Appendix D. Best Practices Analysis
This appendix presents the Best Practices Memorandum for the Delta Trail.

Table of Contents

1. Introduction 3

2. American River Parkway 4
   2.1 Planning and Guiding Documents 4
   2.2 Oversight Body 4
   2.3 Advisory Committees 4
   2.4 Public Outreach 5
   2.5 Goals and Policies 5
   2.6 Administration, Planning and Operation 7
   2.7 Trail Design 7

3. Bay Area Ridge Trail 9
   3.1 Planning and Guiding Documents 9
   3.2 Oversight Body 9
   3.3 Advisory Committees 9
   3.4 Public Outreach 10
   3.5 Administration, Planning and Operation 10
   3.6 Trail Design 10

4. California Coastal Trail 11
   4.1 Planning and Guiding Documents 11
   4.2 Oversight Body 11
   4.3 Advisory Committees 12
   4.4 Public Outreach 12
   4.5 Goals and Policies 12
   4.6 Administration, Planning and Operation 13
   4.7 Trail Design 13
5. Carolina Thread Trail
  5.1 Planning and Guiding Documents
  5.2 Oversight Body
  5.3 Advisory Committees
  5.4 Public Outreach
  5.5 Goals and Policies
  5.6 Administration, Planning and Operation
  5.7 Design

6. Monterey Bay Sanctuary Scenic Trail
  6.1 Planning and Guiding Documents
  6.2 Oversight Body
  6.3 Advisory Committees
  6.4 Public Outreach
  6.5 Goals and Objectives
  6.6 Administration, Planning and Operation
  6.7 Design
  6.8 Trail and Agriculture

7. Santa Paula Branch Line Recreational Trail
  7.1 Planning and Guiding Documents
  7.2 Oversight Body
  7.3 Advisory Committee
  7.4 Public Outreach
  7.5 Goals and Objectives
  7.6 Administration, Planning and Operation
  7.7 Trail Design
  7.8 Trail and Agriculture

8. San Francisco Bay Trail
  8.1 Planning and Guiding Documents
  8.2 Oversight Body
  8.3 Advisory Committees
  8.4 Public Outreach
  8.5 Goals and Policies
  8.6 Administration, Implementation and Operation
  8.7 Design
Tables

Table D-1: Monterey Bay Sanctuary Scenic Trail Design Guidelines  25
Table D-2: San Francisco Bay Trail Design Guidelines         38

Figures

Figure D-1: Bay Trail Project Structure                     37
1. Introduction
This memorandum is one of the planning products for the Delta Trail Blueprint Report for Contra Costa and Solano Counties. It is funded through grants from the California Coastal Conservancy and Contra Costa County.

The Delta Trail Blueprint and planning process can be informed by the experiences and best practices of other regional trail systems. Planning trails that travel through numerous jurisdictions, environments and communities can be challenging. The planning, implementation and management approaches used by other major regional trail systems and the lessons learned from their efforts was studied as background for planning the Delta Trail.

This memorandum reviews best practices of seven selected regional trail systems:
1. American River Parkway, Sacramento County, California
2. Bay Area Ridge Trail, San Francisco Bay Area, California
3. California Coastal Trail, California Coast, California
4. Carolina Thread Trail, North and South Carolina
5. Monterey Bay Sanctuary Scenic Trail, Monterey and Santa Cruz Counties, California
6. Santa Paula Branch Line Recreational Trail, Ventura County, California
7. San Francisco Bay Trail, San Francisco Bay Area, California

These trails were selected because they meet one or more of the following three criteria:
- The trail network travels through multiple jurisdictions
- The trail is designed for variety of users including pedestrians, bicyclists, and equestrians
- The plan and design addresses concerns related to trail compatibility with agricultural issues.

2. American River Parkway
Sacramento County, CA
The American River Parkway is a regional park and trail in an open space greenbelt extending 29 miles from the Folsom Dam to the Old Sacramento Neighborhood. The network includes 82 miles of maintained bicycle and equestrian trails. In 1962 the American River Parkway Plan was adopted in concept and in 1976 the Parkway Plan was adopted as an element of the Sacramento County General Plan.

The American River Parkway is included in this review of best practices for its multi-jurisdictional qualities and because the trail is designed for pedestrians, bicyclists and equestrians.

2.1 Planning and Guiding Documents
The American River Parkway trail is guided by the American River Parkway Plan (2008).

2.2 Oversight Body
The Parkway does not have its own oversight body but is guided by the Sacramento County Board of Supervisors, the Sacramento Recreation and Parks Commission and the American River Parkway Advisory Committee.

The Sacramento Board of Supervisors is a five-member elected body representing the incorporated and unincorporated county. The Sacramento Recreation and Parks Commission has five members who are
appointed by the County Board of Supervisors for four-year terms. Each Commissioner represents a county district. The American River Parkway Advisory Committee includes 14 members. Representatives from each county district and numerous stakeholder groups are represented. The Advisory Committee is described in further detail below.

2.3 Advisory Committees

Stakeholder Advisory Committees

The most recent adopted American River Parkway Plan (2008) included an Update Citizen’s Advisory Committee. The Committee included 24 members who provided recommendations to governmental agencies. The committee included representatives of recreational, environmental, business and community interests. Group meetings included six tours and/or public workshops and 34 committee meetings.

The American River Parkway Advisory Committee is another advisory group is a standing group that includes 14 members. Representatives from each county district and stakeholder groups are represented. The represented organizations and districts include:

1. American River Natural History Association
2. American River Parkway Foundation
3. California Native Plant Society
4. District 1
5. District 2
6. District 3
7. District 4
8. District 5
9. Recreation and Park Commission
10. Sacramento Area Bicycle Advocates
11. Sacramento Audubon Society
12. Sacramento Valley Conservancy
13. Save the American River Association
14. Sierra Club, Mother Lode Chapter

Technical Advisory Committees

The development of the 2008 American River Parkway Plan included two technical advisory committees (TAC): a community organization TAC and an agency TAC. The community organization TAC consisted of members from community organizations who self-elected a representative. This representative was then approved by the County Board of Supervisors.

The agency TAC was made up of members from applicable regulatory agencies and a multi-jurisdictional project management team. These meetings were not open to the public.

2.4 Public Outreach

Public outreach for the 2008 plan update included the development of an Update Citizens Advisory Committee (UCAC) and a stakeholder committee. The Update Citizens Advisory Committee included 24 members representing the Parkway’s diverse recreational, environmental, business and community interests. Appointments were made by the Sacramento County Board of Supervisors, The Sacramento City Council, and the Rancho Cordova City Council.

During the development of the update, a stakeholder assessment document was drafted outline the stage for public involvement. Preliminary interviews were conducted with stakeholders to assess and develop recommendations for the public outreach structure. The UCAC met nearly every six weeks for
over two years. These meetings were open to the public. In addition to the UCAC meetings, project staff made presentations to local organizations and held several large public workshops.

2.5 Goals and Policies
The American River Parkway Plan includes four goals and five concept policies.

Goals
1. To provide appropriate access and facilities so that present and future generations can enjoy the amenities and resources of the Parkway which enhance the enjoyment of leisure activities.
2. To preserve, protect, interpret and improve the natural archaeological, historical and recreational resources of the Parkway, including adequate flow of high water, anadromous and resident fishes, migratory and resident wildlife, and diverse natural vegetation.
3. To mitigate adverse effects of activities and facilities adjacent to the Parkway.
4. To provide public safety and protection within and adjacent to the Parkway.

Concept Policies
2.5.1.11 Balanced Management
The American River Parkway is a unique regional asset that shall be managed to balance the goals of controlling flooding; preserving and enhancing native vegetation, native fish species, the naturalistic open space and environmental quality within the urban environment; maintaining and improving water flow and quality; providing adequate habitat connectivity and travel corridors to support migratory and resident wildlife; providing recreational opportunities; and ensuring public safety.

2.5.1.21 Recreation
The Parkway shall be oriented to passive, unstructured water-enhanced recreation activities which are appropriate in a natural environment, and which are not normally provided by other County recreational facilities. To this end, development in the Parkway shall be minimal, and facilities which are primarily visitor attractions should be placed in less sensitive areas within the County Park system. Insofar as possible, development shall not occur in areas where natural ecosystems are still relatively undisturbed.

2.5.1.31 Resource Protection
Limitation on the use of the Parkway through design and management tools to prevent overuse of the Parkway and preserve the environmental quality, thereby ensuring the integrity of the Parkway for future users.

2.5.1.41 Land Use
No existing publicly owned Parkway lands shall be disposed of through sale, lease, or de facto uses adverse to the goals and policies of this Plan, in order to assure the long-term protection and integrity of the present boundaries of the Parkway.

2.5.1.51 Cooperation
Cooperation in Parkway planning and management is essential, especially in recognizing the many important roles of jurisdictions and agencies with regulatory responsibilities within the Parkway.
2.6 Administration, Planning and Operation

Administration
There are numerous agencies with varying types of jurisdiction over the trail corridor, however Sacramento County Department of Regional Parks has primary responsibility and is the lead agency. Regional Parks is the public’s point of contact. Other responsible agencies include State and Federal land managers and the California Department of Parks and Recreation. For example, the California Department of Fish and Game oversees fishing regulations and fish populations. The U.S. Army Corps of Engineers inspects levees within the Parkway. The California Department of Water Resources, the Central Valley Flood Protection Board, and the American River Flood Control District also have some authority over the corridor.

The Sacramento County Department of Regional Parks is also responsible for park and visitor services. These services include park ranger law enforcement/public safety services, natural resource protection, natural and cultural history interpretation, facility maintenance and operations, capital improvements, fee management and revenue recovery, habitat management, park planning and development, interagency collaboration on project planning and implementation and special event planning and implementation.

Planning and Implementation
The County of Sacramento Department of Planning and Community Development was the lead agency in the development of American River Parkway Plan (2008). The Parkway began as a concept in 1915; however it was not until 1962 when the American River Parkway was officially adopted in concept in the Sacramento County General Plan. Following its adoption, acquisitions of land on the American River Parkway began. In 1976, the first American River Parkway Plan was adopted as an element in the County General Plan. It has been updated in 1985 and again in 2008.

Staffing for the planning process included eight staff members from the County of Sacramento Department of Planning and Community Development.

The American River Parkway Plan’s implementation is undertaken by the County of Sacramento Department of Regional Parks. The American River Parkway Plan (2008) does not include prioritization of projects. Implementation is dependent on available funding and local stakeholders.

Operation and Maintenance
Operation and maintenance of the parkway and trail is provided by the County of Sacramento Department of Regional Parks. Volunteers from groups such as the American River Parkway Foundation and the American River Parkway Volunteer Equestrian Trail Patrol also provide maintenance assistance.

2.7 Trail Design
The American River Parkway Plan (2008) includes designs to meet the needs of three types of users: equestrians, hikers, and bicyclists. The system is designed with three trail types: equestrian/hiking, pedestrian trails and bicycle trails.
Equestrian and Hiking Trails
These unpaved trails should be at least six feet wide and kept separate from pedestrian and bicycle trails to avoid conflicts with horses. Equestrian and hiking trails can also serve as maintenance access and a fire break.

Pedestrian Trails
Pedestrian Trails are unpaved trails that should have a natural, compacted surface that is stable, firm and slip resistant. The trail should be a minimum of 3 feet wide though 4 feet is preferable.

Bicycle Trails
These paved trails should be a wide smooth surface. All weather rubberized asphalt concrete surface is preferred.

3. Bay Area Ridge Trail
San Francisco Bay Area, CA
The Bay Area Ridge Trail (BART) is a proposed 550+ mile trail through nine counties along the ridgelines around the San Francisco Bay. The planning process began in 1987 with the formation of the Bay Area Ridge Trail Council and today over 310 miles of trail have been dedicated. The trail, once completed, will be a continuous multi-use trail serving mountain bicyclists, equestrians, and hikers/trail runners. The Bay Area Ridge Trail is included in this review of best practices because of its multi-jurisdictional nature and design vision to reflect the character and landscape of each community.

3.1 Planning and Guiding Documents
The Bay Area Ridge Trail does not have an encompassing adopted planning document but alignments have been incorporated into local plans.

3.2 Oversight Body
The BART is overseen by the Bay Area Ridge Trail Council (BARTC), a nonprofit organization.

3.3 Advisory Committees
Trail Committee
The Bay Area Ridge Trail Council is advised by a standing Trail Committee. The committee is responsible for oversight of trail completion and for review of trail planning, acquisition, construction, and maintenance. Meetings are held ten times a year and membership includes representatives from each County Committee.

County Committees
Each county also has a BART County Committee. Priorities, processes, and resources differ by county but all work with agency partners and environmental organizations.

