

An aerial photograph of a suburban neighborhood. A paved road runs vertically through the center. To the left of the road are several houses, some with large lawns. To the right, there are more houses, a baseball field, and a large green field. In the foreground, there are dense trees and a large building with a swimming pool. The overall scene is a mix of residential and recreational areas.

07

Implementation Strategy

Existing Annie & Mary
Trail in Blue Lake

7.1 OVERVIEW

This chapter outlines the next steps for the GRTA and its partners to advance the implementation of the Great Redwood Trail. The GRTA and project partner team will have to overcome complex and costly challenges to complete the entire trail and realize the estimated \$104 million in annual economic benefits. The GRT corridor has significant challenges to trail planning, construction, and maintenance in certain locations, particularly in remote segments within the Eel River Canyon. These challenges include the following:

- ▶ Areas with steep, unstable slopes that destabilize hundreds and occasionally thousands of feet of the corridor
- ▶ Existing right-of-way (ROW) obstructions that occasionally fully block the corridor
- ▶ Former rail infrastructure (i.e., bridges, trestles, tunnels, and major culverts) that are dilapidated or have been destroyed by years of neglect
- ▶ The high cost of developing a public trail
- ▶ The need for developing collaborative strategies to protect sensitive cultural, botanical, and wildlife resources within and near the rail line



Existing trestle

A fully connected and complete GRT could take decades to complete. The prioritization process (see [Chapter 6](#)) can inform where to direct energy and resources; however, GRT segments will also move forward opportunistically in coordination with California Native American tribes, local government, and nonprofit partners. The development of some segments will depend upon the availability of resources and partnership opportunities, as well as the presence of technical challenges. Before construction of any given segment, the GRTA and its partners will develop detailed design plans, working within GRTA's Environmental Protection and Compliance Review process, and work closely with California Native American tribes, community members, neighbors, law enforcement and emergency service providers, and other agencies to facilitate implementation. Formalizing agreements with responsible parties and securing funding for operations and maintenance is critical to the success of the GRT.

There are three parallel paths for the GRTA and partners to simultaneously pursue, to facilitate the implementation of the GRT Master Plan:



Railbanking



**Trail design and
environmental compliance**



**Funding for all stages
of trail development,
including O&M**

7.2 RAILBANKING

Railbanking is the process by which unprofitable or unused rail corridors can be converted to trails for recreational or transportation purposes. Railbanking allows railroad owners to preserve established rail lines by transferring them, through sale, donation, or lease, to a qualified public or private entity to manage the right-of-way (ROW) as an interim trail. This entity becomes legally and financially responsible for managing the rail corridor ROW. The corridor can be used as a trail until the need for rail service resumes, at which point the ROW can be converted to or shared with active rail. GRTA is

mandated to undertake the process of railbanking the former North Coast Railroad Authority rail corridor with the Surface Transportation Board.

In the fall of 2022, the corridor was railbanked from Willits north to Humboldt Bay. There are current filings with the Surface Transportation Board (STB) to allow for eventual railbanking filings from Sonoma County to Willits. More information and updates on this process can be found on the GRTA website: <https://thegreatredwoodtrail.org/railbanking/>



Hopland Station

7.3 TRAIL DESIGN AND PERMITTING

The Master Plan is intended to be used for planning purposes only. It provides comprehensive design guidelines and solutions for typical GRT challenges, but detailed design will be required for each segment before construction. Future designs will be informed by the Master Plan design guidelines and industry best practices and design standards, using detailed survey information and expertise. This design process will incorporate input from California Native American tribes, neighboring property owners, community members, and other relevant agency and nonprofit stakeholders.

INTEGRATING ENVIRONMENTAL PROTECTION INTO SEGMENT-LEVEL TRAIL DEVELOPMENT

The planning, design, site acquisition, construction, operation, and maintenance of the Great Redwood Trail are exempt from the California Environmental Quality Act (CEQA) under Public Resources Code section 21080.57 and the Budget Act of 2025 as amended on September 17, 2025 by Senate Bill [SB] 105, because the GRT is a non-motorized trail facility funded in part by the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Fund ("Proposition 4"). While the exemption serves to expedite environmental restoration and construction, the GRTA is committed to environmental stewardship and resource protection.

When an individual GRT segment is ready for development (primarily based on the Master Plan prioritization results matrix – [Table 21](#)), GRTA will follow a structured, step-by-step review process to ensure the project is consistent with the Master Plan, incorporates environmental and tribal cultural resource protection measures, and complies with applicable state and federal laws. A project partner (or GRTA itself) first creates a high-level

summary of the segment, and gathers information regarding the segment's location, scope, timeline, funding, and anticipated regulatory considerations. GRTA staff then evaluate the segment proposed for implementation by analyzing existing datasets in coordination with contracted engineering and environmental compliance professionals and develops a project-specific Compliance Checklist that identifies required studies and information, to incorporate into any proposed action applicable design standards, permitting considerations, and environmental protection measures based on site-specific conditions.

GRTA effectuates the Compliance Checklist by conducting required biological, cultural, hydrological, hazardous materials, and/or other technical studies needed based on project characteristics, and incorporates GRTA's standardized Environmental Protection Specifications and any project-specific needs into project designs and construction plans. GRTA staff review draft and final materials and verify all matters identified in the Checklist as needing consideration have been analyzed before recommending the project to the GRTA Board. Final approval occurs at a public Board meeting, ensuring transparency and accountability. Through this process, environmental compliance is assured through targeted, enforceable standards, permits, and regulatory agency coordination tailored to each trail segment's specific environmental context. To learn more about this process, see Appendix H. Environmental Protection and Compliance Review.

✓ = Required
 LR = Likely Required
 NL = Not Likely Required

Table 22: Great Redwood Trail environmental permitting matrix

County	Trail Type	GRT Master Plan Segment	Tribal Communication	GRTA Encroachment Permit	CWA Section 404 Permit or CWA Section 401 Water Quality Certification ¹	CDFW Lake and Streambed Alteration Notification/ Agreement (Section 1602 of FGC) ²	State or Regional Water Board Permits
Mendocino County	Crushed Stone	1	✓	✓	✓	✓	✓
	Paved	2–6	✓	✓	✓	✓	✓
	Crushed Stone	7–8	✓	✓	✓	✓	✓
	Paved	9–10	✓	✓	LR	LR	✓
	Crushed Stone	11–13	✓	✓	LR	LR	✓
	Backcountry	14–17	✓	✓	✓	✓	✓
Trinity County	Backcountry	18	✓	✓	LR	LR	✓
Humboldt County	Backcountry	19–24	✓	✓	✓	✓	✓
	Crushed Stone	25–28	✓	✓	✓	✓	✓
	Backcountry	29	✓	✓	LR		✓
	Paved	30–39	✓	✓	✓	✓	✓
	Crushed Stone	40–41	✓	✓	LR	LR	✓
	Paved	42–43	✓	✓	NL	NL	✓

Notes: CCC = California Coastal Commission; CDFW = California Department of Fish and Wildlife; CWA = Clean Water Act; FGC = Fish and Game Code; GRT = Great Redwood Trail; LSAA = Lake and Streambed Alteration Agreement; NPDES = National Pollutant Discharge Elimination System; SWRCB = State Water Resources Control Board.

