SECTION SIX CONTENTS

This section consists of matrices and tables designed to provide an objective process for the MBSST Network funding and development priorities. It describes the process by which points were assigned to each segment and includes a ranking matrix that tabulates the points earned by each segment. This information is then translated into a priority matrix that assigns each segment a priority. Funding sources, administration, and implementation strategies are also included.

SECTION SIX
PROJECT PRIORITIZATION AND COSTS

6.1 PROJECT PRIORITIZATION

The following information and tables are provided to aid the Santa Cruz County Regional Transportation Commission (RTC) in determining whether or not a project is ready for further development and implementation. The goal of Tables 6.1 through 6.9 is to objectively prioritize the order in which the Monterey Bay Sanctuary Scenic Trail Network (MBSST Network) segments could be developed. Actual implementation may be different due to new funding opportunities or restrictions, community priorities, regional transportation plan goals, and needs for gap closures within the trail system itself which may change over time. Prioritization may also be impacted by implementing entities' interests in bringing the project to fruition. However, the RTC intends to use this prioritization mechanism as a general guideline by which to fund and implement each segment. Tables 6.2 through 6.9 evaluate a series of criteria developed to prioritize segments based on a point system. The segments that receive the most points are ones that serve a large number of activity centers, have minimal physical constraints, and fill in MBSST Network gaps. These prioritization categories include:

1. Proximity to Activity Centers - 5 points possible
2. Population Density - 5 points possible
3. Coastal Access Connectivity - 5 points possible
4. Trail Segment Cost - 5 points possible
5. Trail Segment Length - 5 points possible
6. Minimal or No Bridge Crossings - 5 points possible
7. Limited Right-Of-Way Constraints- 5 points possible
8. Gap Closures (and connections to existing and planned non-motorized facilities) - 5 points possible
9. Public Input - 5 points possible

These tables work in concert with Table 6.10 which applies the prioritization categories to each segment. There are a total of forty-five (45) possible points based on the nine (9) categories above.

Actual implementation may be different due to new funding opportunities or restrictions, community priorities, regional transportation plan goals, and needs for gap closures within the trail system itself which may change over time.

6.1.1 EVALUATION CRITERIA AND METHODOLOGY

PROXIMITY TO ACTIVITY CENTERS - 5 POINTS POSSIBLE

This category represents the number of local and regional activity centers within 1/4-mile, 1/2-mile, and 1-mile of the proposed trail alignment. Activity centers include destinations such as educational facilities, employment and retail/commercial centers, parks, beaches, and tourist attractions.

The activity centers were counted per trail segment and assigned a corresponding point total. They were also assigned a distance multiplier based on the distances mentioned above, as centers located closer to the proposed trail alignment have a higher value to trail users.

The resulting Activity Center Type Per Segment matrix is shown in Table 3.1. The methodology for including the activity center data in Table 6.1 below.

TABLE 6.1 - Proximity to Activity Centers Methodology and Points

Segment	Distance From Trail Multiplier			Number of Activity Centers	Points
	1/4 mile	1/2 mile	1 mile		
Per Segment	1.5	1	0.5	0 - 10	1
				10.5 - 20	2
				20.5 - 30	3
				30.5 - 40	4
				40.5 - 50	5

POPULATION DENSITY - 5 POINTS POSSIBLE

This category represents a trail segment's utility as it relates to numbers of potential localized users. The analysis is based on Census 2010 Block population data polygons within or intersecting a 1/2-mile buffer region for each segment. The potential benefit each trail segment provides, as it relates to population density, is reflected in the following point scale:

TABLE 6.2 - Population Density Methodology

Description	Points
Segment area population greater than 20,000	5
Segment area population of 15,001 to 20,000	4
Segment area population of 10,001 to 15,000	3
Segment area population of 5,001 to 10,000	2
Segment area population of 0 to 5,000	1

COASTAL ACCESS CONNECTIVITY - 5 POINTS POSSIBLE

The Coastal Rail Trail comprises most of the proposed trail alignment. It is part of the larger MBSST Network through Santa Cruz County and its connectivity to coastal access and local beaches is vitally important. This category assigns higher value where there is more connectivity to these coastal resources and breaks down as follows:

TABLE 6.3 - Coastal Access Connectivity Methodology

Description	Points
Trail runs adjacent to beach/shoreline/coastal bluffs	5
Trail has three (3) or more direct coastal connections	3
Trail has one (1) or two (2) direct coastal connections	1
Trail does not directly connect to a coastal access point	0

TRAIL SEGMENT COST - 5 POINTS POSSIBLE

The cost of a trail segment project directly influences the ability to implement it and how limited funding should be prioritized. Each project was rated on a scale of 1 to 5 points for estimated cost of implementation as shown in Table 6.4 below.