3.4 Public Outreach
The BARTC has an active program of activities, events and volunteer work days, advertised through its web site and its local committees. Public outreach for specific trail projects is coordinated by the local jurisdictions that sponsor them.
3.5 Administration, Planning and Operation

Administration
The BARTC has a small paid staff that reports to the Board of Directors. The BARTC staff and Board oversees the preparation and update of plans, maps, and records of proposed and completed trail segments.

Planning and Implementation
The BARTC staff and representatives support the planning and implementation of trails in coordination with the cities, counties, park districts and other agencies that typically implement the trail segments. Project segments are not prioritized but are built based on funding availability, right-of-way availability/acquisition, and completion of planning, design and environmental review.

Operation and Maintenance
Trail operation and maintenance varies by jurisdiction. In most cases, the agency with jurisdiction over the trail segment operates and maintains the trail. The BARTC has a large volunteer group who assist with trail maintenance at ‘work parities.’

3.6 Trail Design
Generally the design goal is an unpaved, rustic trail four to five feet wide suitable for mountain bikers, hikers, trail runners and equestrians. Specific trail design is determined by segment and is dependent on the site conditions, needs and guidelines of local jurisdictions. Currently, two-thirds of the trail is fully-multi-use.

4. California Coastal Trail

California Coast
The California Coastal Trail (CCT) is a proposed 1,200 mile trail running the length of the California Coast. In 1972, Proposition 20 provided for the establishment of a continuous pedestrian and bicycle trail system along or near the coast. The 1976 Coastal Act required local jurisdictions to identify a California Coastal Trail alignment in their local Coastal Programs.

Today, over half of the CCT is complete.

The California Coastal Trail is included in this review of best practices because of its multi-jurisdictional nature and design vision to reflect the character and landscape of each community.

4.1 Planning and Guiding Documents
The California Coastal Trail is guided by the document “Completing the California Coastal Trail” (2003). The report was developed by Coastal Conservancy staff with participation of the Coastal Commission and State Parks along with staff and volunteers from Coastwalk, a non-profit organization that has collaborated with the Coastal Conservancy to plan for the trail. “California State Coastal Conservancy Strategic Plan” (2007) also provides guidance on the planning and implementation of the Coastal trail, with specific attention to public access. The document was prepared by Coastal Conservancy Staff, and is subject to an annual formal evaluation, and updating within five years.
4.2 Oversight Body
The California Coastal Conservancy is the lead state agency overseeing the planning and development of the Coastal Trail. The Coastal Conservancy is a state agency created to implement the goals of the Coastal Act. The Coastal Conservancy awards grants to public agencies and nonprofit organizations to acquire land or to develop, operate, or manage lands for public access purposes to and along the coast. SB 908 also directed the Coastal Conservancy to provide grants to establish and expand inland trial systems that may be linked to the Coastal Trail. In addition, the Coastal Conservancy works with other state agencies including the Department of Parks and Recreation, the Department of Transportation (Caltrans), and the Coastal Commission to coordinate development of the California Coastal Trail.

4.3 Advisory Committees
The Coastal Trail does not have a standing formal advisory committee, but Coastwalk, a volunteer organization, assists with advocacy and coordination and public information for the trail. The development of the guiding documents Completing the California Coastal Trail and Strategic Plan did not include formal advisory committees but Planning and implementation of all specific Coastal Trail projects includes advisory committees and/or other forms of public and agency participation.

4.4 Public Outreach
Public outreach for the Coastal Trail initially occurred through the legislative process, and subsequent public involvement has occurred throughout the life of the project. Each segment of the Coastal Trail is planned and implemented with careful attention to informing and working with local communities. The development of the guiding document Completing the California Coastal Trail included public outreach, and recommended project actions included in the report include public outreach. Substantial public outreach and policy guidance for the Coastal Trail occurred during the preparation of the Strategic Plan, as well as regular progress reports. Coastwalk has played an ongoing role in facilitating public outreach for the Coastal Trail, including leading educational programs and building public interest.

4.5 Goals and Policies
The California Coastal Trail has six objectives:
1. Provide a continuous trail as close to the ocean as possible, with connections to the shoreline ("vertical access") at appropriate intervals and sufficient transportation access to encourage public use.
2. Foster cooperation between State, local, and federal public agencies in the planning, design, signing, and implementation of the Coastal Trail.
3. Increase public awareness of the costs and benefits associated with completion of the Coastal Trail.
4. Assure that the location and design of the Coastal Trail is consistent with the policies of the California Coastal Act and local coastal programs, and is respectful of the rights of private landowners.
5. Design the California Coastal Trail to provide a valuable experience for the user by protecting the natural environment and cultural resources while providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest.
6. Create linkages to other trail systems and to units of the State Park system, and use the Coastal Trail system to increase accessibility to coastal resources from urban population centers.

The Strategic Plan includes three goals for public access, which directly pertain to the Coastal Trail:
1. Develop the Coastal Trail as a major new recreational amenity, tourist attraction, and alternative transportation system, especially in urban areas, and develop networks of inland trails that connect to the coast and parks and provide other recreational opportunities.
2. Develop a system of coastal public accessways, open-space areas, and parks.
3. Revitalize coastal and inland waterfronts.

4.6 Administration, Planning and Operation
Administration
The California Coastal Trail is currently (2010) in its planning process in many counties. The Coastal Conservancy oversees the planning process by providing funding to public agencies and non-profit organizations to plan the trail, acquire land and build facilities.

Planning and Implementation
While the Coastal Commission is tasked with ensuring the selection of a continuous and coordinated trail alignment, individual county planning efforts are overseen by the Coastal Conservancy and planned and implemented by each county and its community.

The Coastal Trail is planned and developed by local jurisdictions with support from the California Coastal Commission, California Department of Parks and Recreation, National Park Service, U.S. Forest Service, Bureau of Land Management, Fish and Wildlife Service, Caltrans, and the California Wildlife Conservation Board. Where feasible, the trail will incorporate existing ocean front trails and paths.

Implementation of new trail segments can be supported by grants from the Coastal Conservancy, however other funding sources are needed to complete the trail.

Operation and Maintenance
Coastal Trail segments are built, owned, managed and maintained by the cities, counties, park districts and other agencies with jurisdiction over the trail segments. Project segments are not prioritized but are built based on funding availability, right-of-way availability/acquisition, and completion of planning, design and environmental review.

4.7 Trail Design
The California Coastal Trail has guidelines for location, size and facility type however they are flexible because sites and circumstances vary along the coast. The guidelines are presented on the following page.

Standard No. 1: Protect the Public and Coastal Resources
Coastal access facilities should be located where they safely accommodate public use. Their distribution should prevent crowding, parking congestion, and misuse of coastal resources. To fulfill this goal, accessway design and location should: a) minimize alteration of natural landforms and be subordinate to the setting’s character; b) prevent unwarranted hazards to the land and public safety; c) ensure the privacy of adjoining residences; and d) protect environmentally sensitive habitats and agricultural areas.
Standard No. 2: Correct Hazards
The management and construction of accessways should correct or at least not increase the potential of any hazard, such as fire or erosion. At times when there is an increased hazard, for example during pesticide application in agricultural areas, the accessway should be closed.

Standard No. 3: Access Easements: Construction and Location
Accessways built on easements, such as offers-to-dedicate, should be no wider than necessary. Width of accessways can vary from a minimum of 30 inches for a trail to 10 feet or wider for ramps or paved walkways, depending on topography and the existing development. Wheelchair access should be provided wherever possible.

Standard No. 4: Privacy
The design and location of accessways should consider the privacy of adjoining residences. Vertical accessways may be fenced or screened with landscaping on the property line and be closed at night, depending on the needs of the adjoining residences.

Standard No. 5: Environmentally Sensitive Areas
Access projects to areas such as wetlands, tidepools, or riparian areas should be evaluated on a case-by-case basis to ensure that the projects: a) are consistent with the policies of Chapter Three of the Coastal Act; b) avoid adverse effects on the resource and, if possible, enhance the resource; c) are reviewed by the Department of Fish and Game and the California Coastal Commission.

Standard No. 6: Lateral Accessway - Construction and Location
A lateral accessway is an area of land that provides the public with access and recreational use along the water’s edge.

Lateral accessways should include a minimum of 25 feet of dry sand at all times of the year or the entire sandy area if the beach is less than 25 feet. They should not extend further inland than any shoreline protective structures; nor should they come closer than 10 feet to an existing single-family home. Specifications for construction will vary depending on the Local Coastal Program (LCP) requirements or Commission permit conditions.

Due to the proximity of the ocean and winter storm waves, construction of support facilities on lateral accessways should be kept to a minimum. Retractable ramps or boardwalks, however, not only enable the handicapped to reach the water, but they also can be removed as the seasons dictate.

Standard No. 7 Vertical Accessways - Construction and Location
A vertical is an area of land connecting the first landward public road, trail, or use area with a public beach or lateral accessway, used to get people to the shore. Vertical accessways should be a minimum 10 feet wide.

Urban areas: Vertical accessways in urban areas should be located where streets end at the shoreline, once every six parcels, or up to once every 500 feet. New multiple-family residential projects of five dwelling units or more should provide sufficient space for a vertical accessway and public parking and pay for their construction. Condominium conversions of the same type of units should provide a vertical
accessway, either on-site or in the same general area. The existence of public beaches nearby could reduce the number of verticals needed.

Commercial development should incorporate or preserve views of the ocean and vertical access, as well as construct and maintain the accessway as part of the project. Industrial development should provide vertical access and parking improvements according to the extent to which the potential public use is displaced by the facility.

Rural areas: When beachfront parcels are subdivided in rural areas, owners should provide a vertical accessway either as a separate parcel or as an easement over the parcels to be created. More than one vertical accessway may be required if the parcels contain more than one beach area or the beach is ¼ mile or longer. Residential developments should use the standards suggested for urban development.

Vertical accessways in agricultural and timberlands should be wide enough to protect accessway users as well as the crops. At least one accessway should be provided or acquired on such lands if they contain a beach appropriate for safe public use.

Stairways, ramps, trails, over- or underpasses are some of the facilities that can be built on vertical accessways. Drainage systems to prevent erosion may also be necessary.

Standard No. 8: Trails
A trail provides continuous public access either along a coastal bluff or links inland recreational facilities to the shoreline. Specifications for construction will vary according to the LCP.

Trail easements should be a minimum of 25 feet in width. They should never be closer than 10 feet to an existing residence.

Trails should be established on ocean front parcels, depending on the topographic conditions. These trails should connect: a) the shore with inland units of the federal, state, or local park systems; b) access easements; or c) the road with a scenic overlook. Such trails must avoid geologically unstable and erosive soils. Prime agricultural soils should also be avoided except where the trail will not interfere with agricultural production.

Trails can feature steps, footbridges, appropriate paving materials, adequate trail drainage system, trash receptacles, benches, barriers, restrooms, and signs.

Standard No. 9: Scenic Overlooks
A scenic overlook provides the public a unique or unusual view of the coast.

Development of scenic overlooks can vary from a simple roadside turnout with only trashcans, parking, and fencing as appropriate, to a more elaborate roadside rest area. Overlooks that are not next to a road should be accessible by trail, ramps or stairs, and be accessible to those with physical disabilities.

Standard No. 10: Bikeways
Coastal bikeways are paths specifically designated to provide access to and along the coast by nonmotorized bicycle travel as defined in Section 2373 of the Streets and Highway Code.
There are three classes of bikeways:

4.7.1.11 Class I Bikeway – Bike Path
A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. Minimum surface width of 8 feet for a two-way path and 5 feet for a one-way path and provision for a 2 foot wide graded area adjacent to either edge of the paths.

4.7.1.21 Class II Bikeway – Bike Lane
A Class II bikeway is a right-of-way in the paved areas of highways that is restricted for the use of bicycles. Motor vehicle parking and cross-flows are permitted. To be classified as a Class II bikeway, the bikeway should be four feet wide on roads in outlying areas where parking is prohibited, 5 feet wide when parallel parking is allowed, or 11 to 13 feet wide when parallel parking is allowed and designated by specific striping.

4.7.1.31 Class III Bikeway – Bike Route
A Class III bikeway is a surface street that is shared with pedestrians or motorists. These routes are used primarily to provide a continuous link between Class I and II bikeways.

All classes of bikeways must feature a graded and paved path, bike racks, vehicle barriers, fencing, and signs. On a Class II and III, signs and striping are required.

Standard No. 11: Hostels
Hostels are low-cost public travel accommodations that provide sleeping, kitchen, and bath facilities for traveling families, groups, and individuals of all ages. Following the example of the hostels in Europe, which generally allow a maximum stay of three nights, California coastal hostels combine low-cost lodging with educational, social, and cultural opportunities.

Hostels should have sufficient space for a minimum of 24 people, and one parking space for every eight guests and each residential staff person. Existing buildings, such as lighthouse stations, preferably on public or parkland, should be used for hostel sites whenever renovation is economically feasible and the structures are appropriate to current surrounding land use.