The permits and agencies identified in this table are provided for illustrative purposes and do not represent a complete or final list. Permit needs will be determined on a segment-by-segment basis through further technical review and consultation with regulatory agencies. The Great Redwood Trail Agency will work closely with agencies and partners to assess existing conditions and obtain all necessary permits in compliance with applicable laws and regulations.

¹ The need for Clean Water Act permitting, permitting for dredge and fill of waters of the state, and notification of lake and streambed alteration was determined by reviewing the culvert and bridge data contained in Appendix C of the Great Redwood Trail Feasibility, Governance and Railbanking Report. Where the data in Appendix C indicated that a culvert or bridge would need replacement, it was assumed a permit could be required. Where a segment crosses an aquatic linear feature identified in the US Fish and Wildlife Service's National Wetlands Inventory (accessed October 2023) and no culvert or bridge was identified in Appendix C, it is conservatively assumed that a permit may be required (shown with an "[*]") (with the exception of the culverts along segment 42–43, which also cross under Samoa Blvd.) The final need for permitting due to the dredge or fill of waters or impacts to the bed and bank of any stream will need to be determined based on project-level design and completion of an aquatic resources delineation where wetlands may be affected.

✓ = Required
 LR = Likely Required
 NL = Not Likely Required

Table 22, continued: Great Redwood Trail environmental permitting matrix

County	Trail Type	GRT Master Plan Segment	State Lands Commission Permit/Lease	US Coast Guard Section 10 Bridge Permits	Coastal Act Permits from CCC and Local Governments ²	Caltrans Encroachment Permit ³	County, City, or Special District Encroachment Permit ⁴
Mendocino County	Crushed Stone	1				✓	✓
	Paved	2–6		LR		✓	✓
	Crushed Stone	7–8				✓	✓
	Paved	9–10				✓	✓
	Crushed Stone	11–13				✓	✓
	Backcountry	14–17					
Trinity County	Backcountry	18		LR			
Humboldt County	Backcountry	19–24					✓
	Crushed Stone	25–28	LR	LR		✓	✓
	Backcountry	29				✓	✓
	Paved	30–36	LR	LR	LR	✓	✓
	Paved	37–39	LR	LR		✓	✓
	Crushed Stone	40–41				✓	✓
	Paved	42–43	LR	LR	✓	✓	✓

2 Generally, any “development” activity in the Coastal Zone requires a Coastal Development Permit from the California Coastal Commission or local government with a certified Local Coastal Program. The Coastal Act defines development broadly (with a few narrow exceptions), to include not only typical land development activities such as construction of buildings, but also changes in the intensity of use of land or water, even where no construction is involved. Coastal Development Permits are required for portions of the GRT that are within the Coastal Zone.

3 Caltrans encroachment permits would be required if the GRT crosses into Caltrans ROW, including under or over a state-maintained highway, per California Department of Transportation Encroachment Permits guidance (accessed November 2023). Most segments that would require a Caltrans encroachment permit cross under US 101; however, segment 11–13 encroaches into the US 101 and State Route (SR) 162 ROWs; segment 40–41 encroaches into the SR 36 ROW; and segment 42–43 encroaches into SR 255 and SR 299 ROWs. Additionally, if construction of trail segments would require the use of a highway shoulder or lane closure, a Caltrans encroachment permit would also be required.

4 Encroachment permits are required for at-grade crossings of county and city roads. Any type of new infrastructure in the county or city right-of-way—including crosswalks, signs, striping, or road improvements—would require an encroachment permit. Additionally, if the construction of trail segments would require the use of a road shoulder or lane closure, an encroachment permit would be required. For the purposes of this table, it is assumed that GRT segments crossing county- or city-maintained roads would have some type of improvement accompanying the trail. If the trail crosses a county or city roadway and no improvements were made, creating an unprotected and unmarked crossing, then an encroachment permit would not be required. Project activities occurring within the jurisdiction of a Special District (e.g., utility districts, water/watershed districts, sewer districts) may require these permits. In the case where GRTA is the landowner for an at-grade crossing of a City or County road, an encroachment permit would likely not be required.

OTHER PERMIT REQUIREMENTS

Additionally, each GRT segment will require various permits and compliance with relevant federal, state, and local laws. To ensure regulatory compliance and consistency with GRTA's adopted commitment to environmental restoration and good land stewardship, prior to providing site control or construction approval for segments of the GRT, GRTA should evaluate each proposal for consistency with adopted environmental protection measures and construction specifications, as outlined in [Table 22](#). The matrix groups GRT trail segments based on location (i.e., county) and trail type (i.e., paved, crushed stone, backcountry) from south to north. Potential relevant federal, state, and local agency permits are included as column headers. Where required permits are anticipated, a (✓) is shown in the appropriate column. This matrix includes footnotes with information about specific methods used to determine permit applicability and other relevant considerations.

Additional environmental permits may be required for specific trail segments, depending on future trail design, appurtenant structures, and the feasibility of implementing avoidance measures. The section following [Table 22](#) describes these additional permits in more detail, including permit triggers, considerations, additional project-level studies that may be required, and processes. Information about hazardous material processes, Federal and State Endangered Species Act permitting, and the National Pollutant Discharge Elimination System (NPDES) is included in this section.

[Table 22](#) was developed based upon the current understanding of the GRT, which did not include detailed project design. Assumptions about permitting requirements were based on existing conditions in the corridor and information from the Great Redwood Trail Feasibility, Governance, and Railbanking Report.¹ Future detailed project-level analyses will determine which permits will be required at each segment.

1 California State Parks, California Natural Resources Agency, and California State Transportation Agency. 2020. Great Redwood Trail Feasibility, Governance and Railbanking Report. Prepared by: Ascent Environmental, Inc., and Alta Planning + Design. July.



Other Potential Environmental Permits

Additional environmental permits may be required for some GRT trail segments, depending on trail design and feasible avoidance measures. These additional permits are described in detail below, including permit triggers and processes.

HAZARDOUS MATERIALS

The *Great Redwood Trail Feasibility, Governance, and Railbanking Report*² identified existing conditions and documented hazardous materials sites within or immediately adjacent to the rail corridor. State Water Resources Control Board records indicated that many sites were in various stages of remediation, and the most common types of hazardous material identified were underground or aboveground storage tanks containing oils, fuels, and contaminated soils from abandoned lumber and rail maintenance yard activities.³ In addition, residual contamination from railroad ties treated

2 California State Parks, California Natural Resources Agency, and California State Transportation Agency. 2020. Great Redwood Trail Feasibility, Governance and Railbanking Report. Prepared by: Ascent Environmental, Inc., and Alta Planning + Design. July.

3 Same as previous, Appendix C.



Hazardous material may include abandoned train equipment, grease boxes, and waste barrels.

with chemicals (such as creosote) may be found along the corridor. The extent of contamination and required steps to remediate hazardous sites will be determined through additional evaluations conducted as specific areas undergo detailed design work or targeted remediation work is planned.