TABLE 6.4 - Trail Segment Cost Methodology

Estimated Segment Cost	Points
$0 - $1,000,000	5
$1,000,000 - $2,500,000	4
$2,500,000 - $5,000,000	3
$5,000,000 - $7,500,000	2
$7,500,000 +	1

SEGMENT LENGTH - 5 POINTS POSSIBLE

Trail segment length represents the physical amount of trail that will be available for public use per project segment. Longer trail segments receive a higher point total and the assigned values are represented in Table 6.5 below.

TABLE 6.5 - Trail Segment Length Methodology

Segment Length in Miles	Points
0.00 - 1.00 Miles	1
1.01 - 2.00 Miles	2
2.01 - 3.00 Miles	3
3.01 - 4.00 Miles	4
4.01 - 5.00+ Miles	5

MINIMAL OR NO BRIDGE CROSSINGS - 5 POINTS POSSIBLE

Crossing an existing stream or highway via a new or modified bridge is a significant physical constraint in terms of construction cost, time, and permitting. There are several locations where the proposed trail alignment will need to utilize existing bridges or trestles to overcome existing obstacles. These crossings will need to be modified or built to accommodate the proposed trail. The corresponding cost and challenges associated with these efforts are significant, and therefore a lower number of points are awarded as the number of crossings increases. This is reflected in the following point scale:

TABLE 6.6 - Minimal or No Bridge Crossings Methodology

Description	Points
Proposed trail alignment encounters no bridge crossings	5
Proposed trail alignment encounters one (1) bridge crossing	3
Proposed trail alignment encounters two (2) or more bridge crossings	1

LIMITED RIGHT-OF-WAY (ROW) CONSTRAINTS - 5 POINTS POSSIBLE

This category represents the significance of physical and monetary constraints involved in constructing the proposed trail alignment through narrow right-of-way areas. The Coastal Rail Trail is the preferred alignment; however, a constrained railroad right-of-way area will necessitate realigning the railroad tracks to accommodate the proposed trail, or rerouting the trail around the constrained right-of-way area along existing streets.

In the Northern Reach, where the proposed trail alignment continues north beyond the railroad right-of-way, the Caltrans right-of-way along Highway 1 can accommodate the proposed trail without significant constraints. The difficulties involved with constrained right-of-ways are represented as follows:

TABLE 6.7 - Limited Right-of-Way (ROW) Constraints Methodology

Description	Points
Proposed trail alignment is in Caltrans ROW or existing railroad ROW that can accommodate the trail without altering/moving the railroad tracks	5
Requires rerouting proposed trail alignment along existing streets	3
Requires obtaining an easement for proposed trail alignment	1
Requires permitting and moving/realigning railroad tracks	0

A gap closure completes a trail segment to an activity center or between two existing trail facilities.

GAP CLOSURES (AND CONNECTIONS TO EXISTING AND PLANNED NON-MOTORIZED FACILITIES) - 5 POINTS POSSIBLE

This category evaluates a trail segment's ability to connect to existing trail systems or networks. Such connections provide the value-added benefit of expanding the continuity of the overall MBSST Network, increasing connectivity to destination areas and recreational uses, and potentially increasing public usage of the existing trails. The benefits of connecting to existing trails are reflected by the following point scale:

TABLE 6.8 - Gap Closures (and Connection to Non-Motorized Facilities) Methodology

Description	Points
Trail connects to three (3) or more existing non-motorized facilities	5
Trail connects to two (2) existing non-motorized facilities	3
Trail connects to one (1) existing non-motorized facility	1
Trail does not connect to any existing non-motorized facility	0

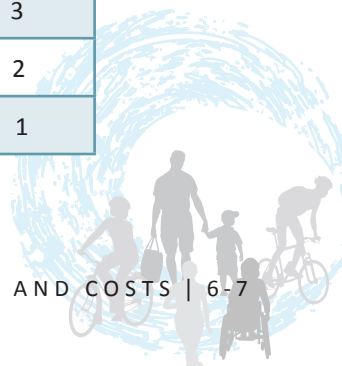
Public input and participation is an important part of the prioritization process.

