report (EIR) is also being developed. The RTC released a notice of preparation and initial study for the EIR and hosted two scoping meetings in September to gather input on the content and focus of the

environmental analysis to be conducted and presented in the EIR. The deadline for additional comments on the scope of the environmental analysis was November 30th, 2012.

Estimated Timeline of Activities

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

Staff recommends that the Interagency Technical Advisory Committee receive a presentation on the Draft Master Plan for the Monterey Bay Sanctuary Scenic Trail Network project, provide feedback, and consider implementation mechanisms.

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

SUMMARY

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

Attachments:

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