The Department of Toxic Substances Control, a division of the California Environmental Protection Agency (CalEPA), has primary regulatory responsibility over hazardous materials in California and works with the US Environmental Protection Agency to enforce and implement hazardous materials laws and regulations. CalEPA oversees the State's Unified Program, which is intended to protect residents from hazardous wastes and materials by ensuring that local regulatory agencies apply statewide standards when they issue permits, conduct inspections, and engage in enforcement activities. Under the Unified Program, Certified Unified Program Agencies (CUPAs) were established throughout the state and are responsible for carrying out CalEPA's Unified Program responsibilities at the

local level. Coordination with the appropriate CUPAs (i.e., Mendocino County Environmental Health, Trinity County CUPA, and Humboldt County Division of Environmental Health) would determine the process for proper handling, storage, and disposal of hazardous materials. The individual CUPAs have separate procedures for handling hazardous materials.

In the case of underground or aboveground storage tank modification or removal, a permit from the appropriate CUPA would be required. The permit application would include information about the size of the tank, tank material, contents, and plan for removal and remediation, along with a fee, dependent on the size of the site.^{4,5}

4 Mendocino County Health and Human Services Agency. 2023. Hazardous Materials. Available: <https://www.mendocinocounty.org/departments/public-health/environmental-health/hazardous-materials>. Accessed December 18, 2023.

5 Humboldt County Department of Environmental Health. 2023. Hazardous Materials and Hazardous Waste Handling and Disposal. Available: <https://humboldt.gov/729/Hazardous-Materials-Unit>. Accessed December 18, 2023.

FEDERAL ENDANGERED SPECIES ACT

The federal Endangered Species Act (ESA) defines “take” of listed species as: “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or to attempt to engage in any such conduct” (Section 16 USC 1542(b)). Projects that result in incidental take (harassment, harm, wound, or kill) of federally listed species must receive take authorization from the US Fish and Wildlife Service (USFWS) through a consultation/permitting process.

Determining whether take would occur under the ESA as a result of construction of any particular area should occur at the time of engineering designs for any particular area and prior to commencement of construction, under the GRTA Environmental Protection and Compliance Review, as outlined in Appendix H. If habitat would be directly or indirectly affected by the project, take of the species may be avoided by implementing project-specific avoidance measures. These measures could include conducting construction-related activities outside the season when the species is present, or monitoring for the species, and stopping work if the species is detected.

If take cannot be avoided, permitting for take of species listed under the ESA may occur under either Section 7 (for projects with a federal nexus) or Section 10 (for projects without a federal nexus) of the ESA. Permitting under Section 7 of the ESA is triggered when federal funding is granted, or another action by a federal agency, such as when US Army Corps of Engineers issues a Nationwide Permit under the Clean Water Act. Under Section 7, the federal agency conducting the action is required to conduct formal consultation if take of a listed species is possible.⁶ For anadromous fishes (e.g., fish that migrate upriver from the sea for spawning, such as steelhead), this communication would occur between the federal agency and the National Marine Fisheries Service (NMFS). For other listed species (e.g., California red-legged frog, northern spotted owl), communication would occur with USFWS. The decision to consult or not rests with the agency conducting the action rather than the applicant



PHOTO CREDIT: KAMERON PERENSOVICH, CC BY-SA 2.0 <HTTPS://CREATIVECOMMONS.ORG/LICENSES/BY-SA/2.0>, VIA WIKIMEDIA COMMONS

The Northern Spotted Owl is a threatened species

for the federal permit or funding. Under Section 7, the permitting agency would consider both the potential effects of the project as well as measures implemented to avoid take, to determine if federal consultation is required. During consultation, the regulatory agency (NMFS or USFWS) will issue a Biological Opinion that determines if the project is likely to adversely affect the species. The agency may require mitigation to compensate for loss of habitat or individuals.

Take authorization under Section 10 of the ESA requires communication with the appropriate regulatory agency if take of listed species is likely to occur, as determined by the applicant.⁷ This is a less restrictive threshold than under Section 7 (take only need be possible to require Section 7 consultation). However, preparation and approval of a Habitat Conservation Plan is required under Section 10, which can take many years to develop and can be costly.

⁶ US Fish and Wildlife Service and National Marine Fisheries Service. 1998. Consultation Handbook, Procedures for Conducting Consultation and Conference Activities Under Section 7 of the Endangered Species Act.

⁷ US Fish and Wildlife Service. 2018. Guidance of trigger for an incidental take permit under section 10 (a)(1) (B) of the Endangered Species Act where occupied habitat or potentially occupied habitat is being modified. Memorandum. US Fish and Wildlife Service, Washington DC. April 26, 2018.



PHOTO CREDIT: KOEDQUEST, CC BY-NC 2.0 DEED, <<https://www.flickr.com/photos/KOEDQUEST/2459880029/>>, VIA FLICKR

The California red-legged frog is a threatened species

CALIFORNIA ENDANGERED SPECIES ACT

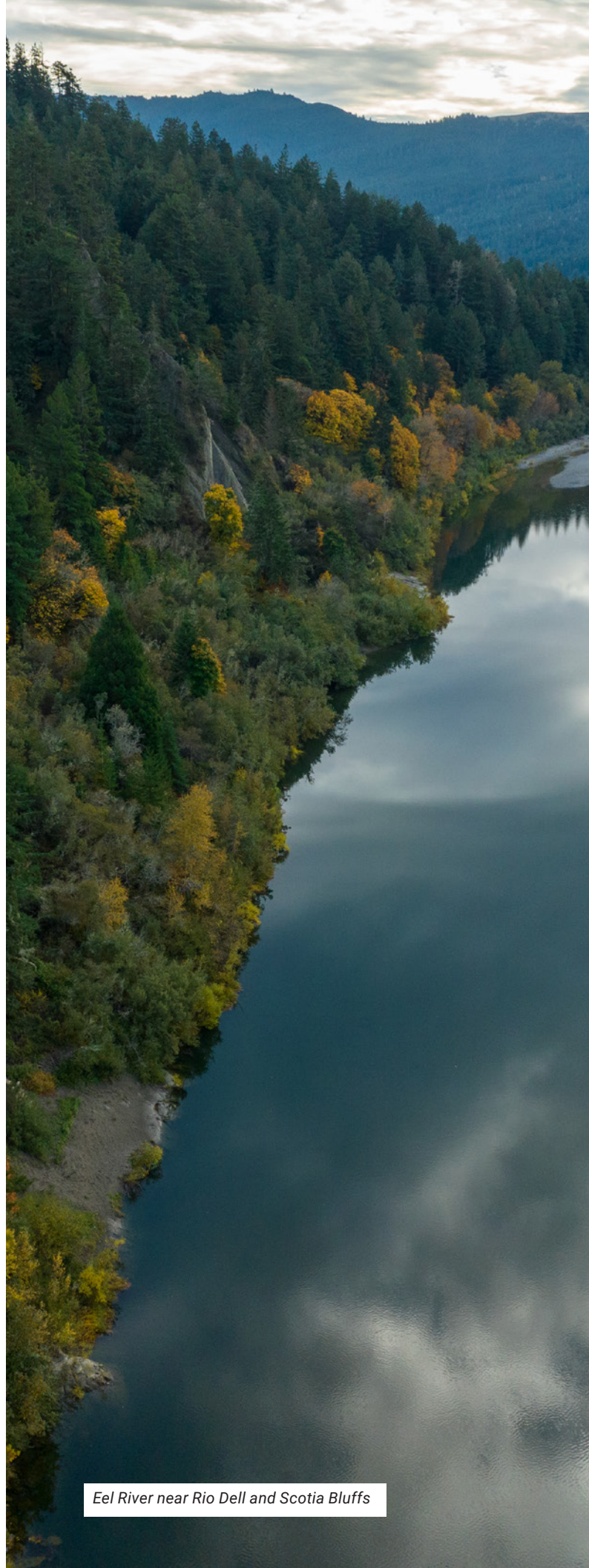
The California Endangered Species Act (CESA) defines “take” of listed species as: “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.”