PUBLIC INPUT - 5 POINTS POSSIBLE

Public input and participation is an important part of the prioritization process. Community members involved at the public workshops and other outreach efforts represent potential trail users and concerned residents. As a result of the outreach process, Table 6.9 was developed to represent community preferences. Table 6.10 includes the cumulative sum of each participating community member's top two preferences. Points reflecting their priorities are assigned to proposed trail segments by the following point scale:

TABLE 6.9 - Public Input Methodology

Description	Points
Segment was identified as one of the top 3 preferred segments	5
Segment was ranked as the 4th or 5th in priority	4
Segment was ranked as the 6th through 10th in priority	3
Segment was ranked as the 11th through 15th in priority	2
Segment was ranked as the 16th through 20th in priority	1



6.2 PRIORITIZATION MATRIX

6.2.1 PROJECT PRIORITIZATION

Table 6.10 shows the scoring guide for each trail segment based on tabulating the applicable points from Tables 6.1 to 6.9. Each segment can earn a possible 45 points. Segments with the highest point totals within their reach are considered to be the most likely to be funded in the early stages of trail development. A detailed analysis of the project priority list is described in Section 6.3.

TABLE 6.10 - Project Prioritization Matrix

CATEGORY (WITH POINT TOTALS)	TRAIL ALIGNMENT SEGMENT																			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
SEGMENT LENGTH (IN MILES)*	1.06	4.77	1.11	3.64	10.55	1.49	3.10	0.77	1.73	1.50	3.20	1.14	0.85	1.17	1.37	2.66	4.00	4.01	0.47	0.74
SEGMENT COST (IN MILLIONS)	$ 0.11	$ 0.31	$ 2.55	$ 2.69	$ 15.01	$ 3.11	$ 11.22	$ 10.31	$ 11.91	$ 9.71	$ 8.87	$ 10.83	$ 3.31	$ 2.08	$ 4.74	$ 3.61	$ 19.96	$ 3.01	$ 0.38	$ 3.01
Activity Centers	2	2	1	1	1	3	4	5	5	5	1	2	1	2	2	2	1	1	2	1
Population Density	1	1	1	1	1	1	5	3	4	5	5	3	2	2	1	1	1	3	3	2
Coastal Access Connectivity	5	3	3	1	5	3	3	5	3	1	5	1	1	1	3	1	0	0	0	0
Segment Cost	5	5	3	3	1	3	1	1	1	1	1	1	3	4	3	3	1	3	5	3
Segment Length	2	5	2	4	5	2	4	1	2	2	4	2	1	2	2	3	4	5	1	1
Minimal or No Bridge Crossings	5	5	3	5	5	5	3	3	1	3	1	1	3	5	1	5	1	5	5	3
Limited ROW Constraints	0	0	1	3	5	5	5	3	5	0	1	1	3	3	3	3	3	3	1	3
Gap Closures	3	1	0	0	5	5	5	5	5	3	5	3	1	1	3	1	0	3	5	5
Public Input	1	2	1	3	5	1	3	4	5	4	5	3	2	2	2	1	3	3	1	2
Total Points (out of 45)	**24**	**24**	**15**	**21**	**33**	**28**	**33**	**30**	**31**	**24**	**28**	**17**	**17**	**22**	**20**	**20**	**14**	**26**	**23**	**20**

Note: *Segment Length refers to total combined length of Coastal Rail Trail and Coastal Trail alignments.

6.2.2 SEGMENT PRIORITY RANKING

Table 6.11 utilizes data from the Prioritization Matrix and ranks the segments by overall trail and also by reach. This data provides countywide and regional guidance as to which segments may develop ahead of others based on the priority analysis.

TABLE 6.11 - Segment Priority Ranking

SEGMENT PRIORITY RANKING

ITEM	PRIORITY RANKING*: OVERALL TRAIL																			
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
Trail Segment	**7**	**5**	**9**	**8**	**6**	**11**	**18**	**10**	**1**	**2**	**19**	**14**	**4**	**20**	**16**	**15**	**13**	**12**	**3**	**17**
Total Points	33	33	31	30	28	28	26	24	24	24	23	22	21	20	20	20	17	17	15	14
% of Total Possible Points (45)	73%	73%	69%	67%	62%	62%	58%	53%	53%	53%	51%	49%	47%	44%	44%	44%	38%	38%	33%	31%