Ideally, hostels should be located at intervals of 20 to 40 miles, on or near the coast, and within two miles of recreational trails. If more than five miles of normal bicycle travel is required to get from one campground or hostel to another then campgrounds should be used to provide lodging.

Hostels should feature beds, kitchens, and bathrooms mentioned above as well as public telephones, location signing along highways, and public transit stops.

Standard No. 12: Support Facilities
Support facilities are structures that make it easier for people to use and maintain coastal accessways: signs, trash receptacles, public telephones, restrooms, showers, bike security racks, public transit loading and unloading areas, campgrounds, and parking areas fit into this category. The support facilities that each accessway will require should be decided on a case-by-case bases. Directional and resource interpretation signs are available from the Coastal Conservancy.
Standard No. 13: Barrier-Free Access
All accessways must be made wheelchair-accessible unless this would present an unreasonable hardship. Grounds for an unreasonable hardship are to be determined by the enforcement agency for the region.

Accessways that accommodate or plan to accommodate those with mobility problems are the highest priority for State funding. The standards for these accessways and their support facilities should at least meet, if not exceed, the requirements of Title 24 of the California Administrative Code.

5. Carolina Thread Trail
North and South Carolina
The Carolina Thread Trail (Thread Trail) began as a visioning process in 2005. It will be a regional trail network extending over 15 counties serving over 2 million people once completed. Its vision is to preserve, protect and connect open spaces through a 500+ mile ribbon of parks, tails and conservation corridors. Seven Carolina counties have adopted master plans with the identified Thread Trail planning area, twelve corridors are under development (Spring 2010) and eleven communities have marked trail on the ground.

The Thread Trail is included in this review of best practices because of its multi-jurisdictional nature and design vision to reflect each community’s needs.

5.1 Planning and Guiding Documents
The Thread Trail has been adopted in the following seven of the fifteen counties in the planning area:
1. Cabarrus County, NC
2. Chester County, SC
3. Cleveland County, NC
4. Gaston County, NC
5. Lincoln County NC
6. Mecklenburg, NC
7. Stanly County, NC

Each of these counties has developed and adopted their own Thread Trail Master Plan.

5.2 Oversight Body
While there is no state or regional governing body serving as an oversight body for the trail planning, the non-profit Carolina Thread Trail oversees the project. They have contracted with Catawba Lands Conservancy to manage the project.

5.3 Advisory Committees
Steering Committee
Each county has a steering committee during the development of their Thread Trail Master Plan. Members are either self-selected or appointed by the County Board of Commissioners.
Leadership Council
The Thread Trail leadership council serves as the project advisory committee. The council is made up of 17 community, civic and corporate leaders. Each member is recruited by the Catawba Lands Conservancy.

Advisory Council
The Advisory Council is a 17 member group representing planning and community development departments as well as land trusts. This council is appointed by the Catawba Lands Conservancy and provides technical guidance to the Thread Trail staff. Represented organizations and agencies include:

1. Anson County Planning Department
2. York County Planning and Development Department
3. Mecklenburg County Green Services Department
4. Stanly County Recreation Resources Department
5. Gaston County Cooperative Extension Department
6. Catawba County Planning Department
7. Lincoln Parks and Recreation Department
8. Catawba Valley Land Trust
9. Concord Parks and Recreation Department
10. City of Gastonia Planning Department
11. Cleveland County Planning Department
12. University of North Carolina – Charlotte Urban Institute
13. City of Salisbury Land Management and Development Department
14. Catawba Regional Council of Governments
15. Centralina Council of Governments
16. Iredell County Planning Department
17. Nation Ford Land Trust
18. Public Outreach

Community outreach is conducted when individual counties develop their own Thread Trail Master Plan. The Thread Trail has two community coordinator staff who facilitate public outreach. Outreach strategies include public meetings, presentations to community groups and an informative website. The project website includes information on the trail, updates on each county’s efforts, and an interactive map.

5.4 Goals and Policies
The Thread Trail is guided by five core principles and a project vision. The five core principles include:

1. Invitation to communities
2. Active listening
3. Communities self-determine trail locations
4. Bias towards action
5. Respect for land; respect for land ownership.

The vision for the Thread Trail is:

“to preserve, protect and connect open spaces through a 500+ mile ‘green ribbon’ of parks, trails and conservation corridors, touching 2.3 million people in our region. The Thread will protect natural areas and wildlife habitat, will increase recreational and educational opportunities, and promote healthy communities and lifestyles. Freely accessible to all, the Thread will increase
access to nature, parks and area attractions. It will improve our quality of life and attract tourism and business. The Carolina Thread Trail is a tangible project around which local communities and governments are rallying to protect natural resources, connect people with nature, and connect our region.”

5.5 Administration, Planning and Operation

Administration
The Thread Trail is currently (2010) in its planning process. Two leading land conservation organizations are involved in advancing the trail in partnership with local land trusts and community partners. Catawba Lands Conservancy is the lead agency for the project, while The Trust for Public Land, serves as a key consultant. Other partners include the Foundation For The Carolinas that provides philanthropic assistance, and Duke Energy that contributes cash, land and in-kind services. The Carolina Thread Trail has four full-time staff members.

Planning and Implementation
The individual county planning efforts are overseen by the Thread Trail staff but planned and implemented by each county and its community.

The Thread Trail is being planned and developed by local jurisdictions with support of Thread Trail staff and partners and through a four-step grants program. The Thread Trail Grants Committee oversees the grants process and makes recommendations to the Governing Board on grant applications. Grants for county-wide greenway master plans (Planning Grants) are approved on a rolling basis as communities apply. Grants for design, acquisition and construction (Implementation Grants) are awarded on an annual cycle. While Implementation Grants will not be available for all segments of the Thread Trail, they will provide catalytic funding to get priority segments on the ground.

Communities, working together, may apply for grants from the private pool of capital that can serve as local match funding for state and federal grant programs. Each community will decide where its local trail systems will connect, thus becoming part of the Thread Trail. The Thread Trail is planned, built and owned by the communities. Planning guidelines encourage routing the Thread Trail across public land or rights-of-way or using land or rights of way acquired from willing landowners.

5.6 Design
The Thread Trail will be a network trail system through 15 counties. It will focus on corridors that provide connecting legs of a regional trail system. There are no design standards for the Thread Trail, instead each community determines the type of trail for their jurisdiction.

6. Monterey Bay Sanctuary Scenic Trail
Monterey and Santa Cruz Counties, CA
The Monterey Bay Sanctuary Scenic Trail will be a bicycle and pedestrian path along the coast of the Monterey Bay National Marine Sanctuary from Pacific Grove to the Santa Cruz/San Mateo County line. It will be part of the California Coastal Trail.
The Monterey Bay Sanctuary Scenic Trail is included in this review of best practices because of its proximity to water and active agricultural activities.

6.1 Planning and Guiding Documents
The Monterey Bay Sanctuary Scenic Trail is guided by the Monterey Bay Sanctuary Scenic Trail Master Plan (2008). Santa Cruz County is currently developing a comprehensive master plan for their county.

6.2 Oversight Body
The Monterey Bay Sanctuary Scenic Trail implementation is overseen by the respective transportation management agencies in the two counties: the Transportation Authority of Monterey County and the Santa Cruz County Regional Transportation Commission.

6.3 Advisory Committees
Steering Committee
A steering committee was created by the Association of Monterey Bay Area Governments (AMBAG) to gather technical input from State, regional and local agencies with direct knowledge of the corridor. The committee included representatives from the following organizations and agencies:
1. Agricultural representative
2. Santa Cruz County Regional Transportation Commission Bicycle Committee
3. Transportation Agency for Monterey County Bicycle/Pedestrian Committee
4. California Coastal Conservancy
5. Santa Cruz Port District
6. City of Watsonville
7. California State Parks Monterey County
8. City of Capitola
9. Moss Landing Harbor District
10. Monterey County Peninsula Regional Park District
11. City of Pacific Grove
12. Monterey County Department of Public Works
13. City of San City
14. Caltrans District 5
15. California Coastal Commission
16. Santa Cruz County
17. California State Parks Santa Cruz County
18. Santa Cruz Regional Transportation Commission

Technical Advisory Committees
A technical advisory committee (TAC) oversaw the development of the trail master plan, however the group no longer meets. The TAC included representatives from:
1. Congressman Sam Farr’s office
2. Association of Monterey Bay Area Governments
3. Santa Cruz County Regional Transportation Commission
6.4 Public Outreach
Public outreach for the Monterey Bay Sanctuary Scenic Trail Master Plan (2008) included individual meetings with key property owners and stakeholders along the identified corridor and several public meetings and design workshops.

6.5 Goals and Objectives
The Monterey Bay Sanctuary Scenic Trail Master Plan (2008) has five goals.

Goal 1: Trail System Development
Provide a continuous public trail along the shoreline of Monterey Bay National Marine Sanctuary, without harming sensitive resources.
- Objective 1.1: Define a continuous trail alignment that maximizes opportunities for a multi-use trail separate from roadway vehicle traffic where feasible.
- Objective 1.2: Make the trail functional as a transportation facility.
- Objective 1.3: Make the trail recognizable as a continuous facility.
- Objective 1.4: Minimize the environmental impacts of the complete trail system.
- Objective 1.5: Minimize trail impacts to private lands including agricultural, residential and other land uses.

Goal 2: Enhance Appreciation of the Coastal Environment
Develop public trail access along the Monterey Bay National Marine Sanctuary to enhance appreciation, understanding and protection of this special resource.
- Objective 2.1: Define interpretive guidelines and exhibits to address ecological, historical, and agricultural working landscapes.

Goal 3: Education and Awareness
Promote awareness of the trail, trail opportunities, and trail user responsibilities.
- Objective 3.1: Promote the benefits of trail usage such as economic, transportation, safety, connectivity, community image and health.

Goal 4: Implementation
Develop a long- and short-term program to achieve the policies set forth in this plan through a combination of public and private funding, regulatory methods, and other strategies.
- Objective 4.1: Define costs associated with each defined segment and for overall improvements required to create a continuous trail.
- Objective 4.2: Ensure that sponsors of the Monterey Bay Sanctuary Scenic Trail pursue all potential State, Federal, and other funding sources.
- Objective 4.3: Utilize bond issues or other funding mechanisms as necessary to fund development of parks as allowed by the Mello-Roos Community Facilities Act, Quimby Act, or other legislation.
- Objective 4.4: Utilize ordinances and park conservation or trail easements to ensure significant trail development opportunities.
- Objective 4.5: Utilize existing lands owned by various government entities, open space groups, institutions and other sources to acquire and develop the trail.
Objective 4.6: Support the establishment of a “Friends of the Monterey Bay Sanctuary Scenic Trail” organization to provide and seek financial and other support for the trail.
Objective 4.7: Maximize funding for the project.

**Goal 5: Operation and Maintenance**
Develop the necessary organizational staffing and funding mechanisms to ensure that all trail segments, trailheads, and accessory features are safe, well-maintained, and well managed.

Objective 5.1: Consider establishing a shared maintenance agreement between local, county and State agencies with ownership and management responsibility for individual trail segments.
Objective 5.2: Ensure adequate revenue for the maintenance of all trail segments and related facilities.
Objective 5.3: Provide for secure, safe sanctuary and pleasant use of trail facilities.

6.6 Administration, Planning and Operation

Administration
The Transportation Agency for Monterey County is the lead agency for the project in Monterey County. The Santa Cruz County Regional Transportation Commission is the lead agency for the project in Santa Cruz County.

Planning and Implementation
Partnerships were developed to facilitate planning and coordination for the Monterey County Plan. Planning, coordination and technical assistance was provided by the Association of Monterey Bay Area Governments (AMBAG), the Rivers, Trails and Conservation Assistance Program of the National Parks Service, the Monterey Bay National Marine Sanctuary, the California Coastal Commission, and the office of Congressional Representative Sam Farr.

Project planning in Monterey County is currently managed by one full time staff person.

Operation and Maintenance
Operation and maintenance of the trail will be provided by the local agency.