Under CESA, the applicant decides whether take requires an Incidental Take Permit (ITP). However, take of CESA-listed species without an ITP can result in heavy fines. As discussed with the ESA, determining whether take may occur in an area should be analyzed during engineering review and prior to commencement of construction, looking at the suitability of habitat for listed species and the measures that could be implemented to reduce likelihood of take.

Projects that result in incidental take of CESA-listed species must receive take authorization from CDFW. For species that are listed under CESA and ESA, where a Biological Opinion has been issued, CDFW may issue take authorization through a consistency determination. For species listed under CESA but not the ESA, an ITP is required.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

The NPDES permit program was established by the Clean Water Act to regulate municipal and industrial discharges to surface waters of the US. NPDES permit regulations have been established for broad categories of discharges, including point source waste discharges and nonpoint source stormwater runoff. Each NPDES permit identifies limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of Clean Water Act contain general requirements regarding NPDES permits. The State Water Resources Control Board adopted the statewide NPDES General Permit in August 1999. The State requires that projects disturbing more than one acre of land during construction file a Notice of Intent with the Regional Water Quality Control Board. Construction activities subject to this General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan must be developed and implemented for each site covered by the permit. The stormwater pollution prevention plan must include best management practices designed to prevent construction-related pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters of the State throughout the construction and life of the project; the best management practices must address sediment source control and, if necessary, pollutant control. Permitting under the NPDES will likely be required for all GRT segments.



Eel River near Rio Dell and Scotia Bluffs



WILD AND SCENIC RIVERS

The National Wild and Scenic Rivers System was created by Congress in 1968 (Public Law 90-542; 16 USC 1271 et seq.) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. Following the passage of the federal Wild and Scenic Rivers Act, California's Legislature passed its own in 1972. Initially, the state's Wild and Scenic Rivers Act protected free-flowing rivers along California's Northern Coast from development. All state-designated wild and scenic rivers were placed under the federal Wild and Scenic Rivers Act protection as well in 1980. Today, California's Act prohibits the construction of dams or diversion facilities, except to serve local needs, on portions of or entire rivers around the state.⁸ The national act prohibits federal support for actions such as the construction of dams or other instream activities that would harm a river's free-flowing condition, water quality, or outstanding resource values. However, federal designation neither prohibits development nor gives the federal government control over private property. Recreational, agricultural practices, residential development, and other uses may continue. Any proposed new development must be guided by land use and resource management objectives that are compatible with a river's classification.⁹

⁸ Water Education Foundation. 2013. California Wastewater. Sacramento, CA.

⁹ National Wild and Scenic Rivers System. 2020. About the WSR Act. Available: <https://www.rivers.gov/wsr-act.php>. Accessed March 6, 2020.



Existing trail in Eureka crosses the Eureka Slough bridge

The Eel River has received both state (1972) and federal (1981) wild and scenic river designation. There are three levels of designation: wild, scenic, and recreation. The Eel River is designated wild for 97 miles, scenic for 28 miles, and recreational for 273 miles. The section of the Eel River adjacent to the GRT corridor is classified as recreational, with outstandingly remarkable values designated as fish.¹⁰ According to the Evaluation Report on the Eligibility of Five California Rivers for Inclusion in the National Wild and Scenic Rivers System, the Eel River system has a remarkable anadromous fishery and ranks first for coho salmon habitat and second for Chinook salmon and steelhead habitat among all California coastal river systems.¹¹ For these reasons, sections of the river are closed to fishing to protect the juvenile steelhead.

¹⁰ National Wild and Scenic Rivers System. 2020. Eel River, California. Available: <https://www.rivers.gov/rivers/eel.php>. Accessed March 6, 2020.
¹¹ US Department of Interior. 1980. The Evaluation Report on the Eligibility of Five California Rivers for Inclusion in the National Wild & Scenic Rivers System. Heritage Conservation & Recreation Service, Pacific Southwest Region.

Management of each designated river is administered by either a federal or state agency; the Wild and Scenic Eel River is managed by the Bureau of Land Management (BLM). For federally administered rivers, the designated boundaries generally average 0.25 miles on either bank to protect river-related values.¹² BLM has developed its own guidance manual for managing wild and scenic rivers, including management guidelines for recreation development on designated rivers.¹³ According to Chapter 7, ("Management Guidelines for Activities on Designated Rivers") of these guidelines, recreation development for wild and scenic rivers designated as recreational may be located in close proximity to the river but should be located and designed to harmonize with the natural and cultural settings, protect identified river values including water quality, and be screened from view from the river to the extent possible. Transportation system development for wild and scenic rivers designated as recreational includes bridge crossings and river access, and new trail construction must be compatible with and fully protect identified values. Signs should use the National Wild and Scenic Rivers System logo to identify the river as part of the national system.

¹² National Wild and Scenic Rivers System. 2020. About the WSR Act. Available: <https://www.rivers.gov/wsr-act.php>. Accessed March 6, 2020.
¹³ Bureau of Land Management. 2012. 6400 – Wild and Scenic Rivers – Policy and Program Direction for Identification, Evaluation, Planning, and Management (Public). Release 6-136. July 13, 2012.

7.4 FUNDING

The Great Redwood Trail will require funding from many different sources to pay for the trail's design and construction as well as the GRT's ongoing operations and maintenance. While the funding landscape is constantly changing, there are four major categories of potential funding:

1. Federal and California State Budget Appropriation
2. Nonprofit partnerships
3. Grants
4. Nontraditional sources



Dyerville Train Truss Bridge



Public art along GRT corridor in Arcata

California State Budget Appropriation

Each fiscal year, the US Senate and House Committees on Appropriations accept requests from senators and representatives on their local funding priorities. Requests should promote worthy investments in transportation, economic development, education, and other community benefits. Each committee reviews the spending requests, identifying those most appropriate for federal support. Through California's two federal senators' offices and the Second Congressional District Office, the GRTA and local sponsors may submit requests for Congressionally Directed Funding or Community Project Funding. While this process changes each year, instructions for the most recent cycle at time of publication can be found at: <https://appropriations.house.gov/fiscal-year-2024-submitted-community-project-funding-requests> and <https://www.appropriations.senate.gov/fy-2024-appropriations-requests-and-congressionally-directed-spending>.