ITEM	PRIORITY RANKING*: BY REACH																			
	NORTHERN REACH					**CENTRAL REACH**									**WATSONVILLE REACH**					
	1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	1st	2nd	3rd	4th	5th	6th
Trail Segment	**5**	**1**	**2**	**4**	**3**	**7**	**9**	**8**	**6**	**11**	**10**	**14**	**13**	**12**	**18**	**19**	**20**	**16**	**15**	**17**
Total Points	33	24	24	21	15	33	31	30	28	28	24	22	17	17	26	23	20	20	20	14
% of Total Possible Points (45)	73%	53%	53%	47%	33%	73%	69%	67%	62%	62%	53%	49%	38%	38%	58%	51%	44%	44%	44%	31%
SEGMENT COST (IN MILLIONS)	$ 15.01	$ 0.11	$ 0.31	$ 2.69	$ 2.55	$ 11.22	$ 11.91	$ 10.31	$ 8.87	$ 3.11	$ 9.71	$ 2.08	$ 3.31	$ 10.83	$ 3.01	$ 0.38	$ 3.01	$ 3.61	$ 4.74	$ 19.96
	$20,657,456					71,354,320									34,712,304					

Note: *If two or more segments accumulate the same number of points, the segment with the least associated cost is given a higher priority.

6.3 PROJECT LIST

6.3.1 NORTHERN REACH PROJECTS

The Northern Reach includes Segments 1-5. Table 6.12 prioritizes the segments by the number of points they received. The segments that received the most number of points are considered the most feasible for implementing within a short time frame. This includes Segments 5, 1, and 2 as the top three segments.

These segments provide gap closures to existing MBSST segments, provide access to numerous activity centers, connect to the coastal edge and beaches, and provide connectivity to other existing local and regional bikeway and pedestrian facilities. Segment 5 is particularly in a good position for implementation as it falls within the railroad right-of-way corridor with minimal private land interference or significant environmental impacts. Segments 4 and 3 may require a bit more lead time to resolve physical design constraints, ROW conflicts, complex coastal connections, and other budgetary challenges. However, these segments serve to close the gap in the overall trail network, which will help elevate their importance for funding.

TABLE 6.12 - Northern Reach Projects

Points	Segment	Length	Cost	Document Reference Page
33	5 - Davenport and Wilder Ranch	10.55 miles	$15,006,784	4-25 to 4-34
24	1 - Waddell Bluffs	1.06 miles	$107,120	4-5 to 4-8
24	2 - Greyhound Rock/Cal Poly Bluffs	4.77 miles	$308,032	4-9 to 4-14
21	4 - Davenport Landing/End of Railroad Tracks	3.64 miles	$2,685,424	4-21 to 4-24
15	3 - Upper Coast Dairies at Scott Creek	1.11 miles	$2,550,096	4-15 to 4-20
	TOTALS	**21.13 miles**	**$20,657,456**	

6.3.2 CENTRAL REACH PROJECTS

The Central Reach includes Segments 6-14. Table 6.13 prioritizes the segments by the number of points they received. The segments that received the most number of points are considered the most feasible for implementing within a short time frame. This includes Segments 7, 9, and 8 as the top three segments.

These segments provide gap closures to existing MBSST segments, provide access to numerous activity centers, connect to the coastal edge and beaches, and provide connectivity to other existing local and regional bikeway and pedestrian facilities. These segments are located in some of the most densely populated areas of the MBSST Network and provide ideal start/end points from residential neighborhoods. Some of the segments that received a lower number of points did so due to influences such as: high cost of construction, difficult or numerous rail crossings, narrow right-of-way, minimal access to greater population, and other limiting factors. However, these segments serve to close the gap in the overall trail network, which will help elevate their importance for funding.

TABLE 6.13 - Central Reach Projects

Points	Segment	Length	Cost	Document Reference Page
33	7 - Coastal Santa Cruz	3.10 miles	$11,218,016	4-39 to 4-44
31	9 - Twin Lakes	1.73 miles	$11,914,384	4-51 to 4-56
30	8 - Santa Cruz Beach Boardwalk	0.77 miles	$10,314,240	4-45 to 4-50
28	6 - Wilder Ranch Trailhead/Shaffer Road	1.49 miles	$3,114,224	4-35 to 4-38
28	11 - Capitola-Sea Cliff	3.20 miles	$8,868,336	4-61 to 4-66
24	10 - Live Oak/Jade St Park	1.50 miles	$9,707,440	4-57 to 4-60
22	14 - Seascape	1.17 miles	$2,079,872	4-79 to 4-82
17	13 - Rio Del Mar-Hidden Beach	0.85 miles	$3,306,112	4-73 to 4-78
17	12 - Aptos Village	1.14 miles	$10,831,696	4-67 to 4-72
	TOTALS	**14.95 miles**	**$71,354,320**	

6.3.3 WATSONVILLE REACH PROJECTS

The Watsonville Reach includes Segments 15-20. Table 6.14 prioritizes the segments by the number of points they received. The segments that received the most number of points are considered the most feasible for implementing within a short time frame. This includes Segments 18, 19, and 20 as the top three segments.