6.7 Design
The Monterey Bay Sanctuary Scenic Trail includes a variety of trail types in order to be sensitive to the many environments the trail will pass through. The plan includes a trail type matrix and is shown below in Table D-1.
<table>
<thead>
<tr>
<th>Trail Category</th>
<th>Description</th>
<th>Construction</th>
<th>Active Dunes – Beachside</th>
<th>Active Dune – Crest</th>
<th>Active Dune – Island Side</th>
<th>Agricultural Field Edge</th>
<th>Road Edge</th>
<th>Levees</th>
<th>Possible uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreational Trail Type A</td>
<td>Unpaved narrow trail</td>
<td>Earth</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Walking, horse-riding</td>
</tr>
<tr>
<td>Recreational Trail Type B</td>
<td>Unpaved wide trail or unpaved road</td>
<td>Earth, polymer stabilized earth</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Walking, horse-riding, biking</td>
</tr>
<tr>
<td>Recreational Trail Type C</td>
<td>Elevated boardwalk</td>
<td>Wood</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Walking</td>
</tr>
<tr>
<td>Recreational Trail Type D</td>
<td>At grade boardwalk</td>
<td>Wood</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Walking</td>
</tr>
<tr>
<td>Class-I Bike Path</td>
<td>Separated bike path</td>
<td>Asphalt</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Biking, Walking</td>
</tr>
<tr>
<td>Class-II Bike Lane</td>
<td>Marked bike lane</td>
<td>Asphalt</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Biking</td>
</tr>
<tr>
<td>Class-III Bike Route</td>
<td>Sign-posted, wide curb lanes and/or shoulders</td>
<td>Asphalt</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Biking</td>
</tr>
</tbody>
</table>

6.8 Trail and Agriculture
The Monterey Bay Sanctuary Scenic Trail Master Plan addressing specific concerns and potential solutions regarding the compatibility of trails and agriculture. The following is an excerpt from the Plan.
Potential Benefits to Trail Users
Among the primary objectives of the Monterey Bay Sanctuary Scenic Trail is to “define interpretive
guidelines and exhibits to address ecological, historical, and agricultural working landscapes.”
Fulfillment of this objective will result in educational efforts focused on the appreciation of working
agricultural landscapes. The more trail users are able to make the connection between their enjoyment
of the physical beauty of the agricultural landscape and the importance of purchasing locally produced
farm products, the greater the willingness of trail users will be to purchase farm products and conserve
farmland. A June 2001 poll of registered voters found that 70 percent of respondents had bought
something in the last year from a farmer or farmers market1. The potential for trail users to become
devoted patrons of local agriculture increases with the opportunity to market these products to them as
they ride past fertile fields while using the proposed Monterey Bay Sanctuary Scenic Trail.

Potential Benefits to Agricultural Landowners
The alignment of trails at the edge of productive agricultural land can result in several desirable
outcomes, including trails as buffers, educational benefits and economic benefits. First, the trail or open
space provides a buffer between the agricultural operation and more densely populated residential
areas. This buffer can help to reduce edge conflicts by ensuring that residential subdivisions and
productive agricultural lands do not share a common fence line. Secondly, the presence of the trail
along agricultural acreage provides educational opportunities for non-farm residents who may
otherwise have limited exposure to agricultural operations. This exposure to agricultural production
may facilitate community and political support for agricultural land preservation initiatives, as residents
realize the important role that agriculture plays in their lives and in the life of their community. Finally,
the construction of a trail abutting agricultural land presents opportunities for the landowner to reap an
economic benefit if they decide to donate or sell land or an easement to a public agency or non-profit
organization. As efforts to determine the preferred alignment for the Monterey Bay Sanctuary Scenic
Trail continue, opportunities for discussion of possible profits to landowners from the sale of land,
easements, or from preferential taxation may arise.

Included in the Goals and Objectives of the Monterey Bay Sanctuary Scenic Trail Master Plan is the
policy directive to “recognize that acquisition can be more flexible, more creative and less expensive
than fee simple acquisition; explore property transfers, trades, donations, partial purchases, joint
purchases, easements, long-term leases, encroachment permits, and a variety of other legal means from
willing sellers or property owners.” This directive briefly outlines some of the options available for the
procurement of access to the trail corridor as it runs through or along private property boundaries.
Agricultural landowners may particularly benefit from fee-simple acquisition, which may provide a
significant amount of money in exchange for the sale of the parcel. However, for landowners who wish
to retain ownership for the property, there are additional opportunities for smaller financial gains,
including: The sale of an easement may provide suitable compensation for public access in the form of a
one-time payment. Alternately, the donation of an easement may simply provide reduced property
taxes, which may be an attractive offer to landowners with smaller agricultural operations. Similarly,
long-term leases may provide incremental payments to landowners in exchange for the use of their
land.

1 ESSEKS, J. DIXON, ET. AL., “ESTIMATING THE INCOME, ENVIRONMENTAL AND SOCIAL BENEFITS OF AGRICULTURAL
CONSERVATION EASEMENTS FROM THE PERSPECTIVE OF LOCAL STAKEHOLDERS” IN COMPENSATING LANDOWNERS FOR
CONSERVING AGRICULTURAL LAND (UNIVERSITY OF CALIFORNIA, AGRICULTURAL ISSUES CENTER, 2003).
Liability and Safety
Agricultural landowners in California who own land over which a trail passes are protected by the State’s Recreational Use Statute (RUS). This statute, California Civil Code § 846 was enacted to encourage private landowners to allow recreational public use of their land without the risk of liability. The Statute provides immunity from liability for injuries sustained by individuals using their land for recreational purposes without fee payment. Over the thirty-year period that the Statute has been in place, the judgments handed down by the California Courts have predominantly upheld the purpose of the Statute. A review of the Recreational Use Statute and the case law pertaining to the Statute is attached to this document.

Spraying
Mitigation for farming practices such as spraying can be adapted to trail users by providing adequate warning to the users about the risks they assume. For example, in order to prevent nuisance claims triggered by the spraying of pesticides, warning signs and a spraying schedule may be posted at trailheads and along the trail to notify trail users of the risks associated with trail use. Case law pertaining to the Recreational Use Statute has upheld the presence of warning signs through a finding that warning signs are sufficient to show the absence of willful or malicious conduct on the part of the landowner.

Trespassing
Appropriate trail design can mitigate liability presented by trespassing. The installation of fences along the trail is an integral part of the defense against liability as it prevents trail users from making attractive nuisance claims. An attractive nuisance claim hinges on the tacit “invitation” of children onto the property by a nuisance, such as livestock, that is attractive to children. The construction of a fence, which bars children from entry and warns against the nuisance, is a defensible precaution against attractive nuisance claims. The installation of a fence clearly demarcates the boundary between private, productive agricultural land and the trail facility.

Theft
The theft of produce from the public is perceived as a potential problem. Many citrus and other operations are open to theft from anyone driving along a field, most of which are not fenced. Thefts perpetrated via truck can have a major impact on a farm’s economic viability; however, large-scale theft, is not likely to occur on trails. While no one tool is effective at addressing this problem, many areas have dealt with this issue by adopting stiff penalties for theft. Signage should be posted along roadways warning of the risk of penalty, in order to deter theft. This has helped control casual theft by the general public. Trails that are not accessible to vehicles and are posted with ‘no trespassing’ signs, fencing, and patrols are not likely to suffer significant theft, especially compared to public roads where trucks can directly access fields.

Impacts to Agricultural Operations
Trail design can encourage safe trail use practices and provide a diminished risk of injury, thus reducing the risk of liability claims. Some of the most significant design features along a trail are inherent in the alignment itself. The distance the trail is setback from agricultural land results in important allowances.

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2 CALIFORNIA RECREATIONAL USE STATUTE AND LIABILITY HANDBOOK (BAY AREA RIDGE TRAIL COUNCIL, 1998).
for typical farm practices. For example, providing room at the end of a row for farm equipment to turn around without nearing the trail prevents trail users from feeling endangered by farming practices.

Loss of Land
The implementation of new trails in agricultural areas may take land out of operation by limiting access. Any trail proposal that includes limiting access should be carefully evaluated and used only as a last resort. The Monterey Bay Sanctuary Scenic Trail has as one of its primary goals the protection of agricultural lands, and every effort is being made to minimize or eliminate this impact.

7. Santa Paula Branch Line Recreational Trail
Ventura County, CA
The Santa Paula Branch Line Recreational Trail is a proposed rail with trail along the Santa Paul Railroad Branch line between San Buenaventura and the Historic Rancho Camulos in Piru. The 32-mile right-of-way is owned by the Ventura County Transportation Commission.

This trail is included in this review of best practices because of its proximity to active agricultural activities.

7.1 Planning and Guiding Documents
The Santa Paula Branch Line Recreational Trail is guided by the Santa Paula Branch Line Recreational Trail Plan (1999).

7.2 Oversight Body
The Santa Paul Branch Line Recreational Trail is overseen by the Ventura County Transportation Commission (VCTC) as the lead agency, in partnership with the County of Ventura and the incorporated cities of Fillmore, Santa Paula and San Buenaventura through a Memorandum of Understanding (MOU).

7.3 Advisory Committee
During the development of the Master Plan, an advisory committee participated in the development of policies that guided the plan. The committee also acted as public liaisons to maximize public outreach. Organizations represented included:
1. Agricultural property owners (4 members)
2. Bicycle groups
3. City of San Buenaventura
4. Fillmore and Western Rail Company
5. City of Santa Paula
6. City of Fillmore
7. Santa Paul Historical Society
8. City of Santa Clarita
9. Valley Advisory Committee
10. Ventura County Farm Bureau
11. District 3 County Supervisor
12. Santa Clara Schools
13. Agricultural Commission
14. Rancho Camulos Mission
15. City of Santa Paula

The advisory committee formed an Agricultural Subcommittee to address the concerns of the agricultural community.

7.4 Public Outreach
Public outreach for the Santa Paula Branch Line Recreational Trail included individual meetings, newsletters, informational letters, Advisory Committee meetings, Agricultural Subcommittee meetings, and two public workshops.

7.5 Goals and Objectives
The Santa Paula Branch Line Recreational Trail Master Plan (1999) has 14 goals:
• Locate the Trail, wherever possible, within the railroad ROW to organize and manage trail use in the corridor and to provide an alternative to using heavily traveled parallel roadways.
• Provide for a functional facility that serves major and minor destinations, provides a relatively direct west-east connection in the County, and follows routes already used by bicyclists, pedestrians, and others.
• Design and plan for a Trail that will serve both commuter and recreational needs (a Class I bikeway).
• Design and plan for a Trail that will be feasible to implement by considering budget constraints and maximizing the trail's funding potential.
• Build upon and connect to existing and planned trails wherever possible.
• Maximize user safety along the railroad through design and operation techniques.
• Minimize impacts to adjacent property owners by appropriate design and operation of the facility, including fencing, landscaping, and other appropriate improvements.
• Minimize disruption to agricultural operations and properties adjacent to the trail corridor.
• Preserve the ability to provide continued tourist train services and expand commuter rail service in the future.
• Design grade crossings at roadways to maximize trail user safety and maximize convenience, while minimizing negative impacts to traffic capacity.
• Design the facility to meet state and federal standards, including the Americans with Disabilities Act.
• Protect and minimize conflict with environmentally sensitive habitats along the ROW.
• Integrate cultural, historical and educational elements into the trail design.
• Avoid new railroad grade crossings. Utilize existing roadway crossings as much as possible. Construct new grade-separated crossings where needed.

7.6 Administration, Planning and Operation
The Ventura County Transportation Commission (VCTC) was the lead agency on the development of the Master Plan. The VCTC, the County of Ventura and the three (3) incorporated cities (Fillmore, Santa Paula and San Buenaventura) have a MOU (Memorandum of Understanding) identifying a bicycle path as a potential use of the right-of-way and addresses finances, administrative structure, maintenance, encroachment permits, leases, license and easements.
Operation and maintenance will be performed by each jurisdiction respective of the trail segments in their communities.

7.7 Trail Design
The Santa Paula Branch Line Recreational Trail Master Plan travels through areas with distinctive characteristics, including urban areas and rural agricultural areas and separate trail design features are presented for both environments. However, specific design guidelines are not presented. Instead, it is recommended each trail segment adhere to the standards of its respective jurisdiction.

7.8 Trail and Agriculture
The Santa Paul Plan includes specific discussion about trail and agriculture compatibility concerns. The plan outlines specific mitigation measures to address potential problems. The related measures are presented below.

Intelligent Transportation Technology (ITT)
- Surveillance cameras and monitoring of activities along the Trail corridor through advances in transportation technology systems will provide for around the clock monitoring.
- Video Cameras and related detection zones will enable Trail manager and/or law enforcement personnel to document and monitor trail activity and shorten safety response times.
- Video and motion detectors linked to automated gates installed at authorized private at-grade crossing will maintain ease in movement for farm equipment and related agricultural circulation needs.
- Automated information kiosks located at staging and rest areas and at Trail entrance points will alert riders of trail closures and relevant safety information related to agriculture operations. Electronic signs will be located at key segments allowing users to be notified of Trail conditions and closures.

Dedicated Security Patrol
- Security personnel will be provided to patrol the Trail as necessary. Security will likely be higher during peak period weekends, spring and summer.
- Portions of the Trail visible from adjacent or nearby streets will have the added security of the local City and County police.

Mile-Post Mapping
- Mile-posts will be installed at minimum of every one mile, with corresponding maps distributed to all jurisdictions to promote timelier response.
- All emergency response personnel will be equipped with maps of access points and gates.

Emergency Call Boxes
- Solar powered emergency phones will be installed on an as needed basis.