Each year, the Governor of California proposes a budget that is reviewed and revised by the State Legislature before approval. In this process, state funding can be directly appropriated for the Great

Redwood Trail. The GRTA has been appropriated \$50,000,000 for the Great Redwood Trail in Proposition 4 funds, including \$650,000 for planning, \$42,350,000 for design and construction, \$3,000,000 for environmental remediation in the Eel River Canyon, and \$5,000,000 for tribal cultural resource preservation, to be directed to GRTA from the State Coastal Conservancy. This appropriation represents a major commitment by the State of California to the goal of completion of the GRT, and with this funding being included in the state-wide legislative plan to cut "green tape" on environmental restoration projects such as the GRT, the funding will accomplish more than a similar sum under prior law. This state investment in the GRT project, in addition to providing critical funding to begin bringing the larger GRT project to fruition directly, can be effectively leveraged for completion of segments of the GRT spearheaded by local agency partners, because the streamlining of applicable regulatory provisions benefits both GRTA-led construction and partner-led segments. These funds could also be used to leverage other grant funding sources or private donations.



Nonprofit Partnerships

A nonprofit organization can draw funds from a larger pool than just government agencies; nonprofits can solicit funding from individuals and philanthropic foundations as well as grants. Nonprofit organizations also enjoy more flexibility with program development, advocacy, and communications. A nonprofit typically does not have the authority of an elected body or landowner. They have no dedicated funding source without assistance from local, state, or federal funding mechanisms. Smaller nonprofits may lack the resources needed to manage a regional trail or GRT segment without support from another entity. Organizations like the Humboldt Trails Council, Friends of the Eel River, and others could collaborate with the GRTA to raise money for trail and river restoration projects, maintenance, or programming activities. Health foundations could also provide funding for the Great Redwood Trail-related programs to promote healthy living. For example, the Humboldt Health Foundation has provided over \$4.6 million to support community health efforts through organizational grants and funding partnerships. Other healthcare systems with a presence in the project area include Adventist Health, Mountain Communities Healthcare District, and Providence Medical Group.

CASE STUDY: DELAWARE and LEHIGH NATIONAL HERITAGE CORRIDOR

For the 140-mile Delaware and Lehigh Trail, the Delaware and Lehigh National Heritage Corridor (D&L) started a partnership in 2013 with St. Luke's University Health Network to create the Get Your Tail on the Trail program. Linking St. Luke's healthy lifestyle expertise with the recreational and heritage leadership of D&L allows members of the community to participate in ongoing challenges by entering exercise miles in an online trail tracker and attending special community events. All challenges and special events are free to participate in, and incentives can be earned along the way to motivate community members to maintain healthy lifestyle habits with exercise and nutrition.

Example health partnership program:
<https://tailonthetrail.org/>

Grants

The Great Redwood Trail Agency and local partners are eligible for competitive grant funding from federal, state, and regional sources. The following grant sources should be evaluated regularly for alignment with GRT project needs.



Existing Annie & Mary Trail in Blue Lake

FEDERAL AND STATE GRANTS (ALPHABETICAL ORDER)

ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM

The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program administered by the Federal Highway Administration to plan, design, and construct projects to provide safe and connected active transportation facilities associated with existing active transportation networks or spines. Active transportation networks are facilities that connect active transportation trails and destinations within a community or metropolitan region, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas. Active transportation spines are facilities that connect communities, metropolitan regions, or states.

ATIIP awards two types of grants: Planning and Design grants and Construction grants. Projects seeking Planning and Design grants must have planning and design costs of at least \$100,000, and projects seeking Construction grants must have total costs of at least \$15 million to be eligible. Funding for the program was approximately \$200 million in FY 2024.

Funds are administered by the Federal Highway Administration.

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The Affordable Housing and Sustainable Communities program funds land use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity projects, or rural innovation projects. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs. Trail construction would have to accompany affordable housing development or housing-related infrastructure.

Funds are administered by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

<http://www.sgc.ca.gov/programs/ahsc/>

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

California's California Active Transportation Program funds infrastructure and programmatic projects that support its goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Match is typically not required, though extra points are awarded to applicants who identify matching funds.

Funds are administered by the California Transportation Commission.

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

CANNABIS RESTORATION GRANT PROGRAM

The Cannabis Restoration Grant Program funds partnerships to clean-up, remediate, and restore watersheds affected by cannabis cultivation, and related activities.

Funds are administered by the California Department of Fish and Wildlife.

<https://wildlife.ca.gov/Conservation/Watersheds/Cannabis-Restoration-Grant>

COASTAL CONSERVANCY GRANTS

The Coastal Conservancy funds a wide variety of projects along the California coast, in the San Francisco Bay, and in coastal watersheds to increase availability of beaches, parks, and trails for the public, protect and restore natural lands and wildlife habitat, preserve working lands, and increase community resilience to the impacts of climate change. The Great Redwood Trail is a North Coast Project Priority for the Conservancy. The Conservancy will fund most stages of a GRT project including pre-project feasibility studies, property acquisition, project planning and community involvement, design, environmental review, permitting, construction, and project-related monitoring. The Coastal Conservancy accepts grant requests on a rolling basis, and typical awards range from \$200,000 to \$5,000,000. The State Coastal Conservancy has been appropriated Proposition 4 funds in addition to those specifically appropriated for GRTA operational use that could properly be allocated in part for completion of the GRT, either directly via grants to the GRTA or via grants to third party partners seeking to spearhead design and construction on segment of the GRT most critical to partners' stakeholders.

Funds are administered by the California Coastal Conservancy.

<https://scc.ca.gov/grants/>



Existing mural near GRT corridor in Eureka

CREATIVE CALIFORNIA COMMUNITIES

Creative California Communities supports meaningful, collaborative, creative placemaking projects that animate, activate, and celebrate communities. Funded projects support community goals and encourage increased engagement in arts and cultural activities with community members. The applicant must be a California-based nonprofit arts organization or arts-based unit of government. Funding is available for up to \$150,000.

Funds are administered by the California Arts Council.

https://arts.ca.gov/grant_program/creative-california-communities-2/

FISHERIES RESTORATION GRANT PROGRAM

Established in 1981 in response to declining salmon and steelhead trout populations in California, the Fisheries Restoration Grant Program (FRGP) administers a competitive grant program supporting various coastal projects with contributions from California Native American tribes, federal and local governments, nonprofits, and private landowners. The program aims to recover and conserve salmon and steelhead trout populations through ecosystem restoration. Eligible applicants include California Native American tribes, government agencies, and nonprofits, with FRGP providing unique environmental coverages for funded projects, detailed in the Guidelines on the FRGP Solicitation Notice page or by contacting the FRGP Regulatory Coordinator. Awards range from \$60,000 to over \$2 million with the average project funded at \$500,000.

Funds are administered by the California Department of Fish and Wildlife.