These segments provide gap closures to existing MBSST segments, provide access to numerous activity centers, and provide connectivity to other existing local and regional bikeway and pedestrian facilities. These segments are located in some of the most densely populated areas of the Watsonville Reach and provide ideal start/end points from residential neighborhoods and the city of Watsonville. Segments 16 and 15 may require a bit more lead time to resolving physical design constraints, ROW conflicts, bridge design and construction, and other budgetary challenges. However, these segments serve to close the gap in the overall trail network, which will help elevate their importance for funding.

TABLE 6.14 - Watsonville Reach Projects

Points	Segment	Length	Cost	Document Reference Page
26	18 - Watsonville Slough Open Space Trails	4.01 miles	$3,010,720	4-99 to 4-104
23	19 - Walker Street, City of Watsonville	0.47 miles	$381,280	4-105 to 4-108
20	20 - Pajaro River	0.74 miles	$3,009,136	4-109 to 4-112
20	16 - Ellicott Slough	2.66 miles	$3,613,600	4-89 to 4-92
20	15 - Manresa State Beach	1.37 miles	$4,735,680	4-83 to 4-88
14	17 - Harkins Slough	4.0 miles	$19,961,888	4-93 to 4-98
	TOTALS	**13.25 miles**	**$34,712,304**	

Trail facilities serve mobility and access needs and encourage non-motorized active transportation.