Notice Posting
- All trail entrances/crossings will be posted with notices that the trail is adjacent to private property where there are active agricultural operations. Trail users will be advised to stay on the trail and what the ramifications are for trespassing or being on the trail after it is closed.
• Trail users will be advised to be alert to operating machinery and equipment crossing the trails.
• Trail users will be advised that farm operations may include pesticide spraying and burning activities in accordance with State and Local laws/ordinances and that portions of the trail may be closed without notice. Users will be warned that use of the train is at their own risk.

Citation Program Established
• The VCTC will introduce new County-wide legislation that would enable patrol-personnel to issue citations to any persons trespassing on private property. Citation fines are to be set at a rate high enough to act as a deterrent (e.g. in Florida the fine is $1,000).
• If new County-wide legislation is adopted security personnel will have the authority to issue citations and or arrest trespassers.

Liability and Insurance (Draft Trail Agreement for Legal Defense Claims)
• The VCTC will make the terms of the Trail Agreement available to all adjacent agricultural property owners.
• Under the terms of the Trail Agreement, the VCTC will provide the legal defense for an adjacent property owner when the terms of the agreement apply.

Pesticide Spraying (Notices Posted)
• All Trail entrances will be posted with notices of on-going agricultural activities and stating that the Trail user agrees to using the Trail at his/her own risk.
• Notices will state that the Trail is subject to closure without notice to accommodate such activities.

Pesticide Spraying (Ability for Trail Closures)
• The Trail will be designed with the ability for its physical closure (of isolated segments) in the event it becomes necessary to facilitate permitted spraying.
• The Trail manager will be responsible for closures when appropriate.

Burn Activity (Notices Posted)
• During peak burn times, the Trail manager will check burn day status and initiate closure of the affected segments of the trail.

Continued Use of VCTC Right-of-Way/Equipment Access
• Use of Right-of-Way: Currently there are many encroachments into the VCTC right-of-way. It is the objective of VCTC to allow continued use of excess ROW for agricultural use by an adjacent property owner subject to the needs of specific trail alignments, design and other individual site conditions. All use of adjacent VCTC ROW will be mutually agreed upon by VCTC and adjacent property owners on a case by case basis.
Installation of gates: In consultation with and upon approval by provide crossing lease holders gates will be designed and placed at existing authorized private at-grade crossing.

8. San Francisco Bay Trail
San Francisco Bay Area, CA
The San Francisco Bay Trail is a visionary plan for a shared use path that will one day allow continuous travel around San Francisco Bay. Currently, over 300 miles of trail have been completed. Eventually, the Bay Trail will extend over 500 miles to link the shoreline of nine counties, passing through 47 cities and crossing seven toll bridges.

8.1 Planning and Guiding Documents
The Bay Trail is guided by the document: The Bay Trail: Planning for a Recreational Ring Around San Francisco Bay (1989).

8.2 Oversight Body
The Bay Trail is overseen by the Association of Bay Area Governments (ABAG) and a 28-member volunteer Board of Directors. The Board of Directors meets twice a year and members include representatives from the following organizations:
1. Trails for Richmond Action Committee
2. Sonoma County Regional Parks
3. Metropolitan Transportation Commission
4. Trail advocates
5. Santa Clara County Parks and Recreation
6. Caltrans
7. Santa Clara County Open Space Authority
8. San Mateo County Parks Department
9. Port of San Francisco
10. Hayward Area Recreation and Park District
11. Bay Planning Coalition
12. Save the Bay
13. City of Palo Alto, Transportation Division
14. Marin County Park and Open Space Commission
15. City of San Francisco, Attorney’s Office
16. LSA Associate
17. Cargill Salt
18. Former Mayor, City of Sunnyvale
19. San José Parks, Recreation and Neighborhood Services
20. East Bay Bicycle Coalition
21. Pacific Gas and Electric Company
22. Midpeninsula Regional Open Space District
23. Solano Transportation Authority
24. Napa County Conservation Development and Planning Department
25. Advisory Committees
Steering Committee
The Bay Trail Steering Committee is a nine-member sub-committee of the Board of Directors. This committee meets bimonthly and provides ABAG staff with direction and feedback on trail alignment and implementation. Represented organizations include:
1. East Bay Regional Parks District
2. County of San Mateo
3. East Bay Bicycle Coalition
4. League of Woman Voters
5. Bay Conservation and Development Commission
6. State Coastal Conservancy
7. Trail Advocate

8.3 Public Outreach
Public outreach is coordinated by local jurisdictions. ABAG staff provide merchandise and maps and also oversee the project website but rely on local partners to facilitate outreach efforts.

8.4 Goals and Policies
The Bay Trail Plan also contains policies to guide selections of the trail route and implementation of the trail system. Policies fall into five categories.

Trail alignment policies reflect the goals of the Bay Trail program—to develop a continuous trail which highlights the wide variety of recreational and interpretive experiences offered by the diverse bay environment and is situated as close as feasible to the shoreline, within the constraints defined by other policies of the plan.

Trail design policies underscore the importance of creating a trail which is accessible to the widest possible range of trail users and which is designed to respect the natural or built environments through which it passes. Minimum design guidelines for trail development are recommended for application by implementing agencies.

Environmental protection policies underscore the importance of the San Francisco Bay’s natural environment and define the relationship of the proposed trail to sensitive natural environments such as wetlands.

Transportation access policies reflect the need for bicycle and pedestrian access on Bay Area toll bridges, in order to create a continuous trail and to permit cross-bay connections as alternative trail routes.

Implementation policies define a structure for successful implementation of the Bay Trail, including mechanisms for continuing trail advocacy, oversight and management.

The Bay Trail program goals are reflected in the trail alignment policies:
1. Ensure a feasible, continuous trail around the Bay.
2. Minimize impacts on and conflicts with sensitive environments.
3. Locate trail, where feasible, close to the shoreline.
4. Provide a wide variety of views along the Bay and recognize exceptional landscapes.
5. Investigate water trails as an enhancement to the trail system where necessary or appropriate.
6. In selecting a route for the trail, incorporate local agency alignments where shoreline trail routes have been approved. Incorporate San Francisco Bay Conservation and Development Commission public access trails where they have been required.
7. Where feasible and consistent with other policies of this plan, new trail may be routed along existing levees.
8. Where existing trails through wetlands are well-maintained and well-managed, the Bay Trail can feasibly be routed there. In these cases, trails should be used according to current regulations. Alternate routes should be provided where necessary and additional buffering/transition areas designed to protect wetland habitats should be provided where appropriate to protect wildlife.
9. In selecting a trail alignment, use existing stream, creek, slough and river crossings where they are available. This may require bridge widening in some locations. In selecting trail alignments, new stream, creek and slough crossings should be discouraged. Where necessary because acceptable alternatives do not exist, bridging may be considered.
10. In order to minimize the use of existing staging areas along the shoreline and to reduce the need for additional staging areas, the choice of trail alignment should take full advantage of available transit, including rail service (e.g., Caltrain, BART), ferries and bus service.
11. Connections to other local and regional trail and bikeway systems should be actively sought in order to provide alternatives to automobile access to the Bay Trail. In particular, opportunities should be explored for trail connections to the Bay Area Ridge Trail, which is envisioned to circle the Bay along the region’s ridgelines.

8.5 Administration, Implementation and Operation

Administration and Planning
ABAG oversaw the development of the trail plan. Figure 1 outlines the project structure envisioned in the plan. In 1990, the San Francisco Bay Trail Project, a nonprofit housed within ABAG offices, is dedicated to planning, promoting and advocating implementation of the Bay Trail. The Bay Trail Project provides grants for trail planning and construction; participates in planning efforts and encourages consistency with the adopted Plan; educates the public and decision makers about the merits and benefits of the trail; produces maps and other publicity materials; and advertises progress on trail development.

Implementation and Operation
Bay Trail segments are built, owned, managed and maintained by the cities, counties, park districts and other agencies with jurisdiction over the trail segments. Project segments are not prioritized but are built based on funding availability, right-of-way availability/acquisition, and completion of planning, design and environmental review.
Implementation and Operation

Bay Trail segments are built, owned, managed and maintained by the cities, counties, park districts and other agencies with jurisdiction over the trail segments. Project segments are not prioritized but are built based on funding availability, right-of-way availability/acquisition, and completion of planning, design and environmental review.

8.6 Design

The San Francisco Bay Trail includes a variety of trail types in order to be sensitive to the many environments the trail will pass through. The plan includes a trail type matrix and is shown on the following page.
<table>
<thead>
<tr>
<th>Item</th>
<th>High-Use Facilities</th>
<th>Multi-Use Paths</th>
<th>Bicycle-Only Paths</th>
<th>Hiking-Only Paths</th>
<th>Natural Trails</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Width (one-way)</td>
<td>8-10’</td>
<td>10’</td>
<td>8’</td>
<td>5’</td>
<td>3-5’ (minimum widths less than 5’ will be required to have 5’x5’ turnouts at intervals to meet accessibility standards)</td>
</tr>
<tr>
<td>Minimum Width (two way)</td>
<td>10-12’</td>
<td>10-12’</td>
<td>10-12’</td>
<td>8-10’</td>
<td>5’</td>
</tr>
<tr>
<td>Surface</td>
<td>Asphalt (high use pedestrian path could be other hardened surface).</td>
<td>Asphalt</td>
<td>Asphalt</td>
<td>Hardened</td>
<td>Natural/Boardwalks (natural surfaces may require surface hardening to provide accessibility)</td>
</tr>
<tr>
<td>Horizontal Clearance (incl. shoulder)</td>
<td>12-16’</td>
<td>14-16’</td>
<td>10’</td>
<td>9-12’</td>
<td>7-9’</td>
</tr>
<tr>
<td>Shoulder (area specified is on both sides of the trail)</td>
<td>2’</td>
<td>2’</td>
<td>2’</td>
<td>2’</td>
<td>Unspecified</td>
</tr>
<tr>
<td>Vertical Clearance</td>
<td>10’</td>
<td>10’</td>
<td>10’</td>
<td>10’</td>
<td>Unspecified</td>
</tr>
<tr>
<td>Cross Slope</td>
<td>2% maximum</td>
<td>2% maximum</td>
<td>2% maximum</td>
<td>2% maximum</td>
<td>Unspecified</td>
</tr>
<tr>
<td>Maximum Grades (percentage grade for short distances with flat rest areas at turn outs, except where site conditions require a greater slope for short distance)</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>Unspecified</td>
</tr>
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</table>
Appendix E.
Funding Opportunities Matrix

This appendix provides detail on the funding sources identified in Chapter 9, including contact information, application deadline, annual funding levels, matching requirements and eligible applicants and projects. It also identifies philanthropic and private sector sources of support, including local corporations and businesses in bicycling and outdoor recreation industries that have historically provided financial support for local projects and programs.
<table>
<thead>
<tr>
<th><strong>Federally-Administered Funding</strong></th>
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<tbody>
<tr>
<td><strong>Source of Funds</strong></td>
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<tr>
<td>Federal Lands Highway Funds</td>
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<tr>
<td>Transportation, Community and System Preservation (TCSP) Program</td>
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<tr>
<td>Source of Funds</td>
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</tbody>
</table>
| National Scenic Byways Program | Dates vary    | Federal Highway Administration | $800,000 to $1 million statewide | 20% non-federal match         | National Scenic Byways, All-American Roads and State-designated byways. | Improvements to enhancing access to a recreation area include bicycle and pedestrian facilities to the extent that the project and recreational area have a clear, demonstrated role in enhancing the byway traveler experience. | -                         | http://www.bywaysonline.org/  