<https://wildlife.ca.gov/Grants/FRGP>

GRANTS FOR ARTS PROJECTS

Grants for Arts Projects is the National Endowment for the Arts' principal grant program. Through project-based funding, the program supports public engagement with and access to art across the nation, including the integration of the arts into the fabric of community life. Awards range from \$10,000 to \$100,000, not to exceed 50% of the total project cost.

Funds are administered by the National Endowment for the Arts.

<https://www.arts.gov/grants/grants-for-arts-projects>

HIGHWAY SAFETY IMPROVEMENT PROGRAM

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Eligible projects must be associated with a publicly owned road or active transportation facility including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are administered by Caltrans.

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund Act authorizes 50/50 matching grants to states and territories (and through states to local units of government) to plan, acquire, and develop public lands for outdoor recreation to improve the quality of life and the health and vitality of present and future generations.

Funds are administered by the National Park Service and the California Department of Parks and Recreation.

<https://www.nps.gov/subjects/lwcf/stateside.htm>

https://www.parks.ca.gov/?page_id=21360

NATIONAL CULVERT REMOVAL, REPLACEMENT AND RESTORATION GRANTS

The National Culvert Removal, Replacement, and Restoration Grant Program (Culvert Aquatic Organism Passage (AOP) Program) is a competitive grant program that awards grants to eligible entities for projects for the replacement, removal, and repair of culverts or weirs that meaningfully improve or restore fish passage for anadromous fish.

Funds are administered by Federal Highway Administration.

https://www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/culvertaop_grants.cfm

NATIONAL FISH AND WILDLIFE FOUNDATION “ACRES FOR AMERICA” GRANT PROGRAM

The Acres for America grant program works to conserve fish and wildlife habitat, protect public lands, provide access to outdoor recreation, and ensure the future of local economies that depend on outdoor recreation, forestry, or ranching. The program supports bicycle and pedestrian trail projects.

<https://www.nfwf.org/programs/acres-america>

NATIONALLY SIGNIFICANT FEDERAL LANDS AND TRIBAL PROJECTS PROGRAM

The Nationally Significant Federal Lands and Tribal Projects program provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing federal and tribal lands. Eligible projects include the construction of shared-use trails and paths, among others. Projects must have estimated construction costs of at least \$12.5 million, and \$55 million is available each fiscal year.

Funds are administered by the Federal Highway Administration.

<https://highways.dot.gov/federal-lands/programs/significant>

OUR TOWN

Our Town is the National Endowment for the Arts' creative placemaking grants program, which requires a partnership between a local government entity and a nonprofit organization. Funded projects integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, or social outcomes. Project types that may be relevant to the Great Redwood Trail include public art (temporary and permanent), community co-creation of art, public art planning, and public space design. Grants are awarded between \$25,000 and \$150,000 and cannot exceed 50% of the total project cost.

Funds are administered by National Endowment for the Arts.

<https://www.arts.gov/grants/our-town/program-description>



Existing trail in Eureka near Elk River Restoration Area

PEOPLE FOR BIKES COMMUNITY GRANTS

The PeopleForBikes Community Grant program is funded by members of the bicycle industry who want to make it easier and safer for people of all ages and abilities to ride. This program supports bicycle infrastructure projects including bike paths, lanes, trails, and bridges, as well as bike parks and pump tracks. Also included are end-of-trip bike facilities such as racks, parking, repair stations, and storage. Funding can be used for engineering and design work, construction costs (including materials, labor, and equipment rental), and reasonable volunteer support costs. The grant provides up to \$10,000, and while it does not require a match, the grant should be no more than 50% of the project's overall budget.

<https://www.peopleforbikes.org/grants>

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY GRANTS (RAISE)

The Rebuilding American Infrastructure with Sustainability and Equity program enables the US Department of Transportation to invest in road, rail, transit, and port projects that have a significant local or regional impact. Eligible projects include recreational trails, road “diets,” separated bike lanes, shared-use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs. For capital grants, the minimum grant award is \$5 million in urban areas and \$1 million in rural areas. There is no minimum award amount for planning grants. The maximum award for any grant is \$25 million. From 2009 to 2023, the average grant was \$19 million.

Funds are administered by the USDOT.

<https://www.transportation.gov/RAISEgrants>

RECONNECTING COMMUNITIES AND NEIGHBORHOODS GRANT PROGRAM

Funded by the federal Bipartisan Infrastructure Law, this joint grant program aims to improve transportation access to daily destinations, including jobs, education, healthcare, food, and recreation. Projects should prioritize fostering equitable development and restoration in disadvantaged communities. Competitive projects for this grant source reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. This program can fund planning or construction. In its first year, the USDOT awarded 6 capital projects that averaged \$23 million each and 39 planning grants that averaged \$1.1 million each. The Bipartisan Infrastructure Law specifies that the maximum Community Planning Grant award funded with RCP funds is \$2 million. There is no maximum award amount for a Community Planning Grant award funded with NAE funds. In FY 2023, USDOT planned to award up to \$148 million of RCP funds and \$2.57 billion of NAE funds for eligible construction activities.

Funds are administered by the USDOT.

<https://www.transportation.gov/grants/rcnprogram>



RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program helps provide recreational trails for both motorized and nonmotorized trail use. Eligible projects include trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more. The maximum grant amount is \$2,000,000, and the match requirement is 12% of the total project cost. The average grant amount in 2023 was \$668,571.00.

Funds are administered by the California Department of Parks and Recreation.

https://www.parks.ca.gov/?page_id=24324

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

The Rivers, Trails, and Conservation Assistance (RTCA) program is the community assistance arm of the National Park Service. The technical assistance that RTCA provides is for engaging public participation, developing plans, and identifying other sources of funding for conservation and outdoor recreation projects. Though this program does not offer monetary grants, National Park Service-RTCA staff collaborate with project partners by pairing their professional planning, design, and technical expertise with your team and knowledge experts from the community. Technical assistance could be used to support education, such as interpretive signs and programming, or stakeholder engagement for ROW acquisition and future planning phases.

Funds are administered by the National Park Service.

<https://www.nps.gov/orgs/rtca/index.htm>

TRANSPORTATION DEVELOPMENT ACT

The Transportation Development Act (TDA) was enacted to improve existing public transportation services and encourage regional transportation coordination. It provides funding for transit and non-transit-related purposes that comply with regional transportation plans. TDA established two funding sources: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. LTF is derived from a one-quarter cent of the general sales tax collected statewide, which is returned to counties based on the amount of tax collected. The funds are then distributed to local cities and counties, based on population. Mendocino Council of Governments and Humboldt County Association of Governments each control approximately \$100,000 in TDA Article 3 funds for bicycle and pedestrian plans and capital projects.

Funds are administered by Caltrans.

<https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act>



GRT corridor along Highway 101 north of Willits

URBAN GREENING GRANTS

Urban Greening Grants support development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Competitive projects combine green infrastructure with projects that reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and nonmotorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools. There is no minimum or maximum grant amount, and in FY 2022/2023, \$23.7 million was available.

Funds are administered by the California Natural Resources Agency.