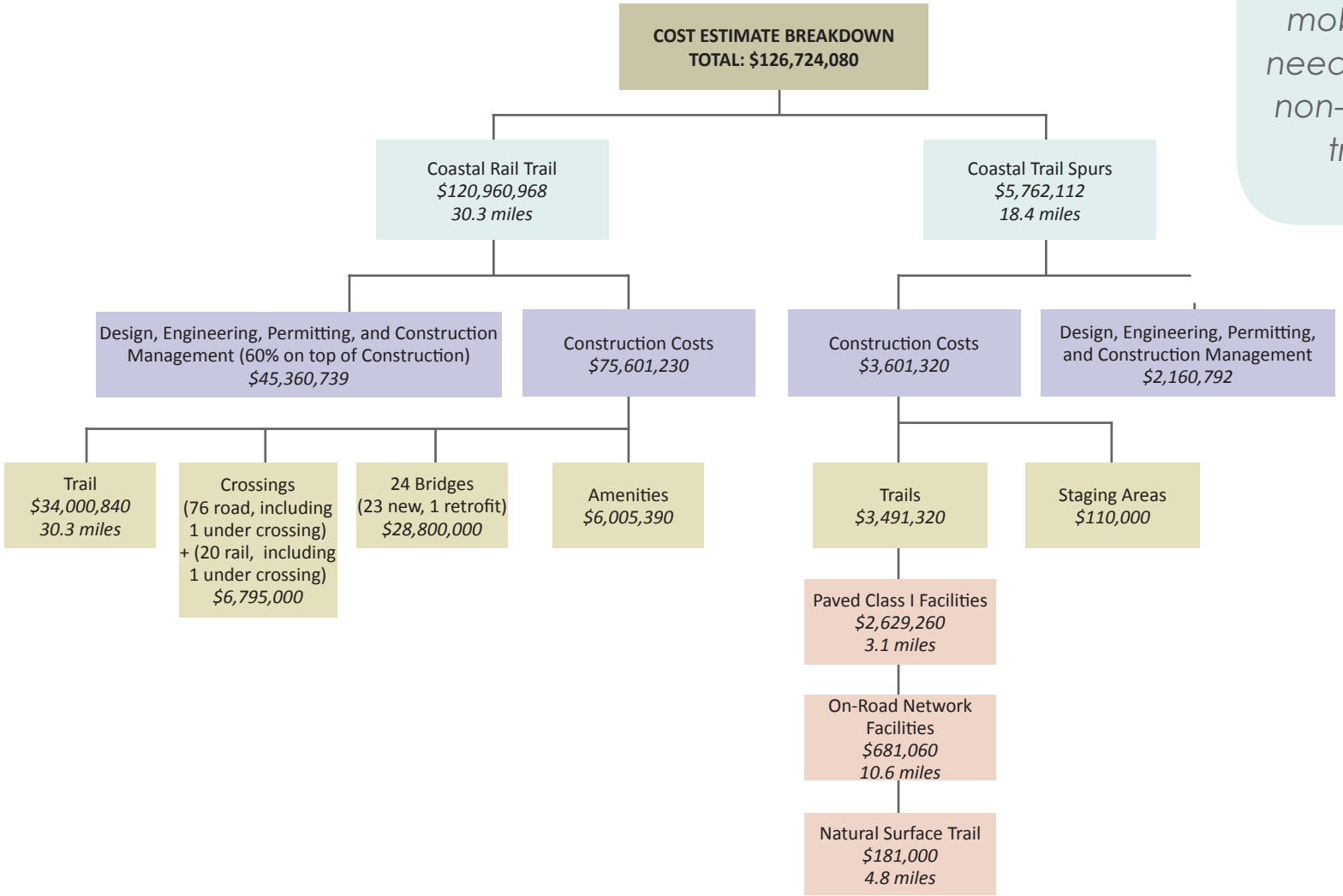


Figure 6.1 Summary of cost by trail facility type

PERMIT AND APPROVAL TYPES

A. Approval by the California Public Utilities Commission Rail Crossing Engineering Section;

B. Local jurisdiction adoption (including Santa Cruz County, Monterey County [for Segment 20] and cities of Santa Cruz, Capitola, and Watsonville);

C. Coastal Development Permit(s) from Santa Cruz County or California Coastal Commission;

D. Section 404 Permit(s) from the U.S. Army Corps of Engineers;

E. Section 1600 Permit(s) from the California Department of Fish and Game Wildlife;

F. Section 401 Water Quality Certification from the Regional Water Quality Control Board;

G. Approval by the U.S. Fish and Wildlife Service;

H. Approval by the California Public Utilities Commission Rail Crossing Engineering Section;

I. Caltrans Encroachment Permit(s) and/or Approval by Federal Railroad Administration.

J. Marine Mammal Protection Act Incidental Harassment Authorization Permit

6.4 PERMITS AND APPROVALS

Typically each segment or combination of segments that is pursued as a project will involve obtaining several permits and agreements. This section summarizes the types of permits and the basic process for each.

COASTAL DEVELOPMENT PERMIT - LOCAL GOVERNMENT OR COASTAL COMMISSION

Nearly any kind of improvement, even signs, requires a Coastal Development Permit (CDP). Signs and other rudimentary improvements can be approved administratively, but the projects contained in the Master Plan are significant and will require a full permit and hearing.

While Santa Cruz County will handle the majority of CDP applications, it is anticipated that CDPs will also be required for the Cities of Santa Cruz, Capitola, and Watsonville. In “original jurisdiction” wetland areas, CDP applications will be submitted directly to the Coastal Commission itself. These areas include the mouth of the San Lorenzo River, the Woods Lagoon (Harbor) area, Soquel Creek Lagoon in Capitola, and six other locations. The Coastal Commission will also hear appeals of a locally approved CDP. The legal standard of review for the delegated jurisdiction areas includes the respective Local Coastal Program (LCP) for each of the local governments, in addition to the public access and recreation policies contained in Chapter 3 of the California Coastal Act.

The standard of review for CDPs is the Coastal Commission-certified LCP, including the LCP’s Land Use Plan and implementing ordinances. Certain actions contemplated in this Master Plan were not anticipated at the time of original LCP certification, e.g., dual use of the rail corridor. These instances may trigger the need for LCP amendment before the CDP application can be considered.

For qualifying Public Works projects, the California Coastal Act also provides an alternative development review process that does not entail a locally issued CDP. This process requires prior Coastal Commission approval of a Public Works Plan (PWP). At Wilder Ranch State Park, for example, projects identified in the approved PWP do not need separate approval as CDPs. Although only rarely utilized, the PWP process is an available option for future state park, local park agency, utility agency, Caltrans, and local and regional transportation agency projects that are subject to the California Coastal Act.

The Coastal Zone Management Act (CZMA), enacted in 1972, is the corresponding federal legislation. In accordance with the CZMA, the California Coastal Act and the various Local Coastal Programs comprise the federally designated California Coastal Management Program (CCMP). In addition to its primary development review responsibilities under the California Coastal Act, an ongoing role for the Coastal Commission is to review federal agency actions for consistency with the CCMP.