NO LONGER FUNDED
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<tr>
<th>Source of Funds</th>
<th>Due Date</th>
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<th>Matching Requirements</th>
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<th>Comments</th>
<th>Website</th>
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<tbody>
<tr>
<td>Energy Efficiency and Conservation Block Grant Program (formula grants) (EECBG)</td>
<td>June</td>
<td>U.S. Department of Energy</td>
<td>$3.2 billion nationwide</td>
<td>None</td>
<td>States, territories, Indian tribes, cities and counties.</td>
<td>Development of bike lanes and pathways and pedestrian walkways; State/local/region al integrated planning activities with the goal of reducing greenhouse gas emissions and vehicle miles traveled; and incentive programs to reduce commutes by single occupancy vehicles.</td>
<td>Focus on projects that reduce energy use and fossil fuel emissions, and that improve energy efficiency.</td>
<td><a href="http://www.eecbg.energy.gov">www.eecbg.energy.gov</a></td>
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<tr>
<td>Source of Funds</td>
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<tr>
<td>Environmental Education Grants</td>
<td>Spring</td>
<td>U.S. Environmental Protection Agency</td>
<td>$2 million to $3 million nationwide</td>
<td>25% non-federal match</td>
<td>Colleges and universities, local and tribal education agencies, state education or environmental agencies, not-for-profit organizations, and non-commercial educational broadcasting entities</td>
<td>Project must address at least one of the following: capacity building, education reform, community stewardship, health, teaching skills, or career development.</td>
<td>Funding supports environmental education projects that enhance the public’s awareness about environmental quality. Ideal for funding interpretive elements of trail.</td>
<td><a href="https://www.epa.gov/education/environmental-education-ee-grants">https://www.epa.gov/education/environmental-education-ee-grants</a></td>
</tr>
<tr>
<td>Rivers, Trails and Conservation Assistance (RTCA) Program</td>
<td>August</td>
<td>National Park Service</td>
<td>technical assistance</td>
<td>None</td>
<td>Community groups, non-profits, local, state and federal agencies</td>
<td>River conservation, open space preservation, trail and greenway planning and development</td>
<td>RTCA assists with conceptual and master planning, organizational development, project coordination, facilitation, and public involvement.</td>
<td><a href="https://www.nps.gov/orgs/rtca/index.htm">https://www.nps.gov/orgs/rtca/index.htm</a></td>
</tr>
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| Federal Safe Routes to School (SRTS) | Mid July | Caltrans | $46 million | None | State, cities, counties, Metropolitan Planning Organizations (MPOs), Regional Transportation Authorities (RTPAs) and other organizations that partner with one of the above | Standalone infrastructure or non-infrastructure projects that must be located within 2 miles of a grade school or middle school. | Construction, education, and enforcement program to encourage children to walk and bike to school by making it safer for them to do so. | [http://safety.fhwa.dot.gov/safetyped]
| Recreational Trails Program | October 1 | California State Parks | $5.7 million statewide | 12% non-federal source | Private organizations, or municipal, county, state, tribal, or federal agencies. | Acquisition, development and rehabilitation of trails and trailhead facilities, safety programs, maintenance and restoration of existing trails (for non-motorized and motorized recreation trail uses). | - | [www.fhwa.dot.gov/environment/recretails/](http://www.fhwa.dot.gov/environment/recretails/) [www.parks.ca.gov/default.asp?page_id=24324](http://www.parks.ca.gov/default.asp?page_id=24324) |
| Bicycle Transportation Account (BTA) | December | Caltrans | $7.2 million statewide | Federal and state grants may be used for 10% local match. | Cities, counties that prepare and adopt a Bicycle Transportation Plan (BTP). | New bikeways serving major transportation corridors; secure bicycle parking facilities; elimination of hazardous conditions on existing bikeways; planning; improvement and maintenance of bikeways. | Funds projects that improve safety and convenience for bicycle commuters. | [http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm](http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm) |
| California Conservation Corps | Ongoing | California Conservation Corps | Labor | None | city, county, state and federal agencies, school districts, non-profit organizations and private industry | * Park development, maintenance and restoration; disabled access to recreational facilities  
* Trail construction (hiking, equestrian, interpretive, disabled access) | Labor for projects that conserve the State’s natural resources, enhance recreation opportunities, and provide improved access. | [http://www.ccc.ca.gov](http://www.ccc.ca.gov) |
<table>
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</thead>
<tbody>
<tr>
<td>Community Based Transportation Planning Program</td>
<td>April</td>
<td>Caltrans</td>
<td>$25 million statewide</td>
<td>11% local match</td>
<td>Metropolitan Planning Organizations (MPOs), Regional Transportation Agencies (RTPAs), cities, counties, transit agencies, and federally recognized tribal governments.</td>
<td>Pedestrian/bicycle/transit linkage studies or plans. Studies or plans that promote traffic calming, walking, biking, and livability. Green transportation infrastructure planning. Open space conservation planning.</td>
<td>Transportation and land use planning projects that encourage community involvement and partnership. Projects must support livable/sustainable community concepts. Projects should have a clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, and other under-represented communities.</td>
<td><a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a></td>
</tr>
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<tr>
<td>Environmental Justice Transportation Planning Grant</td>
<td>April</td>
<td>Caltrans</td>
<td>$3 million statewide</td>
<td>10% local match</td>
<td>Metropolitan Planning Organizations (MPOs), Regional Transportation Agencies (RTDAs), cities, counties, transit agencies, and federally recognized tribal governments.</td>
<td>Those that involve under-representative groups in planning and project development; improve access and safety for pedestrians and bicyclists; provide planning and safety improvements for pedestrians and bicycles for the low-income, minority, and tribal communities. Other eligible projects include feasibility studies for transportation improvements in under-served communities; transportation and land use projects in central and inner cities and older suburbs; and transportation projects in underdeveloped rural and agricultural areas.</td>
<td>Projects should have a clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, and other under-represented communities.</td>
<td><a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a></td>
</tr>
</tbody>
</table>

In FY 2014-15, the Community-Based Transportation Planning (CBTP) and Environmental Justice (EJ) grant programs merged with other Caltrans planning grant programs to form a new Sustainable Transportation Planning Grant Program!
<table>
<thead>
<tr>
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<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land and Water Conservation Fund</td>
<td>November</td>
<td>California State Parks</td>
<td>$3.25 million statewide</td>
<td>50% non-federal match</td>
<td>Cities, counties park districts and special districts</td>
<td>Planning, acquisition, and development of outdoor recreation areas and facilities, including trails.</td>
<td>Property acquired or developed under the program must be retained in perpetuity for public outdoor recreation use.</td>
<td><a href="http://www.parks.ca.gov/default.asp?page_id=24820">http://www.parks.ca.gov/default.asp?page_id=24820</a></td>
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<td></td>
<td>- local agencies</td>
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<td>Septeme r - state agencies</td>
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</tbody>
</table>
| Proposition 84 California River Parkways and the Urban Streams Restoration Grant Program | Pending | Department of Water Resources/ Natural Resource Agency | $28.4 million statewide - River Parkways $9.1 million statewide - Urban Streams Restoration | None | Local public agencies, non-profits, and community groups. State agencies are eligible to apply for the River Parkways program only. | * Creation or expansion of trails  
* Improvements to existing river parkways.  
* Provision of river access for non-motorized activities.  
* Relocation or reconstruction of existing trails to correct environmental damage. | Due to the budget crisis funding has been delayed. | River Parkways http://www.resources.ca.gov/bonds_riverparkways.html  
Urban Streams Restoration http://www.watershedrestoration.water.ca.gov/urbanstreams/ |
|                                       |                |                                     |                      |                       |                                              |                                                        |                                                                          |                                                                          |
| Proposition 84 Statewide Park Program | Pending but will occur no earlier than 2011. | California State Parks | $368 million statewide for two funding cycles beginning in 2009. | None | Cities, regional park districts, Joint Power Authorities (JPAs), counties, non-profits organizations | Acquisition and development projects for creation of new parks, non-motorized neighborhood and regional recreational trails, open spaces and natural areas. | Grants awarded to most critically underserved communities for the creation of new parks and facilities. | http://www.parks.ca.gov/default.asp?Page_id=26025 |

All funds have been allocated.
<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>Due Date</th>
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<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposition 84 Nature Education Facilities Program</td>
<td>Pending</td>
<td>California State Parks</td>
<td>$93 million statewide</td>
<td>None</td>
<td>Cities, counties, state agencies, districts, Joint Power Authorities (JPAs) (JPAs), non-profit organizations</td>
<td>Construction and renovation of nature facilities, buildings and structures for public education purposes or for marine wildlife conservation research.</td>
<td>Acquisition projects are not eligible under this program.</td>
<td><a href="http://www.parks.ca.gov/default.asp?Page_id=26026">http://www.parks.ca.gov/default.asp?Page_id=26026</a></td>
</tr>
<tr>
<td>Proposition 84 Sustainable Communities Planning Grant and Incentives Program</td>
<td>Late May</td>
<td>Strategic Growth Council</td>
<td>$60 million statewide for three funding cycles beginning in 2010.</td>
<td>None</td>
<td>Cities, counties, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), Joint Powers Authorities (JPAs), Council of Governments (COGs)</td>
<td>Projects that support the development and implementation of effective and/or innovative local plans that support the state’s AB 32 GHG emission reduction targets and implement SB 375, while creating sustainable communities. Projects that support collaboration between cities and/or counties, JPAs, COGs or RTPAs to work with local governments to develop or implement regional plans that meet the intent of SB 732.</td>
<td></td>
<td><a href="http://www.sgc.ca.gov/funding.html">http://www.sgc.ca.gov/funding.html</a></td>
</tr>
<tr>
<td>Proposition 1B State-Local Partnership Program</td>
<td>Mid-August</td>
<td>California Transportation Commission</td>
<td>$1 billion statewide over a five-year period.</td>
<td>1:1 match of local funds</td>
<td>local or regional transportation agencies</td>
<td>Improvements to bicycle or pedestrian safety or mobility with a useful life of at least 15 years.</td>
<td>Program is split into two sub-programs - a formula program to match local sales tax, property tax and/or bridge tolls (95%) and a competitive program to match local uniform developer fees (5%).</td>
<td><a href="http://www.catc.ca.gov/programs/SLPP.htm">http://www.catc.ca.gov/programs/SLPP.htm</a></td>
</tr>
<tr>
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<tr>
<td>Habitat Conservation Fund</td>
<td>Beginning of October</td>
<td>California State Parks</td>
<td>$2 million statewide</td>
<td>50% non-state match</td>
<td>Cities, counties, or districts</td>
<td>Projects that protect fish, wildlife and native plant resources through the acquisition or development of wildlife corridors and trails, or through nature interpretation programs and other programs which bring urban residents into park and wildlife areas.</td>
<td>-</td>
<td><a href="http://www.parks.ca.gov/?PageId=21361">http://www.parks.ca.gov/?PageId=21361</a></td>
</tr>
<tr>
<td>Environmental Enhancements Mitigation Program (EEM)</td>
<td>June</td>
<td>Resources Agency/Caltrans</td>
<td>$7 million statewide</td>
<td>None</td>
<td>Local, state and federal agencies and non-profit organizations</td>
<td>Acquisition and/or development of roadside recreational opportunities, including parks and greenways, roadside rests, scenic overlooks, trails, and snow-parks.</td>
<td>Purpose of program is to mitigate environmental impacts of new or modified public transportation facilities beyond the mitigation level required by the project’s environmental documentation.</td>
<td><a href="http://resources.ca.gov/grants/wp-content/uploads/2018/04/Final-Guidelines.pdf">http://resources.ca.gov/grants/wp-content/uploads/2018/04/Final-Guidelines.pdf</a></td>
</tr>
<tr>
<td>Public Access Program</td>
<td>Pre-applicatio n due late June</td>
<td>Wildlife Conservation Board</td>
<td>$1 million statewide</td>
<td>None</td>
<td>Cities, counties and public districts or corporations</td>
<td>Development of fishing piers or floats, access roads, boating launching ramps, trails, boardwalks, interpretive facilities and lake or stream improvements.</td>
<td>Funding for the provision of recreational public access to wildlife habitat, including interpretive trails, river access and trailheads.</td>
<td><a href="https://wcb.ca.gov/Programs/Public-Access">https://wcb.ca.gov/Programs/Public-Access</a></td>
</tr>
<tr>
<td>Land Acquisition Program</td>
<td>Application accepted on an ongoing basis.</td>
<td>Wildlife Conservation Board</td>
<td>-</td>
<td>None</td>
<td>federal, state and local public agencies and non-profit organizations</td>
<td>Capital outlay costs, including acquisition, implementation, and construction costs.</td>
<td>The WCB acquires real property or rights in real property on behalf of the Department of Fish and Wildlife and can also grant funds to other governmental entities or non-profit organizations to acquire real property or rights in real property.</td>
<td><a href="https://wcb.ca.gov/Programs/Acquisition">https://wcb.ca.gov/Programs/Acquisition</a></td>
</tr>
<tr>
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| Strategic Partnerships Planning Grant                | February      | Caltrans | $1.5 million statewide  | 20% non-federal funds or in-kind contribution | Metropolitan Planning Organizations (MPOs), Regional Transportation Agencies (RTPAs), counties, transit agencies, and federally recognized tribal governments. | * Studies that identify regional, inter-county, and/or statewide mobility and access needs  
  * Corridor studies and corridor preservation studies  
| Coastal Conservancy Grants Program – Proposition 1 Grants | 3 rounds: Oct/ March/ June | Coastal Conservancy | $100 million statewide for competitive grants for multi-benefit ecosystem and watershed protection and restoration projects | None | Public agencies and non-profit organizations | Projects that focus on trails and other public access to and along the coast, natural resource protection and restoration in the coastal zone or affecting coastal areas, restoration of coastal urban waterfronts, protection of coastal agricultural land, and resolution of land use conflicts. Funding can cover pre-project feasibility studies, property acquisition, planning and design, environmental review, construction, and monitoring. | Conservancy’s goal is to improve public access, recreation, and educational facilities and programs in and around San Francisco Bay, along the coast, the ridgelines, in urban open spaces, and natural areas. | [http://scc.ca.gov/category/grants/](http://scc.ca.gov/category/grants/) |
### Funding Administered by Regional Agencies