<http://resources.ca.gov/grants/urban-greening/>

WILDLIFE CONSERVATION BOARD PUBLIC ACCESS PROGRAM

This grant program is focused on creating wildlife-oriented recreation and conservation experiences in California. The program supports the construction and rehabilitation of public access facilities including fishing piers, parking, restrooms, boat ramps, trails, boardwalks, and interpretive facilities that promote activities such as bird watching, kayaking, hiking, hunting, and fishing. For stand-alone restoration, enhancement, and public access projects, grant awards are typically limited to \$250,000; however, larger restoration projects can be proposed for consideration.

Funds are administered by the California Wildlife Conservation Board.

<https://wcb.ca.gov/Programs/Public-Access>



LOCAL AND REGIONAL

FUND FOR TRAILS AND OPEN SPACE (COMMUNITY FOUNDATION OF MENDOCINO COUNTY)

Established in 2016, this fund supports the acquisition, preservation, and restoration of parks, trails, and open space areas that are free and open to the public for low-impact recreational uses in Mendocino County. Projects may include equipment for preservation and restoration projects; improvements to existing facilities or construction of new facilities, including but not limited to, trails, trailheads, restrooms, parking areas, informational/interpretive kiosks, and directional signage; or planning for development or acquisition of new parks, trails, or other public open spaces. Grant amounts range from \$1,000 to \$7,500.

Funds are administered by the Community Foundation of Mendocino County.

<https://communityfound.org/grant/fund-for-trails-and-open-space/>

GREAT REDWOOD TRAIL AGENCY LICENSE/ LEASE AND OTHER RIGHT-OF-WAY AGREEMENTS

GRTA inherited hundreds of license and lease agreements for use of the former railroad right-of-way from its predecessor agency, NCRA. Collection of fees associated with existing agreements, as well as development of new agreements that are consistent with the GRT and approved by the GRTA Board, will be a steady source of income for the GRTA over time.

GREAT REDWOOD TRAIL ALLIANCE FUND

This fund supports charitable work to promote, support, and implement the development and use of the Great Redwood Trail along the north coast counties of Marin, Sonoma, Mendocino, and Humboldt.

The fund is administered by the Humboldt Area Foundation.

<https://hafoundation.org/our-funds/great-redwood-trail-alliance-fund/>

HUMBOLDT BAY TRAIL FUND

The Humboldt Bay Trail Fund supports the maintenance and development of the Humboldt Bay Trail, a component of the Great Redwood Trail. The fund was established at the Humboldt Area Foundation to provide a mechanism for private donations to assist in the continued development of the Humboldt Bay Trail by focusing on the critical need for trail maintenance funds. The fund supports trail-related needs including maintenance and rehabilitation, with an emphasis on projects involving community volunteers, emergency repair projects, trail amenities, and cost-share to state or federal grant funds for project development. The fund is governed by the Humboldt Bay Trail Committee, composed of four community members at-large, and three public agency representatives from the City of Arcata, City of Eureka, and the Humboldt County Public Works Department. The Humboldt Area Foundation manages donated funds in conjunction



GRT corridor in Loleta

with other foundation assets, and allocates funds based on recommendations by the Humboldt Bay Trail Fund Committee. This endowed fund will grow and maintain a sizable fund balance that is able to generate a stream of income through investment earnings that can be expended to carry out the fund purpose. The average grant award is \$4,000.

Funds are administered by the Humboldt Area Foundation and grants selected by the Humboldt Bay Trail Fund Committee.

<https://hafoundation.org/our-funds/humboldt-bay-trail-fund/>

<https://www.hcaog.net/committee/humboldt-bay-trail-fund-committee>

SPECIAL DISTRICT

Special districts are local governments created by the people of a community to deliver specialized services essential to their health, safety, economy and well-being. A community forms a special district, which are political subdivisions authorized through a state's statutes, to provide specialized services the local city or county do not provide. Some special districts are large; many are very small, all serving diverse urban, suburban, rural and agricultural regions – even within incorporated areas. Funding can be generated as a share of property taxes or through a ballot measure. To learn more, see: <https://www.cstda.net/special-districts/learn-about>.

Examples of special districts that manage parks and recreation in Mendocino and Humboldt Counties include:

Mendocino Coast Recreation and Park District
(<https://www.mendocoastrec.org/>)

McKinleyville Community Services District
(<https://www.mckinleyvillecsd.ca.gov/parks-and-recreation>)

Nontraditional Funding Sources

The GRTA and local partners may also consider leveraging resources and fundraising through nontraditional and private sector strategies listed below. These sources may require partnerships with nonprofit organizations.

ADOPT-A-MILE OR ADOPT-A-VISTA

Many trails offer the opportunity for personal or corporate sponsorship of trail sections or vista points. The Tahoe Rim Trail allows individuals, families, or organizations to adopt a mile for \$10,000 or adopt a vista for \$5,000. CV Link in the Coachella Valley has an “Adopt-a-Link” program, which allows individuals, private organizations, or businesses to commit private funds or volunteer hours in exchange for recognition. Other sponsored features could include trees, benches, pavers, light poles, and water fountains.

Example fundraising programs:

<https://tahoerimtrail.org/adopt-vista-adopt-mile/>

<https://coachellavalleylink.com/get-involved/adopt-a-link/>

CALIFORNIA CONSERVATION CORPS

The California Conservation Corps provides labor for trail construction and annual maintenance. Project sites must be on public land or publicly accessible. The organization may also be written into grant applications as a project partner.

<https://ccc.ca.gov/what-we-do/funding-opportunities/active-transportation-program/>

CHECKOUT OR POINT-OF-SALE DONATIONS

Friends of groups or nonprofit organizations affiliated with the GRT could partner with local businesses and restaurants that benefit from the Great Redwood Trail by soliciting donations when customers pay for their goods or services. These donations can be solicited at checkout or on the restaurant bill. According to a 2023 Accelerist study, 59% of survey respondents reported donating at an in-store or online checkout over the past 12 months. The study reports Point-of-Sale fundraising collected \$749 million in 2022.¹

¹ Accelerist. 2023. Checkout for Change: Exploring Point of Sale Giving Trends. <https://www.accelerist.com/checkout-for-change-2023/>. Accessed on January 24, 2024.

CASE STUDY: THE TAHOE FUND

Founded in 2010, the Tahoe Fund was created to be a major source of private funding for environmental projects around the Lake Tahoe Basin with an emphasis on forest health, lake clarity, sustainable recreation, transportation, and stewardship. The Tahoe Fund created the “\$1 for Tahoe” program using the “checkout charity” fundraising model starting in 2015. Local businesses collect one dollar from their guests from purchases of lift tickets, hotel accommodations, and other items at participating resorts and businesses in the Tahoe and Truckee region. As an “opt-out” program, guests may choose not to participate, and the contribution will be removed from their bill. “Since its inception, the \$1 for Tahoe program has proven to be a win-win for businesses and their guests. The program creates a simple way for those who love this area to help make it even better,” said Amy Berry, Tahoe Fund CEO. “Over the years, \$1 for Tahoe contributions have helped make trail projects, watershed restoration, and stewardship programs and so much more possible. We’re grateful for all of our partners, including the Tahoe Restaurant Collection, who recognize the value of these efforts and are committed to helping us move these projects forward.”