Appeals of county and city actions, original jurisdiction CDPs, requests for approval of PWPs, Long Range Development Plans (applicable to University of California, Santa Cruz lands), federal consistency matters, and any submitted LCP amendment requests are heard by the Coastal Commission at its regularly scheduled meetings.

U.S. ARMY CORPS OF ENGINEERS (USACE) PERMIT

A Section 404 Permit application to the USACE for placement of fill, including consultation with the U.S. Fish and Wildlife Service, may be required to satisfy the requirements of Section 404(b)(1) of the Clean Water Act (CWA).

A Jurisdictional Delineation Report, or wetland delineation, is part of the technical studies required in any location where there is potential for wetlands to occur. This maps and obtains USACE concurrence on jurisdictional "Waters of the U.S.," including wetlands (if present), and/or "Waters of the State."

STREAMBED ALTERATION AGREEMENT - CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE (CDFW)

A Section 1602 Lake or Streambed Notification/Application for a Streambed Alteration Agreement will need to be submitted to CDFW for any work that may impact a stream or related riparian habitat.

CALTRANS ENCROACHMENT PERMIT - CALTRANS OR SANTA CRUZ COUNTY

Where the project involves work or permanent improvements within the state highway right-of-way or county road right-of-way, an encroachment permit from Caltrans or the county will be required. This typically requires a maintenance agreement with either a public agency or a non-profit organization to ensure that the MBSST Network facilities in the highway right-of-way will be adequately maintained.

RAIL CROSSING - CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC)

CPUC staff ensure that rail crossings are safely designed, constructed, and maintained, and CPUC authorization is required prior to constructing a new rail crossing or modifying an existing rail crossing. Commission authorization may be requested by filing a formal application with typical requests taking 45 days to 12 months for approval. There are 101 CPUC crossings along Coastal Rail Trail.

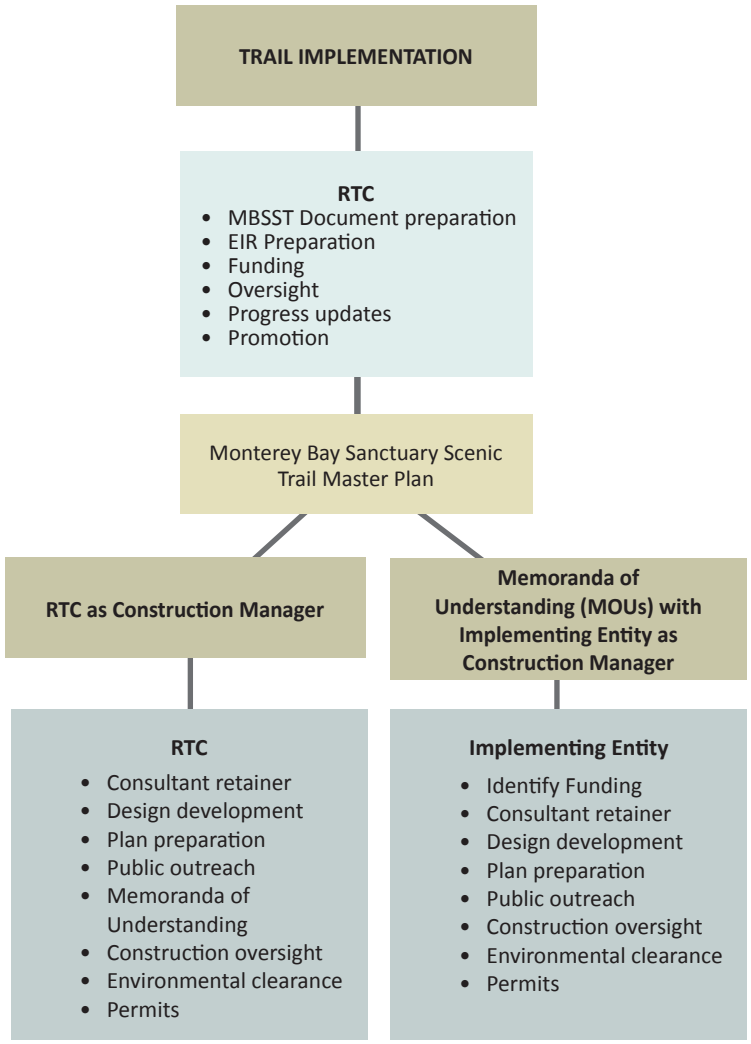
SECTION 401 WATER QUALITY CERTIFICATION - REGIONAL WATER QUALITY CONTROL BOARD (RWQCB)

Many MBSST Network projects will be required to prepare a RWQCB CWA Section 401 Water Quality Certification (WQC) notification/application to the local RWQCB, which may include a Storm Water Pollution Prevention Plan (SWPPP). The issuance of the WQC is necessary prior to the issuance of an USACE CWA Section 404(b)(1) permit.