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<tbody>
<tr>
<td>Transportation Enhancements (TE)</td>
<td>Varies by region. Check with Regional Transportation Planning Agency (RTPA).</td>
<td>Caltrans</td>
<td>$75 million statewide</td>
<td>11.5% non-federal match</td>
<td>Local, state and federal agencies, non-profit organizations (with a DOT partner).</td>
<td>Pedestrian and bicycle facilities, pedestrian and bicycle safety and education activities, preservation of abandoned railway corridors. Note: Hiking trails are eligible for TE funding as long as there is a transportation element to the project being funded.</td>
<td>Program was integrated into the State Transportation Improvement Program (STIP).</td>
<td><a href="http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm">http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm</a></td>
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<tr>
<td>Regional Surface Transportation Program (RSTP)</td>
<td>Dates vary by Regional Transportation Planning Agencies (RTPAs) /Metropolitan Planning Organizations (MPOs)</td>
<td>Regional Transportation Planning Agencies (RTPAs) or Metropolitan Planning Organizations (MPOs) - Metropolitan Transportation Commission (MTC)</td>
<td>$353 million available to any area of the State.</td>
<td>20% non-federal match</td>
<td>Cities, counties, transit operators, Caltrans, federal agencies.</td>
<td>Bicycle transportation and parking facilities, preservation of abandoned railway corridors for bicycle and pedestrian trails, and improvements for highways and bridges.</td>
<td>A portion of the STP apportionment is set aside for Transportation Enhancement (TE) projects.</td>
<td><a href="http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm">http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm</a></td>
</tr>
<tr>
<td>Congestion Mitigation and Air Quality Improvement (CMAQ) Program</td>
<td>Varies by agency</td>
<td>Regional Transportation Planning Agencies (RTPAs), Caltrans - Metropolitan Transportation Commission (MTC)</td>
<td>2.4 billion per year 2018-2020</td>
<td>20% non-federal match</td>
<td>Cities, counties, and other local governments, transit operators, Caltrans, federal agencies.</td>
<td>Program categories include private-public partnerships, bicycle and pedestrian facilities and programs, planning and project development activities.</td>
<td>Priority consideration for cost-effective emission reduction and congestion mitigation activities.</td>
<td><a href="http://www.mtc.ca.gov/funding/">http://www.mtc.ca.gov/funding/</a></td>
</tr>
<tr>
<td>Transportation Development Act (TDA) Article 3</td>
<td>Varies by county.</td>
<td>Regional Transportation Planning Agencies (RTPAs) - Metropolitan Transportation Commission (MTC)</td>
<td>Varies - 2% of total TDA. $771,664 for Contra Costa County, $414,844 for Solano County</td>
<td>None</td>
<td>Cities, counties, joint powers authorities</td>
<td>Bicycle and pedestrian facility planning and construction.</td>
<td>TDA provides two funding sources: * The Local Transportation Fund (LFT) and * The State Transit Assistance (STA) fund</td>
<td><a href="http://www.mtc.ca.gov/funding/STA-TDA/">http://www.mtc.ca.gov/funding/STA-TDA/</a></td>
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<tr>
<td>One Bay Area Grant Program (OBAG 2)</td>
<td>April</td>
<td>Metropolitan Transportation Commission</td>
<td>$386 million over 5 years</td>
<td>Minimum 11.5%; no &quot;in-kind&quot; match allowed.</td>
<td>Cities, Counties or Transit Operators in Priority Development Areas (PDA). Approximately $386 million in federal funds are set to go to 180 transportation projects in 95 jurisdictions across all nine Bay Area Counties.</td>
<td>Flexibility to support local priorities. Cities and counties can use these funds to invest in: • Local street and road maintenance • Streetscape enhancements • Bicycle and pedestrian improvements • Safe Routes to School projects • Priority Conservation Areas (PCAs) • Transportation planning</td>
<td>Funds are targeted to projects in <strong>Priority Development Areas (PDAs)</strong> to support efforts for focused growth.</td>
<td><a href="https://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2">https://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2</a></td>
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<td>County Program</td>
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<tr>
<td>Regional Bicycle and Pedestrian Grant Program</td>
<td>Varies by county. Counties need to submit priority projects by June for MTC to obligate funds by October.</td>
<td>Metropolitan Transportation Commission</td>
<td>$19.5 million distributed to 9 Bay Area counties.</td>
<td>11.5% non-federal match</td>
<td>Local governments, transit operators, and other public agencies within the nine Bay Area counties.</td>
<td>Construction of the Regional Bicycle Network, regionally significant pedestrian projects as well as bicycle/pedestrian projects serving schools or transit.</td>
<td>Program funds projects three years at a time for a period of 6 years.</td>
<td><a href="http://www.mtc.ca.gov/planning/bicycles/regionalfunding/fundingprograms">http://www.mtc.ca.gov/planning/bicycles/regionalfunding/fundingprograms</a></td>
</tr>
<tr>
<td>Regional Transportation Improvement Program (RTIP)</td>
<td>Varies by Regional Transportation Planning Agency (RTPA)</td>
<td>Regional Transportation Planning Agencies (RTPAs) - Metropolitan Transportation Commission (MTC)</td>
<td>$580 million statewide (2010), $26 million for Bay Area (2010)</td>
<td>None</td>
<td>Eligible sponsor of projects for the State Transportation Improvement Program (STIP)</td>
<td>Local road improvements and rehabilitation, public transit, pedestrian and bicycle facilities and grade separation, intermodal facilities, and safety.</td>
<td>The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System.</td>
<td><a href="http://www.catca.gov/programs/">http://www.catca.gov/programs/</a></td>
</tr>
<tr>
<td>Bicycle and Pedestrian Funding Program</td>
<td>Late October</td>
<td>Sacramento Area Council of Governments</td>
<td>$350 million over 23-year period.</td>
<td>11.47% non-federal match</td>
<td>Local government agencies and their partners within Sacramento, Sutter, Yolo and Yuba counties.</td>
<td>Bicycle and pedestrian planning, education, information and marketing, including bicycle and pedestrian master plans, design manuals, bicycle/pedestrian coordinator positions, public relations campaigns, mapping projects, brochures and pamphlets.</td>
<td>Projects provide facilities for walking and biking within the cities and towns of the region and to provide connections between them.</td>
<td><a href="http://www.sacog.org/regionalfunding/fundingprograms">http://www.sacog.org/regionalfunding/fundingprograms</a></td>
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<tr>
<td>Transportation Fund for Clean Air Program (TFCA)</td>
<td>Mid September</td>
<td>Bay Area Air Quality Management District</td>
<td>$600,000</td>
<td>None</td>
<td>Public agencies within Bay Area Quality Management Air District's jurisdiction.</td>
<td>Construction of bicycle and pedestrian facilities, including paths and bike lanes, and bicycle/pedestrian overpasses.</td>
<td>TFCA funds are available through the Regional Fund - Bicycle Facilities Program and administered through the Air District and the County Program Manager Fund administered the Bay Area's nine county Congestion Management Agencies (CMAs).</td>
<td><a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Transportation-Fund-for-Clean-Air.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Transportation-Fund-for-Clean-Air.aspx</a></td>
</tr>
<tr>
<td>Clean Air Fund (CAF) Program</td>
<td>Late March</td>
<td>Yolo-Solano Air Quality Management District</td>
<td>$390,000 for eastern Solano County. Western Solano County is funded through the Bay Area Air Quality Management District.</td>
<td>None</td>
<td>Public or private agencies, groups of individuals in the Yolo Solano Air Basin.</td>
<td>Construction of bicycle and pedestrian facilities, implementation of public education campaign.</td>
<td>Program goal is to reduce emissions from motor vehicles by supporting cleaner vehicle technologies, alternative modes of transportation, and educating the public about air pollution.</td>
<td><a href="http://www.ysaqmd.org/incentive-caf.php">http://www.ysaqmd.org/incentive-caf.php</a></td>
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## Funding Administered by Local Agencies

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<tr>
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<tr>
<td>Bay Trail Regional Development Program (RDP) Funds</td>
<td>Pending</td>
<td>Association of Bay Area Governments</td>
<td>$2.5 million</td>
<td>None</td>
<td>Cities, counties, special districts, state and federal agencies, land trusts, non-profit organizations within the nine county Bay Area region.</td>
<td>Program funds projects that complete Bay Trail gaps, including feasibility studies, design and construction.</td>
<td></td>
<td><a href="http://www.baytrail.org/index.html">http://www.baytrail.org/index.html</a> <a href="http://www.abag.ca.gov/bayarea/baytrail/grants.html">http://www.abag.ca.gov/bayarea/baytrail/grants.html</a></td>
</tr>
<tr>
<td>Measure WW - Local Grant Program</td>
<td>February 1 through March 31</td>
<td>East Bay Regional Park District (EBRPD)</td>
<td>$125 million</td>
<td>None</td>
<td>Cities, special park and recreation districts, county service areas established to provide parks and recreation services in Contra Costa and Alameda counties.</td>
<td>Acquisition and development of capital projects that provide lands and facilities for recreational activities and services and historic preservation.</td>
<td>The Grantee may spend up to 20% of the Project Grant amount for pre-construction costs, including grant administration, survey, plans, permits, specifications, CEQA compliance and/or acquisition documents.</td>
<td><a href="http://www.ebparks.org/ww/aaa">http://www.ebparks.org/ww/aaa</a></td>
</tr>
<tr>
<td>Solano Bicycle and Pedestrian Program</td>
<td>Pending</td>
<td>Solano Transportation Authority</td>
<td>Uncertain - pending passage of new transportation act.</td>
<td>11.5% local match</td>
<td>Cities and counties in Solano County.</td>
<td>Class I/II multi-use trails, Class III bike routes, streetscape improvements and possibly infrastructure improvements. Program does not fund purely recreational trails but could fund recreation trails within cities if link is demonstrated.</td>
<td>Next funding round will be for 2013 projects.</td>
<td><a href="http://www.solanolinks.com/programs.html#sbpp">http://www.solanolinks.com/programs.html#sbpp</a></td>
</tr>
</tbody>
</table>

http://www.baytrail.org/index.html
http://www.abag.ca.gov/bayarea/baytrail/grants.html
http://www.ebparks.org/ww/aaa
http://www.solanolinks.com/programs.html#sbpp
### Non-Traditional Funding Sources

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<thead>
<tr>
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<tbody>
<tr>
<td>Community Development Block Grants - Entitlement Communities Grant</td>
<td>July</td>
<td>Department of Housing and Urban Development</td>
<td>$42.8 million statewide</td>
<td>None</td>
<td>Principal cities of Metropolitan Statistical Areas (MSAs); Metropolitan cities with populations of at least 50,000; qualified urban counties with populations of at least 200,000.</td>
<td>Acquisition of real property; relocation and demolition; construction of public facilities and improvements, including sidewalk improvements, bike lanes, paths and trails.</td>
<td>Activities must relate to energy conservation and renewable energy resources.</td>
<td><a href="http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm">www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm</a></td>
</tr>
<tr>
<td>Tax Increment Financing</td>
<td>N/A</td>
<td>City or county redevelopment agencies</td>
<td>N/A</td>
<td>N/A</td>
<td>Neighborhoods or communities that lie within redevelopment project areas.</td>
<td>Urban trails that lie within redevelopment project areas. Trails must be linked with redevelopment plan.</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Development Impact Fees</td>
<td>N/A</td>
<td>Cities, counties</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Exactions assessed against developers that are paid prior to construction of land improvements. They can be a significant source of local revenues for development of recreational facilities which are ordinarily within or adjacent to the construction site.</td>
<td>They are a one-time revenue source and could be applicable to the development of new trails.</td>
<td>N/A</td>
</tr>
<tr>
<td>Park and Open Space Dedication and Fees (Quimby Act)</td>
<td>N/A</td>
<td>Cities, counties</td>
<td>N/A</td>
<td>N/A</td>
<td>Local public agencies that provide park and recreation services</td>
<td>Projects that secure park and open space land and improvements in conjunction with major residential developments.</td>
<td>Allows a city or county to require payments and/or dedication of land for parks as a condition of subdivision approval.</td>
<td>N/A</td>
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<tr>
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<tr>
<td>Mello-Roos Community Facilities District Special Tax</td>
<td>N/A</td>
<td>City, county, special district, school district, joint powers authority</td>
<td>N/A</td>
<td>N/A</td>
<td>Cities, counties, special districts, school districts, joint powers authorities</td>
<td>Public improvements within that district, including improvements to bike paths, lanes and pedestrian facilities. Improvements for park, recreation and open-space facilities are also eligible.</td>
<td>Property owners with the district are responsible for paying back the bonds.</td>
<td>N/A</td>
</tr>
<tr>
<td>Special Purpose Sales Tax</td>
<td>N/A</td>
<td>Counties</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>An additional countywide sales tax could be levied on top of the existing sales tax base to pay for local transportation projects or park and recreation facilities. Counties could use the revenue stream to pay off debt from a bond issuance or set aside a fixed amount annually for a bicycle/pedestrian funding program.</td>
<td>The passage of a sales tax measure would require a two-thirds majority vote of residents. Bay Area counties, with the exception of Solano and Napa counties, have passed ballot measures to fund transportation (including bicycle) projects.</td>
<td>N/A</td>
</tr>
<tr>
<td>Special Purpose Parcel Tax</td>
<td>N/A</td>
<td>Counties</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>A flat per-parcel tax places a set amount of additional tax on every parcel in the subject area and can be levied countywide.</td>
<td></td>
<td>N/A</td>
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<tr>
<td>County Park Generated Revenue</td>
<td>N/A</td>
<td>County parks</td>
<td>N/A</td>
<td>N/A</td>
<td>Cities, counties</td>
<td>Fees collected for day use, boat launching, camping. Revenue also generated from concessioners within the park.</td>
<td></td>
<td>N/A</td>
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<tr>
<td>Bicycle Registration Fees</td>
<td>N/A</td>
<td>Cities, counties</td>
<td>N/A</td>
<td>N/A</td>
<td>Cities, counties</td>
<td>Bicycle-related programs and projects.</td>
<td>Ideal in cities and counties where high concentrations of bicyclists exist.</td>
<td>N/A</td>
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<tr>
<td>Trust Fund or Endowment Fund</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td>Trust funds earmark revenue sources to develop sustainable principle that can generate funds for the acquisition and management of parks and open space.</td>
<td></td>
<td>Needed source of funds can come from general appropriations (one-time or ongoing), lotteries, mitigation funds, special taxes, user fees, and severance payments on natural resources extracted from public lands.</td>
<td>N/A</td>
</tr>
<tr>
<td>Volunteer and Public-Private Partnerships</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td>Community-based initiative to implement trail construction, improvement and maintenance projects.</td>
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<td>N/A</td>
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**Philotropy, Community Investment and Planned Giving**