Example fundraising program:

<https://www.tahoefund.org/ways-to-give/green-bucks/>



Downtown Loleta

CONCESSION FEES

The GRTA could create food kiosks or bike rental stations along the trail and charge concessionaires license fees to operate.

CORPORATE DONATIONS

Corporate donations are often received in the form of liquid investments (i.e., cash, stock, or bonds) or in land or real estate. Employers recognize that creating places to bike and walk is a way to build community and attract a quality workforce. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities can create funds that facilitate and simplify transactions involving a corporation's donation to a municipality. Donations are commonly received when a widely supported capital improvement program is implemented.

FUNDRAISING EVENTS

Races and walks, such as bicycle races, half-marathons, and 5K runs and walks, are opportunities to raise money for Great Redwood Trail operations through registration fees and donations. Races are also an opportunity to establish trail-related events, which can attract visitors from outside the area.

LOANS

California Infrastructure State Revolving Fund
The Infrastructure State Revolving Fund (ISRF) Program provides below-market rate loans to public agencies and nonprofit corporations (sponsored by public agencies) for a wide variety of infrastructure and economic development projects (excluding housing). ISRF Program funding is available in amounts ranging from \$50,000 to \$25 million, with loan terms ranging from the useful life of the project to a maximum of 30 years. Eligible projects include county highways, public transit, and parks and recreation facilities and can be used for ROW acquisition, planning, design, and construction. Financing can support individual projects or be used to leverage other funding sources.

Funds are administered by the California Infrastructure and Economic Development Bank (IBank).

<https://www.ibank.ca.gov/loans/infrastructure-loans/>

MEMBERSHIP DUES

Annual membership dues can contribute to ongoing maintenance. For example, the Friends of the Katy Trail in Dallas, Texas, is a nonprofit organization that fundraises for trail maintenance and capital expansion. Annual membership dues range from \$50 to \$2,500 and fund utilities, maintenance, and safety programs. Based on membership level, donors receive a variety of perks including local business discounts, invitations to events, website recognition, and t-shirts. Donations can also be accepted in place of or in addition to membership.

Example membership dues example:

<https://katytraildallas.org/membership/>



MEMORIAL FUNDS/LEGACY GIVING

A memorial fund is often created to honor a deceased community member. These crowdsourced funds can be used in a variety of ways to honor the spirit and character of the deceased. Common examples include a scholarship fund or a physical memorial, such as a bench. Legacy giving means making a bequest in one's will or a beneficiary in a retirement plan. This charitable giving could support nonprofits aligned with the mission of the GRT.

MERCHANDISE SALES

Sales of Great Redwood Trail-branded items such as t-shirts, sweatshirts, bicycle jerseys, mugs, and more could provide additional funding for the trail. Branded merchandise can often be purchased in bulk at lower rates. This could be an opportunity to partner with a nonprofit organization or a local outdoor recreation business.

ON-TRAIL DONATION STATIONS

Donation stations along the trail (once constructed) could allow trail users to donate directly to trail maintenance. The Yampa Valley Community Foundation in Steamboat Springs, Colorado, set up repurposed parking meters to accept credit card donations from trail users. Prior to construction, GRTA could place donation stations at regional park facilities along the GRT and at stakeholder locations. Information about the trail could accompany the donation station.

Example vendors include Karma Payments:

<https://karmapayments.com/> and DipJar: <https://www.dipjar.com/>.

PERCENT-FOR-ART ORDINANCE/LEGISLATION

Passing percent-for-art legislation encumbers an annual percentage (usually 0.5 to 2) of publicly funded capital improvement projects (CIP) for the commissioning of public artworks, located in, on, or adjacent to the building or project being constructed. Percent-for-art ordinances guarantee a funding stream for public art projects, regardless of county budgets or arts funding. The policy also guarantees that public art projects will be planned each year, as long as CIPs are underway and municipal construction continues.

Example policies for this program and other funding sources for public art projects can be found in the link below to the Americans for the Arts website.

<https://www.americansforthearts.org/by-topic/funding-resources>

STRATEGIC LAND USE AGREEMENTS

GRTA is a large landowner and steward of the public right-of-way. Entering strategic revenue generating agreements for the short- and long-term use of its land could be considered. Short term uses like farmer's markets, races and festivals promote trail usage and provide economic opportunities for communities. Agreements for longer term uses such as the operation of a campground or other trail-oriented development could be considered. Usage of the right-of-way for road crossings or public utility connections, such as electricity and broadband, could generate revenue for GRTA while helping rural communities access needed services.

Table 23: Funding sources and eligible project expenses

	Planning and Design	Acquisition	Construction	Operations and Maintenance	Public Art
FEDERAL AND STATE					
Active Transportation Infrastructure Investment Program	✓	✓	✓		
Affordable Housing and Sustainable Communities Program		✓	✓		
California Active Transportation Program	✓		✓		
Cannabis Restoration Grant Program			✓		
Coastal Conservancy Grants	✓	✓	✓		
Creative California Communities					✓
Fisheries Restoration Grant Program			✓		
Grants for Arts Projects					✓
Habitat Conservation Fund			✓		
Highway Safety Improvement Program	✓	✓	✓		
Land and Water Conservation Fund		✓	✓		
National Culvert Removal, Replacement and Restoration Grants	✓		✓		
The National Fish and Wildlife Foundation Acres for America Grant Program		✓	✓		
Nationally Significant Federal Lands and Tribal Projects Program			✓		
Our Town					✓
People for Bikes Community Grants			✓		
Rebuilding American Infrastructure with Sustainability and Equity Grants	✓		✓		
Reconnecting Communities and Neighborhoods Grant Program	✓	✓	✓		

Table 23, continued: Funding sources and eligible project expenses

	Planning and Design	Acquisition	Construction	Operations and Maintenance	Public Art
Recreational Trails Program	✓	✓	✓	✓	
Rivers, Trails, And Conservation Assistance Program	✓				
Rural Business Development Grants	✓	✓	✓		
Transportation Development Act	✓		✓		
Urban Greening Grants		✓	✓		
Wildlife Conservation Board Public Access Program	✓		✓		
LOCAL AND REGIONAL					
Fund for Trails and Open Space			✓		
Great Redwood Trail Alliance Fund	✓	✓	✓	✓	
Humboldt Bay Trail Fund			✓	✓	
NON-TRADITIONAL					
Adopt-a-Mile Or Adopt-a-Vista	✓	✓	✓	✓	✓
Checkout or Point-of-Sale Donations	✓	✓	✓	✓	✓
Concession Fees	✓	✓	✓	✓	✓
Corporate Donations	✓	✓	✓	✓	✓
Fundraising Events	✓	✓	✓	✓	✓
Foundations	✓	✓	✓	✓	✓
Loans	✓	✓	✓	✓	✓
Membership Dues	✓	✓	✓	✓	✓
Memorial Funds/Legacy Giving	✓	✓	✓	✓	✓
Merchandise Sales	✓	✓	✓	✓	✓
On-trail Donation Stations	✓	✓	✓	✓	✓
Strategic Land Use Agreements	✓	✓	✓	✓	✓