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA)

When federal funds are used for trail implementation, the NOAA may be involved with reviewing and commenting on environmental documentation for projects effecting marine mammals. This may lead to project mitigations and possibly require a Marine Mammal Protection Act Incidental Harassment Authorization (MMPA IHA) permit.

As owner of the Coastal Rail Trail corridor, the RTC will continue to provide regional policy and oversight for the MBSST Network.



6.5 ADMINISTRATION

Administration of the Coastal Rail Trail will involve both the RTC and the implementing entities. The RTC will remain the property owner, will continue to provide regional policy oversight for trails within the rail right-of-way corridor, and will coordinate with the rail operator. For segments or facilities on local roads or other public rights-of-ways, the appropriate implementing entity will maintain oversight and/or responsibility. RTC staff will provide a forum for public input throughout the trail development process, augmenting public input in the local planning and design process.

6.6 TRAIL IMPLEMENTATION

In regard to MBSST Network construction improvements, the main role of the RTC is to provide ongoing coordination services and assist with the funding for implementation of the MBSST Network. The RTC will take the lead in preparing memoranda of understanding (MOUs) between itself and implementing entities to clarify roles, responsibilities for design, development, construction, monitoring, and maintenance of the MBSST Network. The RTC may also act as a project manager.

The following describes the RTC's implementation responsibilities in greater detail:

- Funding - Upon identification of a segment, the RTC or lead agency will organize a funding strategy to design, construct, and maintain the segment. RTC staff will assist implementing entities in developing fundable projects, matching projects with funding sources, and helping to complete competitive funding applications. In some cases, RTC may act as the project sponsor or cosponsor.
- Progress - Through board presentations, website notifications, and other venues, the RTC will provide regular updates to the public regarding the status of the trail development.
- Oversight - The RTC will work closely with implementing entities, planning, parks, and Public Works staff to implement trail segments.
- Coordination - Finally, should the RTC incur additional operating expenses to coordinate implementation, maintenance, operation, and liability of the trail through agreements with implementing entities, funding will need to be identified.

The following describes implementing entities' responsibilities in greater detail:

- Once the segment as been identified and funded, the RTC and/or implementing entities may employ in-house staff or retain a qualified bicycle and pedestrian trail planning consultant to design the trail construction documents. After review by the RTC's advisory committees and implementing entities, boards and committees, the RTC will review and approve of all trail designs submitted by the implementing entities. The RTC Bicycle Committee will review design and engineering plans at the conceptual and detailed levels.
- In conjunction with implementing entities and/or trail planning consultant, a series of workshops should be conducted to introduce the project to the public and to identify any new information not included in this Master Plan.
- Implementing entities will be responsible for overseeing any necessary environmental clearance. The implementing entities will obtain the necessary planning, environmental, and development permits.
- The RTC may oversee project construction. This may be done in consultation with the implementing entity and/or trail planning or construction management consultant.

An implementing entity is defined as a city, county, RTC, state park, or other body.

6.7 TRAIL IMPLEMENTATION OVER JURISDICTIONAL BOUNDARIES

The 20 trail alignment segments incorporate logical start and end points based on physical and/or geographical features. In some instances, it was necessary to extend a segment across jurisdictional boundaries to the next significant physical feature. The RTC owns 31 miles of the approximately 32-mile-long Santa Cruz Branch Railroad corridor right-of-way and will work closely with the City of Santa Cruz, Santa Cruz County, City of Capitola, City of Watsonville, and State Parks where trail segments cross jurisdictional boundaries or when the segment is located solely within their jurisdiction.

The RTC owns 31 miles of the approximately 32-mile-long Santa Cruz Branch Railroad corridor right-of-way, allowing the RTC to act as the primary developer of the Coastal Rail Trail.

6.8 À LA CARTE TRAIL DEVELOPMENT (PARTIAL SEGMENT)

Due to costs or other considerations, it may not always be possible to develop an entire segment at once. In addition, the scope of grant funding may limit the types of improvements that may be funded. It is possible that only a portion of a trail segment, facility, or amenity may be funded/constructed at one time. For example, it is possible that just the Coastal Rail Trail portion of a segment may be funded while the on-street improvements may not or vise versa. Remaining facilities may be improved at a later date.