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<tbody>
<tr>
<td>Kodak American Greenways Program</td>
<td>March 31 through June 30</td>
<td>Eastman Kodak Company, The Conservation Fund and National Geographic Society</td>
<td></td>
<td>None</td>
<td>Local, regional, or statewide non-profit organizations and public agencies</td>
<td>Grants can be used for all appropriate expenses needed to complete, expand or improve a greenway project including planning, technical assistance, legal and other costs.</td>
<td>Program goal is to stimulate the planning and design (or restoration) of greenways, trails or waterways in communities throughout the U.S.</td>
<td><a href="http://www.conservatio">http://www.conservatio</a> nfund.org/kodak_award s</td>
</tr>
<tr>
<td>Bikes Belong Coalition</td>
<td>Ongoing</td>
<td>People for Bikes</td>
<td></td>
<td>None</td>
<td>Public agencies and non-profit organizations whose missions are bicycle and/or trail specific.</td>
<td>Facility projects such as bike paths and trails that connect existing facilities or create new opportunities; leverage federal, state, and private funds.</td>
<td>Organization only able to fund 15 -20% of the applications they receive.</td>
<td><a href="http://www.peopleforbi">http://www.peopleforbi</a> kes.org/</td>
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<tr>
<td>American Canoe Association (ACA) Club-Fostered Stewardship Program</td>
<td>Ongoing</td>
<td>American Canoe Association in partnership with L.L. Bean</td>
<td>To date, ACA has made 44 grants totaling $35,860.</td>
<td>None</td>
<td>Local and regional paddling clubs</td>
<td>Those that protect, maintain or restore recreational waterways, provide for or improve public access, or enhance safe navigation. Eligible projects include: cleaning up waterways, maintaining access areas, establishing and maintaining paddle trails, and acquiring threatened access points.</td>
<td>Program encourages paddling clubs to take an active role in protecting and improving the nation's rivers, lakes and coastlines.</td>
<td><a href="http://www.americancanoe.org">www.americancanoe.org</a></td>
</tr>
<tr>
<td>Conservation Alliance Grant Program</td>
<td>May 1 and November 1</td>
<td>The Conservation Alliance</td>
<td>$900,000</td>
<td>None</td>
<td>Non-profit organizations nominated by Alliance member</td>
<td>Those that protect a specific wild land or waterway for its habitat and recreational values and engage grassroots citizen action in support of the conservation effort.</td>
<td>Grants focus on habitat conservation and recreation. The Conservation Alliance conducts two funding cycles annually.</td>
<td><a href="http://www.conservationalliance.com/grants">http://www.conservationalliance.com/grants</a></td>
</tr>
<tr>
<td>California State Parks Foundation Competitive Grants Program</td>
<td>Round 1 July 1st Round 2 October 1st Round 3 January 1st Round 4 May 1st</td>
<td>California State Parks Foundation</td>
<td>$150 million raised since inception.</td>
<td>None</td>
<td>Non-profit organizations, California state park units and park agencies</td>
<td>Trail restoration, habitat restoration, land acquisition, and restoration of historic structures. Trails Legacy Fund supports projects that protect and expand the equestrian, hiking and biking trails in California's state parks, as well as to provide greater accessibility to visitors.</td>
<td>Foundation's mission is focused on protecting, enhancing and advocating for the California State Parks System.</td>
<td><a href="http://calparks.org/programs/competitive-grant/">http://calparks.org/programs/competitive-grant/</a></td>
</tr>
<tr>
<td>Responsive Grants Program</td>
<td>August</td>
<td>Sierra Health Foundation</td>
<td>$500,000</td>
<td>None</td>
<td>Non-profit organizations and public agencies in 26-county funding region (includes parts of Solano, San Joaquin, Sacramento, and Yolo counties).</td>
<td>Projects that improve health and quality of life; make the case for need related to the population to be served; identify how the project will improve health; demonstrate the anticipated positive impact; and leverage resources</td>
<td>Program supports projects that improve health and quality of life.</td>
<td><a href="http://www.sierrahealth.org/doc.aspx?129">http://www.sierrahealth.org/doc.aspx?129</a></td>
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<tr>
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<tr>
<td>ACHIEVE Healthy Communities demonstration site</td>
<td>December</td>
<td>National Recreation and Park Association</td>
<td>$350,000</td>
<td>None</td>
<td>Park and recreation agencies</td>
<td>Projects that 1.) build or strengthen a local coalition of community stakeholders/partners, and 2.) develop a community action plan to address chronic disease risk factors such as physical inactivity.</td>
<td>The other three national organizations offering funding through the ACHIEVE Initiative are the YMCA of the USA, National Association of City and County Health Officials (NACCHO), and the National Association of Chronic Disease Directors (NACDD)</td>
<td><a href="http://www.nrpa.org/achieve">http://www.nrpa.org/achieve</a></td>
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<tr>
<td>The California Endowment</td>
<td>Ongoing</td>
<td>California Endowment</td>
<td></td>
<td>None</td>
<td>non-profits, government and public agencies.</td>
<td>By invitation only. Projects may include policy development and advocacy, replication, adaption or development of evidence-based program models, community mobilization, organizing and coalition building, and community leadership development.</td>
<td>California is leading the way, building power in low income neighborhoods and in communities of color to advocate for public policies that aim to reduce air pollution, prevent displacement, shorten commutes, keep our neighborhoods safe, and so much more.</td>
<td><a href="http://www.calendow.org/funding-opportunities/">http://www.calendow.org/funding-opportunities/</a></td>
</tr>
<tr>
<td>Wal-Mart Acres for America</td>
<td>Pre-proposal due April 1 and September 1</td>
<td>National Fish and Wildlife Foundation and Wal-Mart</td>
<td>$1.8 million</td>
<td>1:1 match</td>
<td>Non-profit organizations and government agencies.</td>
<td>Land preservation for outdoor recreation, education, or open space - including farmland and forest land - that yields a significant public benefit.</td>
<td>Focus is on projects that conserve Metropolitan Planning Organizations (MPOs) habitat for fish, wildlife, and plants through acquisition of interest in real property.</td>
<td><a href="http://www.nfwf.org/acsrfamerica/Pages/2018rfp.aspx">http://www.nfwf.org/acsrfamerica/Pages/2018rfp.aspx</a></td>
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<tr>
<td>REI</td>
<td>Ongoing</td>
<td>REI</td>
<td></td>
<td>3% of previous year’s operating profits - $8.8 million in 2017.</td>
<td>None</td>
<td>Non-profit organizations</td>
<td>Access to outdoor recreation and conservation projects.</td>
<td>Funding to make outdoor activities accessible to everyone and promote stewardship of the outdoors through two grant categories: conservation and outdoor recreation.</td>
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</table>

**Partnership Resources**

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<tbody>
<tr>
<td>Solano Land Trust Conservation Easements and Mitigation Programs</td>
<td>N/A</td>
<td>Solano Land Trust</td>
<td>N/A</td>
<td>N/A</td>
<td>Landowners, state and federal agencies, cattle and sheep grazers, non-profit organizations</td>
<td>The Solano Land Trust: * Holds conservation easements on mitigation land. * Receives conservation land in fee-title. * Designs and implements habitat restoration projects on existing SLT properties. * Receives mitigation fees to fund land preservation and restoration activities.</td>
<td>Solano Land Trust works with partners to permanently protect and preserve farmland, ranchland and open space in Solano County through the acquisition of land and agricultural conservation easements, education and land management.</td>
<td><a href="http://www.solanolandtrust.org/">http://www.solanolandtrust.org/</a></td>
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<tr>
<td>Trust for Public Land</td>
<td>N/A</td>
<td>Trust for Public Land</td>
<td>technical assistance</td>
<td>N/A</td>
<td>Landowners, community groups, and federal, state and local agencies</td>
<td>TPL provides technical assistance on land conservation projects, and assists states and communities pass ballot measures for conservation-related funding.</td>
<td>TPL conserves land for parks, community gardens, historic sites, rural lands, and other natural places.</td>
<td><a href="http://www.tpl.org/">http://www.tpl.org/</a></td>
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<tr>
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<td>Matching Requirements</td>
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<td>Comments</td>
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<tr>
<td>Rails-to-Trails Conservancy</td>
<td>N/A</td>
<td>Rails to Trails Conservancy</td>
<td>N/A</td>
<td>N/A</td>
<td>Community-based organizations, and federal, state and local agencies</td>
<td>Rails to Trails provides technical assistance in areas of trail outreach, planning, design, research and project implementation for abandoned rail corridors.</td>
<td>RTC's mission is to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for people.</td>
<td><a href="http://www.railstotrails.org">http://www.railstotrails.org</a></td>
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</table>
| East Bay Regional Park District        | N/A      | East Bay Regional Park District (EBRPD) | See Measure WW - Local Grant Program above for EBRPD funding program details. | N/A                   | Public agencies and non-profit organizations                            | Mission statement includes, but is not limited to, the following objectives:  
* Participate in partnerships with public agencies, non-profit organizations, volunteers and the private sector to achieve mutual goals.  
* Provide a diversified system of Regional Parklands, trails and parkland-related services that will offer outstanding opportunities for creative use of outdoor time. |                                                                                                                                                                           | http://www.ebparks.org/planning                                                                                      |
<p>| Bay Trail                             | N/A      | Association of Bay Area Governments (ABAG) | See Bay Trail Regional Development Program (RDP) Funds above for funding program details. | N/A                   | Non-profit organizations, public and private agencies                  | ABAG could help identify funding sources, partner on trail projects that link to Bay Trail, and provide guidance on trail planning and development. |                                                                                                                                                                           | <a href="http://www.baytrail.org/index.html">http://www.baytrail.org/index.html</a>                                                                         |
| Statewide Trails Program and Planning  | N/A      | California State Parks         | See Proposition 84 programs and Habitat Conservation Funds above for funding program details. | N/A                   | Trail managers, recreation providers, open space managers and non-government trails and greenways advocates. | The Statewide Trails Section provides education and technical assistance on non-motorized trail planning, design, construction, funding and management throughout California. |                                                                                                                                                                           | <a href="http://www.parks.ca.gov/?page_id=1324">http://www.parks.ca.gov/?page_id=1324</a>                                                                        |</p>
<table>
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<tbody>
<tr>
<td>Outdoor Recreation, Discover the Delta, and Delta Environmental programs.</td>
<td>N/A</td>
<td>Discover the Delta Foundation</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td>Assists with obtaining funding, marketing and outreach efforts for the project through foundation's programs.</td>
<td><a href="http://www.discoverthedelta.org/">http://www.discoverthedelta.org/</a></td>
</tr>
</tbody>
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